

The background of the entire page is an aerial photograph of a residential area. Overlaid on this map are various urban design elements: green circles representing trees, red dashed lines indicating property boundaries or streets, and colored polygons in shades of yellow, orange, and green representing different land use zones or building footprints. The map shows a mix of lot sizes and street layouts, with some areas appearing more developed than others.

Green Ginger Phase 2

Urban Design Brief

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

Prepared by The Planning Partnership
February 2022

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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.

The purpose of these Urban Design Guidelines is to 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 guideline 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. Phase 1 includes the lands south and west of the Natural Heritage System. Higher 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. 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)

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 F) 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 back-to-back, 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.

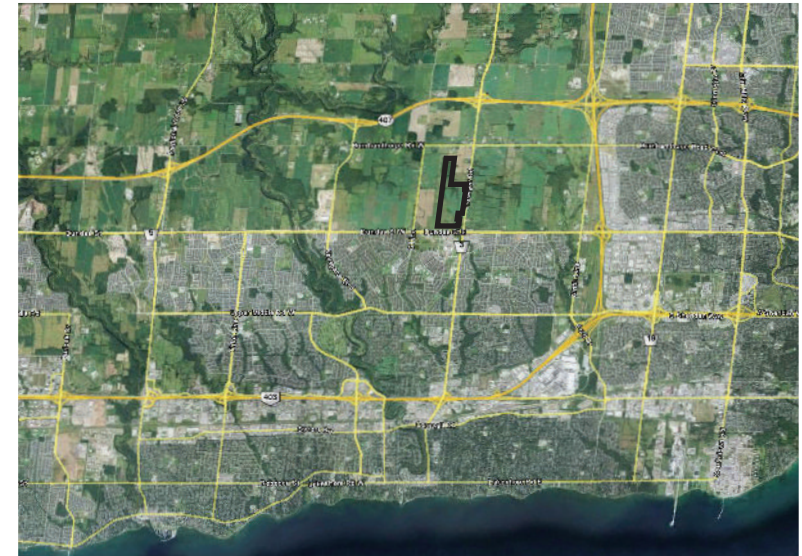


Figure 1: Location within Town of Oakville

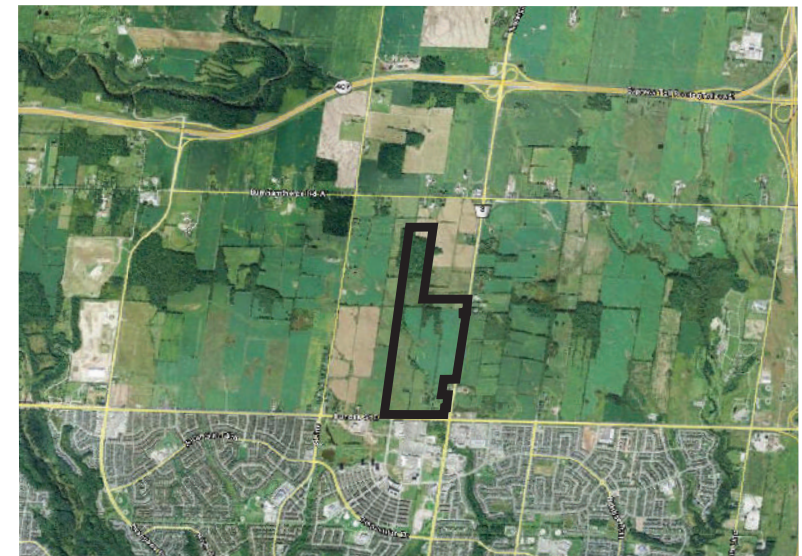


Figure 2: Location within the North Oakville East Secondary Plan

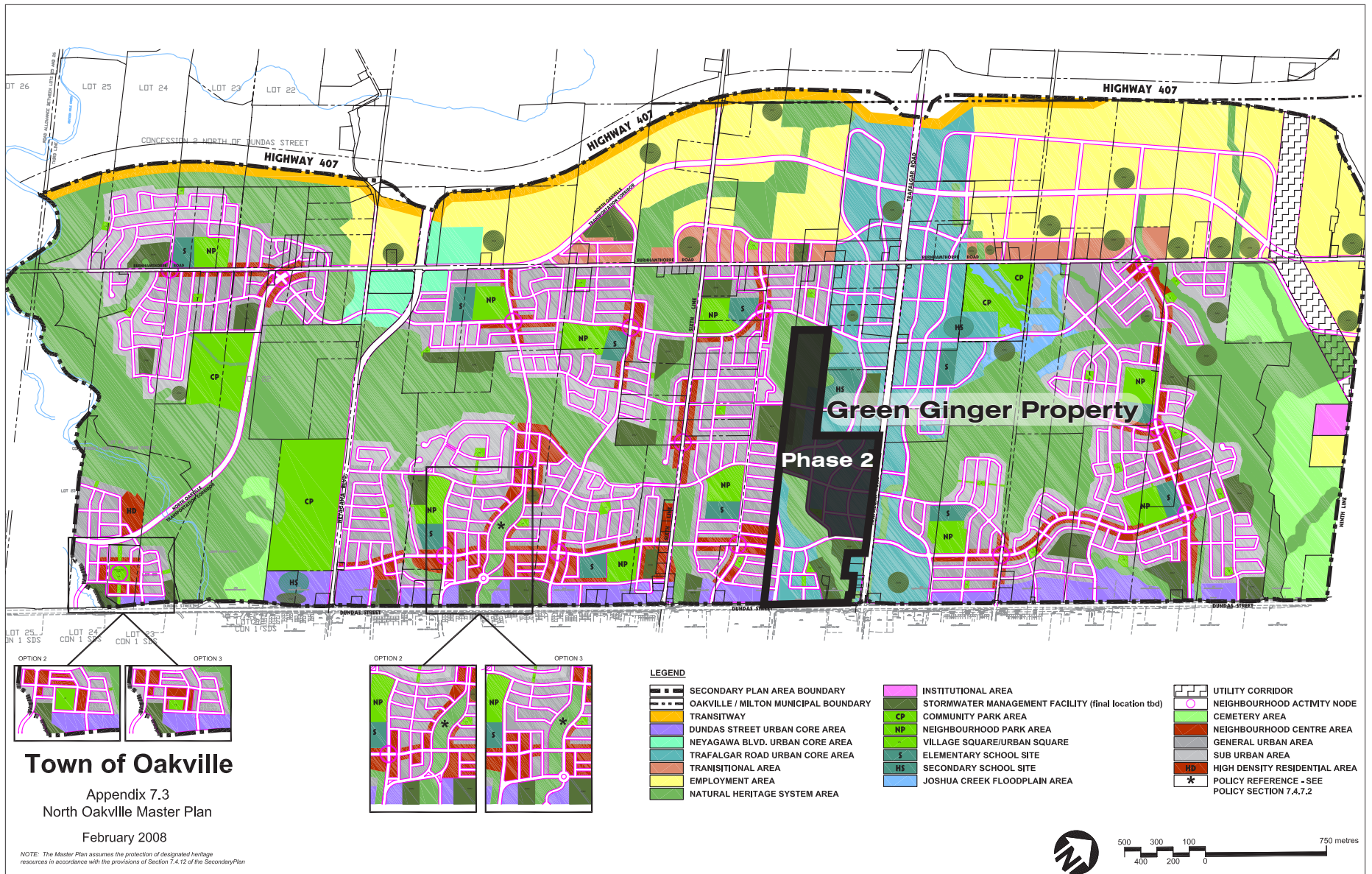


Figure 3: North Oakville Master Plan 2008 (Appendix 7.3 to the NOE Secondary Plan)

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** will be comprised of a series of documents, including this Urban Design Brief, which will provide comprehensive design direction for specific districts and development plans.
- **Part C** will include 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.

