



NORTH OAKVILLE - JOSHUA CREEK

URBAN DESIGN BRIEF

Prepared for:
Argo (Joshua Creek) Developments Ltd.

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1.0 DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

The Argo Joshua Creek study area consists of a combined 95.1 acres (38.48 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."

1.1 DESIGN VISION

As part of the broader Joshua Creek development:

Argo Joshua Creek will be planned as a compact, pedestrian-oriented, urban community served by an interconnected transit network, and containing a broad range of housing opportunities with an integrated natural heritage and open space system.

Within Argo Joshua Creek, the development will transition from urban built form along Dundas Street and the Dundas Street Urban Core Area, the collector road (Street 'A'), and within the mixed use neighbourhood centre area, to more traditional residential neighbourhoods. The central neighbourhood park will serve as a feature at the heart of the community, and providing a community amenity that planned adjacent to the mixed use block.

1.2 COMMUNITY GUIDING PRINCIPLES AND OBJECTIVES

The Joshua Creek subject lands are intended as a model community that is designed to be an integral part of the larger North Oakville, the Town of Oakville and Halton Region communities. In order to achieve this, the following sections discuss established community goals and objectives.

1.2.1 Community Guiding Principles

- To create a sustainable natural and open space system that links to the larger NHS beyond the Joshua Creek study area.
- Provide access and visibility to open space by developing an interconnected trail system, providing recreational opportunities for residents.
- To create a sustainable transportation network to support the use of transit and by intensifying land uses in specific areas, such as the Dundas Street Urban Core Area and Neighbourhood Centre Area.
- To create compact, walkable, mixed-use development and pedestrian-scaled neighbourhoods.
- To encourage a variety of housing, recognizing the importance of implementing a variety of housing types, styles and densities that contribute to the character of distinct neighbourhoods.
- To preserve heritage sites, recognizing the importance of unique elements of a community that contribute to a unique sense of place.
- To provide a neighbourhood area centre that offers a variety of active and passive recreation opportunities, at a strategic location that is convenient for most residents, and adjacent to medium-density uses.

1.2.2 Neighbourhood Objectives for Argo Joshua Creek

A set of key neighbourhood objectives have been established as part of the Argo Joshua Creek study.

These are as follows:

- Dundas Street Urban Core Area - this area will potentially be characterized by medium-density residential uses with opportunities for mixed commercial-residential use. This higher-density built form, along with community gateway entrance at Street 'A', shall serve to reinforce the integration and prominence of Dundas Street.
- Natural Heritage and Open Space System - The Argo Joshua Creek Community recognizes and enhances the Natural Heritage System (NHS) and open space systems located at the north and south portions of the site, by providing visually and physically interconnected open spaces throughout the mixed-use and residential neighbourhoods.
- Transit Supportive Development - pedestrian accessible environments were created using a modified grid street pattern with block lengths mostly not exceeding 250 metres. Sidewalks, cycling allowances, lane configurations and trails are designed to provide optimum neighbourhood accessibility.
- The Neighbourhood Park is an extension of the park to the north and a school to the west, to provide large continuous open space.
- Diversity - The Dundas Street Urban Core Area and the mixed-use block in the Neighbourhood Centre Area will aim to provide a range of socio-economic opportunities within the community.

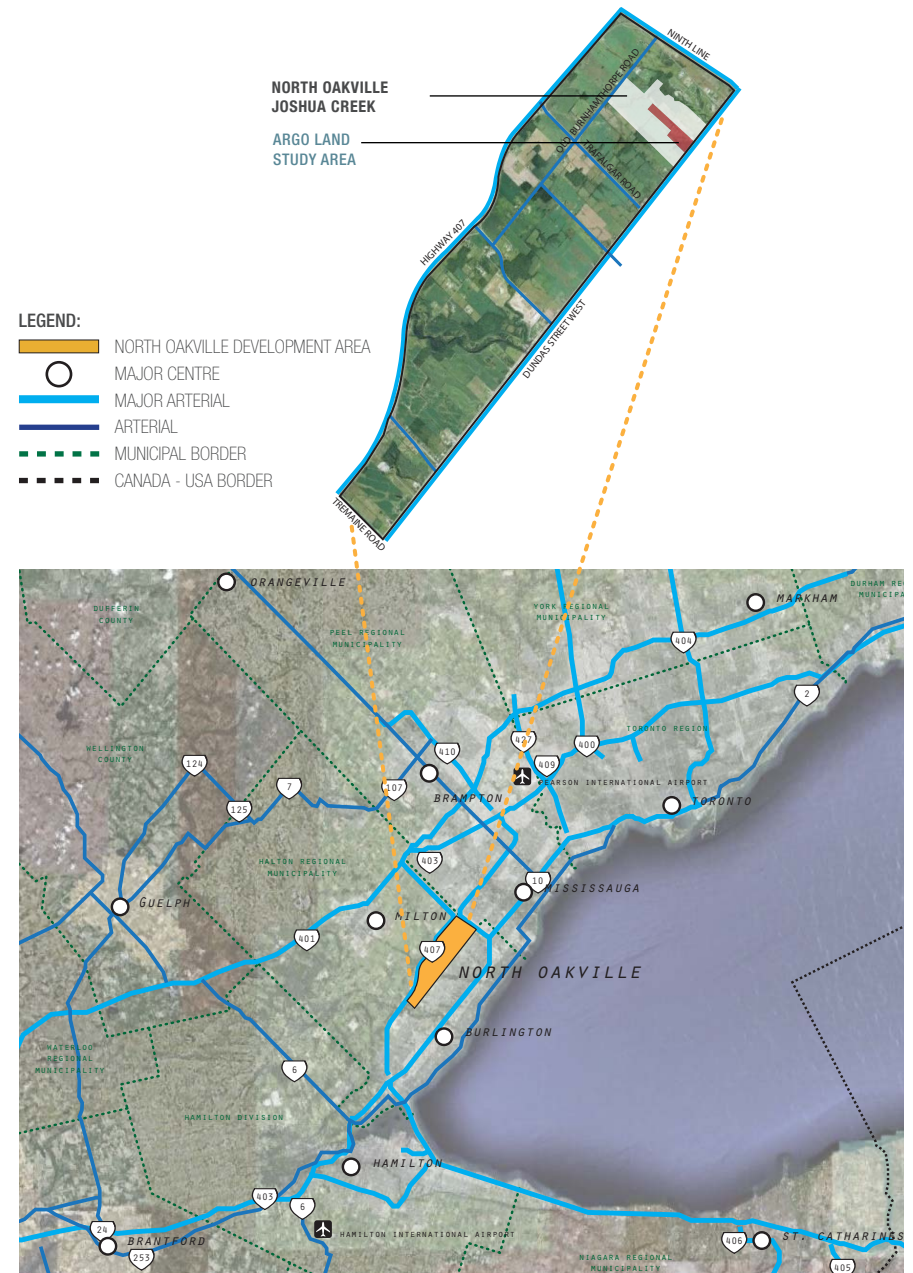


Fig. 1.2a - Regional Context Map and North Oakville Joshua Creek Development Area

2.0 CONTEXTUAL ANALYSIS

Argo Joshua Creek is bounded to the north by NHS lands and the south by Dundas Street. The lands to the immediate east and west are part of the larger Joshua Creek development area that form a complete community with an integrated road network and coordinated land uses. The lot fabric, general street/block pattern and street lengths proposed in the subject lands will directly correspond with the planning and design of the broader Joshua Creek community.

2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY AND VEGETATION

The existing topography and vegetation of the subject lands is that of gently rolling farmland, hedgerows, and wooded areas. NHS lands are a significant natural feature, with an NHS corridor running east-west near the southern end of the site and also located in the northernmost portion of the subject lands. Along the south side of Dundas Street, the primary interface includes a 15-metre wide landscape berm. To the west, north and parts of the east, the site is mostly bounded by agricultural uses.

2.2 SURROUNDING LAND USES AND BUILT FORM CHARACTER

The lands to the south of Argo Joshua Creek are fully urbanized up to Dundas Street and consist of low and medium density residential uses. Adjacent to the landscape berm along the south site of Dundas Street, the subdivision interface includes window streets or flankage conditions. Existing homes in the neighbourhood are generally traditionally-inspired residential architecture. Joshua Creek Public School is located in this established residential neighbourhood, approximately 600m from the proposed Argo Joshua Creek development.

At the southern end of the subject lands along Dundas Street, a property listed on the Town of Oakville Heritage Register will remain between the development proposed in the Dundas Street Urban Core Area. An appropriate interface between the development and this property will be incorporated into the design of the adjacent lands.

To the east of the subject lands, north of Dundas Street, an existing cemetery comprises a substantial portion of the lands immediately to the east, extending from Dundas Street Ninth Line Sports Park is situated further east.

A 1-storey commercial plaza with surface parking is situated southwest of the site, at the southeast corner of Dundas St and Prince Michael Drive. An 8-storey residential building is also located at this corner on the east side of Prince Michael Drive.

2.3 VIEWS AND VISTAS FROM THE SITE

Given the extensive NHS lands within the site, there are opportunities to preserve views and vistas to these natural features. The NHS will directly inform the proposed layout and development of the site and views will be maintained from streets and key locations such as the village square.

2.4 GATEWAYS AND LANDMARKS

As a potential gateway into the new community, the corner of Dundas Street West and the proposed north-south avenue/transit corridor provides an opportunity for a gateway focal feature through built form or landscaping.

2.5 TRANSPORTATION NETWORKS

The development of the Argo Joshua Creek lands will provide a logical extension of Meadowridge Drive where it will continue as the proposed Street 'A'. Pedestrian crosswalks are currently located all four corners of this intersection and Oakville Transit bus stops are situated on the northwest and southwest corners. Along Dundas Street, there is currently a sidewalk on the south side of the street. Further west, bus stops are located at the next major intersection at Dundas Street and Prince Michael Drive.

There are currently no transportation networks running through the subject lands. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater community.



Fig. 2.1 - View facing north from Dundas Street at the southeastern extent of the subject lands



Fig. 2.2a - View facing north from Dundas Street toward the existing residential property and heritage farmhouse



Fig. 2.2b - View facing north from Dundas Street and Meadowridge Drive, the proposed Collector Street 'A'

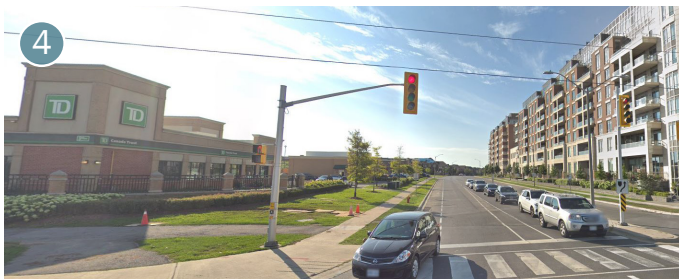


Fig. 2.2c - Mid-rise development in the surrounding area, located at Dundas Street and Prince Michael Drive



Fig. 2.2f - Argo Joshua Creek Community Context Map



Fig. 2.2d - Single detached homes on Meadowridge Drive, south of the subject lands and Dundas Street W.



Fig. 2.2e - Semi-detached houses on Wasaga Drive, south of the subject lands and Dundas Street

3.0 POLICY CONTEXT

The proposed development for the overall Joshua Creek community development is located in North Oakville and forms a component of the broader North Oakville Secondary Plan Area. The Argo Joshua Creek Urban Design Brief provides design direction for the implementation of the vision and intent of the community and serves as a supplement to the Town of Oakville's 'parent' design guidelines document, the North Oakville Urban Design and Open Space Guidelines (Brook McIlroy, November 2009).

It is proposed that Argo Joshua Creek be developed with a range of residential and open space uses, with potential for some commercial uses, consistent with the Secondary Plan and associated Master Plan.

The proposed development for the overall Joshua Creek Community 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 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 Argo Joshua Creek community recognizes and preserves natural heritage features, integrating views, vistas and pedestrian systems. A range of housing types and densities are proposed, accessible to transit and within walking distance to activities and amenities.

Proposed residential neighbourhoods will consist of the following range of residential densities and typologies, consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

- **General Urban** - predominantly lower density residential with provisions for live-work opportunities;
- **Sub-Urban** - primarily residential with typically the lowest density product;
- **Neighbourhood Centre** - predominantly more dense residential with opportunities for mixed uses, potentially including convenience and live-work product;
- **Dundas Urban Core** - predominantly medium-density residential units with some potential for multi-storey buildings and a mix of uses corresponding with the designated Dundas Urban Core.

3.2 NORTH OAKVILLE EAST SECONDARY PLAN

The design and structure of the Joshua Creek Community complies with the North Oakville Master Plan (Appendix 7.3 - February 2008), which graphically illustrates the structuring elements, land uses and overall design of the North Oakville Planning Area and sets out the manner in which the policies and figures of the Secondary Plan are to be implemented.

Argo Joshua Creek complies with the Community Structure Plan, with respect to the following key elements:

7.3.3. RESIDENTIAL NEIGHBOURHOODS

- A Neighbourhood Centre is located at the intersection of Street 'A' and Street 'B' in the centre of the neighbourhood, within walking distance of most residents. It will include denser development than other parts of the neighbourhood, and a range of commercial or live-work functions in buildings at a scale appropriate to the area.

3.3 NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

7.3.5 NATURAL HERITAGE AND OPEN SPACE SYSTEM

- The Open Space component of the plan for Argo Joshua Creek includes a SWM pond which has been designed to connect to and enhance the Natural Heritage component of the System.

