

# STAR OAK DEVELOPMENTS SIXTH LINE AND BURNHAMTHORPE ROAD WEST URBAN DESIGN BRIEF

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# 1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

The Star Oak Developments Limited study area consists of a combined 58.28 acres (23.58 ha) of land that is designated as part of the North Oakville Secondary Plan Area. The community development's design vision and guiding principles are rooted in the Town's North Oakville East Secondary Plan, reflecting North Oakville's *"distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape."*

The Urban Design Brief focuses on the physical design of the neighbourhood, with particular reference to structuring elements, the major road network, Natural Heritage System Area, stormwater management pond and residential areas. It will prescribe open space and built form guidelines and principles while allowing some flexibility for delivering a wide range of design expressions, architectural form and styles that provide interest in the urban environment.

## 1.1 Design Vision

Reflective of existing and planned surrounding developments, such as the adjacent Preserve community and the overall North Oakville community objectives, Star Oak Development will be planned as a compact, pedestrian-oriented community, containing a range of housing opportunities with an integrated natural heritage and open space system. The Urban Design Brief provides guidance for integral elements of the proposed development that will help create an innovative, walkable, transit-friendly and sustainable neighbourhood within North Oakville.

## 1.2 Community Guiding Principles & Objectives

The Star Oak Development community is designed to be an integral part of larger North Oakville, the Town of Oakville and Halton Region communities. In order to achieve this, the following community goals and objectives have been established:

### 1.2.1 Community Guiding Principles

Star Oak Development shall be designed and developed to fit seamlessly within the framework provided by the North Oakville Master Plan, and will become an integral part of the larger communities of North Oakville East, the Town of Oakville and Halton Region. The established goals for the community include the following:

- **Create a sustainable natural heritage and open space system**  
Meet the environmental objectives required to create a long-term sustainable natural heritage system (NHS) in an urbanized setting. A responsibly conceived land use fabric that is derived from a robust NHS will enhance the livability of the community.
- **Provide access and visibility to open space**  
Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability while maintaining the integrity of all environmental systems.
- **Create compact, walkable development**  
Recognize the importance of creating walkable, pedestrian-scaled neighbourhoods through public and private realm design initiatives, including appropriately scaled streets and accessible open space features, that will encourage community interaction and foster a sense of place.

- Encourage a variety of housing types  
Recognize the benefits of integrating a variety of housing types, styles and densities that animates the street and contributes to the community character.
- Provide logical connections with adjacent existing and future communities  
Recognize the importance of ensuring Star Oak Development is part of a well-connected and cohesive community framework with strong links to adjacent future residential neighbourhoods.

## 1.2.2 Neighbourhood Objectives for Star Oak Development

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

- **Natural Heritage and Open Space System** - The community recognizes and enhances the significant Natural Heritage System (NHS) and links it through adjacent emerging communities by providing visually and physically interconnected spaces throughout the surrounding low and medium density residential neighbourhoods.
- **Transit Supportive Development** - Pedestrian accessible environments are created using a grid street pattern with block lengths generally not exceeding 250 metres. Sidewalks, cycling allowances, lane configurations and trails are all designed with neighbourhood accessibility, walkability and safe cycling in mind.
- **Diversity** - Combined with adjacent emerging and planned mixed-use blocks within Neighbourhood Activity Nodes of The Preserve to the south and within the Docasa Group development to the west, the broader community will aim to provide a range of dwelling types to better reflect socio-economic realities.

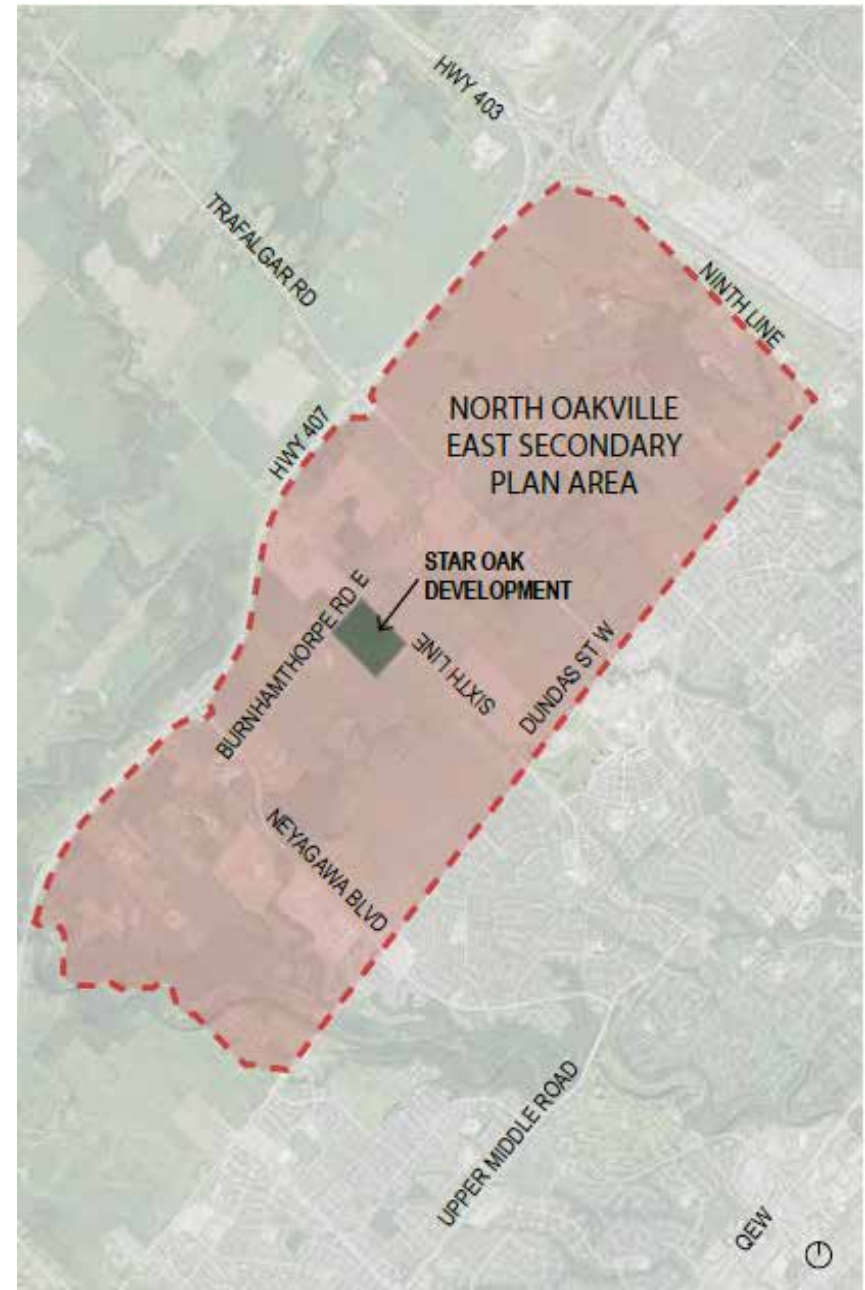


Fig. 1.0 - The Star Oak Development lands within the North Oakville East Secondary Plan Area

## 2.0 CONTEXTUAL ANALYSIS

The Star Oak Development site is situated south of Burnhamthorpe Rd. W. and along the west side of Sixth Line.

### 2.1 Existing Natural Features, Topography & Vegetation

The existing topography and vegetation of the subject lands is that of gently rolling farmland, hedgerows, and wooded areas. The north and north-east portions of the lands comprise significant woodland features. These designated Natural Heritage System (NHS) features extend further to the south adjacent to the west side of Sixth Line to connect with the proposed future channel within the development lands to the south.

### 2.2 Surrounding Land Uses & Built Form Character

The Star Oak Development lands are surrounded by future residential developments, and bounded by Burnhamthorpe Road W. to the north and Sixth Line to the east. Along the south side of Burnhamthorpe Road W., but separate from the subject lands and the woodlot, are existing residential lots. NHS lands are located along all of the site's northern boundary and a proposed channel and adjacent stormwater management (SWM) pond will comprise the eastern flankage, in addition to the woodland feature to the north. Built form in the surrounding future residential developments will include a variety of single detached homes and townhouses. East and to the south of the subject lands along Sixth Line, rear lane townhouses and 6-8-storey mixed use built form contribute to the urban character of the Neighbourhood Centre Area and Neighbourhood Activity Node, providing amenities and services for the wider community. West of the site, within the Docasa subdivision, will be an elementary school site, community park and a variety of residential forms, including mid-rise apartment buildings. One of the mid-rise buildings, located within the Neighbourhood Activity Node shared with the Star Oak Development site, will include ground floor commercial uses.



South west view from Burnhamthorpe Rd. W. along Sixth Line, facing toward the Star Oak Development lands.



Existing view of Star Oak Development subject lands along Sixth Line.



Existing view from the south-east corner of Star Oak Development lands.



Existing view towards the north-west corner of Star Oak Development lands.



Existing single detached houses on Preserve Drive, south west of the Star Oak Development subject lands.



Existing single detached houses under construction backing onto NHS channel along east side of Sixth Line, south east of the Star Oak Development subject lands.



Live-work units on Preserve Drive, travelling north from Dundas St. E.



Fig. 2.2f - Star Oak Development Subject Lands

## 2.3 Views & Vistas from the Site

Given the extensive NHS lands on the north side of the site and planned NHS channel extending along the east, in addition to the adjacent SWM pond, there are opportunities to preserve the views and vistas to these features. The north-south NHS channel and SWM pond will directly inform the proposed road network and views will be maintained from streets and public open space where feasible to these features, in addition to terminating views to the woodland feature. Refer to Fig. 6.1.5 Views and Vistas for potential viewsheds and view corridor opportunities for the Star Oak Development master plan.

## 2.4 Gateways & Landmarks

Since Star Oak Development is intended to be integrated into the surrounding residential communities, traditional landscape gateway elements will not be a component of this proposed development. Open space features comprising the woodlands and NHS channel at the intersection of Street “2” and Sixth Line will frame the primary community entrance from the east.

Enhanced built form may serve to signify the entry into the community from the west at the intersection of the proposed Street “1” and Street “2”, where front-loaded and laneway townhomes are proposed. Likewise, enhanced built form will be provided for the proposed townhouses at the intersection of Sixth Line and Burnhamthorpe Road W. These buildings shall be designed with enhanced architectural treatment to define the entry (refer to Fig. 6.3 - Priority Lot Plan).



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

## 2.5 Transportation Networks

The proposed Star Oak Development will enable convenient linkages through the configuration of local and minor collector road connectors, in addition to Sixth Line and Burnhamthorpe Road W. to the east and north, respectively.

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

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



Fig. 2.5 - Bus stop location at the corner of Dundas St. E and Sixth Line south of the Star Oak Development community.



# 3.0 POLICY CONTEXT

The proposed development for Star Oak Development is subject to several planning studies and processes. This Urban Design Brief outlines a set of guidelines consistent with the objectives of the following documents:

## 3.1 North Oakville Master Plan

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

- General Urban - predominantly lower density residential, development will be at lower densities than those found in a Neighbourhood Centre designation;
- Neighbourhood Centre Area - 'main street' driven development area, characterized by the potential for varying levels of residential, retail and civic functions;
- Natural Heritage System Area.

## 3.2 North Oakville East Secondary Plan

The proposed development plan recognizes Oakville's distinctive historical roots and small-town heritage, while creating a compact, pedestrian-oriented urban community that offers a broad range of housing opportunities. The character and pattern of the Star Oak Development lands recognizes and preserves natural heritage features, integrating views, vistas and pedestrian systems. A moderate range of housing types and densities are proposed, accessible to future transit and within walking distance to activities and amenities. The following key elements on the Star Oak Development plan are consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

### 7.2.3 GENERAL DEVELOPMENT OBJECTIVES

#### 7.2.3.2 Residential

- *The proposed residential community complements the existing built form elements, and incorporates the best community planning and urban design practices available, while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.*

### 7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

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

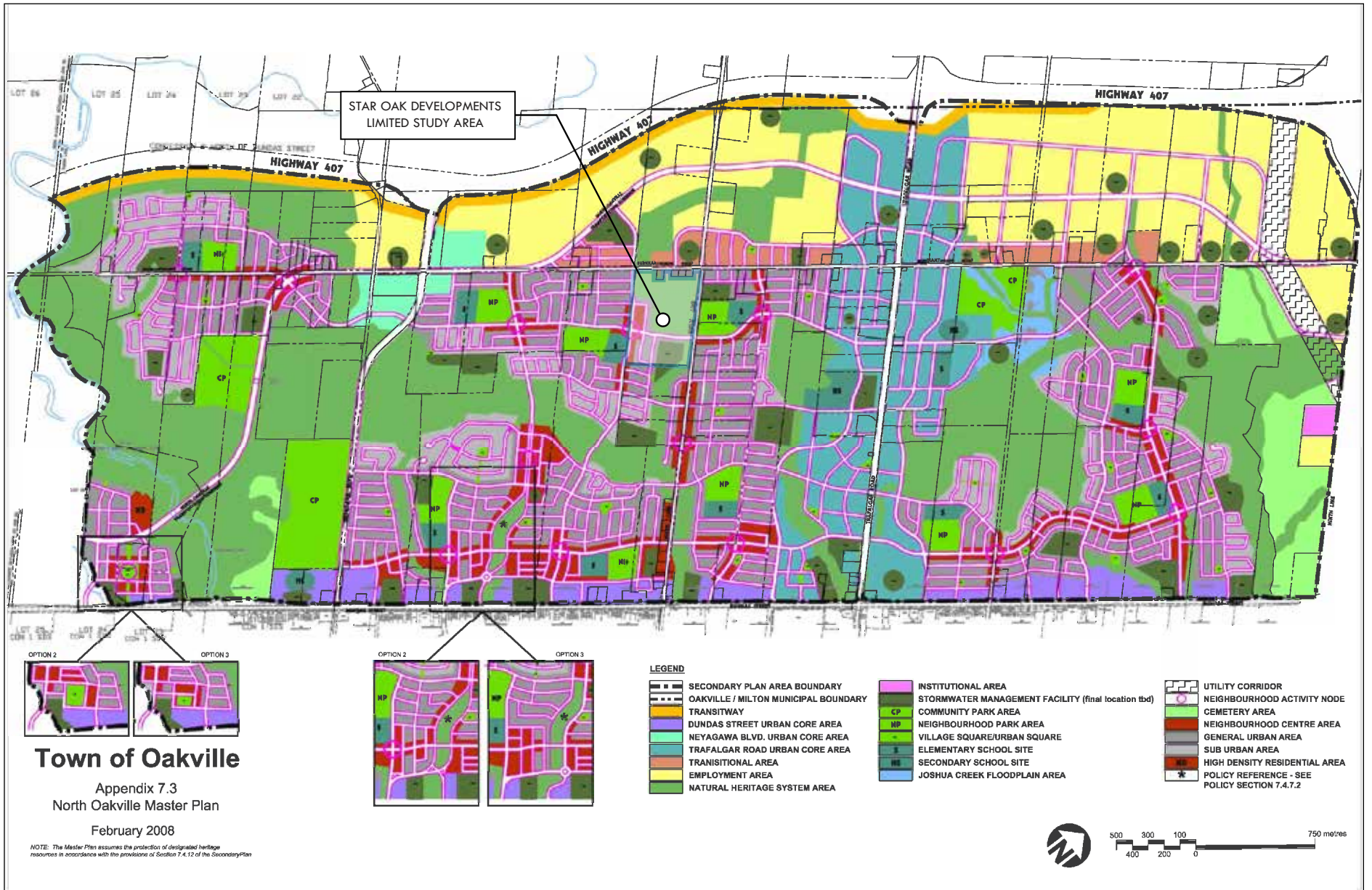


Fig. 3.1 - Study Area Context within the North Oakville Master Plan

#### 7.5.4 GENERAL DESIGN DIRECTIONS

- The development is based on a grid road system with the orientation responding to the topography and the NHS features on the north and east sides of the subject lands. As specified in the Secondary Plan, the proposed road network does not include cul-de-sacs.