Site Background Information

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

Site Background Information

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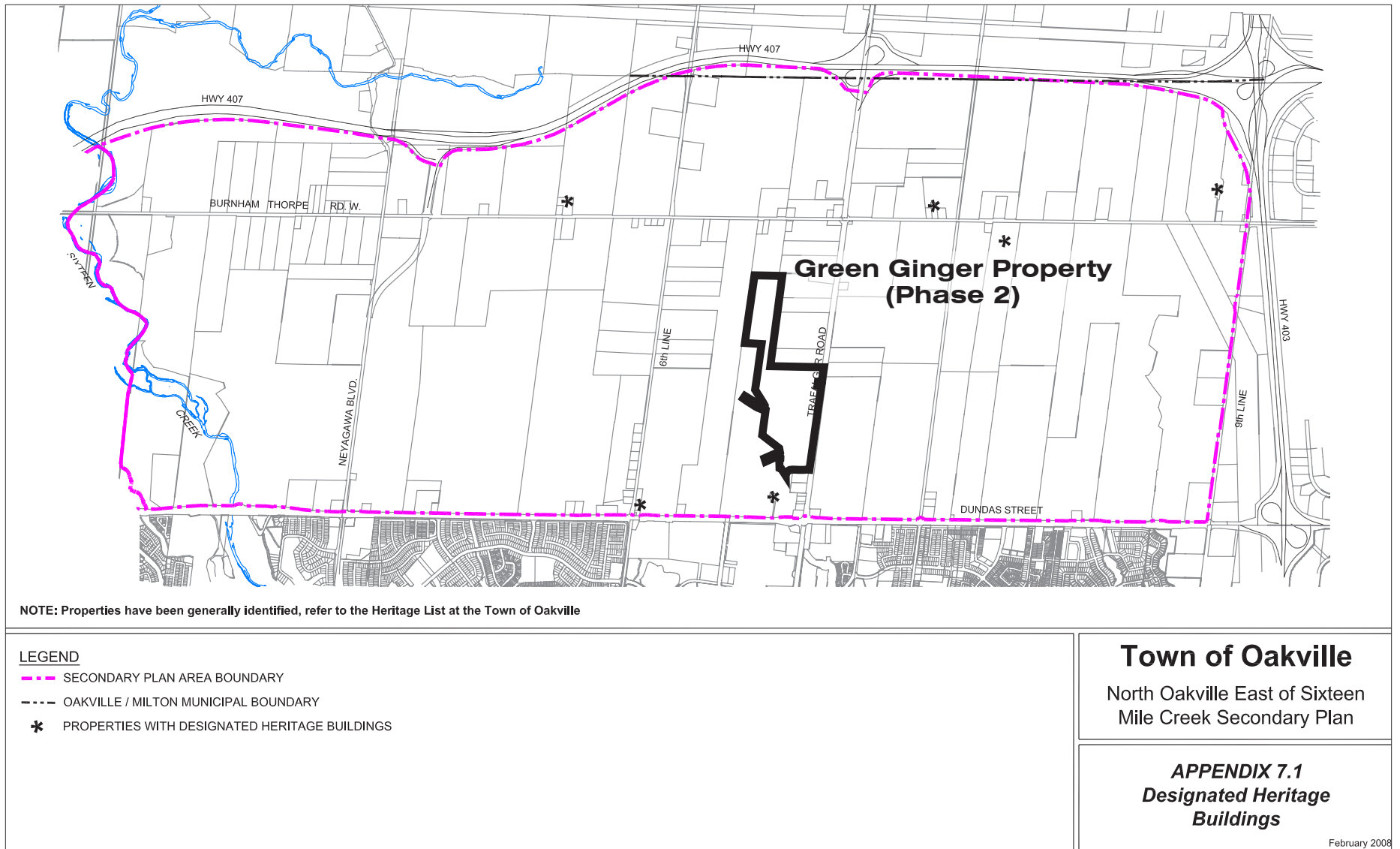


Figure 4: Appendix 7 - Designated Heritage Buildings, North Oakville East Secondary Plan

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 important natural area (the East Morrison Creek) on the west while having frontage along Trafalgar Road, an important 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 reinforce the nature of the community as one that is rooted in the natural environment.

Trafalgar Road is an important north/south connecting street through Oakville. This is the urban edge to this neighbourhood and the built form will act as an important 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

Development Framework

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 neighbourhood character street running north and south (Street A). The other neighbourhoods are focused on two urban squares within easy walking distance of one another. Streets are spaced to encourage walking and, when combined with the system of open spaces, walking will become an integral component of living in Green Ginger.

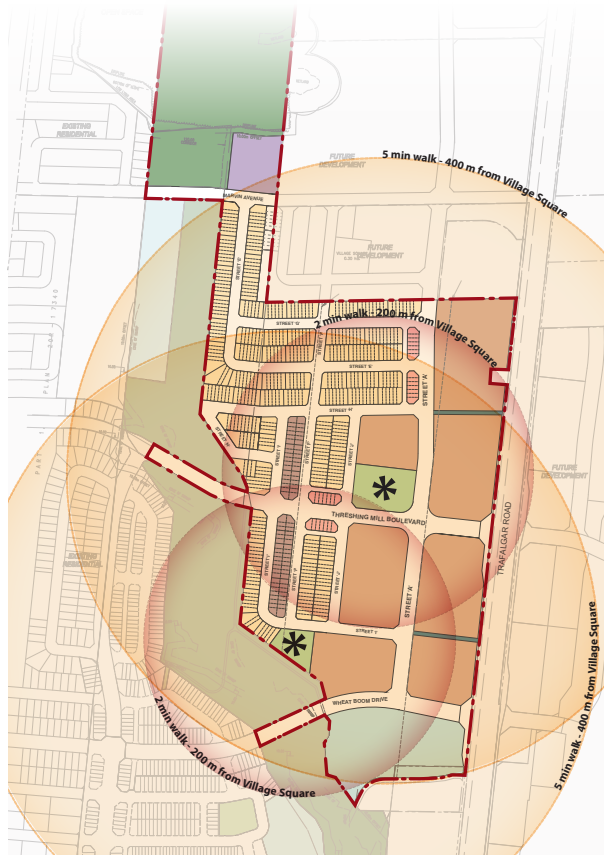


Figure 5: Green Ginger Phase 2 / 5-10 min. Walk

Green Ginger Is Connected

The design of this Phase of the community incorporates strong connections that allow the residents to walk throughout. Two east/west character streets that reach into the Phase 1 community across the natural feature (the East Morrison Creek). Two urban squares connected by a north/south local road, one of them integrated into the natural feature area. To the north, an secondary school is centrally located to integrate with the overall natural environment connections.

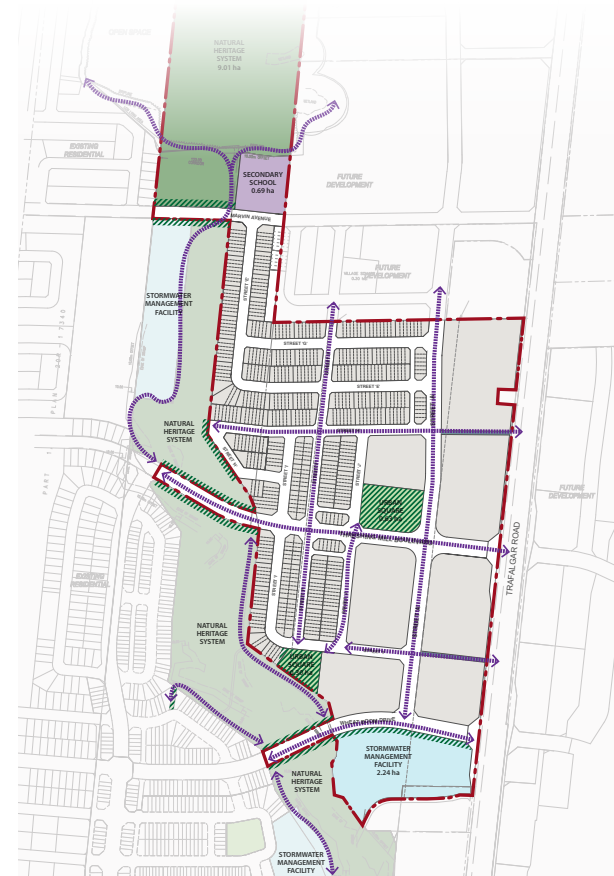


Figure 6: Green Ginger Phase 2 Connectivity

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 formed by higher density forms of development located along and framing the west side of Trafalgar Road. This area provides the opportunity 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.** Neighbourhood character streets that connect the Green Ginger Phase 2 community to Trafalgar Road and 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 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 community and is linked to the Natural Heritage System.

Figure 7: Green Ginger Phase 2 Community Design Components



Development Framework



Buildings as gateway features



Public feature at storm water management facility



Streetview into naturalized spaces

Gateways and Edges

Gateways to the new neighbourhood will be from Trafalgar Road at the intersections of Threshing Mill Blvd. and Wheat Boom Drive. In these two locations, which are part of the Trafalgar Road Urban Core area, the adjacent building designs, location and massing will be used to reinforce the corner condition, with the opportunity to create landmarks within the community.

While the new neighbourhood is clearly part of a larger community, 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 traffic circle proposed at the Threshing Mill Boulevard gateway location will provide the opportunity to further enhance this location through landscaping and potential signage features.

The 'Open Space' edge (creek corridor) provides a contrast to the built environment of the neighbourhood, creating a 'green' backdrop to the units that are located in the eastern part of the neighbourhood.

Public Realm Elements

The Public Realm is an important aspect of the neighbourhood; it functions as both connecting elements (Streets and Trails) and focal elements (Parks and Open Space).

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 E to J - 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 two locations where laneways (**7.5m ROW**) are proposed and in both cases they support lane-based townhouse blocks fronting onto Avenue/Transit Corridors (Street A and Threshing Mill Boulevard). This allows for truly pedestrian streetscapes along these roads, including continuous sidewalks and tree planting without driveway interruptions.

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.