7.5.4 GENERAL DESIGN DIRECTIONS

- The development is based on a modified grid road system, responding to the topography and the Natural Heritage System. The proposed road network does not include cul-de-sacs.
- With respect public facilities on site, the more than 50% of the linear perimeter distance around the neighbourhood park is bounded by roads.

7.5.11 COMMUNITY LINKAGES

- A Minor gateway is established at the intersections of Dundas Street and the proposed Street 'A'.

7.5.12 NEIGHBOURHOODS

- A neighbourhood activity node is located at the intersection of Street 'A' and 'B' which shall include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes or mail pickup facilities.

7.5.15 DUNDAS URBAN CORE

- A mixed use development at high and medium densities is planned for the land along the Dundas Street corridor that is part of the Argo's lands, south of the designated NHS lands.
- Land uses will permit a clustering of retail and service commercial development and/or high density buildings at the intersections of Dundas Street and the proposed Street 'A'.

7.6.12 NEIGHBOURHOOD PARK AREA

- The neighbourhood park is located adjacent to the public elementary school and provides a variety of outdoor recreational experiences containing a creative playground apparatus, sports fields as well as general use open space and seating areas.

Argo Joshua Creek 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.

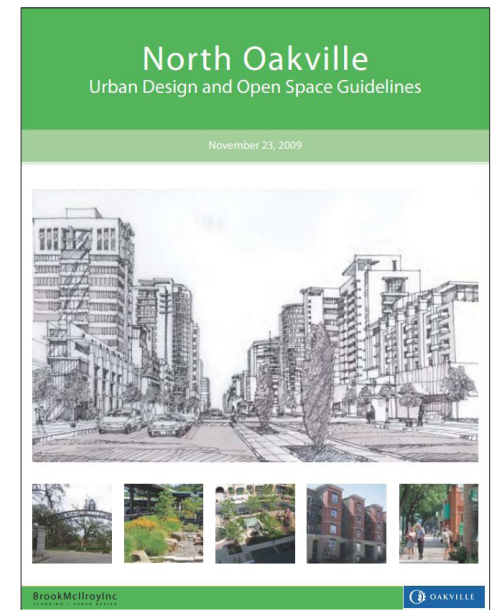


Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines will serve as the basis for the site planning and detailed design of Argo Joshua Creek

3.4 LIVABLE BY DESIGN MANUAL

The Livable by Design Manual (LBDM) apply 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 Argo Joshua Creek, 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.

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

– Section 6, Part C of the Livable Oakville Plan

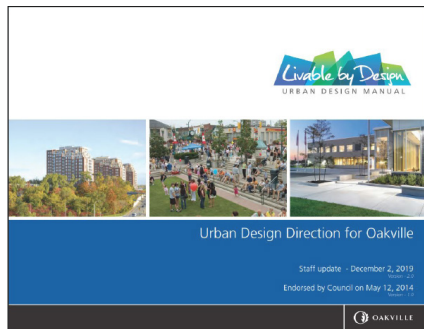
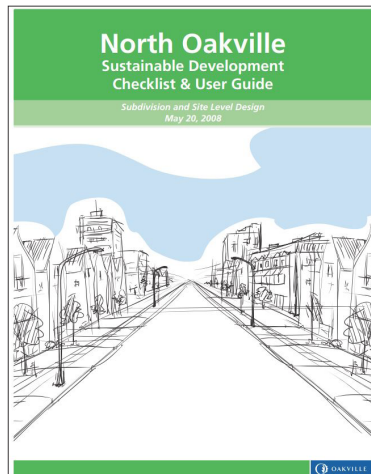
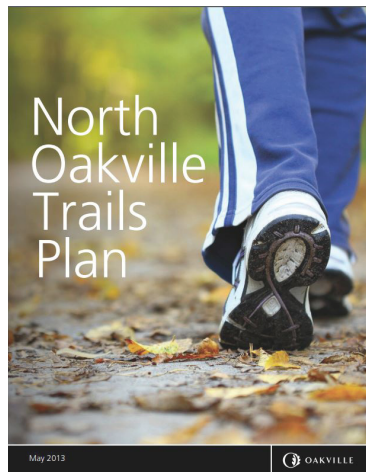


Fig. 3.4 - 3.6 - The Livable Design Manual (Part A), North Oakville Trails Plan, and North Oakville Sustainable Development Checklist AND User Guide have informed the planning and design development of Argo Joshua Creek



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 Argo Joshua Creek adheres to the general trail network including:

- A signed bike route along the proposed Street ‘A’ and Street ‘B’ to its intersection with Street ‘A’.
- A major trail (Type A) along the southern perimeter of the NHS lands at the north portion of the subject lands. Major trails will be typically 2.1 – 2.4 metres wide, with a compacted limestone screenings surface, and asphalt paving (or similar hardened surface) may be required on slopes greater than 5%.

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 Argo Joshua Creek incorporates the items outlined in this checklist within following broader categories:

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

4.0 DEVELOPMENT FRAMEWORK

The development framework for the overall Joshua Creek Community will serve as the main building components for delineating the various land uses, establishing the street hierarchy network and providing the framework of neighbourhood areas. The following section describes these key structuring elements.

4.1 BOUNDARY INTERFACE / FUTURE ADJACENT RESIDENTIAL COMMUNITY

The future adjacent residential section located to the north, east and west of study area, north of Dundas Street, influences the structure and layout of the community through the continuation of the street network. As well, community use facilities, such as schools and village squares, shall serve the residents, both, within the subject area and the future residential area.

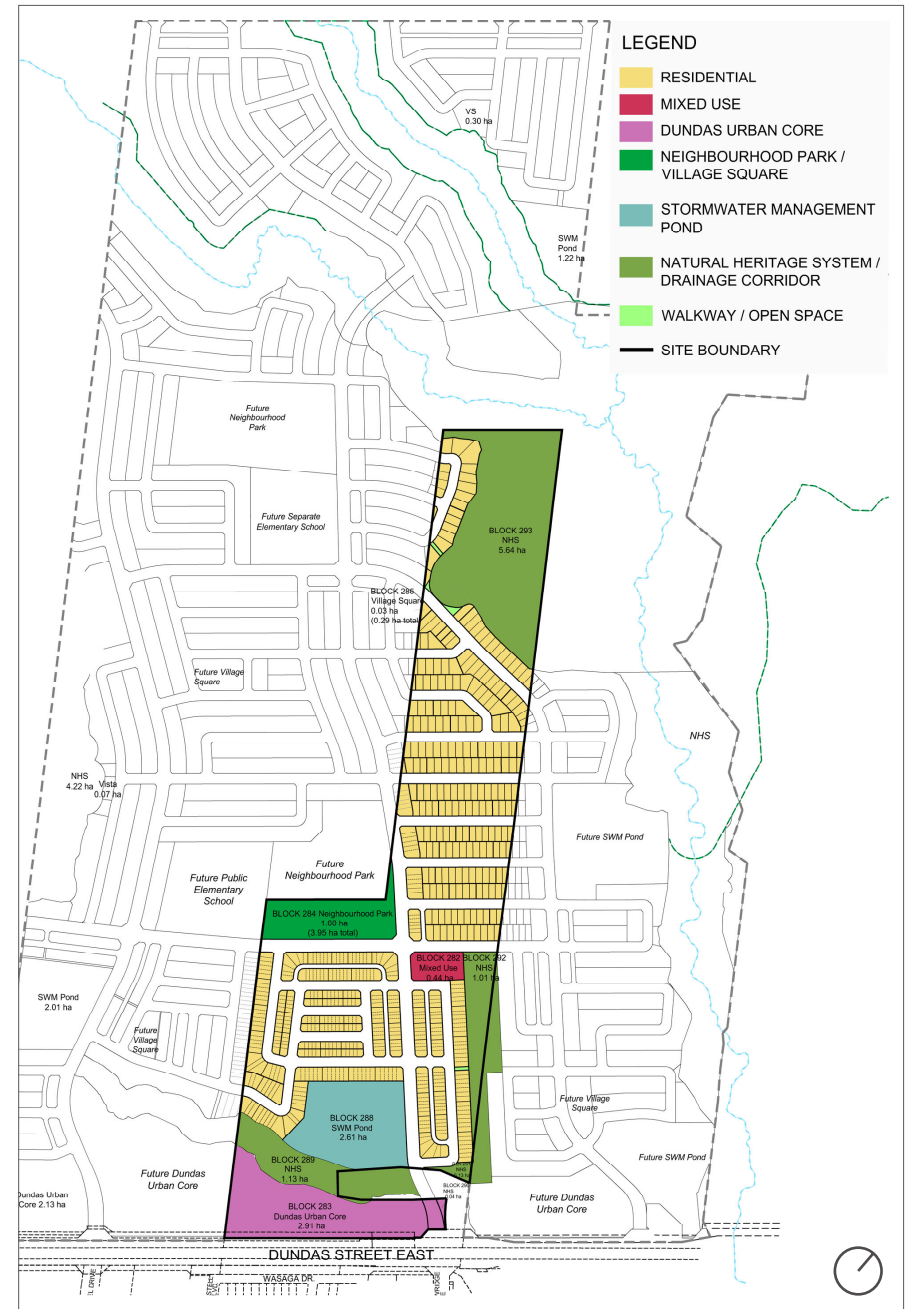


Fig. 4.1 - Plan showing land uses on the Argos site within the overall Joshua Creek community

4.2 PATTERN OF LAND USES (COMMUNITY AND PRIVATE)

The Joshua Creek Community will be characterized by a mix of land uses that will define the character and function of the neighbourhoods. These uses will include:

- Residential - predominantly single-detached and on-street townhouse dwellings with potential for semi-detached and live/work units;
- Mixed Use Block in the Neighbourhood Centre Area - predominantly townhouse with potential for live/work units, mid-rise apartments, retail and/or community facilities/services.
- Mixed Use Block in the Dundas Street Urban Core Area - medium-density residential, including back-to-back units and townhouses with potential for mid-rise mixed use.
- A conventional stormwater management pond.
- NHS - predominantly located in the north portion of the community, with smaller portions located towards the south end of the community and adjacent to the Neighbourhood Centre Area and Dundas Urban Core.
- Neighbourhood Park - centrally located to define community and neighbourhood centre area.

Single detached residential shall comprise the majority of the land area within Joshua Creek. These are typically front-loaded dwellings on lots with varying depths, with front elevations and driveways accessed from the local street network.

Beyond the proposed low-density residential, the Dundas Urban Core and Neighbourhood Centre Area will largely define the identity of the community and, along with the NHS, neighbourhood park and the SWM pond, will encompass the Special Character Areas described in the following sections.

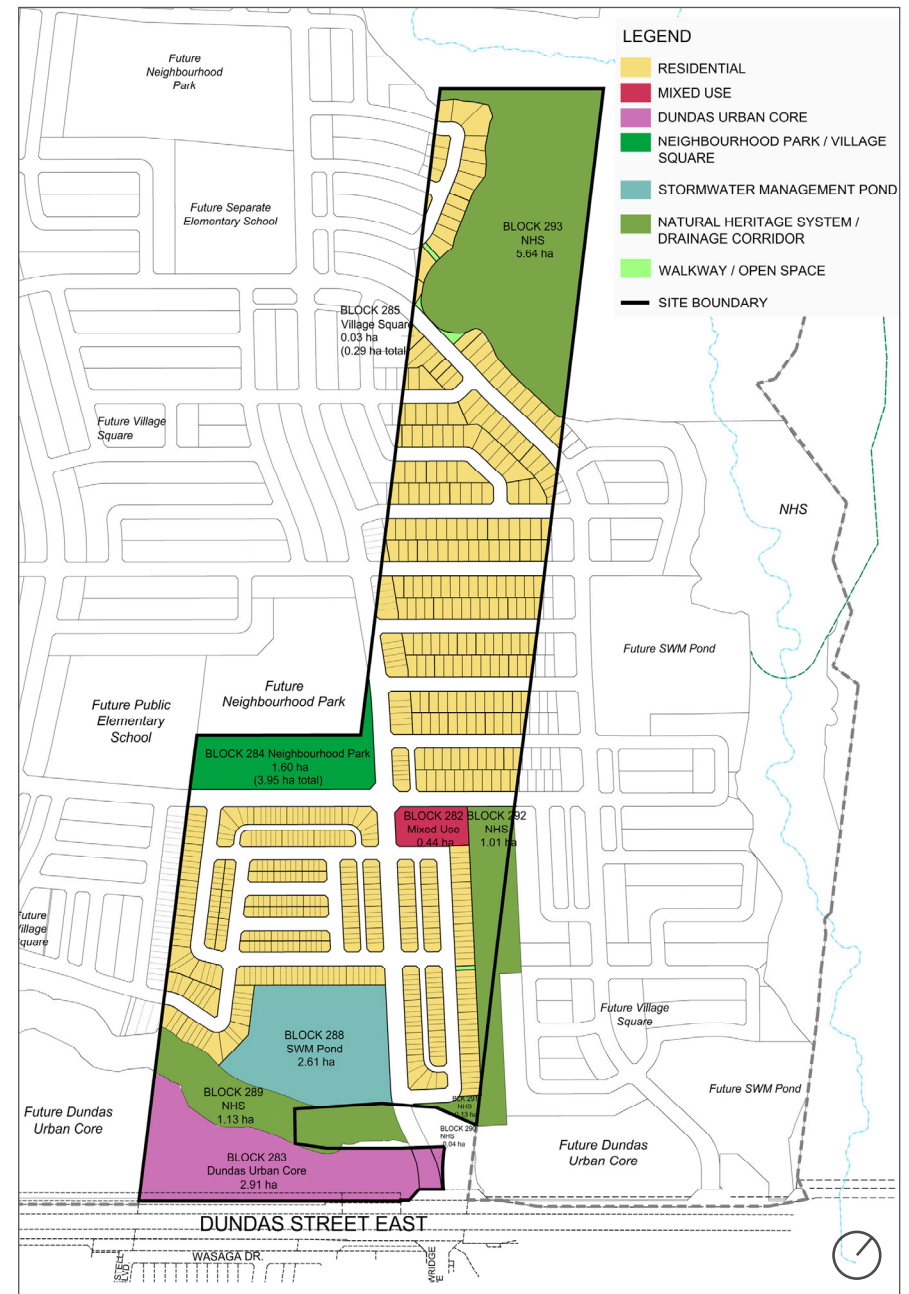


Fig. 4.2 - Argo Joshua Creek Land Use Plan

4.3 STREET NETWORK

The intersection of the central north-south collector road and the east-west collector road, located outside the study area at the south-east corner of the Neighbourhood Park, shall serve as the neighbourhood activity node. The intersection of the three north-south collector roads with Dundas Street W will integrate potential community gateway features. A fourth gateway feature may be located at the intersection of Old Burnhamthorpe Rd. and the central north-south collector road.