#### 7.5.12 NEIGHBOURHOODS

- Within Star Oak Development, a range of lot sizes, building types, architectural styles and price levels is provided to accommodate a more diverse socio-economic resident segment. The proposed development includes a mix of townhouses and single detached dwellings on 10.7m - 12.5m lots.

### 3.3 North Oakville Urban Design and Open Space Guidelines

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

### 3.4 Livable By Design Manual

The Livable by Design Manual (LBDM), updated May 12, 2019, applies to all development proposals that are subject to approval by the Town. The purpose of the LBDM is to visually articulate the strategic direction and design objectives of the Livable Oakville Plan and North Oakville East and West Secondary Plans (collectively referenced as the Town's Official Plan). Part A and C of the manuals apply to the subject lands, with Part A providing detailed design direction for the public realm, built form, and site development, and Part C establishing the Site Design and Development Standards for Oakville.

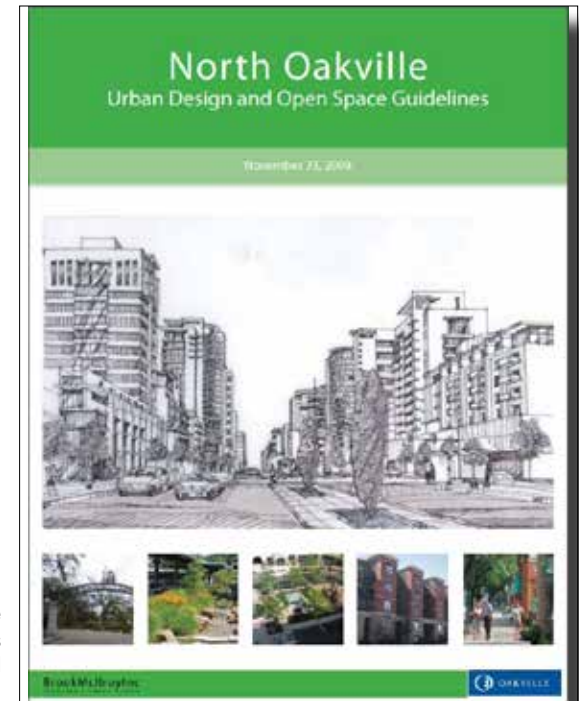


Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines will serve as the basis for the site planning and detailed design of Star Oak Development.

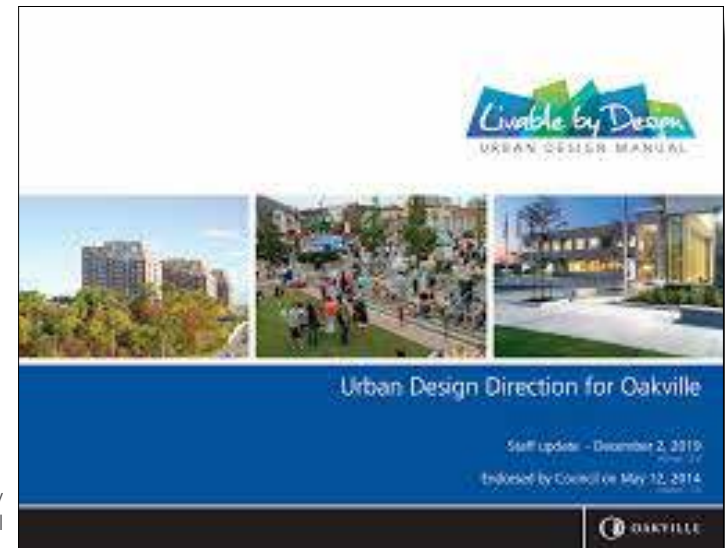


Fig. 3.4 - Livable by Design Manual

### 3.5 North Oakville Trails Plan

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

The trails plan for Star Oak Development adheres to the general trail network including:

- A signed bike route along Street “1” and Street “2”;
- A north-south bike lane along Sixth Line;
- A to be determined cycling facility along Burnhamthorpe Rd. W.;
- A designated major trail situated primarily along the western flankage of the NHS woodlands at the rear of lots within the proposed 10m buffer strip.

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

### 3.6 North Oakville Sustainability Checklist

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

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

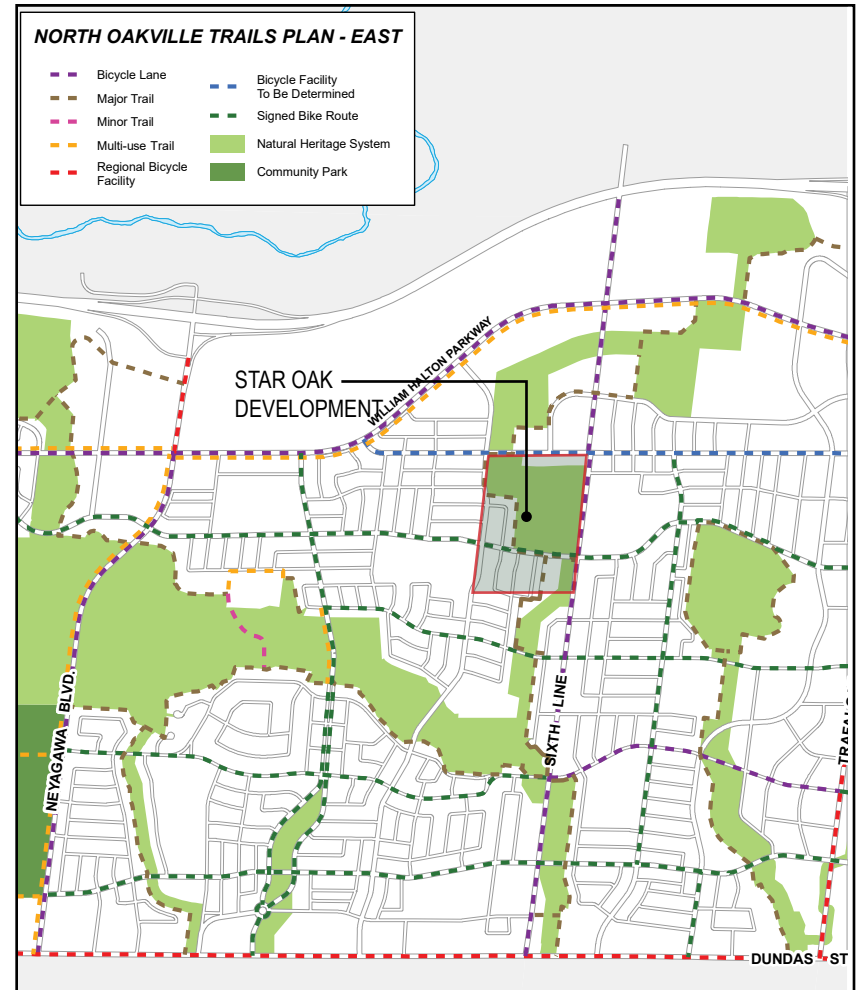


Fig. 3.5 - The location of Star Oak Development within the North Oakville trails Plan - East.

### 3.7 Burnhamthorpe Road Character Study

The Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment (Dec. 2014) provides recommendations for the future road and streetscape design for the section of Burnhamthorpe Road that will remain once William Halton Parkway is completed and will replace its regional road function. Burnhamthorpe Road is envisioned to transition into a vibrant and pedestrian-friendly street as development evolves. Factors determining the appropriate preferred design include the consideration of urban design, context sensitive design, transit provisions, future traffic capacities, active transportation provisions, parking provisions, urban forestry, utility and municipal servicing requirements, and SWM provisions.

A portion of Burnhamthorpe Road runs along the north portion of the Star Oak Development study area and is identified as part of the Transitional Section of the Burnhamthorpe Road Corridor, which allows for a range of low/medium density uses. Detailed design direction is provided in Section 6.0 of this Urban Design Brief.

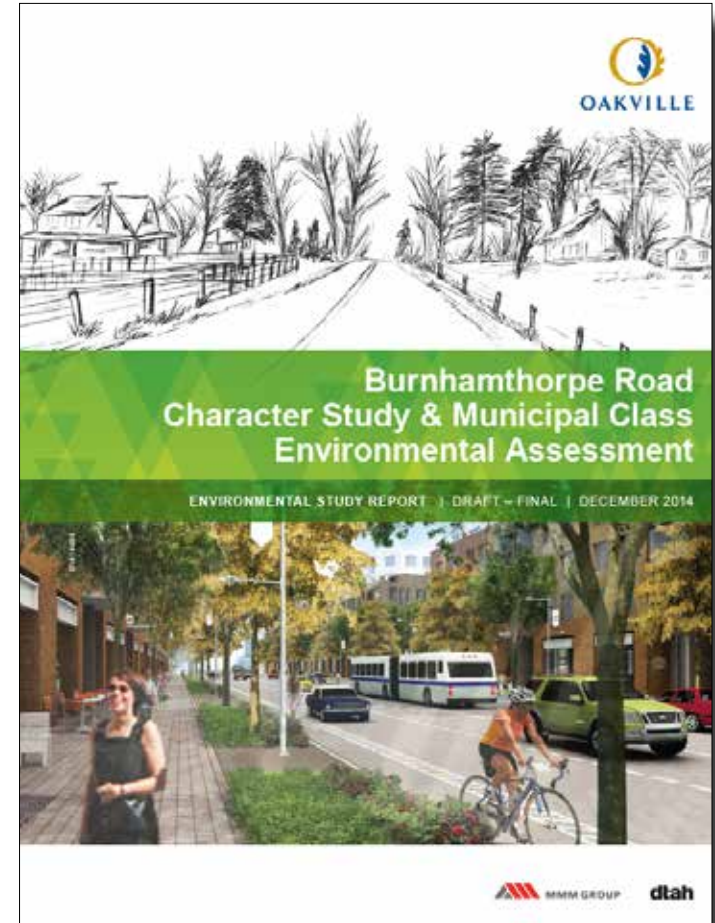


Fig. 3.7 - Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment (Dec. 2014)

# 4.0 DEVELOPMENT FRAMEWORK

The development framework for the surrounding residential communities will serve as the main building components for delineating the various land uses, establishing the street hierarchy network and providing the framework of land uses in Star Oak Development. The following section describes these key structuring elements.

## 4.1 Boundary Interface / Future Adjacent Residential Community

The future adjacent residential development planned beyond the north, south, east and west interfaces of Star Oak Development has directly influenced the structure and layout of the community through the continuation of the street network. Planned as an integrated community, residential land uses within the subject site reflect a coordinated pattern of land uses for all surrounding development, consistent with the North Oakville East Secondary Plan.