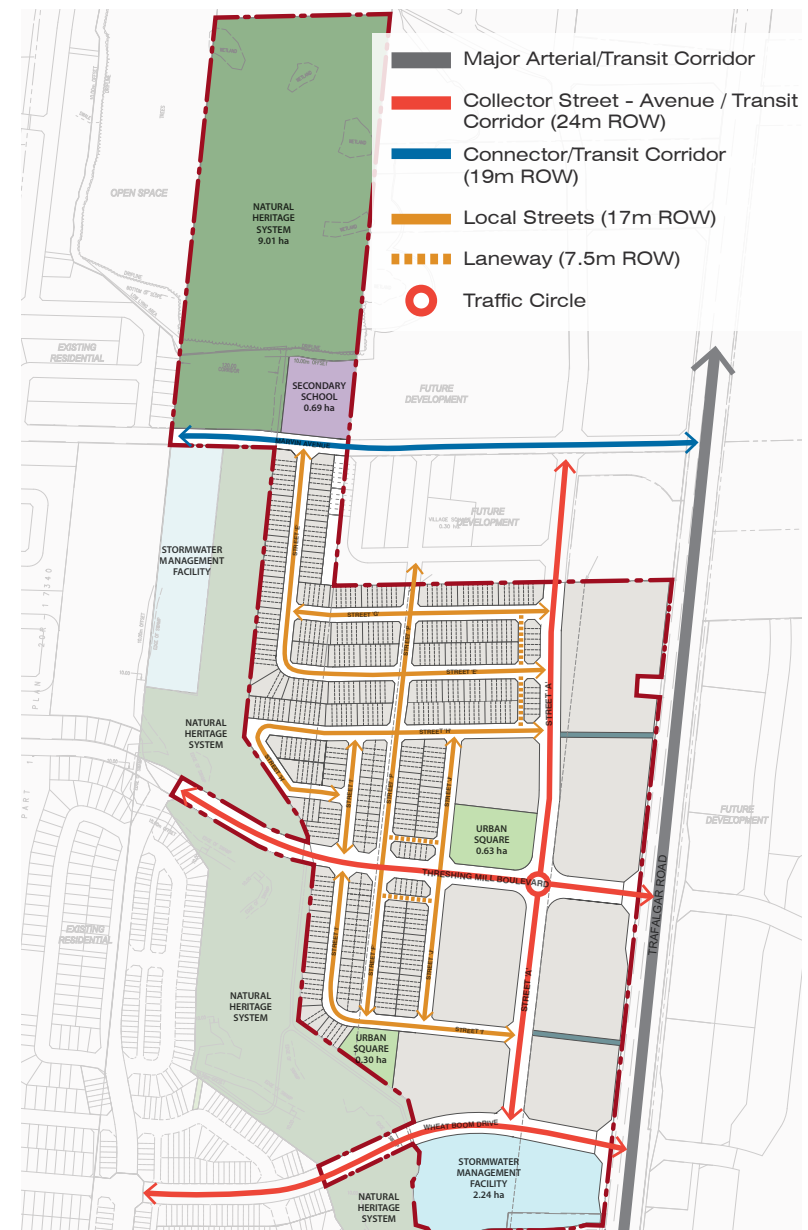
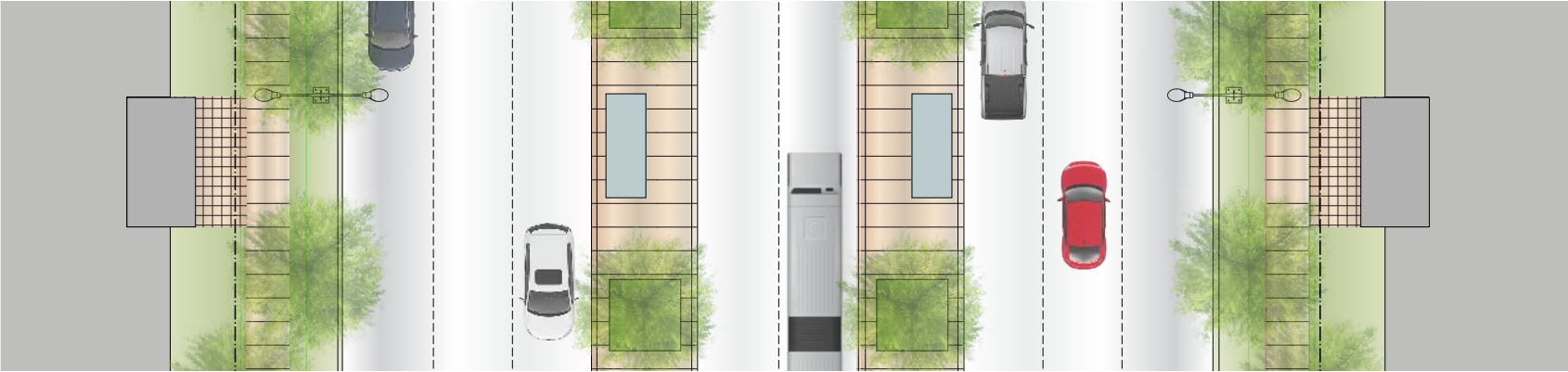
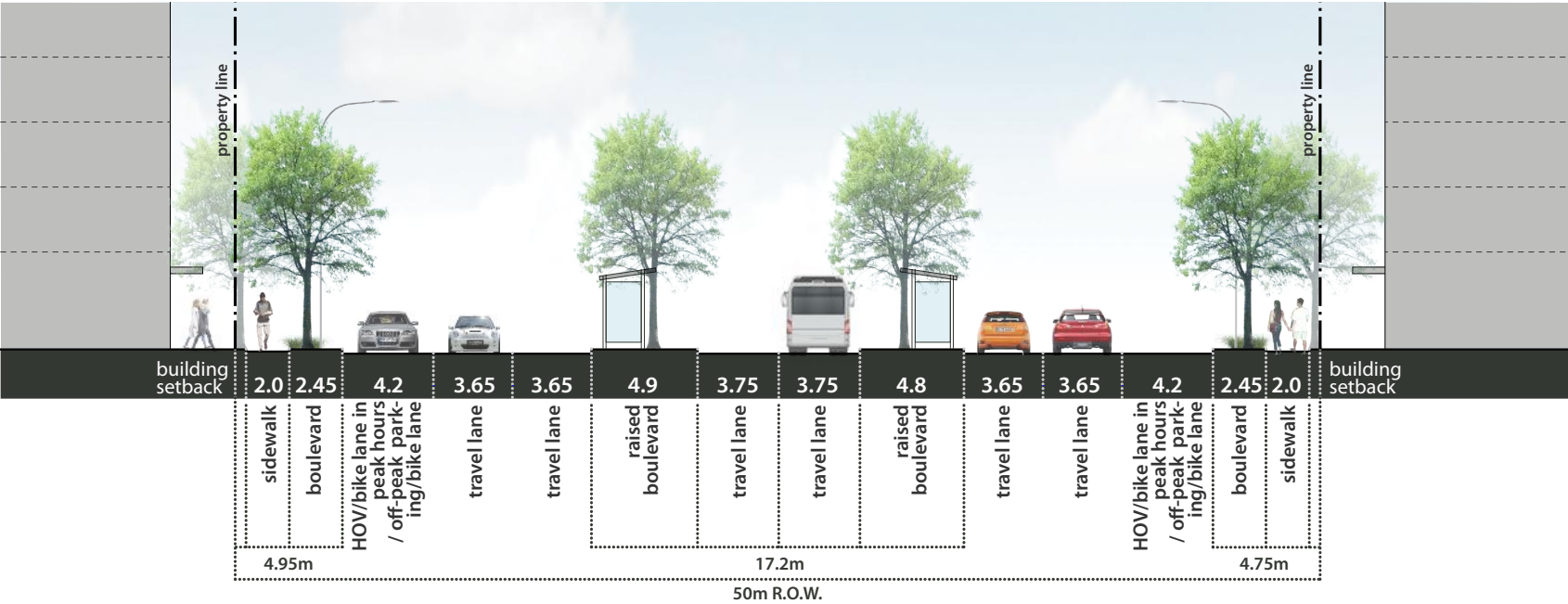