The proposed road hierarchy will, therefore, consist of the following street types (refer to Fig. 4.3):

- Laneway - 7.5m R.O.W. / 2 travel lanes, access to rear or flankage garage parking, with potential for an 11m lane where units front public space;
- Minor Local Street - 17.0m R.O.W. / transportation corridor and neighbourhood social focus;
- Collector Road - 19.0 - 22.0m R.O.W. / connector and potential transit link / connects neighbourhoods, Neighbourhood Centre Areas and Dundas Urban Core / 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- Arterial / Transit Corridor - Dundas Street and Burnhamthorpe Rd. E. / major transportation function / Town-wide transit connections / access to major land uses / configuration to be determined.

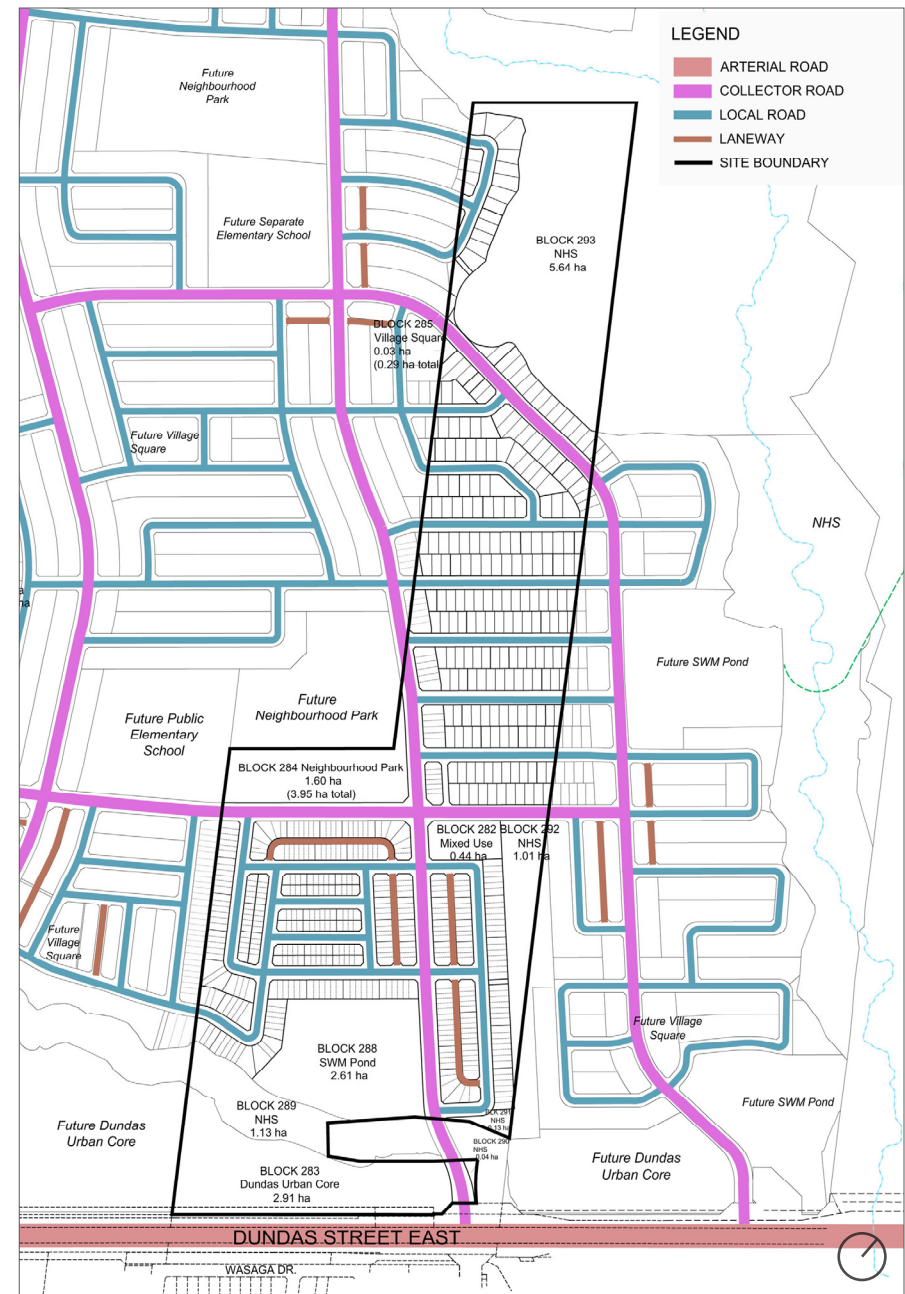


Fig. 4.3 - Road Hierarchy Plan for the Argo subject lands within the overall Joshua Creek community

4.4 OPEN SPACE, NATURAL HERITAGE SYSTEM AND STORMWATER MANAGEMENT PONDS

The proposed Natural Heritage System (NHS), predominantly comprising the Joshua Creek valley found along the east and north extent of the study area, is designed to ensure an ecologically diverse, healthy and sustainable NHS in an urbanized setting. The primary objective is to preserve the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

The proposed land use fabric, including streets, residential, mixed-use and commercial areas, open space features and buffer elements, evolve from the prominent NHS lands and will provide vital vista opportunities within walking distance of all neighbourhoods.

In addition to its primary water quality and control functions, a stormwater management (SWM) pond may be designed to maintain the environmental and ecological integrity of the NHS and to provide a net benefit to the environmental health of the development area, to the extent practical.

A SWM pond is proposed within the Argo Joshua Creek study area toward the south portion of the subject lands. This pond has been located in relation to existing drainage patterns of the site and, given its proximity to the existing NHS features, will augment the extent of the natural areas and provide viewshed opportunities to and through the NHS. Physical access to environmentally sensitive woodlots and wetlands shall be limited / controlled; however, these features will have a presence within the community through their exposure along streets. The interface with residential lots is encouraged to consist of 1.2m height black vinyl chain link fencing. Gates from residential lots to parks are permitted; however, gates to environmentally sensitive areas are not permitted.

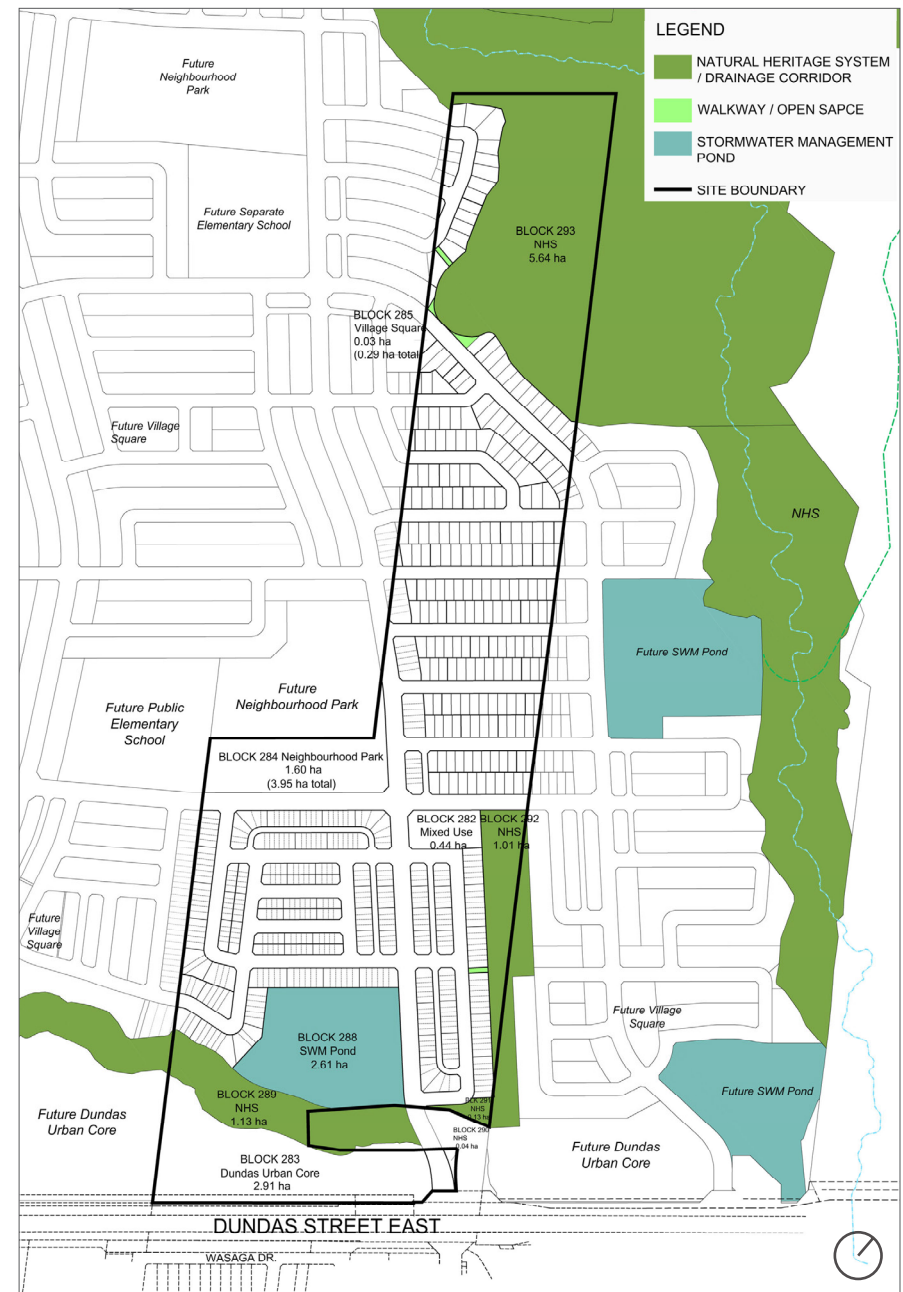


Fig. 4.4 - Natural Heritage System and SWM Pond Plan for the overall Joshua Creek community

5.0 DEVELOPMENT MASTER PLAN

Proposed residential uses may consist of single-detached and townhouse dwellings. Primary access to the proposed development within the subject lands is from Dundas Street where collector road 'Street A' will intersect. Another main access is provided from the west along the E-W collector road. These entrances at collector roads guide the residents and visitors to the neighbourhood centres, which are intended to offer an interesting visual experience comprising neighbourhood parks, elementary schools, higher density residential, potential commercial uses, as well as physical and visual connections to the NHS.

In general, the proposed plan of subdivision has higher densities near Dundas Street (Dundas Urban Core) and along collector roads (Neighbourhood Center Area), with lower densities beyond.

A variety of parkland and open spaces are proposed throughout the Joshua Creek development area, generally within walking distance of the surrounding residents. A portion of the Neighbourhood Park is provided in the subject lands, and is situated adjacent to a potential elementary school to the west, outside the site boundary. The central location of this Neighbourhood Park will reinforce the area as a neighbourhood focus.

The proposed development recognizes and preserves existing NHS features, while integrating views, vistas and multi-use links through the trail network.

There are 4 key elements that characterize the Argo Joshua Creek lands: Dundas Urban Core, Mixed-Use Neighbourhood Centre Area, the Neighbourhood Park, and the SWM pond. The detailed design direction of Argo Joshua Creek shall be in compliance with the Livable by Design Manual (Part A and C), specifically as it relates to built form, the public realm, and landscape.