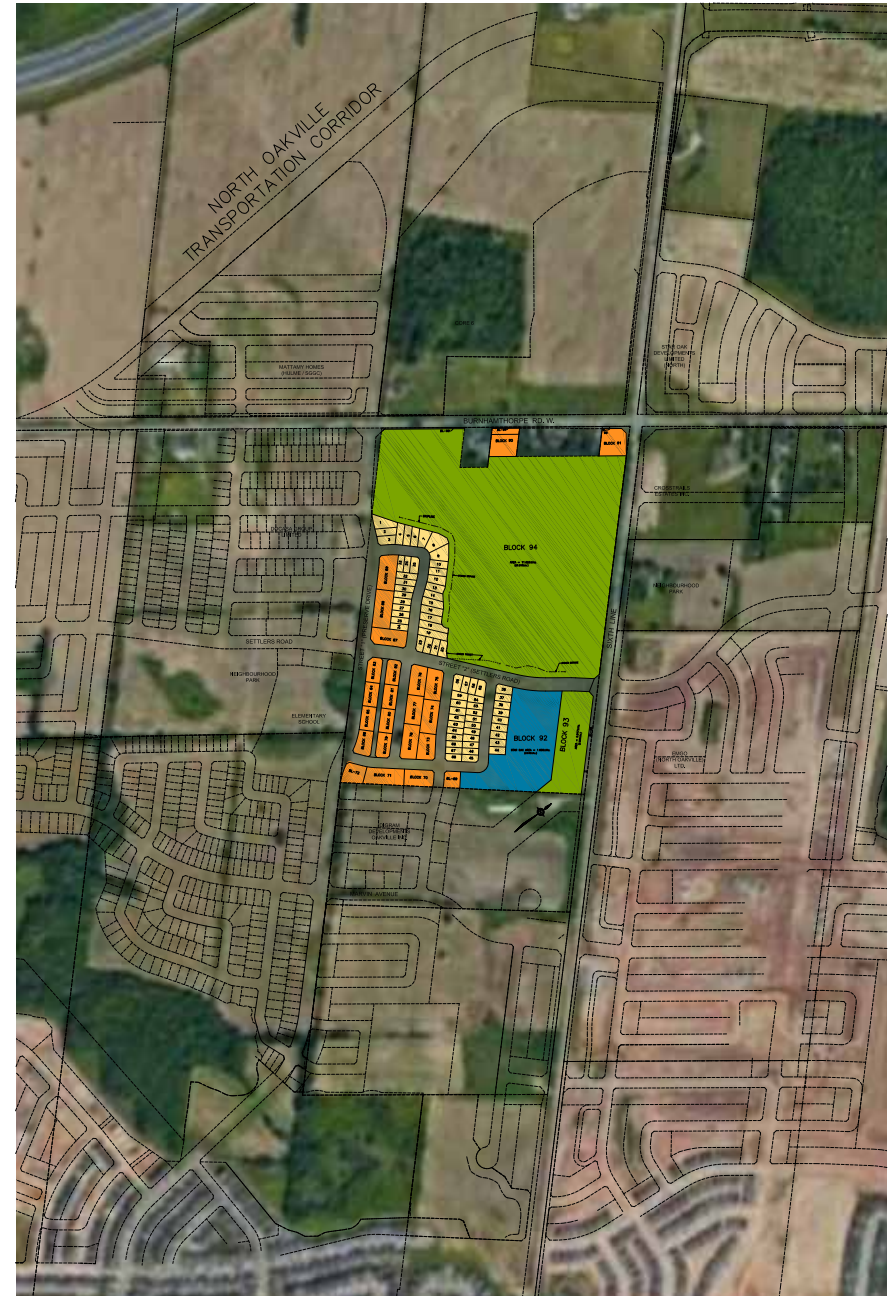


Fig. 4.1 - Plan showing land uses on the Star Oak Development subject lands, within the surrounding residential development

## 4.2 Pattern of Land Uses (Community and Private)

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

- Neighbourhood Activity Node - creates opportunities for greater residential density along 'main streets' within the community and creates a central community focus. Commercial uses are proposed on the ground floor of a future mid-rise building within the Neighbourhood Activity Node at the northwest intersection of Preserve Drive (St. '1') and Settler's Road (St. '2') within the adjacent development (Docasa).
- Neighbourhood Centre Area and General Urban Area - Laneway and front-loaded townhouses and single detached dwellings, predominantly 10.7m and 12.5m lots;
- NHS Lands and Channel - Preserved woodlands comprising a significant portion of the north half of the development lands, as well as stormwater channel extending south along the east frontage with Sixth Line;
- SWM Pond - Connecting with the NHS channel to the east and contributing to a prominent visually linked open space system.

### LEGEND:





	SINGLE DETACHED DWELLINGS
	TOWNHOUSE DWELLINGS
	NATURAL HERITAGE SYSTEM
	SWM POND



Fig. 4.2 - Star Oak Development Land Use Plan

### 4.3 Street Network

The road hierarchy proposed for Star Oak Development community consists of the following street types (refer to Fig. 4.3):

- Arterial Road - Sixth Line and Burnhamthorpe Rd. W. / the development of which is separate from the Star Oak Development lands;
- Minor Collector Road - 22.0m R.O.W. / borders the west side of Star Oak Development as a north-south connector (Street “1”) and bisects the subject lands as an east-west connector (Street “2”) / 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- Local Street - 17.0m R.O.W. / transportation corridor and neighbourhood social focus / 2 travel lanes, 1 parking lane, 4.05m boulevard;
- Laneway - 7.5m R.O.W. / with townhouse frontage along the west side.

**LEGEND:**

-  ARTERIAL ROAD
-  MINOR COLLECTOR ROAD - 22.0m
-  LOCAL ROAD - 17.0m
-  LANEWAY - 7.5m



Fig. 4.3 - Road Hierarchy Plan for Star Oak Development within the surrounding community.



## 4.4 Natural Heritage System

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

The proposed land use fabric for Star Oak Development, including streets, and residential land uses, has evolved from the prominent NHS lands to the north. As part of the comprehensive open space system, a trail network reflecting the North Oakville Trails Plan - East has been integrated through the NHS channel extending to the north (refer to 6.1.2 Trail Network). View opportunities of NHS have also been identified in 6.1.3 Views and Vistas.

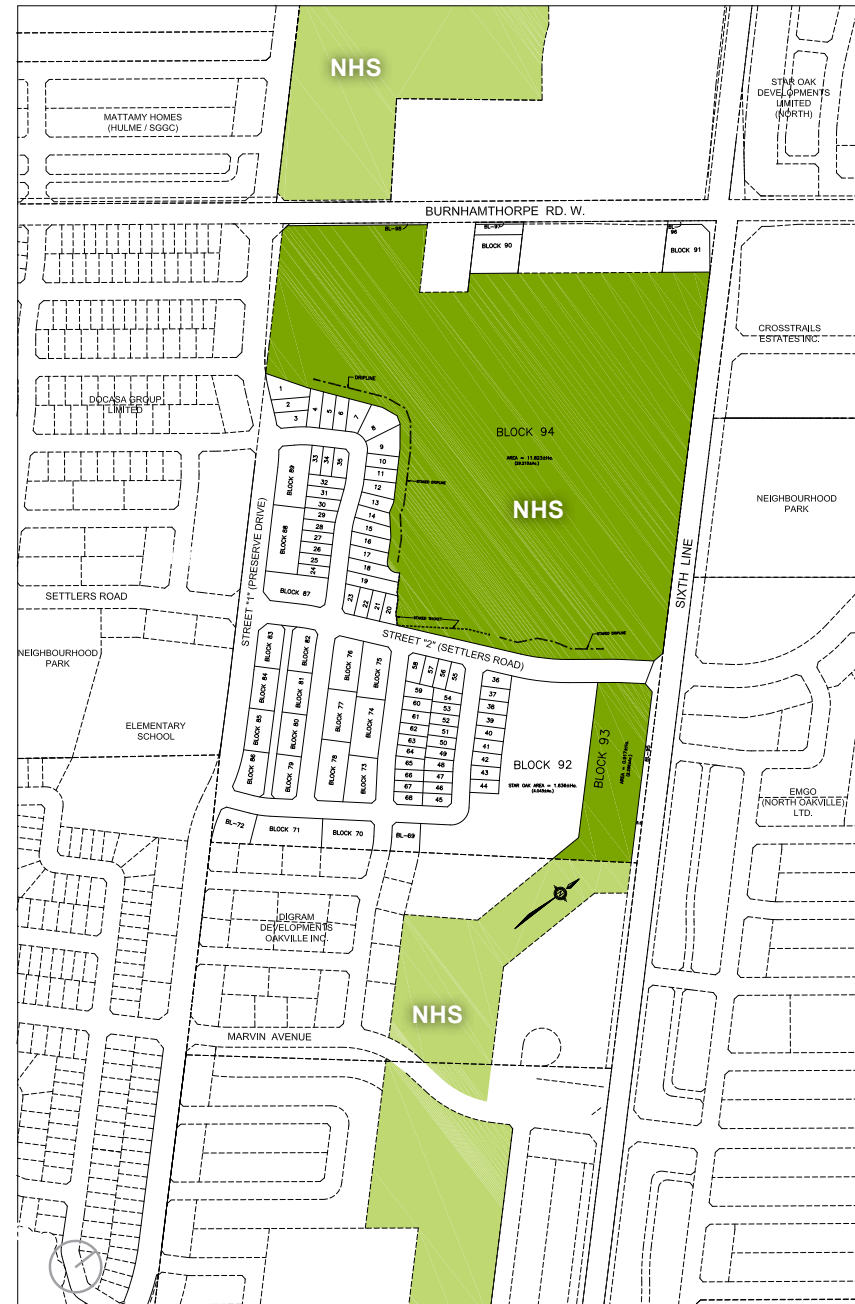


Fig. 4.4 - Natural Heritage System defines the structure of the Star Oak Development lands.

# 5.0 DEVELOPMENT MASTER PLAN

Primary access to the proposed Star Oak Development lands is from the 22.0m minor collector Street “2” that runs east-west and connects with Sixth Line, and the 22.0m Street “1” which runs north-south along the west side of the site. Sixth Line guides residents and visitors to the neighbourhood centre area located south of the development, which is intended to offer an interesting visual experience comprising higher density residential and mixed uses.

A mix of townhouse and single detached residential lots comprise the development, with the townhouses, in the form of laneway and front-loaded types, primarily oriented to Street “1” along the west side of the site.

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

There are 5 key elements that characterize Star Oak Development and form the overall development master plan: NHS lands, residential land uses, neighbourhood activity node, trail connections, and the SWM pond.

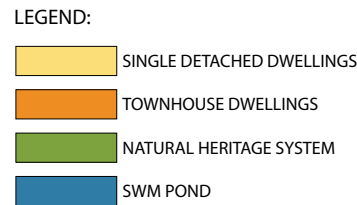


Fig 5.0 - Development Master Plan for Star Oak Development

# 6.0 DETAILED DESIGN DIRECTION

## 6.1 Open Spaces and Connections

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

As a significant component of the subject lands, the NHS and SWM block offer opportunities for trail connectivity to natural areas and strategic views toward open space features from the public realm, particularly along Street "1" and "2", Burnhamthorpe Rd. W. and Sixth Line.



Fig. 6.1.1 - Star Oak Development Open Space Plan

### 6.1.1 SWM Pond / NHS Corridor

The proposed stormwater management pond and NHS drainage corridor are interconnected facilities that will function as, both, water quality and quantity control for the community, and as publicly accessible community open space amenities. These facilities have been located in relation to existing natural drainage patterns of the site, will augment the extent of natural areas and will provide passive recreation opportunities with trail connections and viewshed opportunities. A single 1.64 ha. (4.04 ac.) SWM pond is proposed within the development lands (extending from a portion situated within development lands to the south). To better integrate the stormwater functions with its surrounding land uses, the design of this feature shall have regard for the following:

- The design of the pond shall appropriately address its street frontage along the north and west side to enhance its visibility within the community as a valuable open space amenity.
- A regular spaced row of coarse-leaved, native canopy trees shall be provided along the street frontage in combination with areas of naturalized planting.
- Naturalize planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with Conservation Halton standards.
- Pedestrian trails shall be integrated to provide connections from the pond street entry., including at the lookout and the Street "2" frontage to the north. This trail will be contained within the pond boundary and it may be combined with the maintenance access road to minimize non-vegetative surfaces, while providing opportunities for pedestrian interaction.
- Should utility structures be placed within the pond facility, they should be well integrated with the landscape to minimize visual impacts on the public realm, Considering it's less sensitive function and landscape screening opportunities, SWM ponds may be considered in locating utility infrastructure in accordance with Town guidelines, as an alternative to more sensitive public realm locations (parks, street rights-of-way, etc.).

- Provide information signage at the pond entry / lookout area to inform the public of the importance and treatment of the stormwater management pond as a functioning natural open space feature.
- The pond lookout amenity is intended as a space for seating and viewing that is aligned with the pond multi-use trail/maintenance access at a visually prominent neighbourhood location (refer to Fig. 6.1.1b). As such, it is proposed to encompass decorative paving, bench seating, waste receptacle and shade structure.
- The design of the SWM pond shall require approval from the Town of Oakville, Conservation Halton and the Ministry of Environment, Conservation and Parks.

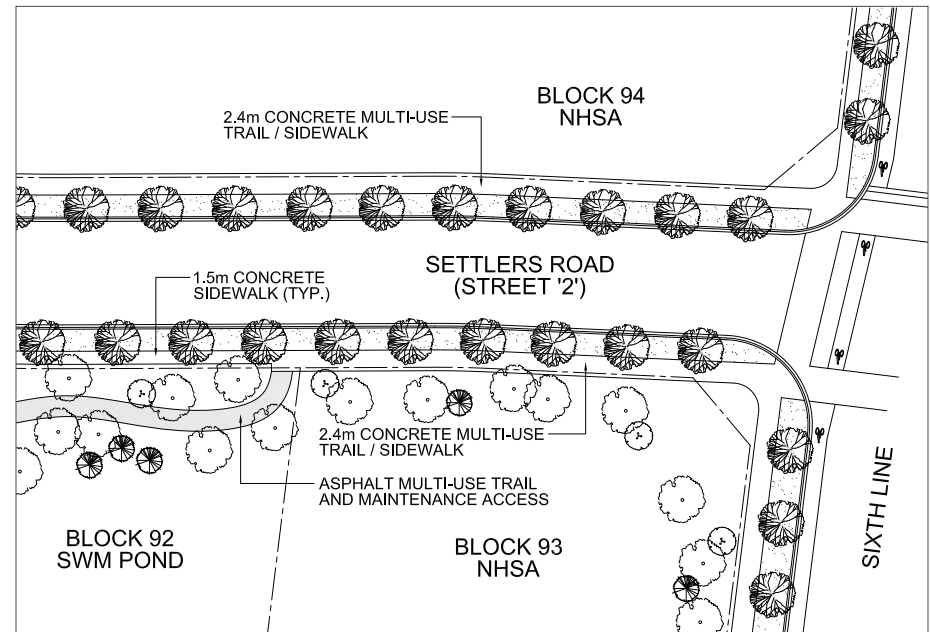


Fig 6.1.1a - Conceptual configuration of SWM pond multi-use trail and maintenance access connecting with a potential expanded width sidewalk at the intersection of Settlers Road and Sixth Line.



Fig 6.1.1b - Conceptual SWM pond layout showing intended location of trail / service access road and views.



Fig 6.1.1c - Example of a SWM pond that functions as an important ecological and community amenity through a naturalized planting strategy and controlled pedestrian interaction.



Fig 6.1.1d - Example of a SWM pond lookout amenity with decorative paving, bench seating and shade structure, situated at a visually prominent location within the neighbourhood and aligned with the SWM pond multi-use trail / maintenance access.

## 6.1.2 Trail Network

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

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

- **Major Trail** - A north-south trail along the rear of the street townhouses, through portions of the woodlands and the NHS channel, connecting with the proposed major trail to the north and south.
- **Bicycle Lane** - Providing a north-south connection along Sixth Line, connecting with other bike routes and major trails.
- **Signed Bike Route** - Located along the length of Street “2”, providing an east-west connection to adjacent communities.