Figure 8: Green Ginger Phase 2 Community Transportation Network

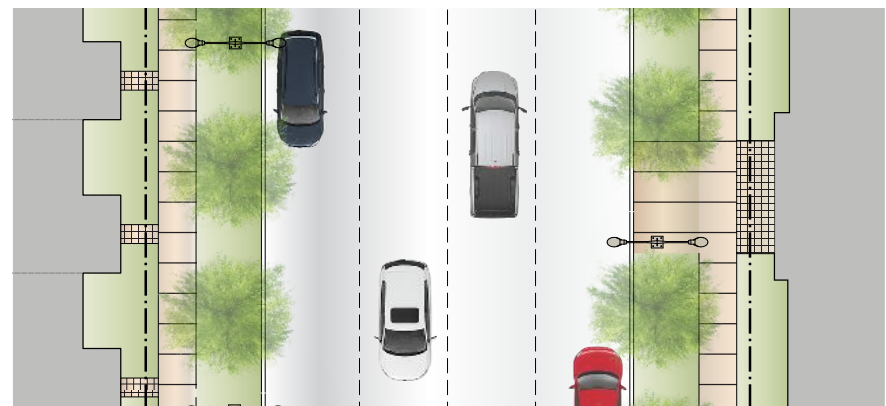
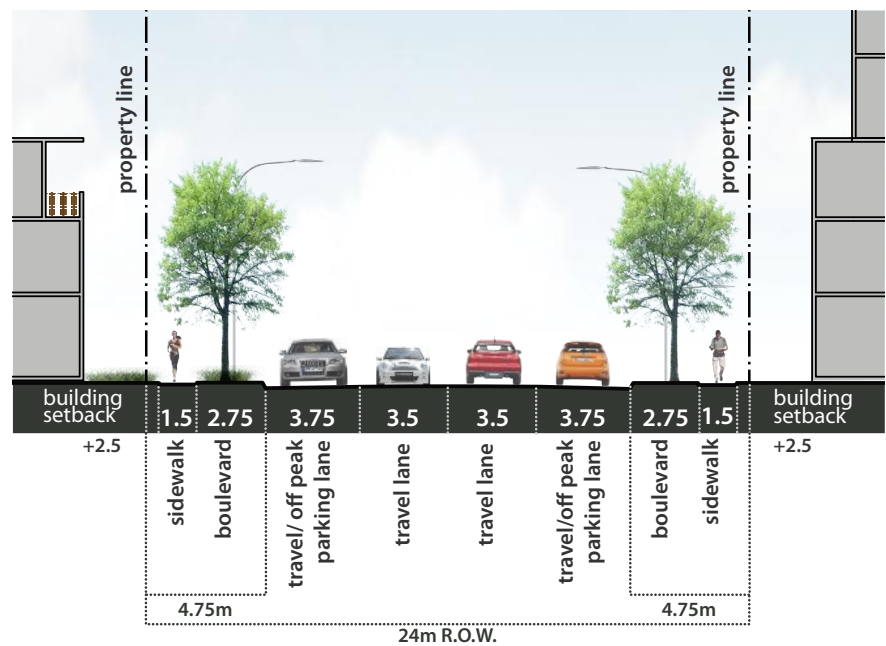
Development Framework

Trafalgar Road



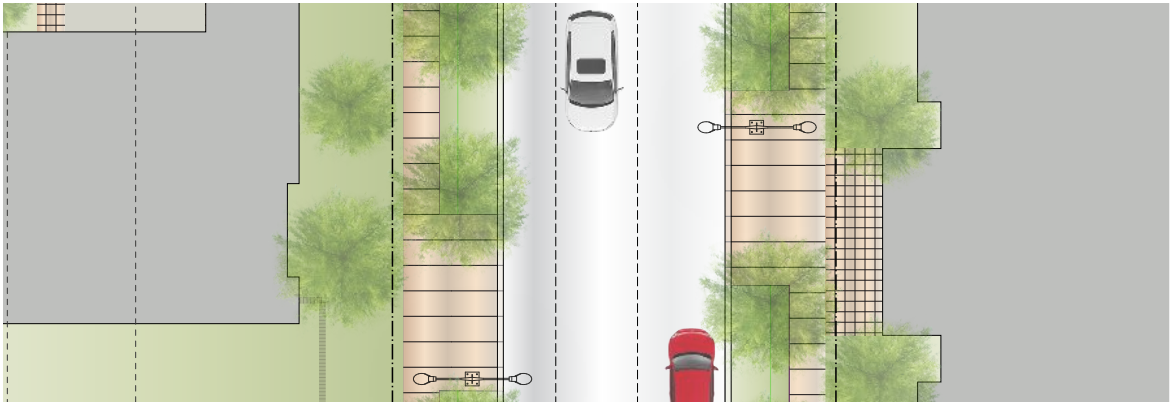
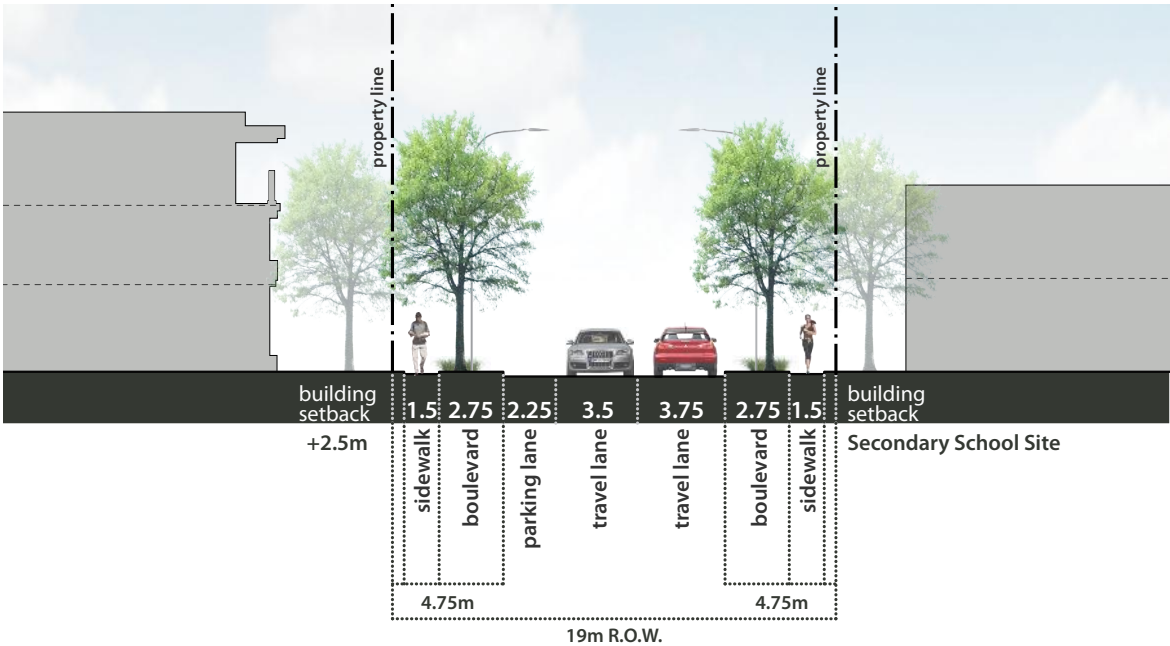
Avenue / Transit Corridor - 24m ROW (Collector Street)

* Threshing Mill Boulevard and Wheat Boom Drive to be designed to include a Signed Bike Route, as per TIS.



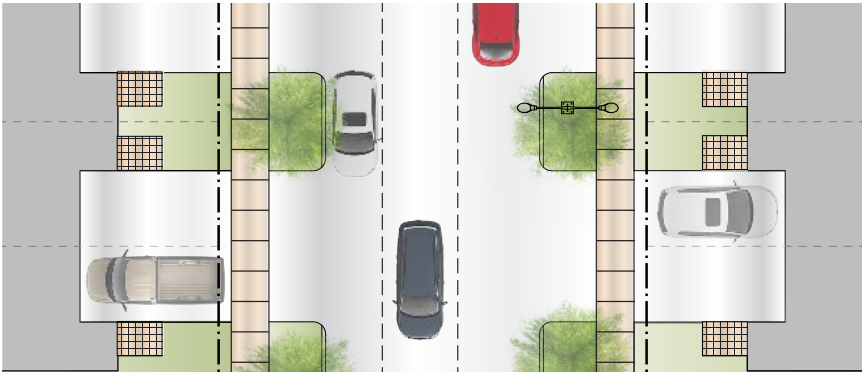
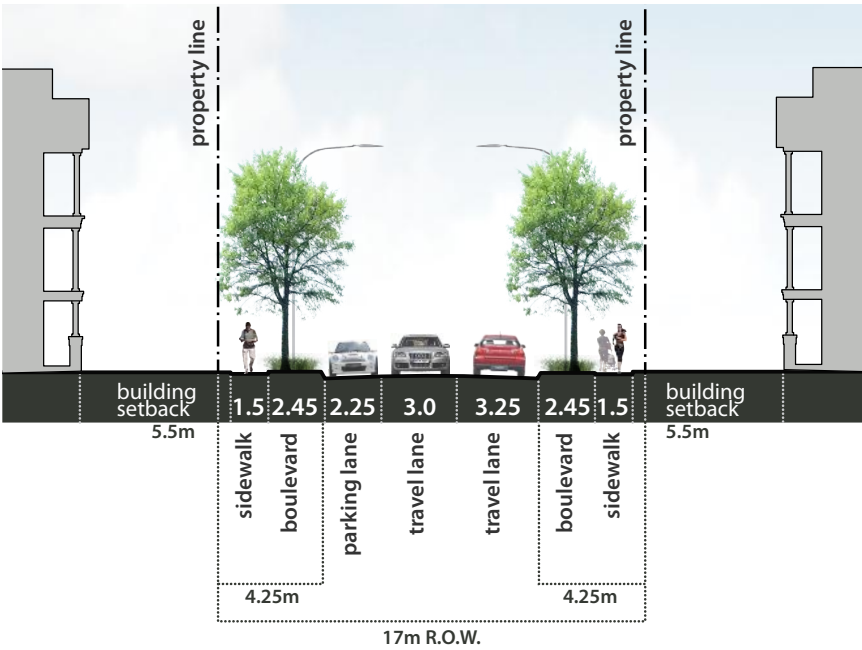
Development Framework