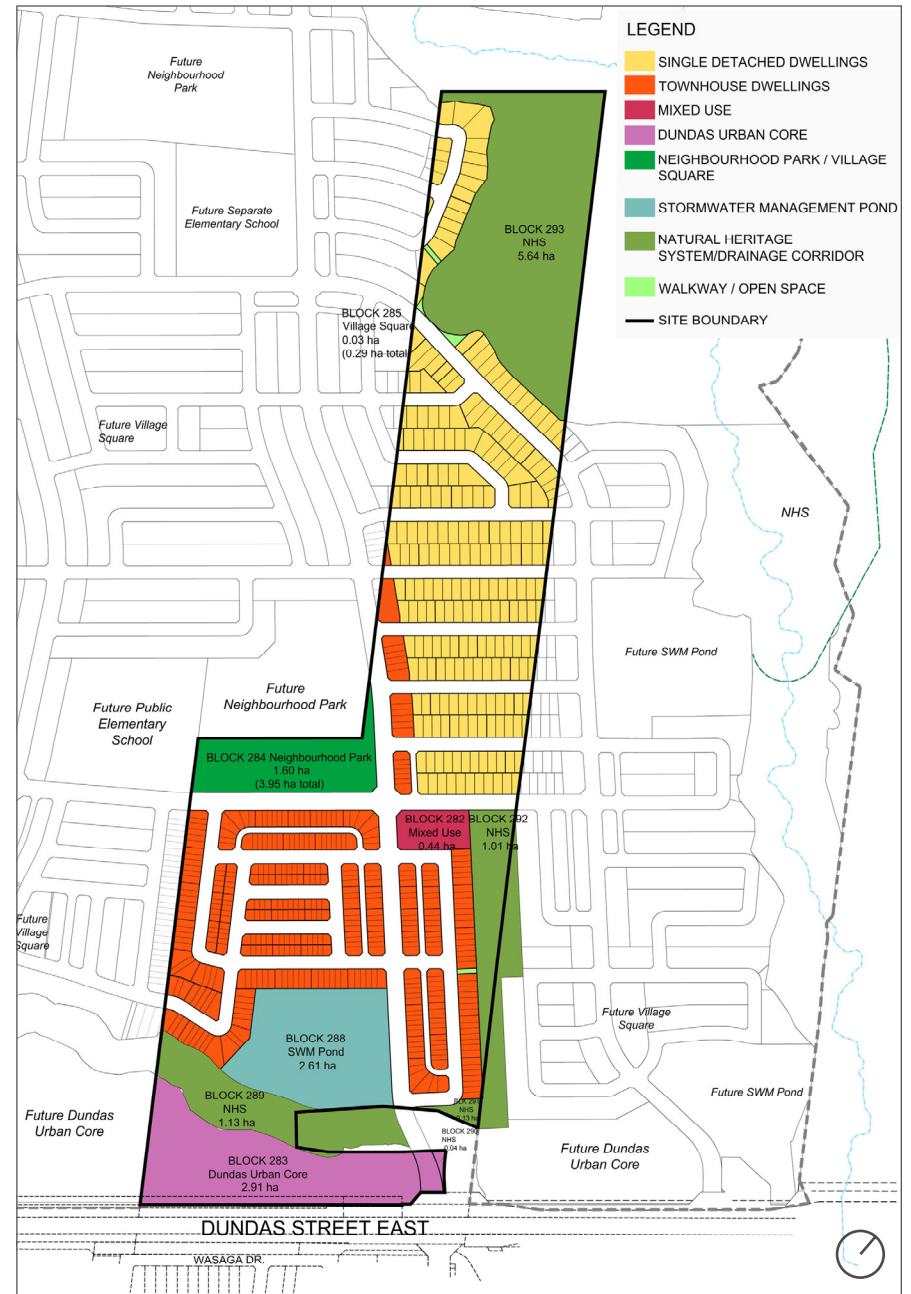


Fig. 5.0 - Argo Joshua Creek Development Master Plan

5.1 PUBLIC SPACES AND CONNECTIONS

A variety of public parkland features and connections are proposed within the Argo Joshua Creek community, generally within walking distance of all surrounding neighbourhood areas.

One Neighbourhood Park in Argo Joshua Creek is provided and serves as the south community centre. The park abuts a potential elementary school site, which reinforces the area as a multi-neighbourhood focus.

The Argo community is also within close proximity to three neighbourhood scaled Village Squares planned throughout the overall Joshua Creek community. They are situated in convenient and walkable locations, where they can be readily accessed by residents and also contribute a strong visual element to the surrounding neighbourhoods.

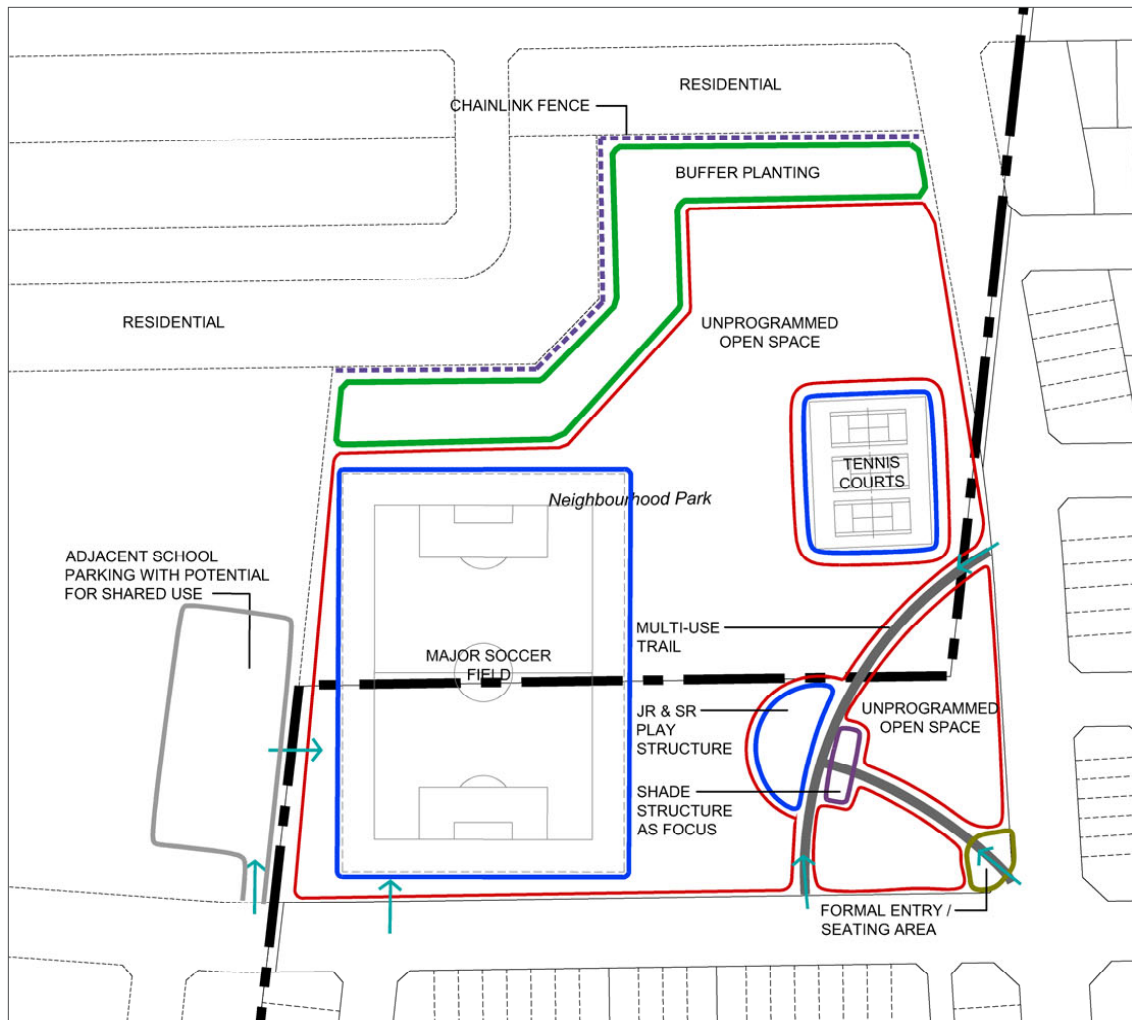
The NHS, located in the north and south of the community, offers opportunities for trail connectivity to natural areas and strategic views toward open space features.

5.1.1 Neighbourhood Park

A 4.44ha (10.97 ac.) Neighbourhood Park is proposed for NOE Neighbourhood 5. The park is partially located within the Argo community study area (1.60 ha. of 4.44ha.), with the remainder situated within the adjacent future residential lands. The Neighbourhood Park, will be the primary open space and focal point for the community. It will be characterized by a mix of open green spaces for passive and active play, seating amenities with shade structures, and recreational features.

The following guidelines should be considered:

- Landscaping shall be predominantly soft to allow for a variety of active and passive use opportunities that serve the surrounding neighbourhood.
- A central green space should serve as a key recreation and gathering space for neighbourhood residents.
- The park should serve the broader community, as well as the immediate neighbourhood.
- Entry points shall be strategically located to ensure convenient access and should be consistent with neighbourhood themes (i.e. surrounding architectural styles and gateways).
- Playgrounds and shade structures should be designed as major focal elements for the park.
- A unique character or play experience shall be established for the park theming. Repetition of the same play equipment types and layouts shall be avoided in other parks throughout the community.
- The location of the elementary school immediately adjacent to the park will allow for shared-use facilities, such as a parking lot and access to both sites.
- Lighting shall be provided for facilities and pathways, as required.
- Reasonably level and functional open play areas shall be provided for passive recreation use.
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Tree planting shall largely reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.



While the Neighbourhood Park design will be determined in future collaboration with Town staff, some of the potential features may include the following elements:

- Junior and senior play structures
- Multi-use trails
- Multi-purpose play courts
- Splash-pad
- Skateboard park
- Shade structures and seating
- Formal entries and seating
- Unprogrammed open space
- Parking facilities

Fig. 6.1.1 - Argo Joshua Creek Conceptual Neighbourhood Park Facility Fit Plan

5.1.2 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 the overall Joshua Creek community will provide access to the NHS from the adjacent streets and SWM pond of the proposed development. In doing so, the trail will connect to planned or existing pathways throughout the broader community as a comprehensive pedestrian linkage network. The trail design shall comply with the North Oakville East Urban Design and Open Space Guidelines and satisfy the objectives of the North Oakville East Trails Plan. The following guidelines shall apply:

- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use.
- 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.
- Trails will be accessible and visible from adjacent streets and at key locations such as the village square.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with the SWM pond trail and 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.
- Trail design elements may include trailhead markers, seating areas and information signage.

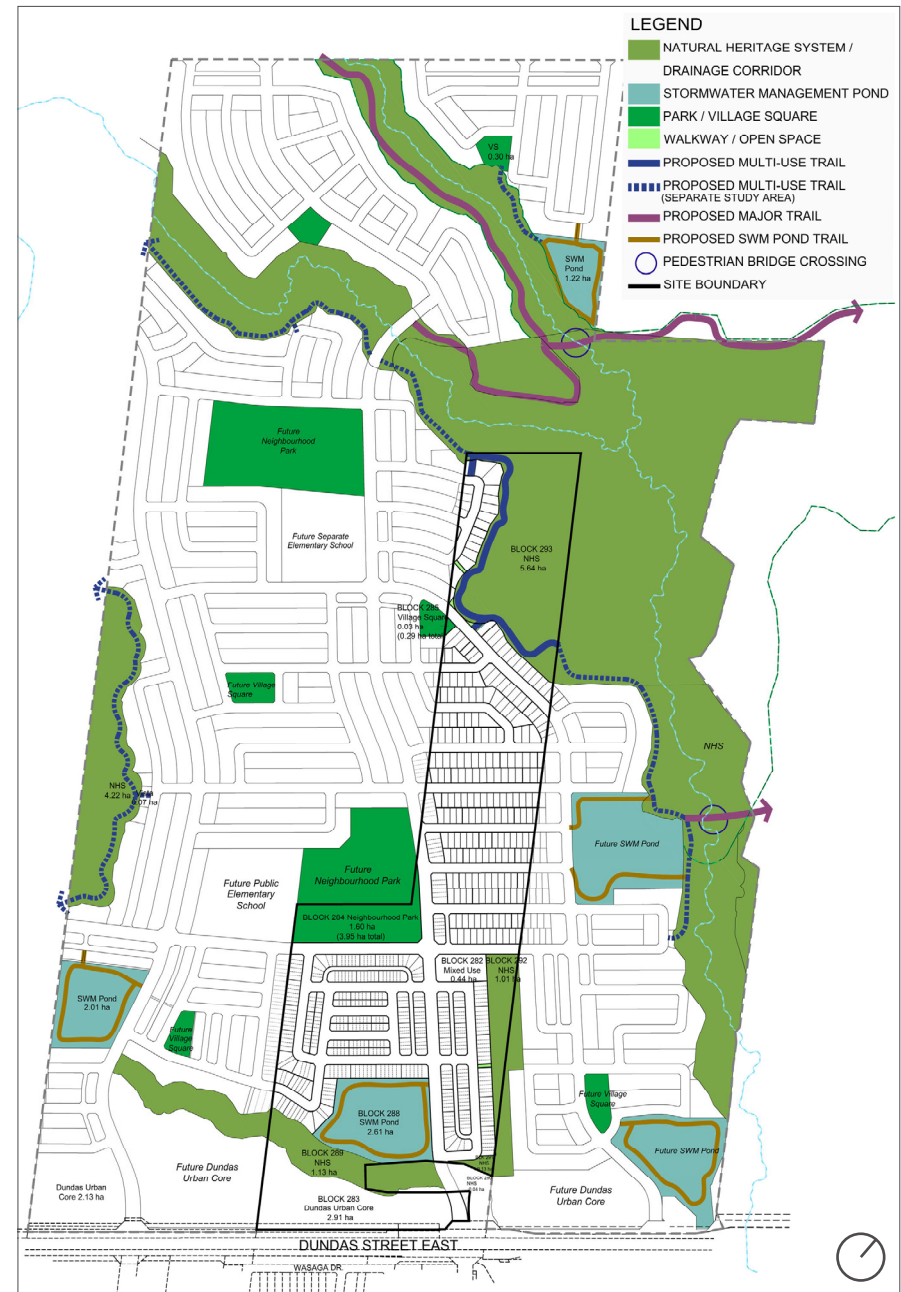


Fig. 5.1.2 - Conceptual plan depicting proposed trail locations within the Joshua Creek site area. Plan based on 2008 North Oakville East Trails Plan (subject to change pending approval of a new trails plan)

5.1.3 Views and Vistas

Opportunities to provide strategic views and viewsheds towards the existing NHS and introduced open space features within Argo Joshua Creek 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. Figure 5.1.3b illustrates these opportunities.