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



Fig. 6.1.2a - A Major Trail integrated with the NHS lands will be connected to the proposed broader trail network.

- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use. It is expected that both asphalt and screenings will be considered.
- Trails may vary in size to allow two-way cycling, based on Town of Oakville standards.
- Trail lighting requirements shall be determined on a site-by-site basis and take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with adjacent street sidewalks to encompass the pedestrian and cycling network for the community.
- All trails shall be appropriately set back from adjacent residential rear lot lines. Where necessary, buffer planting shall be situated between the rear lot fencing and the trail to help screen views into backyards. Planting placement and species type shall ensure sightlines are maintained to reinforce safe trail use, consistent with CPTED principles.
- A street crossing of Settlers Road (Street ‘2’) may be considered where the proposed multi-use trail (Major Trail) extends from the west edge of the NHS (Block 93) to the west edge of the SWM pond (Block 91) to respond to the likely travel pattern of trail users, rather than less conveniently crossing further to the east at the intersection with Sixth Line. The crossing may be in the form of a pedestrian/cyclist activated crossing or other controlled crossing appropriate from a movement/safety standpoint.
- The integration of a lookout may be considered at the pond entry off the local street frontage in the south-west corner of the pond that may provide seating and decorative features (decorative paving, information signage, shade structure) at this desirable view opportunity. As an alternative, the lookout may be integrated with the Street “2” frontage to the north to allow for direct connections with this road’s signed bike route designation.



Fig. 6.1.2b - Trail network plan depicting proposed trail locations within Star Oak Development and surrounding neighbourhoods. Plan based on 2008 North Oakville East Trails Plan (subject to change pending approval of a new trails plan).



Fig. 6.1.2c - Information signage situated at strategic trailheads can inform users of the important functions, regulations and wayfinding related to the NHS.

### 6.1.3 Views and Vistas

Opportunities to provide strategic views and viewsheds towards the existing NHS to the south and introduced NHS channel and SWM pond within Star Oak Development shall be integrated into the proposed street and block framework. These views and viewshed opportunities are primarily provided through the location of street frontage immediately adjacent to these open space features and facilities, as well as the Major Trail proposed along the west and south perimeter of the NHS features.

Figure 6.1.4 illustrates these opportunities.

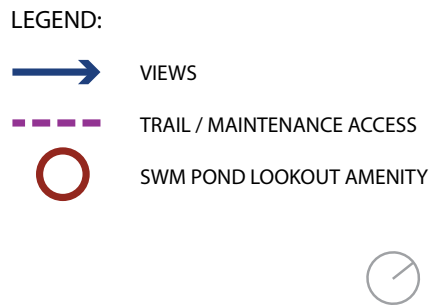


Fig. 6.1.3 - Views and Vistas Plan in Star Oak Development



## 6.2 Neighbourhood Activity Node

Consistent with the North Oakville East Master Plan, a Neighbourhood Activity Node has been identified for the at the intersection of Preserve Drive (St. '1') and Settler's Drive (St. '2'). Anticipating that adjacent development lands (Docasa) at the north-west block of Preserve Drive and Settlers Road will comprise planned mid-rise residential with ground floor commercial (southern building) and mid-rise residential (northern building), this area will function as an Activity Node. Street townhomes and lane-based townhomes are located on the east side of Preserve Drive within the Star Oak Development subdivision.

The adjoining streetscape treatment may be upgraded to anticipate the intensity of pedestrian use associated with ground floor retail, higher density residential types and proximity of the elementary school, potentially including decorative paved boulevard treatments, urban street tree planting features (tree grates, curbed planters, etc.), as well as street furniture (benches, waste receptacles).

It is not expected that this designated Activity Node and associated streetscape upgrades will apply to the east side of Preserve Drive within Star Oak Development. However, it should be noted that the proposed townhouses within Star Oak Development will be complementary to and help reinforce the Activity Node and the higher density built form planned within the adjacent development.

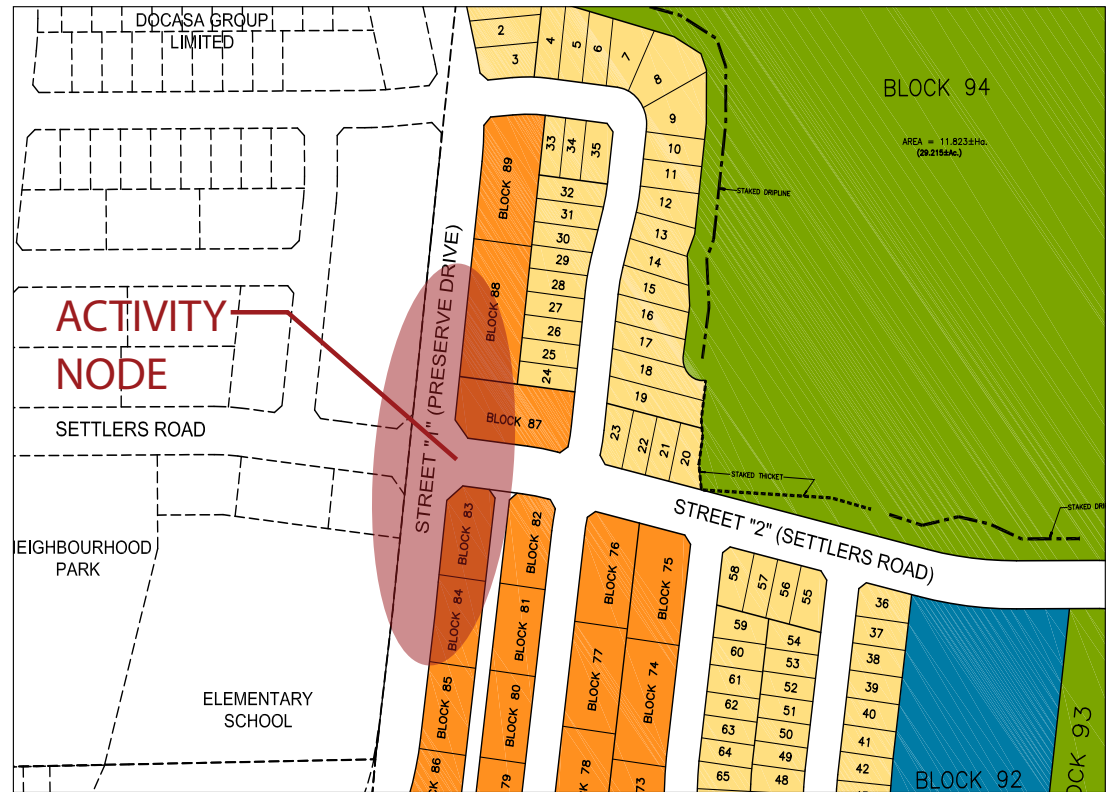


Figure 6.2a - Anticipated location of a community Activity Node at the intersection of Preserve Drive and Settlers Road, defined by the residential mid-rise with ground floor commercial planned for the adjacent development lands to the east.



Fig. 6.2b - The Neighbourhood Activity Node within the Star Oak Development will comprise a combination of street townhomes and lane-based townhomes.



Figure 6.2c - Example of an upgraded streetscape treatment provided to anticipate the intensity of pedestrian use associated with ground floor retail within an Activity Node.

### 6.3 Burnhamthorpe Road

The Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment (Dec. 2014) provides recommendations for the future road and streetscape design for the section of Burnhamthorpe Road that will remain once William Halton Parkway is completed and will replace its regional road function. Burnhamthorpe Road is envisioned to transition into a vibrant and pedestrian-friendly street as development evolves. Factors determining the appropriate preferred design include the consideration of urban design, context sensitive design, transit provisions, future traffic capacities, active transportation provisions, parking provisions, urban forestry, utility and municipal servicing requirements, and SWM provisions.

A portion of Burnhamthorpe Road runs along the north portion of the Star Oak Development study area and is identified as part of the Transitional Section of the Burnhamthorpe Road Corridor, which allows for a range

of low/medium density uses. This portion of Burnhamthorpe Road is presently a two-lane road with a rural cross-section (ditches / no sidewalks) but is envisioned to be reconstructed to an urban cross section as described below.

The Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment recommends the use of the “Transitional 2” road cross section adjacent to the subject lands. The recommendation includes a 24-metre right-of-way with two through lanes of traffic and bump out parking on both sides. Bike lanes are provided, with a painted buffer that provides separation from parked cars in areas with on-street parking, and from moving traffic in areas without parking. 4.2-metre wide boulevards are provided on each side. Front yard parking and driveway access from Burnhamthorpe Road is permitted as indicated in Figure 6.3a below.



Figure 6.3a - Excerpt from Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment showing “Transitional 2” road cross section

Street townhouses on Blocks 90 & 91 will front onto Burnhamthorpe Road. In order to reduce the number of driveway accesses onto Burnhamthorpe Road, a “slip-off / eyebrow road” will be provided in front of these blocks as demonstrated in Fig. 6.3c & 6.3d.

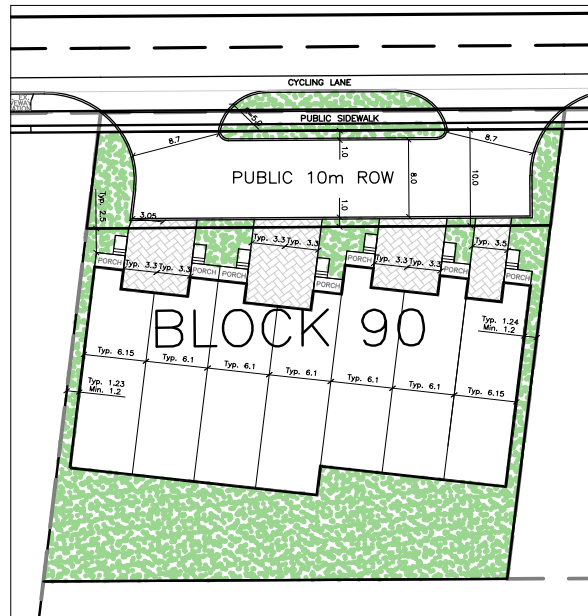


Figure 6.3c - Demonstration Plan for Block 90

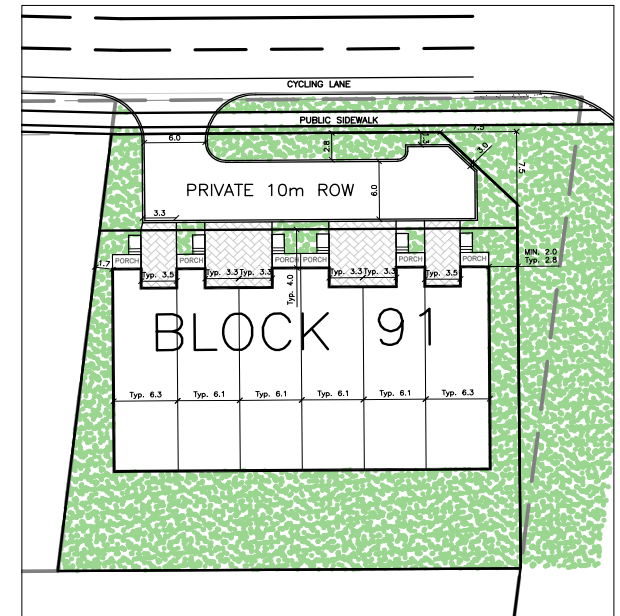


Figure 6.3d - Demonstration Plan for Block 91

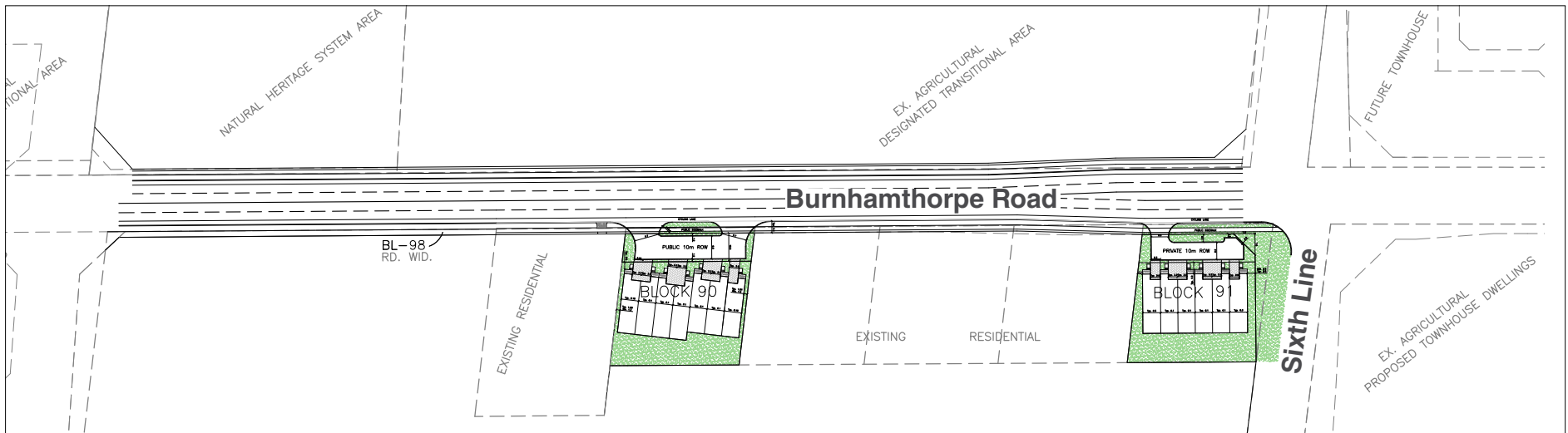


Figure 6.3b - Context Plan of Blocks 90 and 91 on Burnhamthorpe Road

## 6.4 Low Density Residential

Low density residential dwellings in the form of laneway and front-loaded townhouses and front-loaded single detached homes comprise all of Star Oak Development. The proposed development master plan is intended to permit a range of residential products along local and minor collector roads with easy direct connections to the NHS and SWM pond. A diversity of architectural expressions and elevations in these areas is necessary to provide visual interest along the streetscape.

The following guidelines shall apply specifically to the design of streetscape and built form within this low density residential designation:

### 6.4.1 Streetscape

All streets within the low density residential area are intended to provide a comfortable pedestrian experience, with local roads having relatively lower levels of local vehicular traffic. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.