Connector/Transit Corridor - (19m ROW)

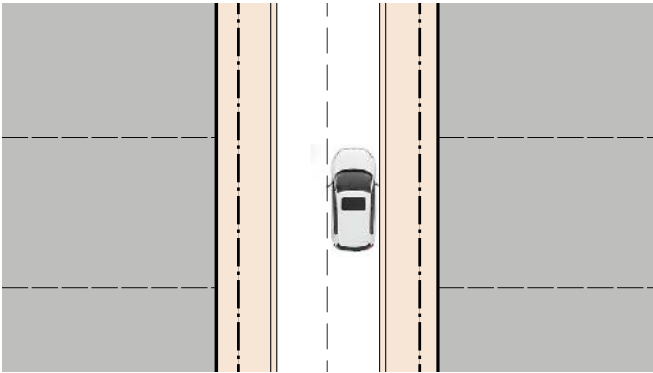
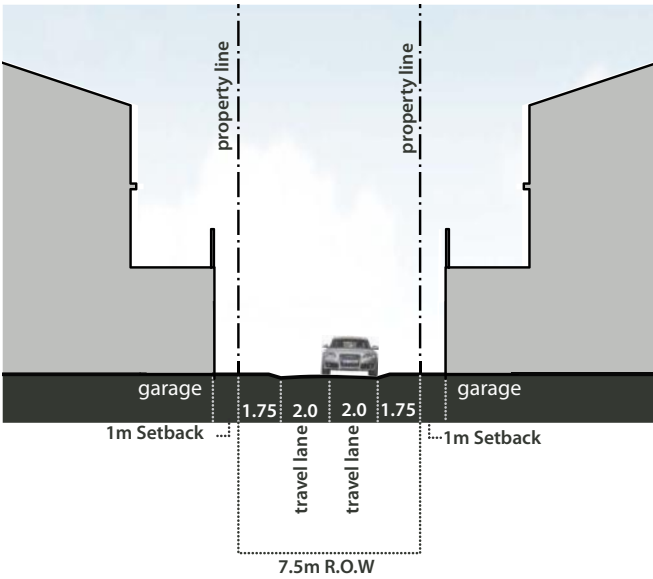


Development Framework

Local Streets - 17m ROW



Laneway - 7.5m ROW



Development Framework

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, comprised of 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 along various single loaded 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.

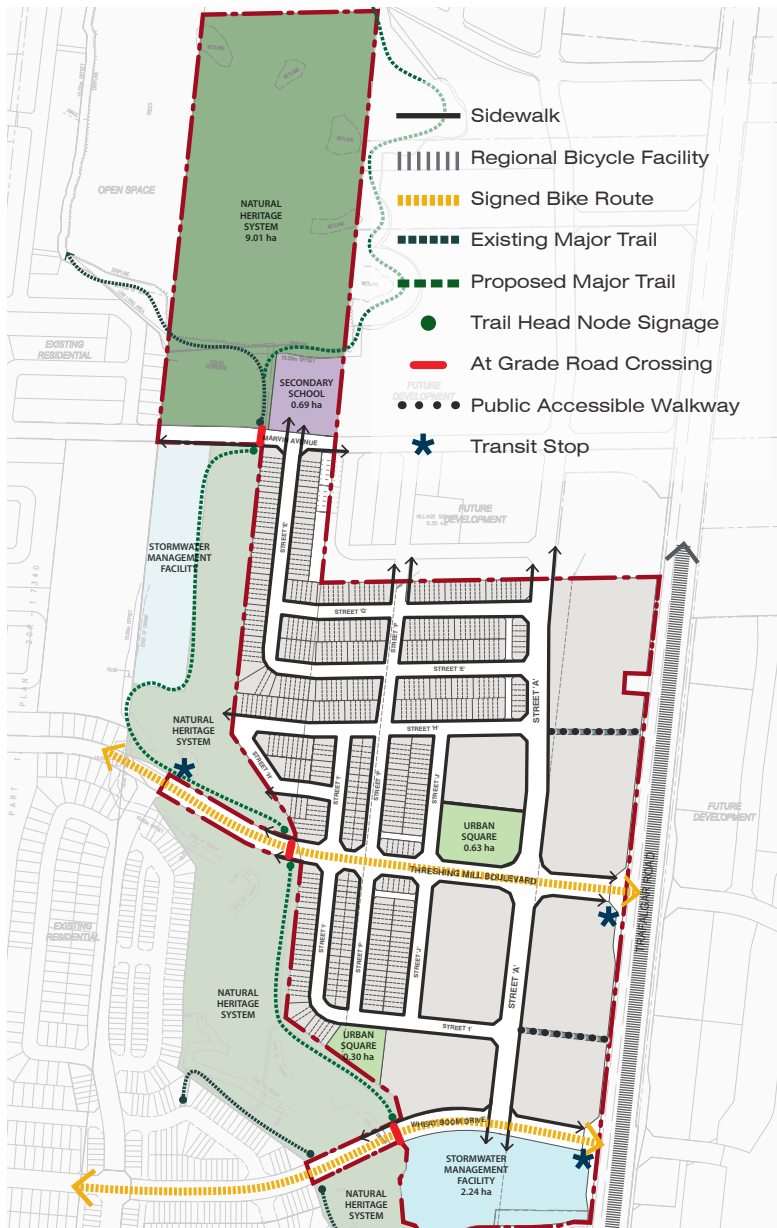


Figure 9: Green Ginger Phase 2 Pedestrian Circulation / Trails Plan

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 part of the plan. The second square is located adjacent to the NHS and acts as a focus to the southerly neighbourhood and a connection to the NHS. 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 facility block is proposed for the Phase 2 Neighbourhood and is consistent with the location illustrated in Figure NOE3 of the NOESP. The SWM feature is located adjacent to the Natural Heritage System, so it acts to expand on the open space system. Given it's close proximity to the Dundas and Trafalgar intersection, this facility 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 and should incorporate the following guidelines:

- Storm water facilities shall meet the requirements of the Town.
- The storm water management 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 storm water management 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 storm water management facility.

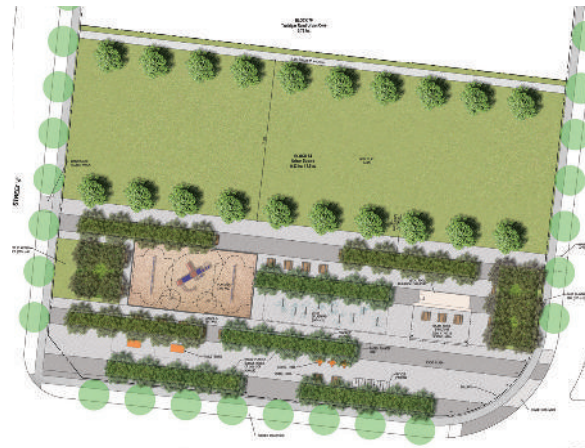
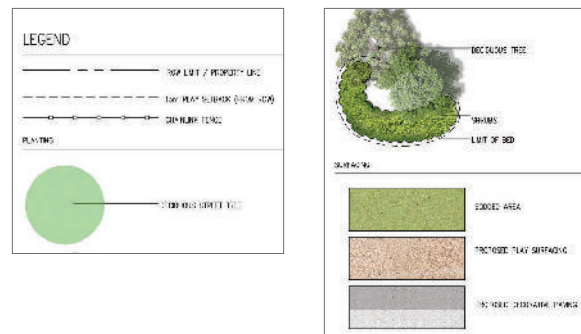


Figure 10: Urban Square 1 - Concept Plan



Naturalized SWM Facility

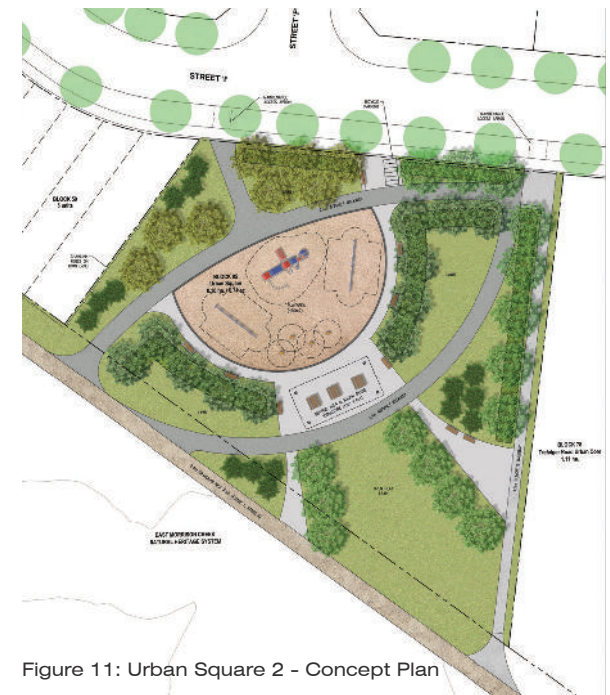


Figure 11: Urban Square 2 - Concept Plan

Development Framework



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 the trail interfaces with the Natural Heritage System, trails are planned to be consistent 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 the 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 and is linked to the Phase 1 trail system.
- 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.
- East/west trail connection across the NHS to connect to Phase 1 trail system.
- A portion of trail that follows the edge of the window street (Street H) 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.