Fig. 5.1.3a - Image example of view toward stormwater management pond

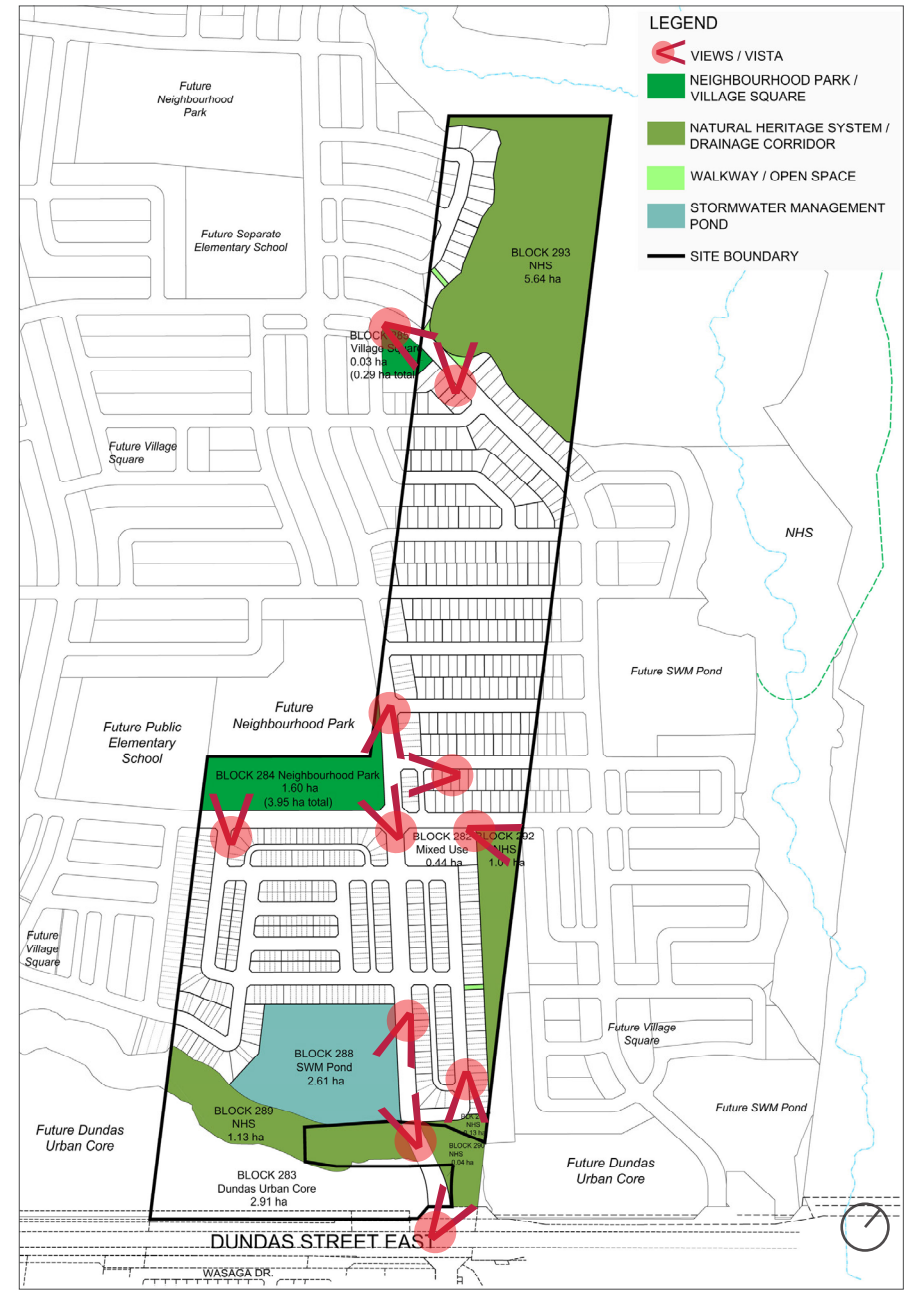


Fig. 5.1.3b - Views and Vistas Plan in Argo Joshua Creek

5.2 MIXED USE BLOCK IN THE DUNDAS STREET URBAN CORE AREA

The mixed use block in the Dundas Street Urban Core Area and within the boundaries of Argo Joshua Creek community, is prominently located along Dundas Street East. This mixed use block is a component of a larger urban core area defined by the North Oakville Master Plan. The area is intended to permit a full range of residential products and densities, with potential for strategically placed commercial uses that are appropriate to establishing an animated urban character along the Dundas streetscape.

With a higher order transit function, Dundas Street shall provide the major access and visibility to the Dundas Urban Core and its uses. Development in this area should contribute to the creation of a positive neighbourhood identity through careful consideration of urban architecture, building location, landscape and streetscape treatment.

The following sections include guidelines which shall apply specifically to the streetscape and built form design of the mixed use block in the Dundas Street Urban Core Area.

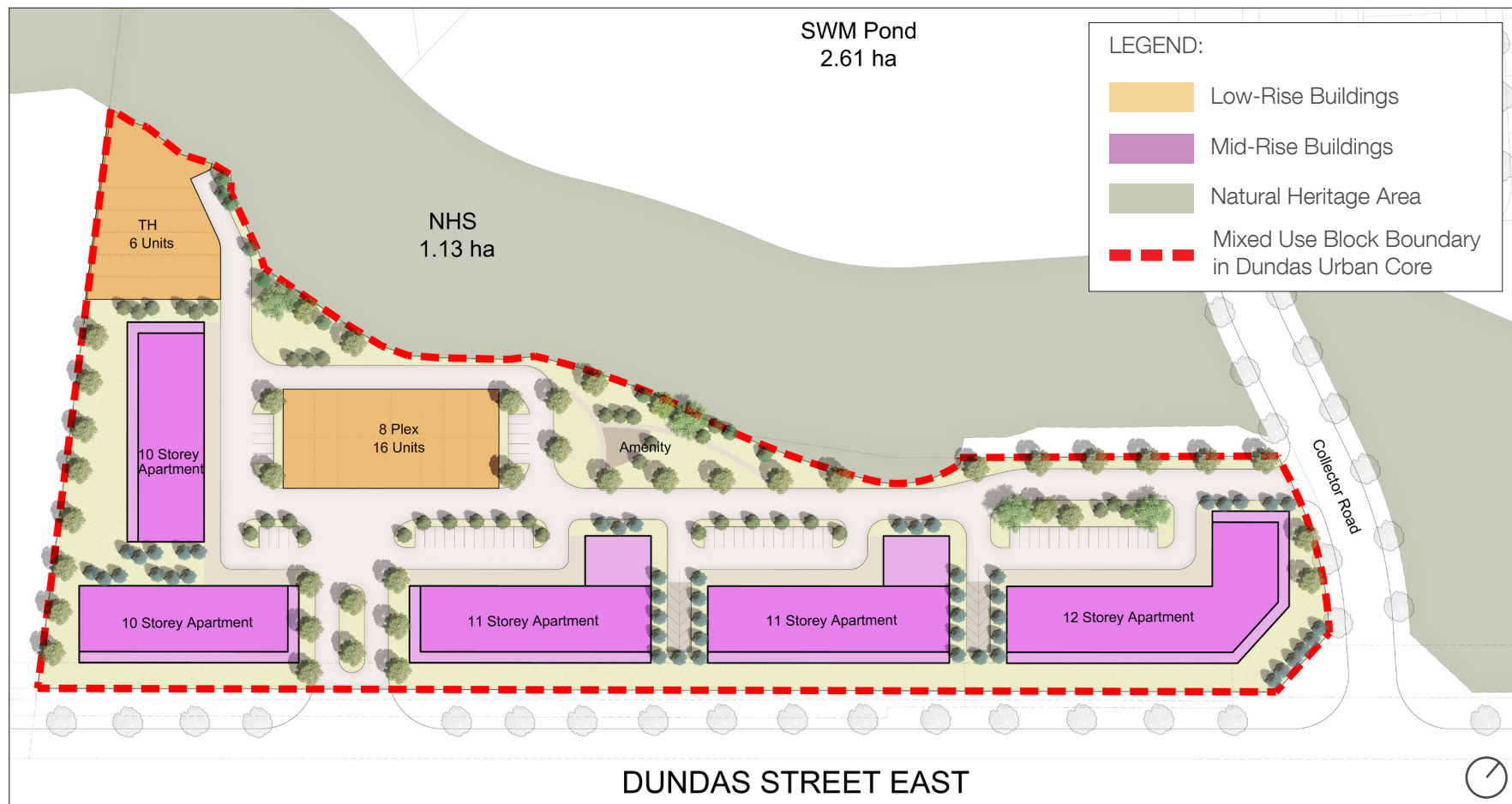


Fig. 5.2 - Preliminary Conceptual Plan of the Dundas Urban Core in Argo Joshua Creek

5.2.1 Streetscape

The streetscape of the Mixed Use Block in the Dundas Urban Core Area should reflect its unique urban condition as part of the Argo Joshua Creek community, while at the same time providing a cohesive character along Dundas Street and the larger urban core area. This mixed use block should therefore incorporate typically urban features to facilitate higher pedestrian traffic, retail/service functions, and on-street parking.

Gateway

A gateway feature is recommended within the small parcel of land at the intersection of the north-south collector road with Dundas Street. The following guidelines shall apply to its design:

- The Argo Joshua Creek community gateway shall be defined by both landscape features and adjacent built form design.
- The gateway shall reinforce the character of the community through a complementary material palette that picks up on the prevailing architectural style and materials.
- The design and scale of the gateway shall respect the adjacent heritage listed property located directly to the west.

Hardscape

- Urban streetscape treatments with enhanced paving materials, including decorative paving accents and crosswalks at key intersections, should be considered.
- Boulevards adjacent to retail use are encouraged to provide wider sidewalks to support greater pedestrian movement along building edges.
- Include seating, shading, and other street furniture, as necessary, to support pedestrian activity along this edge.
- Barrier-free access should be provided to the ground level of all buildings.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setbacks between building entrances and on-site traffic routes should be provided.
- Opportunities may exist to allow publicly accessible open space features at corner building locations or between buildings.

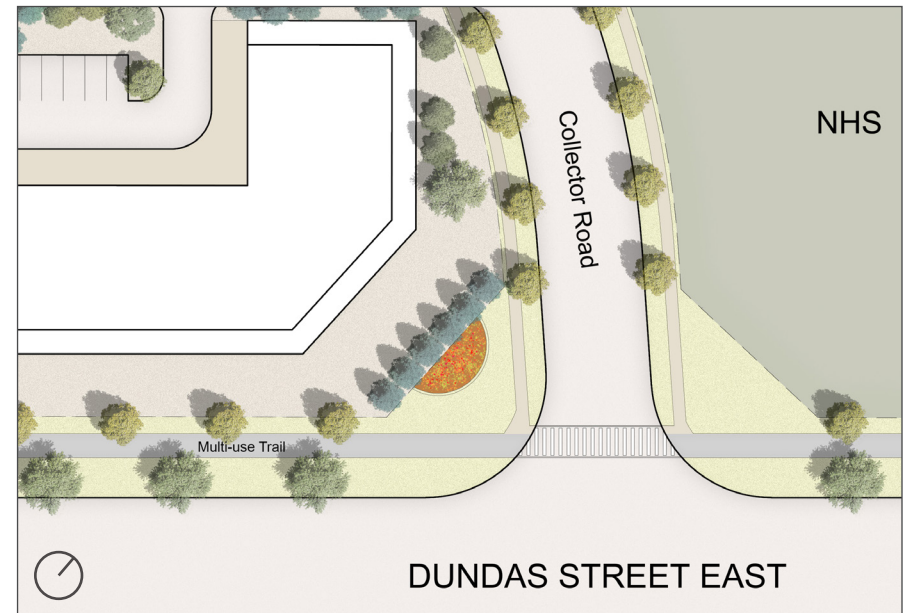


Fig. 5.2.1a - Preliminary Concept of gateway streetscape at the corner of Dundas Street and the north-south 22m R.O.W. avenue/transit corridor

Street Trees

- A double row of coarse-leaved street trees may be considered along Dundas Street to reduce the perceived scale of the road and provide an attractive interface between the road and the proposed built form.
- Street trees within the Dundas Urban Core shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Tree grates should be considered to contribute to the urban character.
- 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 Lighting

- Distinctive light standards with hanging flower baskets and/or banners shall be considered to distinguish the urban core as a character area.
- Street light poles and luminaires shall reflect approved Town standards.

Street Furniture

- Street furniture (benches, waste receptacles, bike racks, etc.) shall reflect the urban character of the greater Dundas Street Urban Core Area and current Town of Oakville standards.