#### Minor Collector Road

Typical roadway cross-sections for the 22.0m minor collector road right-of-way (Streets "1"/Preserve Drive and Street "2"/Settlers Road) includes:

- Sidewalks on both sides of the street;
- One lane in each direction with potential for centre left turn lane at the Sixth Line intersection;
- On-street parking on one side of the street;
- Single row of trees in grass boulevards between sidewalk and curb;
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

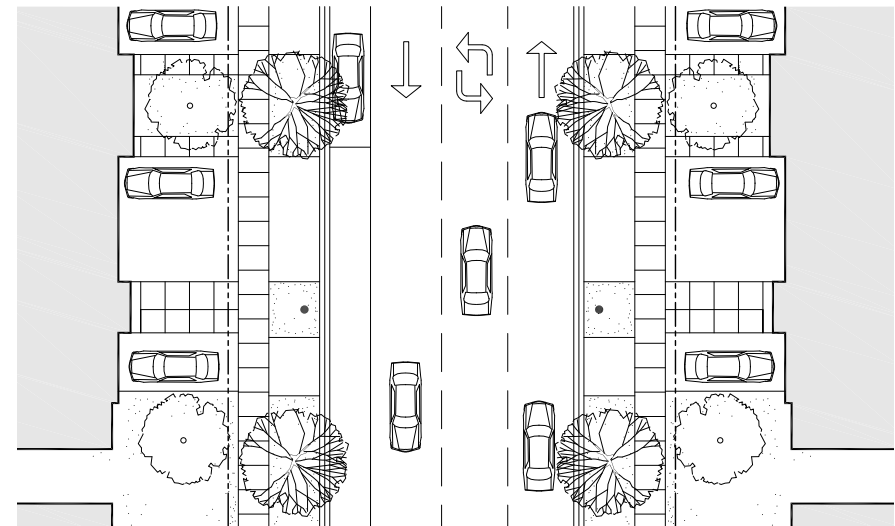
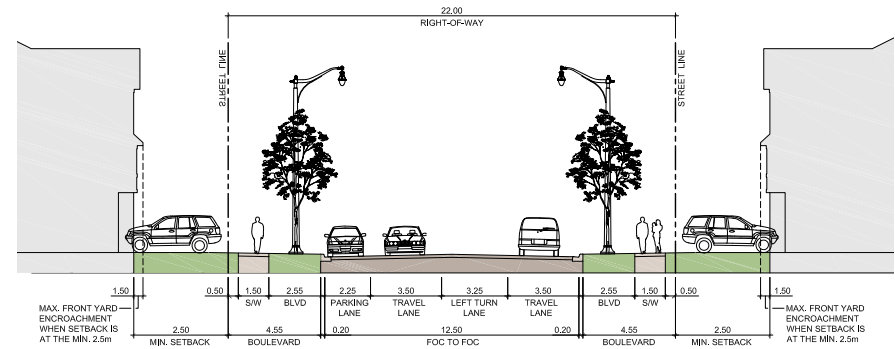


Figure 6.4.1a - Avenue / Transit Corridor - 22.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

## Local Roads

Typical roadway cross-sections for the 17.0m local road right-of-way includes:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street;
- Single row of trees in grass boulevards between sidewalk and curb.
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

During the pre-consultation meeting with Town planning staff raised a concern with the proposed streetscape along Streets “4” and “5”. Townhouse blocks 73 - 78 along Streets “4” and “5” will consist of 7.5m wide street townhouses, providing a wider building frontage than typical. This built form type will enhance these streetscapes through well-defined building entrances, ground level windows and single single-car garages integrated into the main building massing. The use of single-car garages on the increased lot frontage (generally 1.5m wider than a typical street townhouse unit) will allow for sufficient on-street parking opportunities as well as additional landscape opportunities within the boulevard. It is also noted that the rear-lane townhouses along the west side of Street “4” will provide an uninterrupted boulevard and ample on-street parking opportunities. On the east side of Street “5” will be single detached dwellings.

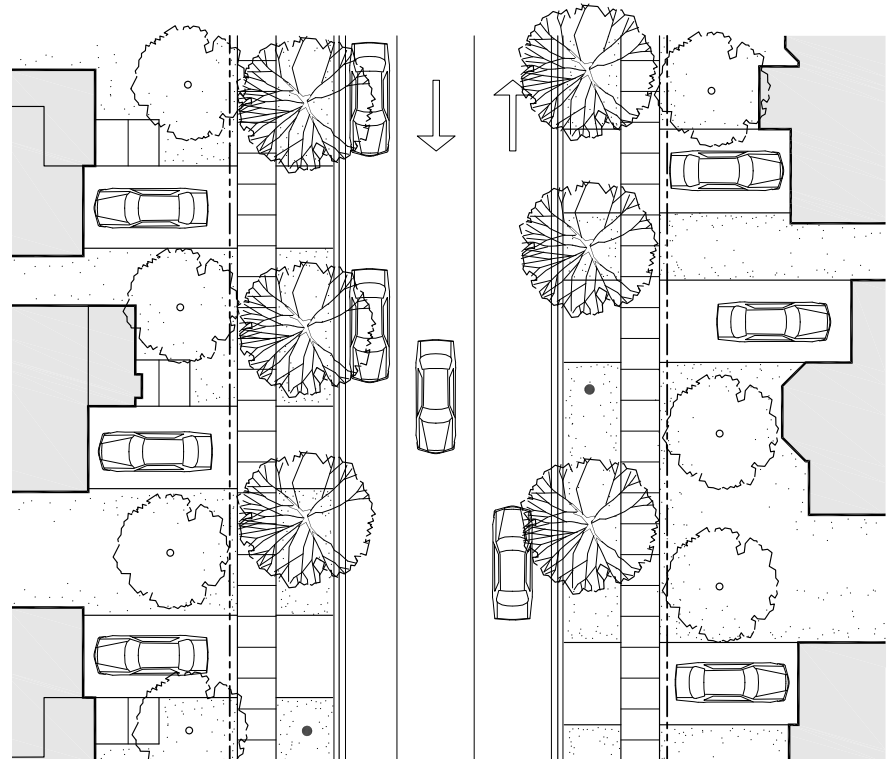
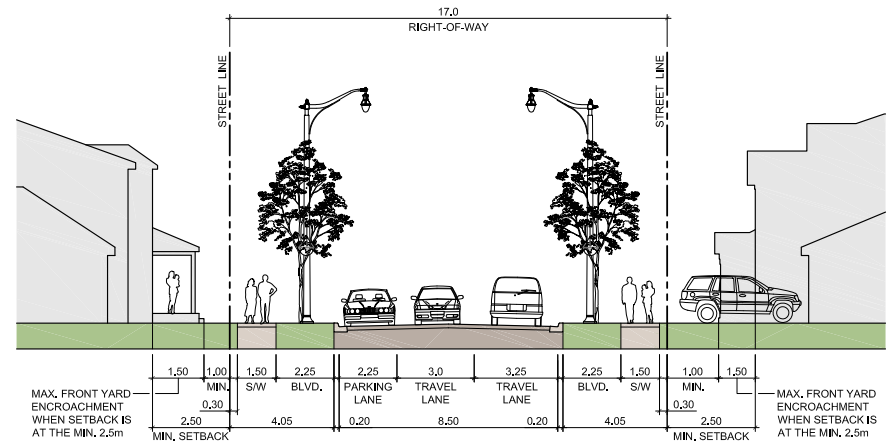


Figure 6.4.1b - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

## Laneway

Typical roadway cross-sections for the 7.5m laneway right-of way includes:

- One lane in each direction;
- Buffer setback on both sides;
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

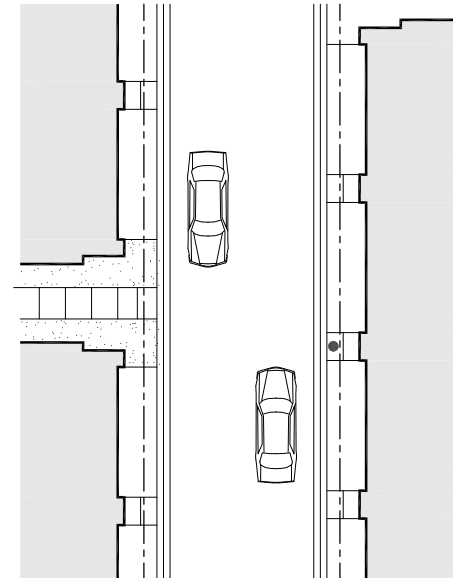
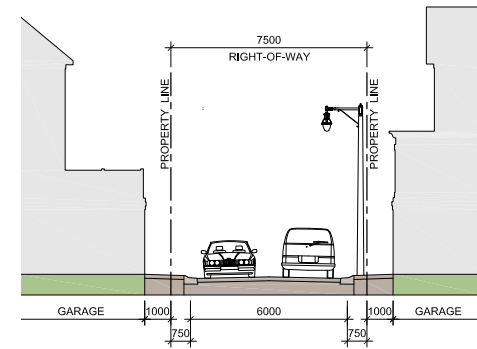


Figure 6.4.1c - Laneway - 7.5m R.O.W. / 2 travel lanes / buffer setback on both sides

## 6.4.2 Built Form

Built form within the subject lands will include single detached, street townhouse and rear lane townhouse buildings. A high quality character will be required for all new buildings, ensuring architecture that is rich and varied in its form and treatments, creating a distinctive community identity with visually appealing streetscapes. The design and siting of new built form shall comply with the requirements of the “North Oakville Urban Design and Open Space Design Guidelines”, “Livable by Design Manual, Part A” the Secondary Plan and the Zoning By-law.

The following supplementary Built Form Guidelines and related design criteria demonstrates how new development within the subject lands will comply with the overall design objectives for the North Oakville Community. The following general built form objectives shall be applied:

### General Built Form Guidelines

Regardless of building type or land use, the following general built form objectives shall be applied for new buildings within the subject lands:

- Architectural design shall support creative expressions, encouraging variation within a consistent program of design.
- Both contemporary and tradition-based architectural influences may be used to define and street blocks and assist with place-making initiatives.
- Built form located adjacent to public open spaces, street intersections and/or exposed to important view termini shall have architectural emphasis / enhancement to create visual interest.
- Built form shall be designed and oriented to respond appropriately to its context within the community, with respect to priority lot locations and public realm landscape design intentions.
- Height and massing appropriate to the street type and width shall be provided to promote a pedestrian-friendly, comfortably scaled street environment.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.
- Architectural styles, design proposals and location criteria for all built form shall be evaluated through the Town of Oakville’s architectural control approval process.



Fig. 6.4.2a - Built form within the neighbourhood will predominantly comprise single detached and townhouse residential, utilizing both contemporary and traditional architectural styles and themes.



## 6.4.3 Building Typologies

Proposed building types will consist of the following:

- Residential Built Form:
  - 68 Single Detached Dwellings;
  - 80 Street Townhouse Dwellings; and,
  - 61 Lane-Based Townhouses Dwellings.

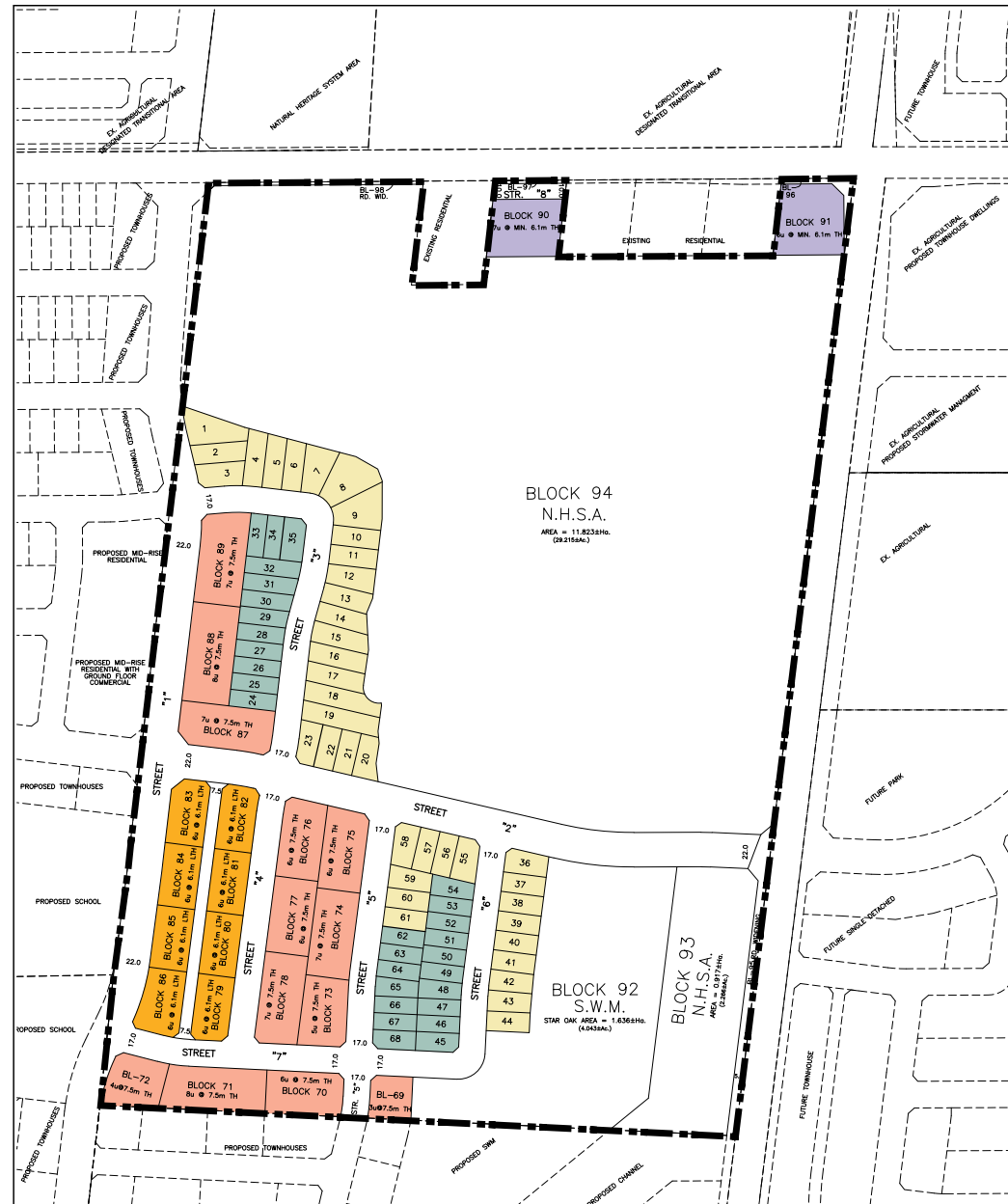
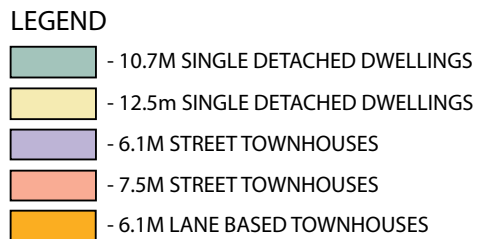


Fig. 6.4.3a - Built Form Typology Plan

## Single Detached Dwellings

Single-detached dwellings, on minimum lot frontages of 10.7m and 12.5m will occur throughout the subdivision and will be generally located outside of the Neighbourhood Centre Area, Preserve Drive (St. '1') and Settler's Drive (St. '2'). All single detached dwellings will have street-accessed garages.