Development Framework

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 an urban square will have porches and front 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

Development Master Plan

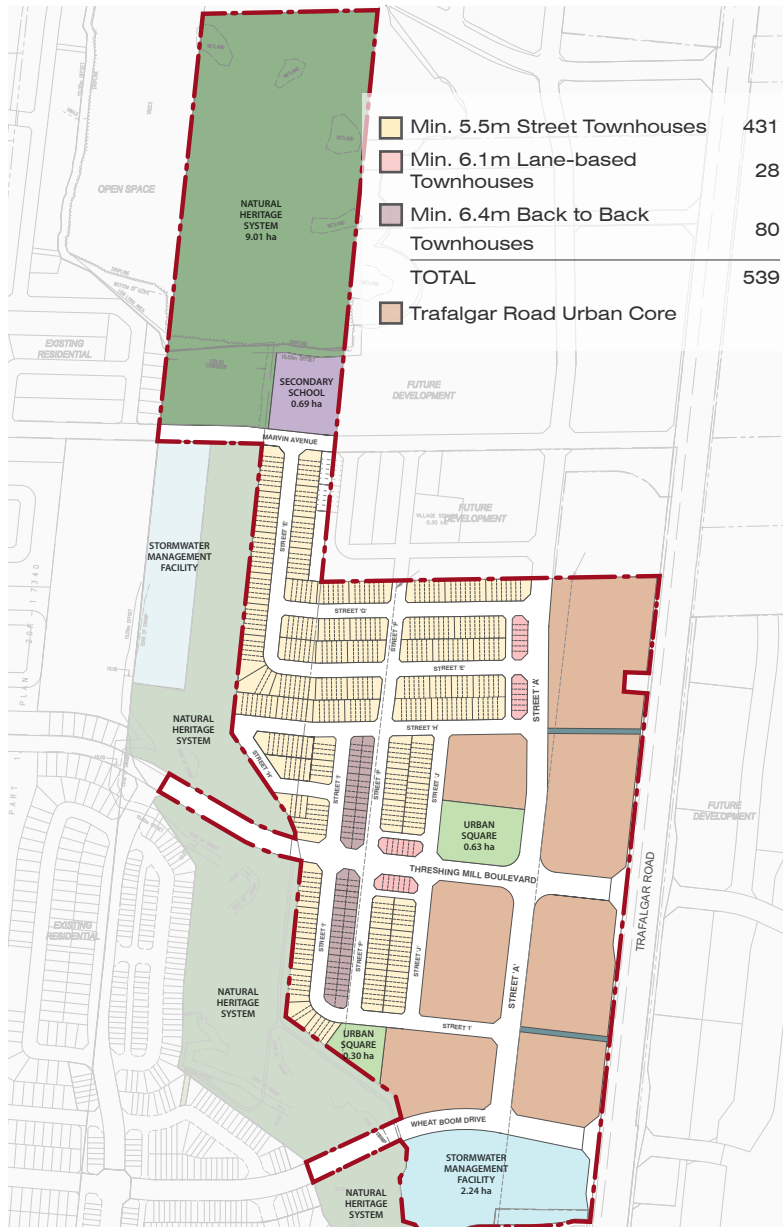
Development Master Plan

The plan for Phase 2 of the subject lands 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 adjacent to Trafalgar Road;
- Medium density residential area in the form of townhouse blocks (street oriented, lane-based and back-to-back forms) to the west and north, and mid-rise apartment buildings as built form transition to the east;
- Two urban squares acting as a focus for each of the neighbourhoods;
- 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 community to the larger neighbourhood 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.

Figure 12: Green Ginger Phase 2 Community Concept Plan



Structural Elements

Trafalgar Road Urban Core

Mid-rise and high-rise type buildings with underground parking are planned for Trafalgar Road Urban Core blocks. They will be designed to accommodate potential commercial/retail uses at grade and residential units above, 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, 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 76 to 82 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 single car garages (garage doors).

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

Mid and high-rise buildings frame urban streetscapes



Development Master Plan



Public Realm

The design of the public realm shall be guided by Section 2.2 of the LBDM, including design of the building interface zones, pedestrian path zones and planting and furnishing 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 use of public spaces for persons of varying ability.

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 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 will require consultation and coordination between the Town and all affected Developers to ensure that these features are complementary and consistent with the North Oakville community.



Examples of coordinated street furniture

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 and F are meant to produce a pedestrian spine 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 and 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

Development Master Plan



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

Tree Canopy Coverage Plan

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 near 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% urban forest 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, recommendations, and measuring criteria in order to standardize canopy cover 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 - 40 square metres.
- Medium Stature Tree = 10 metre diameter/spread - 80 square metres.
- Large Stature Tree (14+m spread) = 12 metre diameter/spread - 110 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 Park 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

A minimum of 30m³ of soil volume per tree is required (based on a maximum depth of 900mm).

- Small Stature Trees (Max. 9m Spread) - minimum 30m³ of soil
- Medium Stature Trees (Max. 13m Spread) - minimum 30m³ of soil
- Large Stature Trees (Min. 14m Spread) - minimum 30m³ of soil





prepared by The Planning Partnership February 2022



Park Tree Canopy Coverage

The park tree canopy coverage calculation is a preliminary estimate based on a facility fit plan for the urban squares. Both park designs are conceptual and subject to modification as part of the landscape design process. All tree sizes have been included in the design and assessment, including ornamental, small stature, medium stature, and large stature trees.

LEGEND

-  Large Stature Tree (12 metre diameter)
-  Medium Stature Tree (10 metre diameter)
-  Small Stature Tree (7 metre diameter)
-  Block Boundary

Urban Square 1:

- Total Urban Square 1 Land Area – approx. 6,300 square metres
- Total Tree Canopy Coverage Area– approx. 4,020 square metres
- Tree Canopy Coverage = 64%

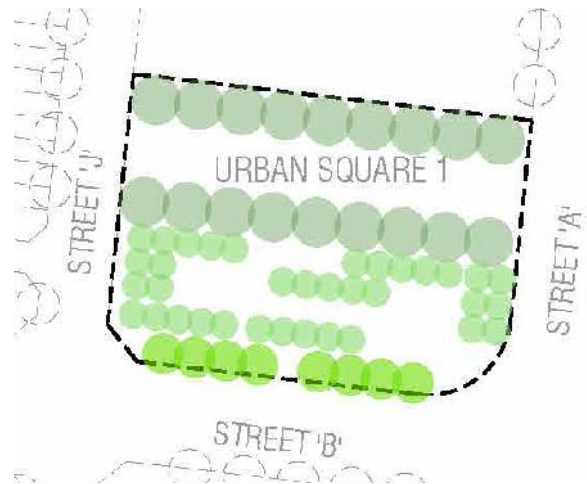


Figure 14: Green Ginger Phase 2 Tree Canopy Plan / Urban Square 1

Urban Square 2:

- Total Urban Square 2 Land Area – approx. 3,000 square metres
- Total Tree Canopy Coverage Area– approx. 2,010 square metres
- Tree Canopy Coverage = 67%

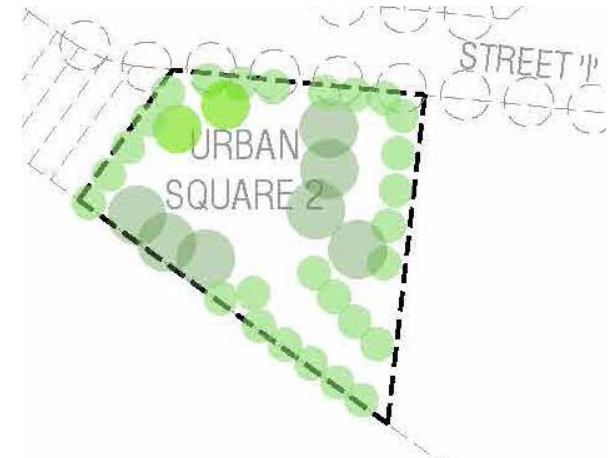


Figure 15: Green Ginger Phase 2 Tree Canopy Plan / Urban Square 2

Development Master 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%.

Storm Water Management

The canopy coverage target for storm water facility is 15%. 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 ornamental, small stature, medium stature, and large stature trees.

- Total Storm Water Management Facility Land Area – approx. 22,400 square metres
- Total Tree Canopy Coverage Area (based on medium stature trees) – approx. 6,640 square metres
- Tree Canopy Coverage = 30%

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 still currently 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 residential areas, designated urban square parkland, and storm water management facilities.