Parking / Transit

- Lay-by or on-street parking allowances may be strategically located adjacent to retail and service related amenities. Where on-street parking is provided, curb extensions may occur at intersections in order to provide additional boulevard space.
- Where applicable, bus stop locations should be integrated with the streetscape treatment, including the sizing of shelters that are appropriate to the boulevard width and respond to the street level uses of adjacent built form.

5.2.2 Built Form

This mixed use block proposes a full range of residential products and densities, with potential for strategically placed commercial uses along the Dundas Street edge. The built form should be designed with regard to its prominent location along Dundas Street and to reflect the urban character and goals set out for the Dundas Street Urban Core Area.

Building Types

- Low-rise buildings within the Dundas Street Urban Core will generally be classified as those between 2-4 storeys and may include on-street townhomes, stacked townhouses or live/work product.
- Mid-rise apartment buildings in this mixed use block will generally be classified as those between 4-8 storeys.
- Ground floor retail or commercial uses are encouraged within all mid-rise apartment buildings, where permitted. Preference will be given to locating retail uses along the Dundas Street edge.



Fig. 5.2.1b - Image examples of mixed use built form, including commercial, retail and residential. Prominent building massing and architectural treatment should be provided at the street edge

5.2.2.1 Low-Rise Buildings in the Dundas Street Urban Core Area

Setbacks

- Buildings should typically be sited in close relation to the street with minimal setbacks to create a pedestrian friendly environment and provide enclosure to the street.

Massing

- Variety of massing and architectural expression among publicly exposed elevations is encouraged through the use of varied façade treatments, rooflines, building projections, materials, colours and architectural styles.
- Front-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.

Architectural Elements and Materials

- Buildings shall be designed with active front and flanking façades, which may include large porches, ample fenestration and balcony treatments to promote safe public spaces.
- Façades should be developed to incorporate architectural elements found in lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs and/or rooftop terraces are also permitted.
- Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches where appropriate.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Loading, service, garbage, recycling, utilities, meters, transformers, air conditioning units, and other mechanical units should be located away from publicly exposed corners and other publicly exposed views.
- For Live/Work units, transparent areas shall be maximized on the ground floor to allow views into the structure or into display windows.

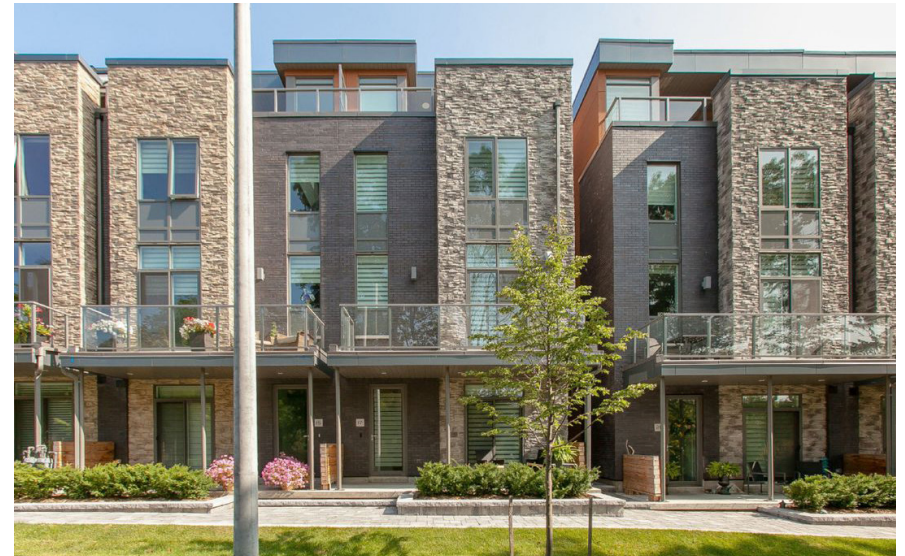


Fig. 5.2.2.1a - Image example of massing articulation that avoids large unbroken expanses of wall planes



Fig. 5.2.2.1b - Example of building massing that is varied and incorporates garages to ensure they do not become a dominant element with the streetscape

5.2.2.2. Mid-Rise Apartment Buildings in the Dundas Street Urban Core Area

Setbacks

- Retail / commercial uses may allow for variation in format size appropriate to the use and site area, and should have minimal setbacks from the property line to animate the street edge.
- Distinctive building designs shall be provided at corner locations to reinforce their landmark status along the Dundas streetscape.
- Corner buildings shall be sited close to street corners and provide façades which appropriately address both street frontages in a consistent manner.

Height

- Building heights should have an urban character without overshadowing nearby smaller-scale dwellings.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided.

Massing

- The massing of mid-rise buildings should give careful consideration to overall form, proportions, and rhythm of repeating elements to achieve a streetscape that relates to the desired pedestrian scale.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to establishments from adjacent sidewalks.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated facades, ample fenestration, interesting roof lines, and prominent entrances.
- Building designs at corner locations, should reflect an architectural treatment appropriate to their landmark status.
- Ample fenestration shall be provided along building sides fronting onto the streets to visually connect the street with the urban core.
- Building design and materials should establish a base, middle section, and top portion to help visually break up tall buildings.
- Building entrances should be grade related and designed as the principle character element for the architectural treatment.
- Weather protection for buildings along the street edge may be considered in the form of canopies, awnings or arcades to promote comfortable pedestrian connections.
- Each building may reflect its own distinct architectural identity, although any mid-rise building should be designed to provide a collective sense of cohesion and harmony with other building types.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Given the prominence of this land area within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style, and incorporate high quality materials.
- The design of retail signage at prominent corners shall be visually and thematically consistent with the building design and coordinated throughout the site

Services / Utilities

- Loading, service areas and utility functions shall be located to the rear of the building, substantially screened from the adjacent street and sidewalk areas.
- Rooftop mechanical equipment shall be screened from ground level views by integrating into the roof form or provision of a parapet.

5.3 MIXED USE BLOCK IN THE NEIGHBOURHOOD CENTRE AREA

The Neighbourhood Centre Area within the Argo Joshua Creek community, is located along the central north-south avenue/transit corridor at the east-west corner of Street 'A' and Street 'B' and as identified in Figure 5.3. Consistent with the North Oakville East Master Plan, this area is intended to provide a 'main street' character that is defined by varying levels of residential, commercial, mixed use and civic functions.

The mixed use block in the Neighbourhood Centre Area will therefore play a key role in promoting the 'main street' character of Street 'A' and 'B', with walkable and transit-supportive built form and open space design.

The following sections identify guidelines that shall apply to the streetscape and built form design of the mixed use block and the neighbourhood activity node that sit within the Neighbourhood Centre Area.

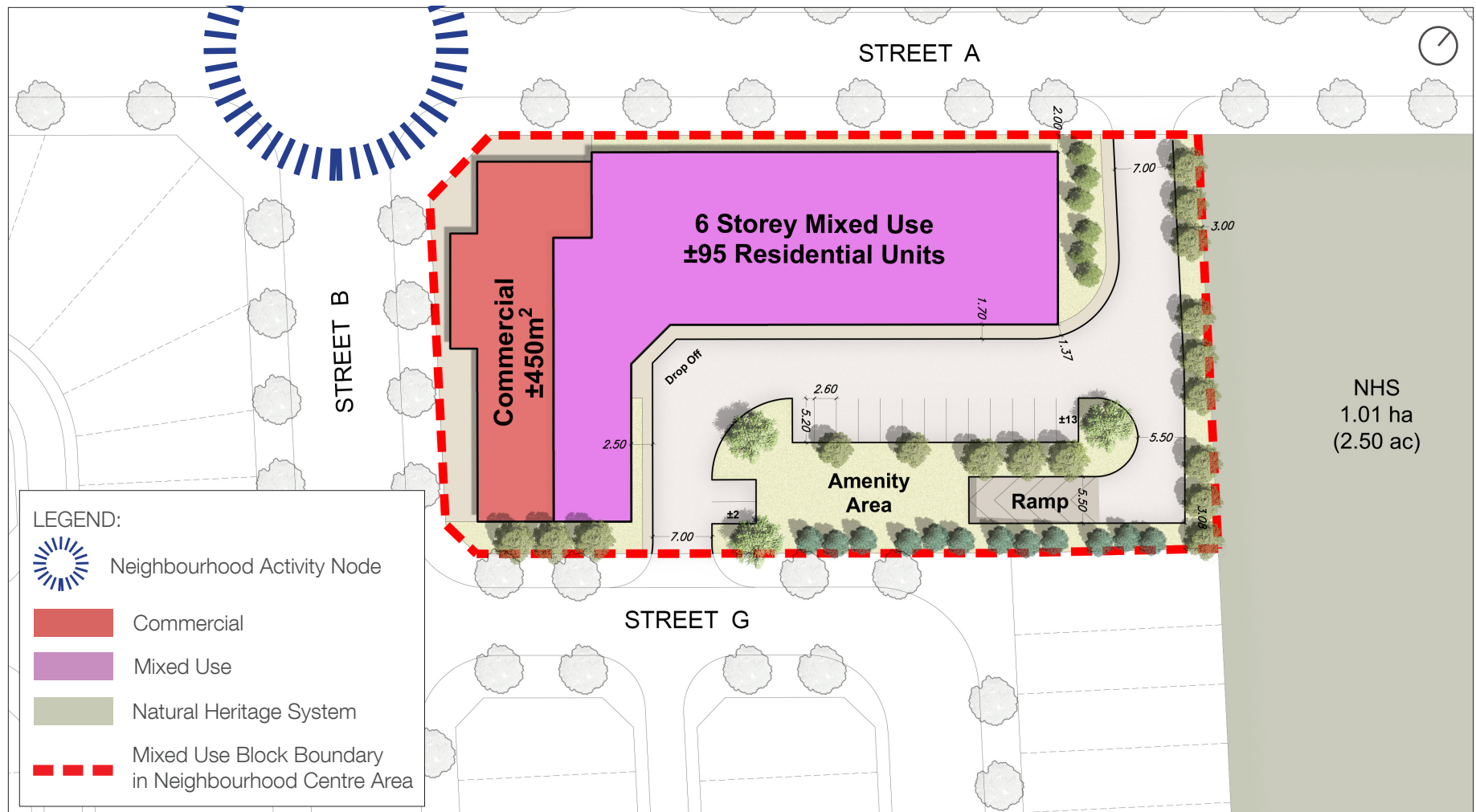


Fig. 5.3 - Preliminary Conceptual Plan of the Neighbourhood Centre Area in Argo Joshua Creek

5.3.1 Streetscape

Neighbourhood Activity Node

A Neighbourhood Activity Node is proposed for the intersection of Street 'A' and Street 'B' and in the Neighbourhood Centre Area. This activity node is situated adjacent to the proposed Neighbourhood Park and in close proximity to an Elementary School, which will serve as defining areas for the community. Through a consistent design and material palette, the Neighbourhood Activity Node is an effective tool in creating a sense of entry into a discernible, cohesive community.

- The Argo Joshua Creek Neighbourhood Activity Node shall be identified through gateway elements incorporated into the park entry on the north-west corner (see fig. 5.1.1 Facility Fit for the Neighbourhood Park), as well as the proposed mixed-use buildings at the south-east corner.
- The Node shall act as an important identifier that reflects the character and theme of the community.
- The Node shall serve as an effective way-finding marker from outside the Argo Joshua Creek community.



Fig. 5.3.1 - Image example of a potential streetscape treatment in a Neighbourhood Centre Area with decorative paving and coordinated street furniture

Hardscape

- Streetscape treatments with enhanced paving materials, including decorative paving accents and crosswalks at key intersections, should be considered.
- Where required by street-related residential uses, provisions for accessible pedestrian connections from the street level shall be integrated into the boulevard design.

Street Trees

- Street trees within the Neighbourhood Centre Area shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Streetscape design along local streets and portions of collector roads will typically comprise a 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 Lighting

- Distinctive light standards shall be considered to distinguish the Neighbourhood Centre Area as a character area.
- Street light poles and luminaires shall reflect approved Town standards.

Street Furniture

- Where applicable, street furniture (benches, waste receptacles, bike racks, etc.) shall reflect the character of the Neighbourhood Centre Area and current Town of Oakville standards.

Transit

- Where applicable, bus stop locations should be integrated with the streetscape treatment, including the sizing of shelters that are appropriate to the boulevard width and respond to the street level uses of adjacent built form.

5.3.2 Built Form

The Neighbourhood Centre Area proposes a range of residential products and densities, with potential for strategically placed commercial uses. The built form should be designed with regard to its prominent central location within the Argo Joshua Creek community.

Building Types

- A combination of low-rise built form types shall be considered, including townhomes, with options for stacked townhouses and potential mixed use or live/work units at key intersections.
- Potential mid-rise buildings may be integrated at the key intersection (north-south collector road at east-west collector road) to bring a prominent building mass to the street and create a sense of entry into the community.
- Any potential retail use may be concentrated at the north-west corner of the Neighbourhood Activity Node for convenient pedestrian connections and accessibility to public transit.

Orientation

- Built form shall have a strong orientation to the street with at grade entrances.

Height

- Built form shall allow for 2 to 3-storey medium-density residential uses, with some potential for mid-rise buildings up to 6-storeys.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided, such as:
 - Avoid siting 3-storey dwellings adjacent to bungalows, raised bungalows or 1-1/2-storey dwellings;
 - When 2-storey dwellings are sited among bungalows or 3-storey dwellings, they should be placed in groupings of at least 2 units; and
 - When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.