- A variety of architectural expressions and elevation treatments is required to provide visual interest within the streetscape.
- Single detached dwellings should be designed to individually and collectively contribute to the character of the various neighbourhoods within the community.
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Each dwelling should have appropriate façade detailing, materials and colours consistent with its architectural style.
- The majority of homes will be 2-storey. However, the use of bungalows and/or 3-storey building massing will be permitted. It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing relationships are achieved.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.



Fig.6.4.3c - Examples of Single-Detached Dwellings

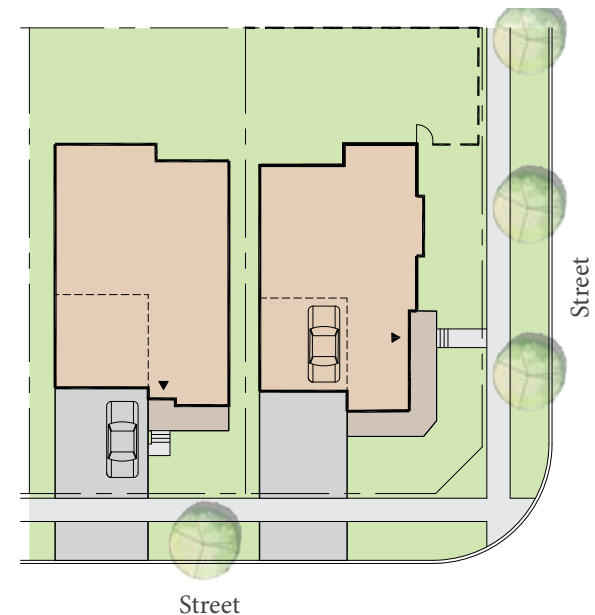


Fig. 6.4.3b- Conceptual Siting of Single Detached Dwellings



Fig. 6.4.3d - Design Characteristics of Single-Detached Dwellings

- Corner building designed to address both street frontages
- Front / Flankage façades sited close to the street /sidewalk
- Porch projections into front / flankage yard
- Garages are subordinate to dwelling

## Street Townhouses

A large portion of the neighbourhood will be dedicated to the use of street townhouses on lot frontages of 6.1m and 7.5m. This built form type will occur throughout the neighbourhood and along primary streets, including Burnhamthorpe Road W. This form of housing contributes positively to the built form character and streetscape appearance in this portion of the neighbourhood by providing a strong uninterrupted street edge presence that is more urban in character as a result of the contiguous massing. Townhouse building forms make efficient use of land, reduce energy consumption and increase the diversity of built form within a community.

- Since townhouses are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage.
- Building compositions should ensure continuity of massing and design, while providing variety along the streetscape.
- Townhouses block sizes may range from 3 to 8 units.
- Adequate wall articulation is required to avoid large expanses of roof or wall planes. To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- For townhouse developments, incorporate architectural variety between adjacent blocks along a streetscape.
- Townhouses should feature 2- to 3-storey building massing.
- For corner dwellings, corner unit entries should be oriented to the flankage street, where feasible.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Attached garages accessed from the street should be single-car width.
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality.
- Utility meters should be carefully placed and concealed from public view subject to local utility company requirements.

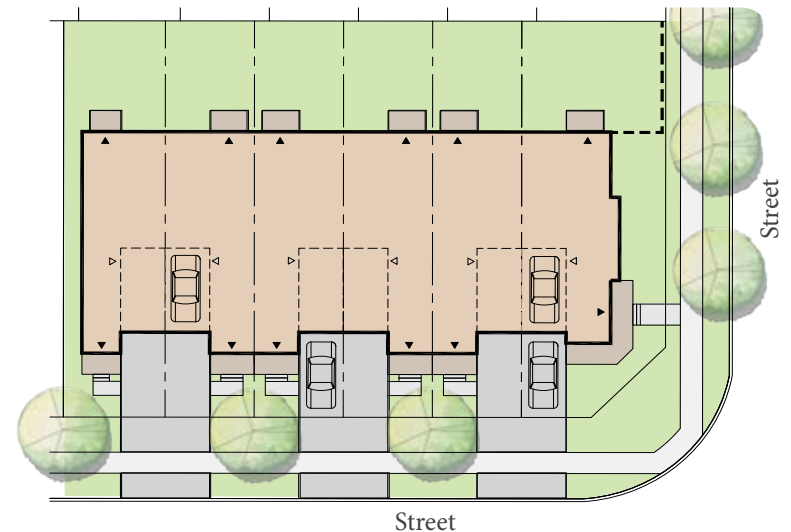


Fig. 6.4.3e - Conceptual Siting of Street Townhouses



Fig. 6.4.3f - Examples of 6.1m Street Townhouse Dwellings



Fig. 6.4.3g - Examples of 7.5m Street Townhouse Dwellings

## Lane-Based Townhouses

Rear Lane Townhouses with garages accessed from a public laneway located to the rear of the unit are proposed along Streets “1” and “4” in the southwest portion of the neighbourhood on 6.1m lot frontages. This form of housing contributes positively to the built form character of the neighbourhood by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character. In addition to the relevant design principles outlined in the Street Townhouses Section, the following design principles are recommended:

- Rear Lane Townhouses should be sited in close relation to the street with minimal setbacks, wherever feasible.
- Garages accessed from a rear laneway may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted.
- Outdoor amenity areas may take the form of a balcony located above the garage or may be located at-grade in the rear yard.
- Lane Townhouse dwellings should have 2- to 3-storey massing to create a dominant massing along the street edge.
- A walkway linking the front door to the public sidewalk should be provided to establish an attractive and active streetscape.
- Municipal address plaques should be provided in well-lit locations facing both the street and the laneway.

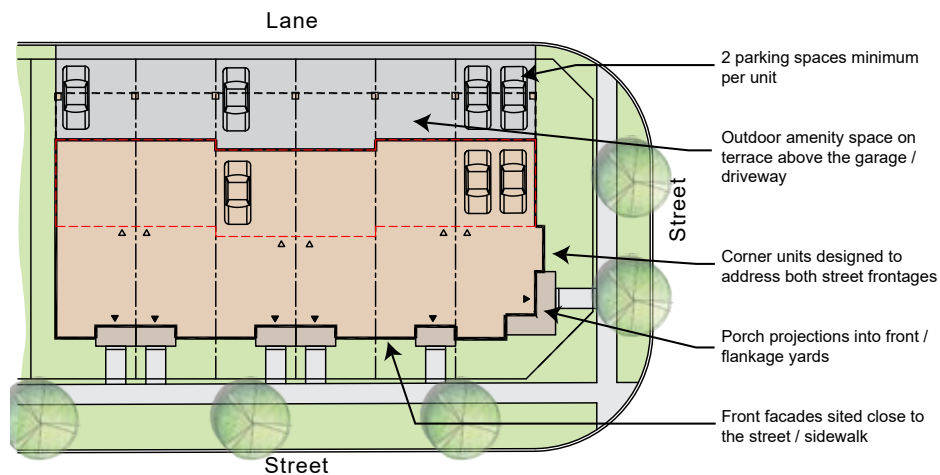


Fig. 6.4.3h - Conceptual Siting of Lane-Based Townhouses

- Refer to Section 6.5.5 for further design criteria related to the design of rear lane garages.
- Utility meters and air conditioning units shall be carefully placed and concealed from public view. Placement of meters shall comply with local utility company requirements. Air conditioning units should be located away from the dwelling’s front or flankage yard. If this is not possible, they should be screened with landscaping.



Fig. 6.4.3i - Conceptual images of Lane-Based Townhouses

## 6.5 Architectural Design Criteria

This section expands upon the general guidelines and principles for the architectural design of new buildings as set out in the North Oakville East Urban Design and Open Space Guidelines. The following criteria are provided to help achieve the overall vision for the Star Oak Development.

### 6.5.1 Character and Image

The design of new buildings should offer a harmonious mix of traditionally-inspired and contemporary architecture. The use of distinctive and well-designed architecture employing high-quality materials (brick, siding, stone and stucco to be used based on architectural style) will be the common thread linking various communities in North Oakville. The design of each building should have distinguishing elements characteristic of a single identifiable architectural style. Mixing discordant architectural styles together within a single building should be avoided. It is important that a consistent level of design quality is achieved regardless of the architectural style of the building.



Fig. 6.5.1a - A variety of architectural influences will shape the character of the Star Oak Development community

## 6.5.2 Architectural Variety

Harmoniously designed streetscapes contribute to identity and are key to establishing attractive, vibrant and livable communities. Model variety, massing, height and repetition within a group of dwellings enhances the visual appeal of streetscapes. Each street should present a variety of architectural expressions.

- Dwellings should be designed with two highly differentiated elevations. Models for which there is high demand should have additional facade treatments to avoid the effect of monotony in the streetscape.
- Identical elevations should appear a maximum of three times per row of ten single-detached dwellings and shall not be permitted directly across the street; dwellings with the same exterior colour package may be repeated a maximum of every three dwellings. For visual diversity along each street, no fewer than two detached dwellings should be present between identical elevations.
- Identical colour packages should be avoided for dwellings located opposite from one another.
- No more than three alternative elevations of a same model may be sited alongside one another. At least three different model designs (with different building footprints and floor plans) should occur per group of ten dwellings, except at gateway lots.
- With regard to corner lots (except at gateway lots), flanking elevations must not be the same as those on lots abutting or directly opposite. Identical kitty-corner lot elevations are acceptable if a significant variation in the colour scheme is ensured.



Fig. 6.5.2a - Example of variety along the streetscape

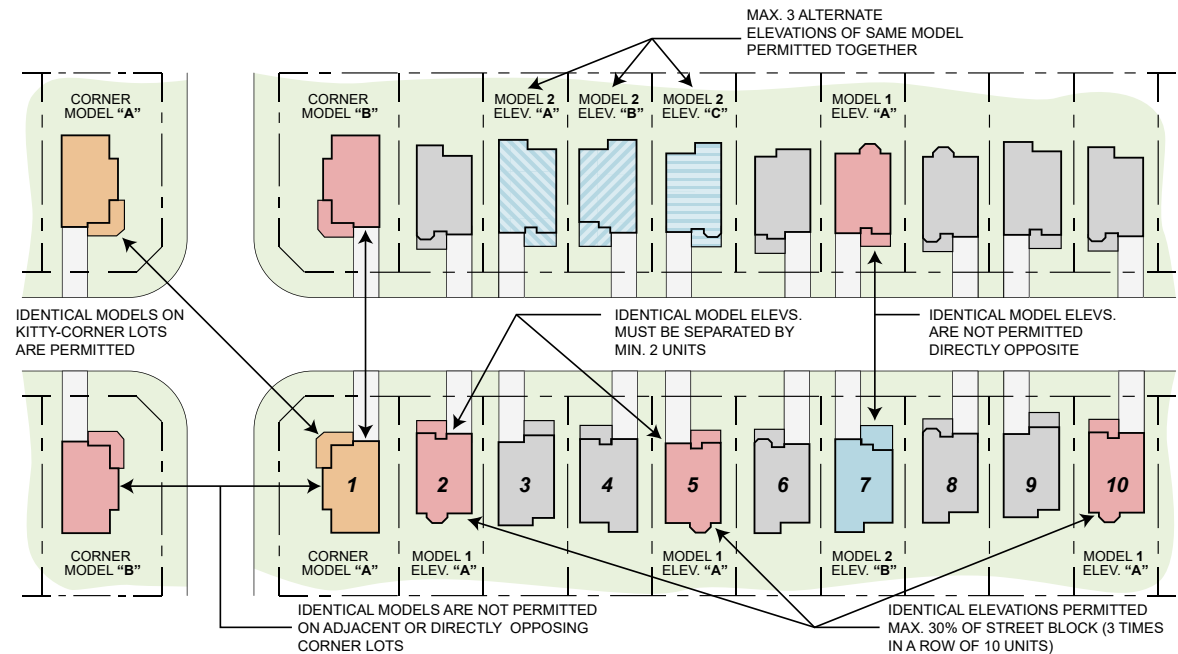


Fig. 6.5.2b - Diagram illustrating model variety criteria

### 6.5.3 Massing Within the Streetscape

The arrangement of buildings within the street block is a key component in providing an attractive streetscape. The overall impression created by the grouping and massing of dwellings within a block will have a greater visual impact than the detailing of an individual dwelling. A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street.

The following design criteria shall be observed to ensure harmonious massing within the streetscape:

- Massing should be transitioned from the higher density areas to lower density areas by providing appropriate building designs which create harmonious streetscape massing and reinforce pedestrian-scaled environments.
- Buildings adjacent or opposite one another should be compatible in massing and height. Extreme variation in massing should be avoided. For example:
- 3-storey dwellings should not be sited adjacent to bungalows, raised bungalows or 1-1/2 storey dwellings.
- Where bungalows, raised bungalows or 1-1/2 storey dwellings are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units. Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side gabled) is employed to provide an acceptable visual transition between these house types.
- 2-storey dwellings sited amongst bungalows or 3 storey dwellings should comprise groupings of at least 2 adjacent units.
- 3-storey dwellings sited amongst 2 storey dwellings should comprise groupings of at least 2 adjacent units.