Figure 16: Green Ginger Phase 2 Tree Canopy Plan / Urban Storm Water Management Facility

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 areas;
- Incorporating the Natural Heritage System and the Open Space System into the proposed development and thereby enhancing the protection of these areas as essential structuring elements of the community;
- The parks, open space system and storm water management amenity 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 and 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 through pedestrian walkways at open space



SWM facility as structural component of the community

Detailed Design Direction



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. The streets will function to 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 all Town 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, will accommodate pedestrian sidewalks and treed boulevards on both sides of the street.
- 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.
- A continuous street wall of building facades shall create comfortable and enclosed pedestrian spaces
- All streets should include boulevards on both sides of the street and include a grass verge, street trees and 1.5 metre sidewalks as per Town approved design standards.
- Public art should be considered in prominent / high visibility locations, such as gateway locations and public amenity spaces.
- Where possible, larger caliper native tree species should be planted to achieve a desirable tree canopy.
- In order to maintain sufficient illumination levels, select streetlights that provide both roadway and sidewalk oriented lighting.

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.
- A roundabout at the intersection of Street A and Threshing Mill Boulevard provides traffic calming and an opportunity for enhanced landscaping and gateway feature design both within the traffic circle and on curb extensions.
- Sidewalks are 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 Applebe Boulevard.
- Transit stops shall be designed to offer amenities such as seating areas, lighting and climate protection where it is 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 the integration of a 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

Detailed Design Direction



Example of public art



Create gathering spaces for residents



Traffic circles and landscaping combine to create safe and attractive gateways

Public Space

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

Gateways

Entryways at important 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 49).
- Coordinated landscaping at the roundabout and extended curbs.
- The architecture of buildings shall incorporate special built form elements to address the roundabout/traffic circle condition.
- The design of fences along the flanking side of extended curbs should be upgraded and coordinated with any gateway features.
- Driveways should not be located next to extended curbs.

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 the rest of the community.
- Consider public art structures.

Built Form Character

The Phase 2 building forms will continue with 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 scale.

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, Lane-based and back-to-Back Townhouse units, as well as apartment buildings.

Street Townhouse Units

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, the garage doors is usually limited to single car garages.

Lane-based Townhouse Units

Four lane-based townhouse blocks are proposed in the current plan; they are strategically located to face Street A and Threshing Mill Boulevard, as to avoid driveways into these important roads. Front entries will be located facing the streets and connected the adjacent sidewalk.

Back to Back Townhouse Units

As its name implies, Back-to-Back Townhouses are front-loaded townhouse blocks that are configured to share a common rear wall, with both blocks oriented to a street. Units are 3 storeys with integrated garages accessed from the street.



Figure 17: Street townhouse block model



Figure 18: Back-to-Back townhouse block model

Detailed Design Direction



3-storey townhouse blocks line residential streetscapes



In some instances, full balconies or roof top space may be provided to offset the limited amount of amenity space for residents. Units depths are typically shallow compared to other typologies. In addition, each unit should be a minimum 6.4 metres wide, to allow for the creation of a visible/prominent front entry and to accommodate the penetration of natural light to the interior of the unit.

In the Green Ginger Phase 2 community, this type of unit is located along the west side of Street F.

Apartment Buildings

Apartment 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 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 24 storeys, and in all cases, parking is provided underground. Refer to page 43 for content related to the development of these blocks.

6-storey mixed-use building along urban corridor

Siting, Orientation and Placement

- 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 placed adjacent to each other unless when less than 3 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).
- 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.

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, rooflines and elevations.

Articulation and Architectural Style/Expression

- Highly articulated elevations with enhanced entry elements, wrap-around porches, additional 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 in 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 and roof forms.
 - Architectural treatments, materials and colours should be consistent along all elevations of a townhouse block.
- Where contemporary units are mixed with traditional ones, ensure the contemporary units reflect the characteristics of adjacent units including;
 - Windows should complement the horizontal and vertical rhythm of the adjacent built form;
 - Contemporary units should 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.



Articulated elevation emphasize entrances and minimize garage impact



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

Detailed Design Direction



Example of a recessed garage condition on contemporary townhouse design



Example of a flush garage condition



Contemporary design with front garage condition

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 designs.

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 (Street A, Threshing Mill Boulevard and Wheat Boom Drive) in the community 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 requirements noted below are in addition to these provisions.

- Attached garages shall be a natural extension of the design, massing, and materials of the main unit.
- 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..
- Glazed door panels shall be provided on all garage doors.
- Garages may be located in rear yards by means of rear laneway. 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 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

Front Entries

- Highlight entry features as the main elements on block front elevation.
- All entry features in a townhouse block should be identical, or similar/complementary and organized to reflect a recognizable specific pattern.
- Front entries shall be articulated through the use of architectural detailing, framing materials, variation of materials/ colours and built form elements including porches and porticos, arches and articulated front steps.
- The front entries of adjacent units should be pair, wherever possible, to create a more prominent presence on the main elevation of the block.
- Main entry doors should be located and oriented to address the adjacent public realm (street or open space).

- 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.

Porches and Entry Features

- 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.
- Entry features should be emphasized by incorporating flat roofs and canopies with deep/ generous overhangs and massing elements such as a cantilevered upper storey or recess.
- 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.
- An exposed frieze detail is required at the top of the support columns on the underside of the porch roof soffit.



Projecting canopies and changes in planes/materials help highlighting entrances

Detailed Design Direction



Flat roofs with projecting overhangs provide articulation

Roofs

- Variety in the design of roofs on townhouse blocks should be employed in order to break up their mass.
- Townhouse blocks should incorporate rooflines to distinguish 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 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.

Detailed Design Direction

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 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 numbers 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 as 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.
- 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.



Complementary materials of high quality enhance the design of buildings

Detailed Design Direction



- 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 types of wall cladding 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 that 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.
- 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 to within this 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 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 street / block where less than 2 Townhouse blocks (with a maximum of 4 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.
- Front doors shall remain the focus of the front elevations and enhanced by way of door colour, entry design and porch detailing.

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

Detailed Design Direction

Utility/Service Meters, AC Units and Garbage

The location of utility/service metres, the 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

Detailed Design Direction



Trafalgar Road Urban Core

As described in the Development Master Plan section, the Trafalgar Road Urban Core, comprising blocks 76 to 82 of the Draft Plan, will be developed in the form of mid to high-rise buildings, with parking provided underground.

Heights will range from 16-24 storey towers along Trafalgar Road, to 6-8 storey buildings along Street A, Threshing Mill Boulevard, Wheat Boom Drive and the east side of Street J, providing an appropriate transition to low-rise blocks to the west and north. Buildings will be placed along these streets, to frame them, as well as the proposed public parks, with active uses at grade, while creating landscaped courtyards to the interior of each block.

24 to 20-storey towers will address the gateway conditions at the intersections of Trafalgar Road with Threshing Mill Boulevard and Wheat Boom Drive respectively.

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

Two blocks of 3-storey lane-based townhouses are proposed on block 82 along Street A, to reflect the built form on blocks 26, 74 and 75, providing for a seamless transition to future development to the north.

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 79 and 80, and 81 and 82, 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, H, I, J and Wheat Boom Drive, with internal circulation being kept interior to the blocks. Servicing areas will also be provided from these streets.

In addition to the guidelines included in the Livable By Design - Urban Design Manual (LBDM) for the development of tall and mid-rise buildings, the following guidelines should apply when designing the buildings of the Trafalgar Road Urban Core.

Figure 19: Trafalgar Road Urban Core Concept Plan

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 8m wide.
 - 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).
- At-grade parking and servicing areas shall be located to the rear/side of buildings, away and screened from public view through a combination of architectural and landscape elements. If possible, incorporate servicing areas interior to the building.
- Main building elevations 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 and follow a 45 degree angular plane taken from the lesser height of 20 m (or 6-storeys).
- Tallest buildings/greatest massing should be located along Trafalgar Road and towards main intersections (gateways), away from low-rise blocks to the west.
- Building at gateway locations should be designed as landmark buildings with prominent and distinct built form/massing. Refer to page 49.
- Corner sites are encouraged to locate taller parts of the development at the corner, oriented to both intersecting streets or public spaces.

Servicing areas and access to underground parking located to the side, away from the public realm



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



Detailed Design Direction



Pedestrian connectivity is supported by mid-block connections and POPS



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

- 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 between residential elevations of fronting buildings of maximum 4 storeys or mid-rise buildings with secondary windows facing each other (or 7.5m to side/rear property lines or lane/trail/easement centre line.
 - 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.
 - 12.5m for high and mid-rise buildings adjacent to low-rise buildings (e.g. townhouse blocks).
- 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.

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 governed by guidelines set for mid-rise developments.

Massing and Height

- It is encouraged that the width of buildings is kept within a range of 75-85m in length to provide for relief in the street wall and create opportunities for mid-block linkages and courtyards. If this is not possible, ensure buildings incorporate massing breaks and/or changes in plane at least every 40-60m to avoid massing that overwhelms the pedestrian zone.
- The height of the building podium should be limited to 6 storeys.
- For floors above the podium (not including tower floor plates), a minimum step back of 1.5m from the face of the podium wall should be provided.