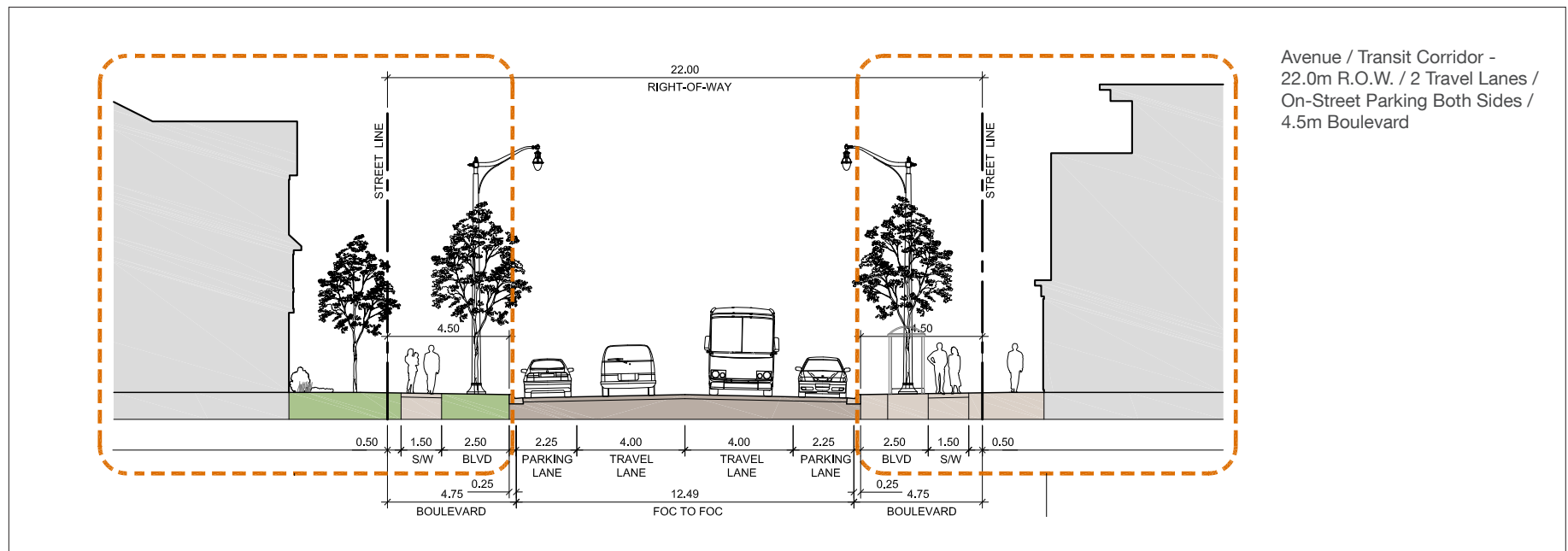


Fig. 5.3.2 - Conceptual cross-section of Neighbourhood Centre Area with building scale and streetscape features that reinforces an active, human-scaled environment



Fig. 5.3.2a - Image example of mixed use and live/work units in a Neighbourhood Centre Area



Fig. 5.3.2b - Image example of rear-lane townhouses that provide appropriate density in a Neighbourhood Centre Area

Massing

- Building scale and architectural styles shall be provided in a manner that reinforces an attractive, active, human-scaled street environment and promotes an urban village main street character.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to buildings from adjacent sidewalks.
- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated facades, ample fenestration, interesting roof lines, and prominent entrances.
- Building designs for corner locations, regardless of use, should reflect an architectural treatment appropriate to their landmark status.
- Ample fenestration shall be provided along building sides fronting onto the streets to visually connect with the streetscape.
- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Given the prominence of this Neighbourhood Centre Area within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style, and incorporate high quality materials.

Services / Utilities

- Loading, service areas and utility functions shall be located to the rear of the building, substantially screened from the adjacent street and sidewalk areas.
- Rooftop mechanical equipment shall be screened from ground level views by integrating into the roof form or provision of a parapet.

6.0 BUILT FORM

The built form component for Argo Joshua Creek shall encompass three general categories, including the Dundas Urban Core and Neighbourhood Centre Areas, previously described, and the more standard single detached and townhouse residential lotting. A high quality built form character shall be achieved for all designations, delivering architecture that is rich and varied in its form and treatments, creating a distinctive community with visually appealing streetscapes. Although architectural style variation is encouraged and can help distinguish neighbourhoods within the community, it is critical that each individual home reflect a singular and coherent influence, whether it be Victorian, Georgian, French Chateau, English Manor, Craftsman, Tudor, Modern, Contemporary, Colonial etc.

6.1 BUILT FORM TYPOLOGIES

A range of lot sizes and building types will be provided to accommodate residents of diverse ages and incomes which may include a combination of:

- 20ft Rear Lane Townhouses;
- 23ft On Street Townhouses;
- 21ft Back-to-Back Townhouses;
- 30ft Stacked Decked Townhomes;
- 36ft Single Detached Dwellings;
- 38ft Single Detached Dwellings;
- 42ft Single Detached Dwellings;
- 44ft Single Detached Dwellings;
- 45ft Single Detached Dwellings;
- 50ft Single Detached Dwellings; and
- Mid-rise Buildings.

6.2 GENERAL BUILT FORM GUIDELINES

The following general built form objectives shall be applied:

- 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 distinguish blocks and neighbourhoods.
- Built form located adjacent to public open spaces and exposed to important view termini shall have a particular emphasis with regards to visual interest.
- Built form should 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 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 home. See Section 7.4.2 - Exterior Materials and Colours.
- Architectural styles, design proposals and location criteria for all built form shall be evaluated through the Town of Oakville's architectural approval process.

6.3 SINGLE DETACHED DWELLINGS

A large proportion of the community will consist of single-detached, 2 to 3-storey dwellings, including lots with varying frontage widths featuring single-detached dwellings with street-accessed garages. Bungalow dwellings may also be offered in certain locations to allow for a range of dwelling types in the community.

The following built form guidelines may be applied:

- A diversity of architectural expressions and elevations is necessary to provide visual interest along the streetscape.
- A variety of 2 and 3-storey buildings (and potentially bungalow dwellings) will be permitted. To ensure appropriate massing relationships, careful consideration shall be given to siting of dwellings.
- Single detached-dwellings should be designed to contribute individually and collectively, to the character of the various neighbourhoods.
- To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations
- The façade detailing, materials and colours of a dwelling should appear authentic and be consistent with the architectural style. Materials shall be of a high-quality.
- Corner dwellings may present a similar level of architectural treatment on both street-facing elevations. On lots flanking parks and open spaces, main entries shall be oriented to the flanking lot line.
- Designs with covered front porches or porticos are desirable in so far as they are consistent with the architectural style.
- Street-facing attached garages (flanking or front yard) should be integrated into the main building massing to avoid being too prominent in the streetscape.



Fig. 6.3 - Image example of single detached dwellings with a variety of interesting facades that collectively contribute to the character of the neighbourhood

6.4 TOWNHOUSE UNITS

Townhouses make efficient use of land, reduce energy consumption and increase the diversity of built form within a community. These dwellings are most often clustered to provide strategic density increases as appropriate to the road hierarchy and public transit stops. (The design of townhomes shall consider the entire building rather than individual, as well as consider how individual buildings relate to one another.) Townhouses should be oriented to the street, with potential for rear lane access where appropriate. Outside of the Dundas Urban Core, townhouses shall consist of rear-lane and conventional townhouse units.

Built form may address the following guidelines:

- Building compositions should ensure continuity of massing and design, while providing variety along the streetscape.
- Adequate wall articulation is required to avoid large expanses of roof or wall planes: stepping of units and the addition of porches, bays and gables may be considered where necessary.
- To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- Townhouses and back-to-back units should feature 2 to 3-storey massing, and bungalow forms should be discouraged.
- For corner dwellings, corner unit entries should be oriented to the flankage street, especially on lots flanking parks or open spaces.
- Where consistent with the architectural style, designs with covered front porches or porticos are desirable.
- To avoid prominence in the streetscape, street-facing attached garages may be integrated into the main building massing.
- Street-accessed townhouses may feature single-, one-and-a-half- or two-car garages.
- Lane-based townhouses may feature single- one-and-a-half- or two-car garages with access from the lane.
- To minimize their appearance, consideration should be given to the location of utility meters, while complying with utility company requirements.



Fig. 6.4 - Examples of townhouse blocks oriented toward the street to provide a strong street edge

7.0 ARCHITECTURAL DESIGN CRITERIA

This section expands upon the general guidelines and principles for the design of low-rise residential and commercial 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 Argo Joshua Creek community.

7.1 CHARACTER AND IMAGE

The design of buildings should offer a harmonious mix of traditionally-inspired contemporary architecture. The use of distinctive and well-designed architecture employing high-quality materials such as brick and stone with stucco and Hardie/woodgrain accents appropriate to each architectural style will be the common thread linking various communities in North Oakville. Stylistic influences may be borrowed from traditional-period Ontario precedents, and may include Victorian, Georgian, French Country, English Manor, Arts and Crafts, Tudor, Modern or Contemporary.



Fig. 7.1 - Image examples of single detached dwellings with a variety of interesting facades that collectively contribute to the character of the neighbourhood

7.2 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 two 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.



Fig. 7.2 - Examples of architectural variety to help create interest along the streetscape

7.3 MASSING WITHIN THE STREETScape

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

If observed, the following design criteria will ensure harmonious massing within the streetscape:

- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided. As such:
 - Avoid siting three-storey dwellings adjacent to bungalows, raised bungalows or 1-1/2-storey dwellings;
 - When 2-storey dwellings are sited among bungalows or 3-storey dwellings, they should be placed in groupings of at least 2 units;
 - When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.



Fig. 7.3 - Examples of compatible massing and gradual height transitions along the streetscape

7.4 ARCHITECTURAL ELEMENTS

7.4.1 Porches

- Porticos and porches may be featured as architectural styles permit.
- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches may be located closer to the street than garages.
- On corner lots, wraparound porches are encouraged where appropriate to the dwelling style.
- Where main dwelling entries are visible from the street they should be appropriately lit.
- To provide variety along the streetscape, some dwellings may feature side entries.
- Where porches are used, they should be useable and kept as open as possible.
- 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.

7.4.2 Exterior Materials and Colours

- The use of high-quality exterior building materials that are congruent with the architectural style of the dwelling is imperative. Buildings will predominantly be constructed of brick. Stone, stucco, cement board and siding can be used as detailing as appropriate to the architectural style.
- Unique colour packages should be developed for each elevation type (i.e. Traditional colour packages / Transitional colour packages).
- The selection of exterior materials that express heritage tones and textures is encouraged.

7.4.3 Architectural Detailing

- The use of decorative architectural detailing is encouraged.
- 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. 7.4.1 - Porches and porticos create visual interest and relate positively to the streetscape



Fig. 7.4.3 - Facade detailing should be appropriate to the architectural style of the elevation

7.4.4 Fenestration

Prominent fenestration, appropriate to the dwelling's architectural style, is required for all elevations facing public areas. The intent is to enhance the front facade appearance of each dwelling and provide a close relationship between building and street. Similar principles will apply to street related retail, office or service units (i.e. live-work units).

- Windows should be proportioned and include design elements consistent with the architectural style of the built form, including integrated muntin bars where appropriate.
- Consideration shall be given to low maintenance, durable windows such as vinyl.
- Vertical, rectangular window configurations are encouraged to better fit with most traditional architectural styles. Other window formations may be considered where consistency with the architectural style is maintained.
- All window related elements (sills, lintels) shall be consistent with the given architectural style.
- Window types, such as bay windows, may be used as appropriate to the location and siting of the dwelling, consistent with the given architectural style.
- Window placement in combination with other architectural elements is an effective method to animate rear or side elevations exposed to public spaces where necessary.

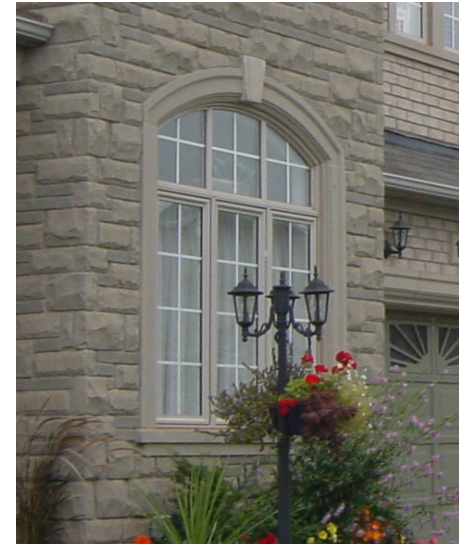


Fig. 7.4.4a - Examples of variety in window styles



Fig. 7.4.4b - Examples of strategic placement of windows with other architectural elements to animate publicly exposed elevations

7.5 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.
- Main roof slopes should comply with accepted standards for a given architectural style and dwelling type.
- Roof overhangs should follow acceptable standards as per a given architectural style.
- Roof plumbing stacks, gas flutes and vents should be located away from street view at the rear slope of the roof.
- Skylights should have a flat profile and be located away from street view at the rear of the roof.
- The use of false dormers shall be minimized, and used only where scale, orientation and roof line make them appropriate.
- The following guidelines shall apply to the use of false dormers:
 - Dormers shall be positioned in such a way as to be functional should the attic be converted to living space in the future;
 - The dwelling's roof shall be high enough that the dormers shall appear functional;
 - Dormer windows shall be true windows and be positioned in such a way as to appear functional; and
 - Dormer windows may be obscured from behind so as to appear darkened rather than false.