Figure 6.5.3a - Examples of compatible massing along the streetscape

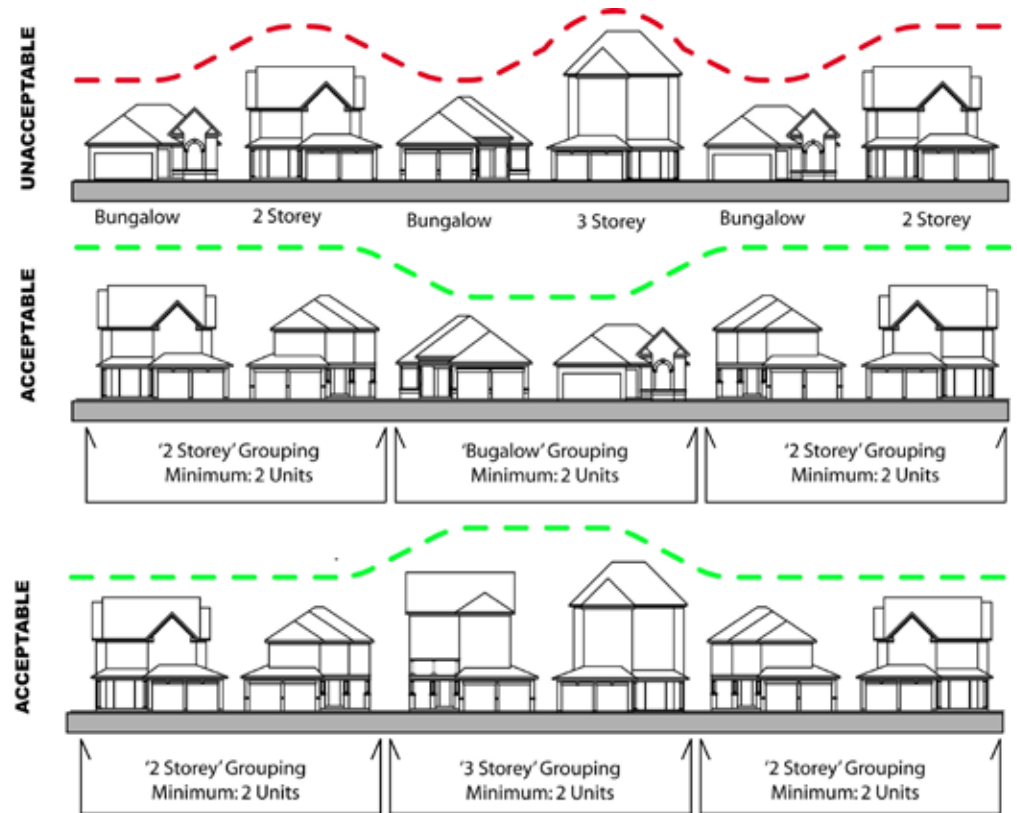


Fig. 6.5.3b - Diagram illustrating streetscape massing objectives

## 6.5.4 Architectural Elements

### Porches

- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches should generally be located closer to the street than garages.
- On corner lots, wraparound porches are encouraged where appropriate to the dwelling style.
- Main entries should be directly visible from the street and well lit.
- To provide variety along the streetscape, some dwellings may feature side entries.
- Where porticos are used as a covered porch with walls, they should be consistent in proportion and scale to suit the style of architecture they are intended for and be kept as open as possible.

### Exterior Materials and Colours

- The use of high-quality, durable and maintenance-free exterior building materials that are congruent with the architectural style of the dwelling is imperative. Buildings will predominantly be constructed of brick with stone, cement board and high quality wood-look siding accents. High quality stucco may be considered only as an accent material.
- The use of decorative architectural detailing is encouraged.
- The selection of exterior materials that express heritage tones and textures is encouraged.

### Architectural Detailing

- To add visual interest to the dwelling, the use of trim elements (i.e. frieze board, gable posts, brackets, window surrounds and scalloped-shingle effects) and masonry detail elements (i.e. quoining, lintels/headers, pilasters, soldier coursing and keystones) may be used.
- Details should be authentic in appearance and consistent with the dwelling's architectural style. They should be consistent with building scale and proportion, and consider the longevity of the selected materials.



Fig. 6.5.4a - Porches and porticos create visual interest within the streetscape



Brick



Wood-Look  
Siding Accent



Stone  
Accent



Stucco  
Accent

Fig. 6.5.4b - Examples of exterior main wall cladding materials



Frieze board



Window surrounds



Lintel/headers



Quoining

Fig. 6.5.4c - Examples of exterior main wall cladding materials



## Fenestration

Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling. Similar principles will apply to street related retail, office or service units (i.e. live-work units).

- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate.
- The use of maintenance-free vinyl-clad windows is encouraged.
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.
- Sills and lintels should be consistent with the architectural style of the dwelling.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- Window placement in combination with other architectural elements is an effective method to animate rear or side elevations exposed to public spaces where necessary.



Contemporary window configurations



Traditional window configurations

Fig. 6.5.4d - Examples of variety in window styles

## Roof Form

Variation in roof types and forms are encouraged and may include gables, dormers, hips, ridges and mansards that are consistent with the given architectural style. Interesting roof lines should be emphasized for street facing or flanking dwellings.

- The use of upgraded or alternative materials may be considered to distinguish neighbourhoods or priority lots. Roofing materials, whether asphalt, metal, wood or composite materials shall be consistent with the architectural style.
- Roof forms should appropriately fit with neighbouring properties to establish a cohesive streetscape appearance.
- Minimum main roof slopes should be 7.9:12 pitch for side slopes and 5.9:12 for front to back slopes; Bungalows should have minimum 7.9:12 side slopes and front to back slopes.
- Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Prairie, Georgian, Contemporary / Modern).
- Roof overhangs should be a minimum of 150 mm; 300mm is preferred unless constrained.
- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to suit the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile.
- The use of false dormers shall be avoided.



Contemporary roof design



Traditional roof design

Fig. 6.5.4e - Variety of roof forms, including use of gables and dormers, helps create visual interest

## 6.5.5 Garages

### Street-Accessed Garages

- Garage size and placement shall comply with the applicable zoning by-law and Secondary Plan policies; the use of detached and rear yard garages shall be permitted.
- Incorporate garage entrances that are flush with or recessed behind the building face and architecturally integrated into the main building massing.
- Attached garages located within the front or flankage yards and accessed from the street shall be of a similar architectural style and proportional scale to the adjoining dwelling.
- Street facing garages should be minimized in scale in compliance with the vision for North Oakville. The following are considered acceptable design options for attached street facing garages:
  - Integrate the garage into the main massing of the dwelling, in line with the porch projection;
  - Integrate the garage into the main massing of the dwelling, in line with the main front wall;
  - Situate the garage to the side of the dwelling, set back from the main front wall
  - Provide a tandem garage;
  - Stagger the front facade of the garage.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a pier is preferred, where possible. Where single 16ft (4.9m) wide garage doors are proposed they should be patterned to appear as 2 individual doors.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments shall be utilized and shall be consistent with the architectural style of the dwelling.
- Light fixtures mounted to the side or above the garage door shall be encouraged, with a lamp style consistent with the architectural style of the dwelling.
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the



Fig. 6.5.5a - Street-facing garages shall not dominate the streetscape



Fig. 6.5.5b - Examples of single and double-car garages

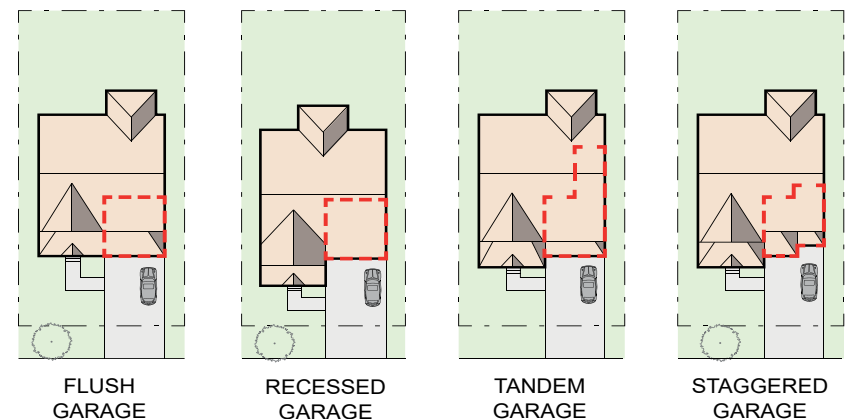


Fig. 6.5.5c - Street-accessed front facing garage options

massing between the top of the garage door and the underside of the soffit. The following are some techniques that may be considered:

- Increasing the garage door height;
- Lowering the garage soffit and/or increasing the garage roof pitch;
- Add a decorative gable louvre or feature;
- Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
- Consider window treatments above the garage doors, as appropriate to the dwelling;
- Provide wider and/or arched lintels over the garage door to reduce the massing.

### Rear-Accessed Garages

- Rear-accessed garages for rear lane townhouses and live-work units will be accessed from a rear lane and will be attached to and incorporated into the main massing of the building.
- The design of garages shall be consistent with the architectural style of the principal building with respect to materials, massing, character and quality.
- Only sectional, roll-up type garage doors shall be considered.
- An outdoor amenity space located above the garage is encouraged.
- Habitable and/or amenity space above an attached/detached rear lane garage may be considered to animate the lane and provide a distinct character to certain neighbourhoods. Any habitable spaces above the garages, or secondary dwelling units, or any other livable spaces along the lane must comply with the separation distances as per the Livable By Design Manual, Section 3.3.3.
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling.
- Both single and double car garages may be permitted, depending on lot size and dwelling type.
- Secondary dwelling entrances may face the lane and may be situated on the garage wall face.

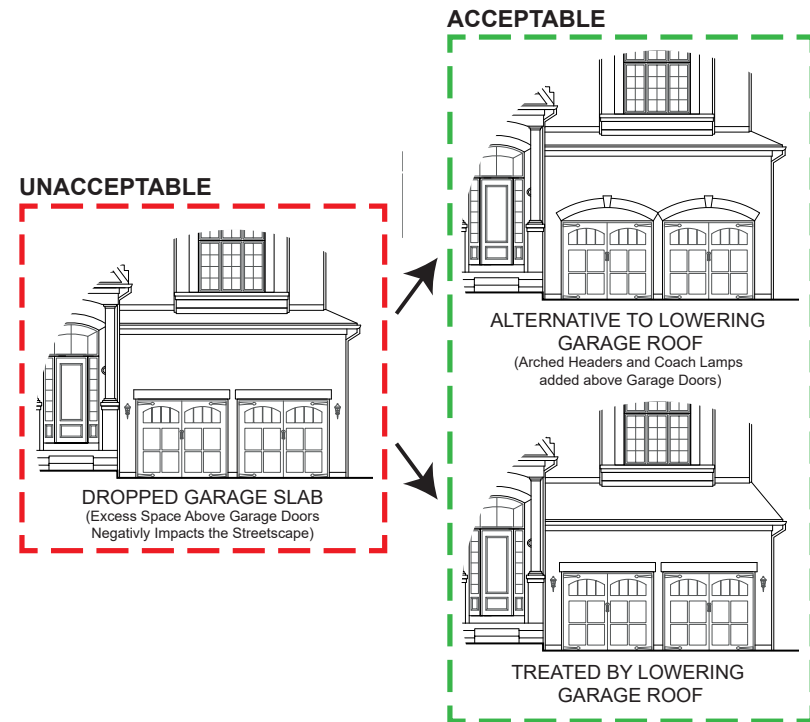


Fig. 6.5.5d - Design solutions for dropped garage conditions



Fig. 6.5.5e - Example of rear-accessed garages

## 6.5.6 Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard.
- Where this is not feasible, utility meters should be screened or recessed into the wall wherever possible, subject to local utility company requirements.
- The following design objectives should be observed to limit public visibility of utility meters:

### Single Detached Dwellings:

- The preference is to flip sanitary and storm servicing laterals for corner lot dwellings to avoid a Y-connection, subject to acceptance by the approval authorities. A single connection should ideally be provided for corner lot singles to allow the utility meters to be located on the interior side yard wall face (i.e. garage side),
- Where the above is not feasible, Builders will be required to architecturally integrate / screen meters so they are not directly visible from the street.

### Townhouse Dwellings:

- Since the meters for townhouses are required to be located on either the front or flankage wall face, all townhouse dwellings shall be designed with niches to ensure meters are architecturally integrated / screened from the street. An exception to this will be made for interior end units where the meters are located facing the interior side yard.
- The location of utility meters and method of screening shall at all times be in compliance with the requirements of the respective utility authority. It is the Builder's complete responsibility to ensure compliance with utility regulations in the design, placement and construction of these elements.



Fig. 6.5.6a - Utilities should be discreetly located, integrated into the architecture or screened from public view

## 6.5.7 Site Grading Conditions

- Where severely sloping grade conditions occur, the builder should provide dwelling types which are adapted to suit the site.
- This is particularly important for lots having back to front sloping grade conditions (full or partial front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained.
- The following are suggested design approaches for reducing the height of elevated front entries and the impact of the large number of exterior steps they require :
- Integrate groups of steps into the front walkway over the length of the front yard.
- Turn steps toward the driveway.
- Provide a dwelling design having a lowered foyer and internal steps up to the main living level.
- Care should be taken to ensure foundation walls are not exposed. Grading should be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation walls above finished grade is exposed on all exposed elevations of the dwelling, when possible.
- Where sloping finished grades occur, finished wall materials and foundations should be stepped accordingly to minimize exposed foundation walls.