- 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 low-rise residential blocks, appropriate transitions in height should be provided; consider:
 - Limiting podium height to 2 floors above/below that of the adjacent low-rise development.
 - Terracing podium down towards the adjacent low-rise 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.
- Towers should be designed to:
 - Have an average floorplate of a maximum of 750 - 850m².
 - 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.

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 every 40-60m (long elevations).
 - Include active uses, fenestration and an articulated wall along mid-block connections (public accessible walkways).



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



Enhanced corner treatment equally addresses both elevations with highly articulated design and complementary materials



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



Articulated elevations frame the public realm / Corner treatment enhanced at ground and top levels

- 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 shall 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.



Above: articulated roof design defines building top
Right: green terraces at podium's roof



- 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.
- 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.
- 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.

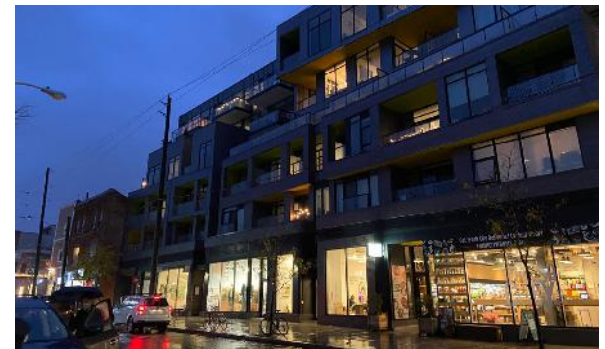
Mechanical Rooms

- 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.

Middle: strategic use of glazing differentiate uses on the same elevation / Bottom: mechanical rooms screened through structures that complement the overall building design



High quality materials elevate the architectural design



Detailed Design Direction

Building Treatment along Community Edges

Community Gateways

Gateway units/buildings are those located at the entry to a 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 of porch 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.

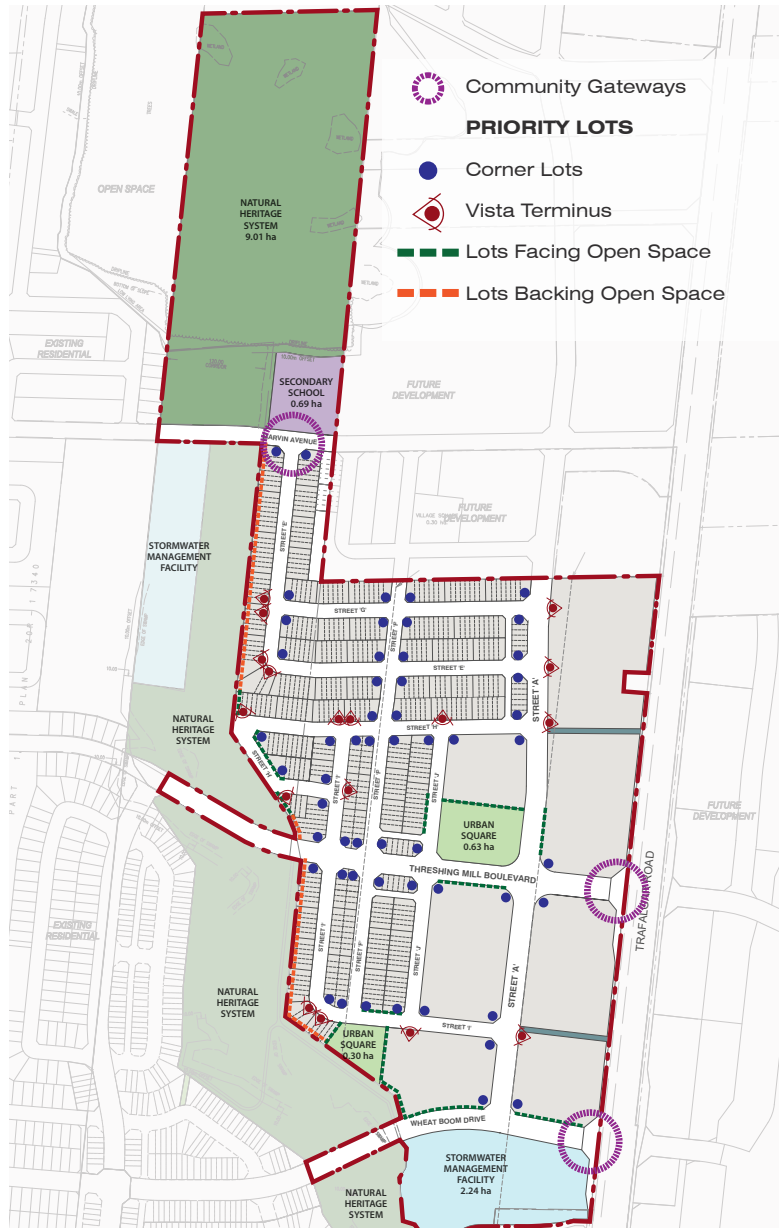


Figure 20: Green Ginger Phase 1 Community Edges and Priority Locations

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 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.
- Blank walls shall be avoided on flankage elevations.

- For mid and high-rise buildings, 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.

Buildings Facing/Flanking Parks and Open Space

- Front, side and rear elevations exposed to active public spaces including parks, open spaces, wood lots, and storm water management facilities, should be highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used to achieve this objective.
- Front elevations, and where possible side elevations, facing parks and open spaces should incorporate a porch/amenity to visually address these features.
- The location of porches, windows and entry doors facing parks and parkettes will provide opportunities for overview and safety.
- Side and rear elevations should adopt a similar design and employ materials that are consistent with those used on front elevations.
- 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).



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

Detailed Design Direction

- Projecting porches are encouraged to emphasize the entrance as well as to mitigate the visual presence of the garage.
- Driveways 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.
- All units/buildings facing a public open space should have a living space and/or porches/amenities to provide a sense of safety and overview.

Buildings Backing onto Open Space

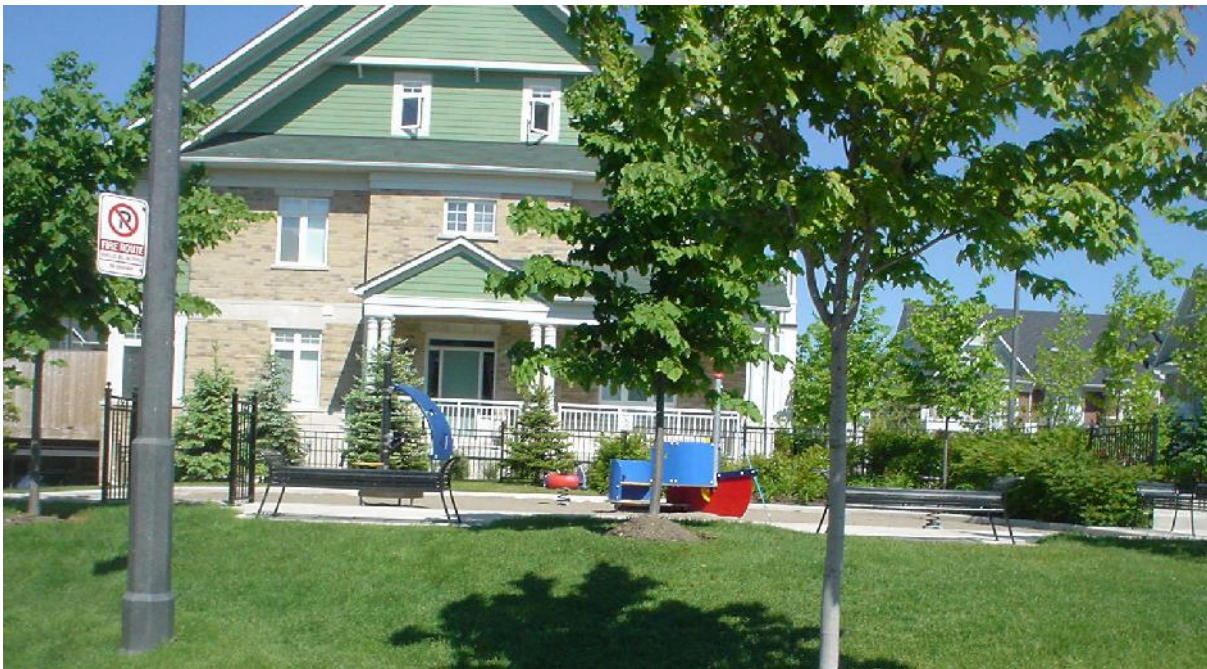
- Rear elevations exposed to active public space including open spaces, wood lots, storm water management facilities, greenway links, and pedestrian walkways should be highly articulated with a combination of fenestration, changes in planes, bay windows, material changes, dormers etc.
- Rear elevations should be consistent with the design and employ materials and architectural details with those used on front elevations.
- Window openings on the rear elevation should be maximized 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 main unit (livable 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; and
 - iv. the control architect will discuss with Town staff any identified issues.
- 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 submissions.
- Model review with town staff, 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.

Green Ginger Phase 2 • Urban Design Brief