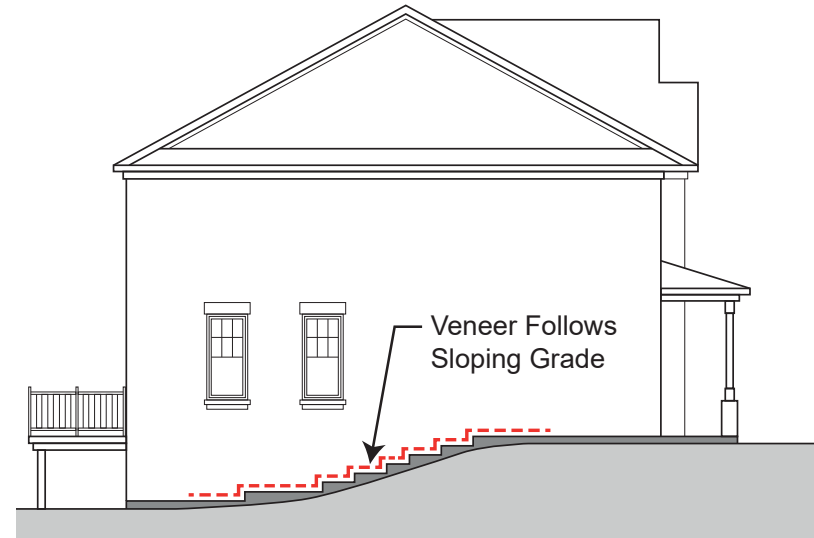


Fig. 6.5.7a - Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

## 6.6 Priority Lots

Priority Lot Buildings are those located prominently within the community as shown on the Priority Lot Plan. Their visual significance within the streetscape requires that the siting, architectural design and landscape treatment of residential built form on these lots be of an exemplary quality to serve as landmarks within the community. Prominent lot locations identified have a greater degree of visibility and, therefore, require special design consideration to ensure an attractive built form, appropriate to its location, is achieved.

Within the Star Oak Developments neighbourhood, dwellings on the following priority lots will require special design consideration:

- corner lot dwellings;
- view terminus lot dwellings;
- dwellings requiring upgraded rear and side architecture;
- dwellings facing the school.

### LEGEND





-  - CORNER LOT DWELLINGS
-  - VIEW TERMINUS DWELLINGS
-  - UPGRADED REAR AND SIDE ARCHITECTURE
-  - SCHOOL FACING DWELLINGS



Fig. 6.6 - Star Oak Development Priority Lot Plan

## 6.6.1 Corner Lots Dwellings

Dwellings on corner lots are very prominent within the streetscape and help to express the image, character and quality of the community. Corner lot dwellings require special designs which addresses the flanking elevation in a manner consistent with the front elevation.

- As noted in the North Oakville East Urban Design and Open Space Guidelines, prominent intersections should be demarcated through built form that is oriented to the corners rather than through landscaping features.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Distinctive design elements such as wraparound porches, porticos, bay windows, generous fenestration, wall articulation or other architectural features are encouraged on the flankage side to create a positive pedestrian presence along the street and emphasize the corner dwelling's landmark qualities within the streetscape.
- The main entry to the dwelling is preferred to be located on the long elevation facing the flanking street (flanking main entry), however, main entries facing the front lot line or shorter side of the lot (front main entry) may be permitted. Where the dwelling design has the main entrance within the building face along the shorter side of the lot, the design of the flanking face will include

wall articulation, projecting bay or other appropriate architectural feature.

- The main entry from the flanking elevation should be connected by a paved walkway to the sidewalk.
- A privacy fence shall be provided to enclose the rear yard of corner lot dwellings.



Fig. 6.6.1b - Conceptual Images of Corner Lot Dwelling

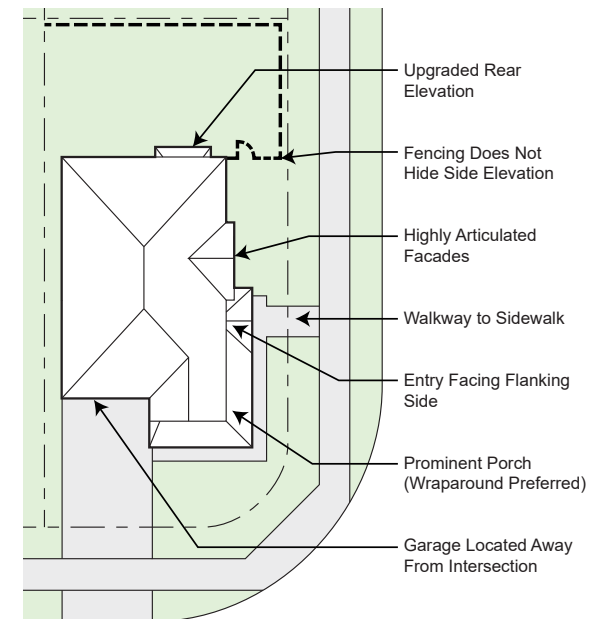


Fig. 6.6.1a - Conceptual plan view of Corner Lot Dwelling





## 6.6.2 View Terminus Dwellings

View Terminus Dwellings occur on lots at the top of 'T' intersections, where one road terminates at a right angle to the other. Dwellings in these locations play an important visual role within the streetscape by terminating a long view corridor.

- A dominant architectural element should be provided to terminate the view.
- Driveways should be located to the outside of a pair of View Terminus Dwellings, where feasible, to increase landscaping opportunities and reduce the visibility of the garage.



Fig. 6.6.2a - Conceptual image of View Terminus Dwellings

## 6.6.3 Upgraded Rear and Side Architecture

- Where a dwelling's side or rear elevations are exposed to the public realm, both the front and exposed side and/or rear elevations shall be of equal quality in terms of the architectural materials, amount and proportions of openings (except as limited by Building Code) and attention to detail. The design of these dwellings shall adequately address the public realm in a manner consistent with the dwellings front façade.
- Applicable enhancements on the exposed elevations include the following:
  - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing.
  - Gables, raised parapets or other means of roof form articulation.
- Upgrading will be required only for those portions of the dwelling located above the limit of solid fencing and exposed to public view.



Fig. 6.6.3a - Conceptual images of Upgraded Rear and Side Architecture

## 6.6.4 School Facing Dwellings

Dwellings that face the school site proposed in the adjacent property to the west shall be designed in a manner that appropriately responds to their importance within the streetscape and complements the design of this public open space area.

- These dwellings are very visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- The use of upgraded building materials, such as stone or precast detailing is encouraged to reflect the upscale nature of the community.
- Dwellings are encouraged to have wider and deeper porches which will promote 'eyes on the street' and will provide for an added safety feature and increase social interaction among neighbours.
- School Facing Dwellings shall have a variety of model / elevation types and colour packages.
- Garages shall not project beyond the main wall of the dwelling for these units in order to promote a pedestrian friendly and well defined streetscape.



Fig. 6.6.4a - Conceptual image of School Facing Dwellings

## 6.7 Sustainability Features

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

Walkability is one of the cornerstones of sustainable community design. Open spaces and amenities within Star Oak Development are located within comfortable walking distance of the majority of residents. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections.

Sustainability is supported by:

- A publicly accessible NHS and SWM pond are located within comfortable walking distance (400m / 5 minute walk) of the majority of residents.
- Pedestrian-scaled streets with housing and streetscape combining to create a comfortable, safe and attractive environment, through careful consideration of building scale, building placement and façade treatment, garage locations, and street trees, as well as road profiles;
- Proposed trails associated within natural features, as well as



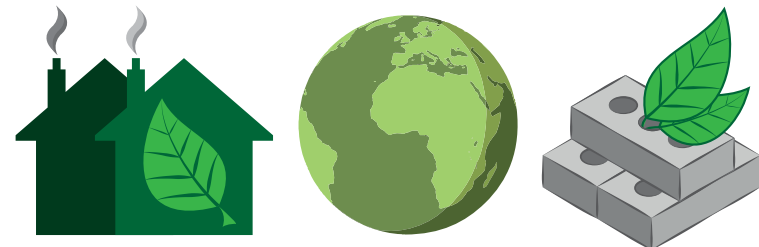
Figure 6.7 - An extensive trail network connecting the overall North Oakville community is part of the sustainability strategy for a healthy, active community that will be implemented throughout all phases of development.

street related cycling facilities in Star Oak Development and surrounding neighbourhoods have been linked with the sidewalk network, offering convenient and enjoyable pedestrian and cycling connections.

### 6.7.1 Low Impact Development Methods

The following sustainable development practices should be considered

- Mitigate stormwater flow through the integration of stormwater management ponds and drainage pools.
- Provide landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity.
- Emphasize the sourcing of local materials and manufactured components where possible.
- Consider shading screens, eaves and overhangs to reduce heat absorption through windows.
- Utilize low-e glass and other energy efficient materials and construction methods.
- Consider introducing advanced technologies and practices into the building process where possible.
- Utilize recycled materials where possible, reducing the demand for new materials and increasing the market for recycling.
- Pedestrian trails shall be connected and integrated with the sidewalks in the community.
- Provide logical and convenient pedestrian connections and links to transit stops to promote a transit-oriented development.



## 6.7.2 Community Safety

A 'Sense of Community' motivates residents to work together to improve neighbourhood appearance and deter criminals. In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design).

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Site planning and building design should allow for visual on look of public spaces.
- Maintain safe sightlines at all intersections.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses.
- Ample fenestration facing public areas (streets, parks, schools, walkways, etc.) should be provided to promote casual surveillance or "eyes on the street".
- Active pedestrian streetlife and building orientation adds 'eyes on the street' to strengthen citizens' sense of security.
- Concepts of "Territorial Reinforcement" include the ample usage of front porches that create a transitional area between the street and the home.
- The presence of the garage within the streetscape should be diminished by limiting its width and projection and by bringing the habitable portion of the house or porch closer to the street, where feasible.
- All entries to dwellings should be well lit.
- Main entrances should generally be visible from the street and clearly defined.

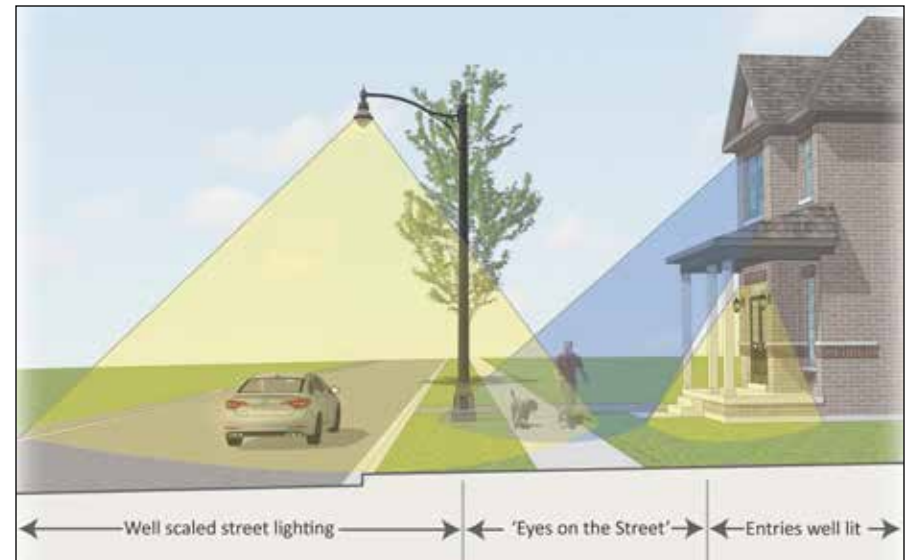


Fig. 6.7.2 - Buildings and Streetscapes Should be Designed to Promote an Active and Safe

# 7.0 IMPLEMENTATION

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

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

## 7.1 Architectural Control Process

A design review process is required for all new ground-related freehold 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 the Livable By Design Manual.

Architectural design and siting proposals for residential built form shall be evaluated through an architectural control design review and approval process in accordance with Town of Oakville requirements and conditions of Draft Plan approval, including the following:

1. That the Owner agrees to implement the Town approved Urban Design Brief for the subject lands to the satisfaction of the Town.
2. The Owner shall submit elevation drawings (all facades) and typical floor plans (all levels) for all models on lots not subject to Site Plan Approval 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. The Owner agrees that compliance with this condition is required prior to the

Owner marketing or selling any such units.

3. That 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. a control architect has been retained for this subdivision and does not have any perceived or real pecuniary interests or conflicts with performing the required duties;
  - ii. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;
  - iii. 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;
  - iv. 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;
  - v. the control architect will discuss with Town staff any identified issues; and the control architect will submit stamped/signed drawings with the building permit application in accordance with the foregoing.

## 7.2 Control Architect

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 be conducted expeditiously and fairly on behalf of the Town of Oakville. It shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder prior to any

submissions.

- Model review and approval.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

## 7.3 Preliminary Review

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review.
- The Control Architect will liaise with Town urban design staff during the preliminary review of models to ensure the Town is apprised of proposed model designs, priority lot treatments and colour packages.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect.
- Preliminary grading plans and streetscapes for individual lot sitings should be sent to the Control Architect for preliminary review prior to submission for final approval.

## 7.4 Final Review and Approval

### Working Drawings

- Working drawings must depict exactly what the Builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.

- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the Control Architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

### Site Plans

- Engineer certified site plans are to be submitted to the Control Architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
  - model and elevation type;
  - driveway extending to street curb;
  - a note indicating rear or side upgrades, where applicable.

### Streetscape Drawings

- To assist in the review process a streetscape drawing (blackline) must accompany each request for siting approval.
- Streetscape drawings are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.
- In the review of streetscapes, minor elevational changes may be required. The onus is on the Builder to ensure that these required changes are implemented in the construction of the dwellings.

### Exterior Colour Packages

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

## 7.5 Submission Requirements

- The Builder is required to submit to the Control Architect for final review and approval, the following:
  - 6 sets of engineer approved site plans;
  - 4 sets of working drawings;
  - 3 sets of streetscapes;
  - 2 sets of colour schedules;
  - set of colour sample boards (to be returned to the builder);
  - The builder may also submit the above materials electronically for review and approval.
- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re approval by the Control Architect.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the Town as necessary.

## 7.6 Town Of Oakville Approval

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the control architect and the project engineer (site plans only), as required, prior to submission to the Town of Oakville for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the builder from complying with the requirements and approvals of the Town of Oakville and/or any other governmental agency.

## 7.7 Monitoring For Compliance

- The Control Architect and the Town will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the control architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder.
- The Builder will respond to the control architect in writing of their intention to rectify the problem after which the developer will be informed of the Builder's response or lack of response.
- The Developer and/or the Town may take appropriate action to secure compliance.
- Should the Town not be satisfied with the performance of the Control Architect it reserves the right to no longer accept drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect to the satisfaction of the Town. The Developer will be responsible for all cost relating to architectural control review and approval.