Fig. 7.5 - Examples of dwellings with different roof forms suitable to each architectural style

7.6 GARAGES

7.6.1 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.
- Where garages are attached, they should be integrated into the main massing of the dwelling with limitations to their projection into the front yard.
- 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.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column will be preferred. The column or pier separating the 2 garage doors should be comprised of a facade material consistent with the dwelling facade (brick, stone, siding, stucco) that will allow it to blend in with the overall appearance.
- 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 massing between the top of the garage floor and the underside of the soffit. The following are some techniques that may be considered:
 - Lower the garage door and/or increase the 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; and
 - Details such as light fixtures and address plaques above garage doors may be introduced to punctuate the wall.



Fig. 7.6.1a - Street-facing garages shall not dominate the streetscape



Fig. 7.6.1b - Examples of single and double-car garages

7.6.2 Rear-Accessed Garages

- Lane accessed garages may be attached or detached from the dwelling.
- The design of garages may be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality.
- Only sectional, roll-up type garage doors shall be considered.
- Pairing of garages within the laneway, and the resulting pairing of side yards, may be considered as appropriate to the lot configuration (i.e. rear-access garage dwellings).
- Parking pads may be considered beside rear lane garages for interior lots and between a rear yard garage and a flankage lot, as appropriate to a given lot size and rear yard area requirements.
- 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.
- 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. Garages with livable spaces above shall be appropriate to the lot size and architectural style of the dwelling.
- Dwelling entrances may face the lane and may be situated on the garage wall face.
- Paired driveways shall be considered for rear-access garage dwellings.

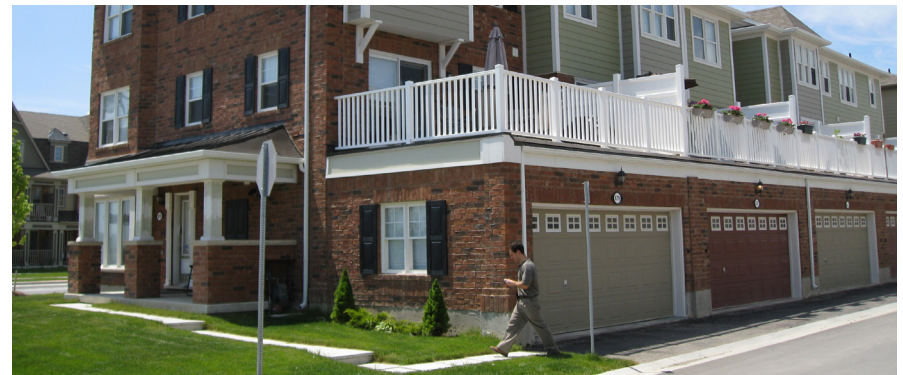


Fig. 7.6.2 - Examples of rear-accessed garages

7.7 UTILITY AND SERVICE ELEMENTS

- Utility meters and utility service connections should be minimized from public view, preferably situated on side walls (perpendicular to the street) and facing an interior side yard.
- Where there are no interior side yards (i.e. townhouses), utility and service connections should be screened from view, through landscape treatment, or recessed into the wall, subject to standard access requirements for a given utility.



Fig. 7.7 - Utilities should be integrated into the architecture or dissimulated from public view

7.8 PRIORITY LOTS

Priority lots are those located prominently within the community. 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.

The following priority lot plan for the Argo Joshua Creek community demonstrates the lot locations requiring special design considerations, including gateway dwellings, corner lots, view terminus lots, dwellings requiring upgraded rear and side architecture, and park or pond facing dwellings.

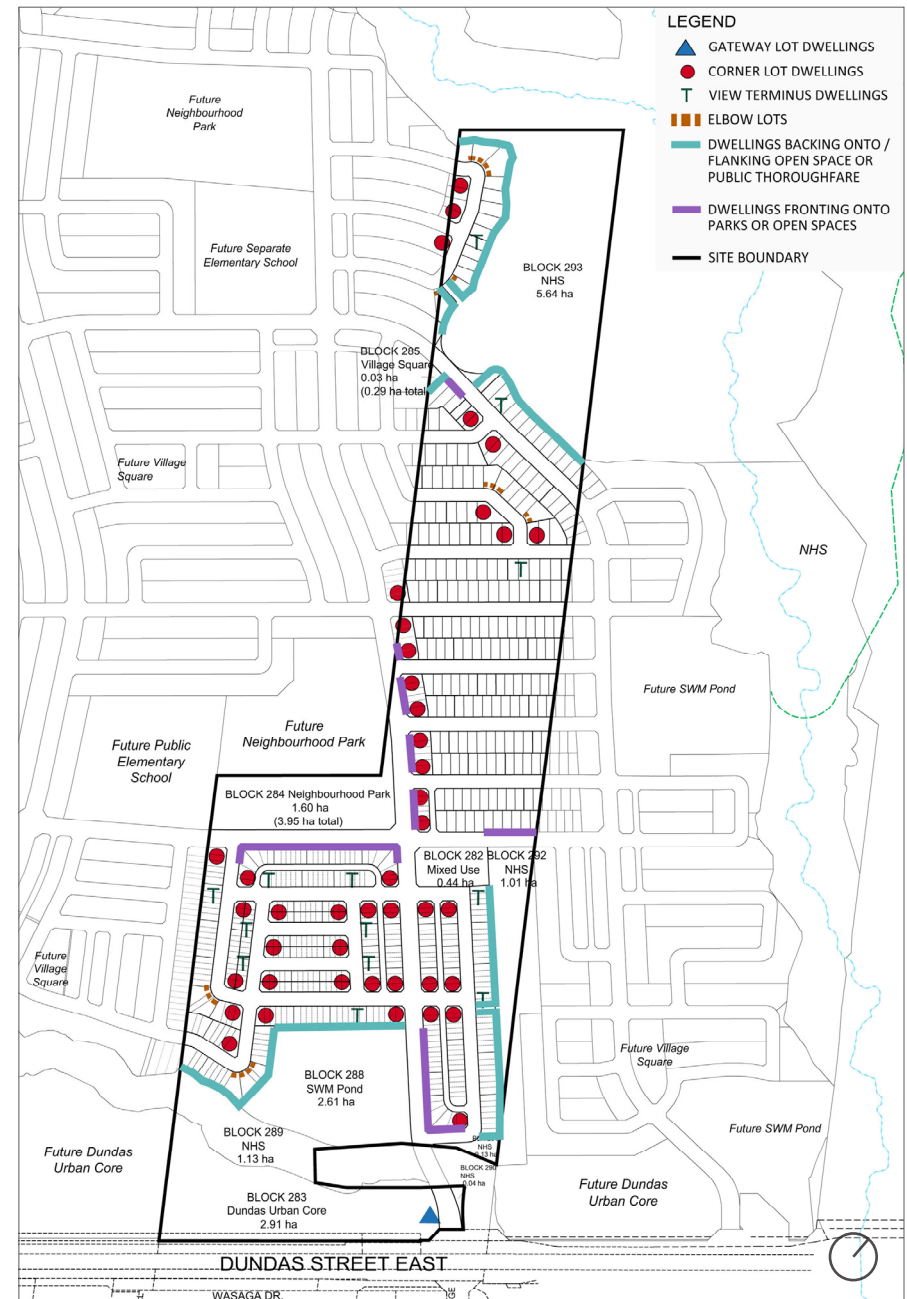


Fig. 7.8 - Argo Joshua Creek Priority Lot Plan

7.8.1 Gateway Location Dwellings

Similar to corner lot dwellings, gateway dwellings are characterized by a very high profile location within the community that results in a significant impact on the perception of the image, character and quality of the community from the outside. There is one gateway location in Argo Joshua Creek at the corner of Dundas Street and the north-south collector street. The built form type will be appropriate to Dundas Urban Core land use designation in this location.

- Built form massing, orientation and detailing shall be the principal component for defining the gateway. This can be achieved in residential, commercial or employment land uses situated at gateway locations within the overall Joshua Creek community.
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function.



Fig. 7.8.2 - Image example of a corner lot dwelling with facades that address both street frontages

7.8.2 Corner Lot Dwellings

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

- Dwelling designs must be appropriate for corner locations, with elevations that address both street frontages. Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner lot dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive architectural elements, such as wraparound porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encouraged on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling.
- A privacy fence shall enclose the rear yard portion of the corner lot dwelling. In order to minimize the length of the fence facing the flanking street, it shall begin as close as possible to the rear corner of the dwelling.
- Rear lane garages on corner lots shall have upgraded side elevations facing the street.
- At corner gateway locations, porches and main entries shall be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.

7.8.3 View Terminus Dwellings

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the lot, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.

7.8.4 Upgraded Rear and Side Architecture Dwellings

Where a dwelling's rear or side elevation is prominently exposed to the public realm, both the front and side/rear elevations shall be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc.

- The design of the applicable rear and/or side facade shall, therefore, acknowledge the prominent exposure to the public realm.
- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing (quoining, dichromatic), gables and dormers, wall articulations, etc.

7.8.5 Primary Collector Streetscape

The primary collector streetscapes along Street 'B' has been designed to reduce driveway or garage presence, which is predominantly supported by the distribution of laneway townhouse dwellings. The built form on primary collector streets will support walkability by incorporating the following design considerations:

- Relocate driveways away from the primary collector streets by providing vehicular access to all buildings from rear laneways, or through driveway access from the flanking local street.
- Locate majority of garages at the rear of buildings.
- Orient the main elements of all proposed built form to address the primary collector street, including main entry location, porch design, and placement of windows.
- Ensure that the main elements of corner lot buildings at intersections with secondary collector streets and other local streets address the primary collector street.
- Coordinate built form with landscape features along the streetscape to support a comfortable pedestrian environment, with casual surveillance, enhanced accessibility and intuitive way-finding.



Fig. 7.8.5 - Image example of dwellings along a primary collector streetscape, with ample fenestration, and garages located at the rear of buildings

7.8.6 Park / Pond Facing Dwellings

Given the prominence of the Neighbourhood Park and its role as a focus and gathering space for the community, dwellings that front onto parks and public walkways/vistas shall be designed in a manner that considers and complements the exposure to this public open space.

- Given that these dwellings are very visible from the main gathering space within the community, an enhanced architectural treatment consistent with the architectural style shall be implemented, such as substantial front porches, prominent, well proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation.
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design.
- Dwellings are encouraged to have wider and deeper porches that effectively allow for multiple seating and will promote 'eyes on the street', which results in an informal monitoring of the park and its activities.
- Park facing dwellings shall have available a variety of model types, elevation types and colour packages. However, a cohesive, harmonious relationship shall be achieved for all lots.



Fig. 7.8.6 - Image example of park facing dwellings oriented to front onto the park, with wide porches that results in informal monitoring of the park and its activities

7.9 HERITAGE RESOURCES

The heritage property located at the southern end of the subject lands along Dundas Street East is listed (not designated) on the Town of Oakville Heritage Register and is identified as low priority level cultural heritage landscape. The property, also referred to as the Turner Farmstead, contains a 20th century timber-frame barn and 19th century vernacular farmhouse. By virtue of the structures configuration and proximity to the surrounding rural fields and main road, the Turner Farmstead may have cultural heritage value or interest as a representative example of 19th century farming in Oakville.

Through the use of new and innovative quality materials that share similar characteristics present at the Turner Farmstead, the built form and/or community park features within Joshua Creek will be encouraged to provide homage to the heritage property while clearly being distinguishable as contemporary and of their time.



Fig. 7.9 - Existing view of the heritage listed property facing north from Dundas Street (photo source: Google Earth)

7.10 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. The following sustainable development practices shall be considered.

Walkability is one of the cornerstones of the overall Joshua Creek sustainability strategy. Open spaces and amenities within the 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.

7.10.1 Low Impact Development Methods

- 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.
- Emphasizing the sourcing of local materials and manufactured components where possible.
- Provide logical and convenient pedestrian connections and links to transit stops to promote a transit-oriented development.
- 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.

7.10.2 Stormwater Management Facility

The proposed stormwater management pond and NHS drainage corridors 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. One 2.61 ha (6.44 ac.) pond is proposed within the Argo Joshua Creek community. To encourage a strong connection with the community, the design of this feature shall have regard for the following:

- The design of the pond shall appropriately address its street frontages to enhance its visibility within the community as a valuable open space amenity.
- A regular spaced row of coarse-leaved canopy trees shall be provided along street frontages in combination with areas of naturalized planting.
- The integration of a lookout may be considered at the pond entry as a public amenity that may provide seating and decorative features (decorative paving, information signage, shade structure, formal planting) at desirable view opportunities along the street interface.
- Naturalized 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 street pond entry to adjacent NHS trail network.
- Trails within ponds may be combined with maintenance access roads in common locations to minimize non-vegetative surfaces, while facilitating important pedestrian linkages.
- Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built feature, as necessary.
- 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 design of the SWM pond shall require approval from the Town of Oakville, Conservation Halton and the Ministry of Environment.

8.0 IMPLEMENTATION

The Argo Joshua Creek 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, streetscape, and open space design that are specific to the Argo lands within the overall Joshua Creek community, while ensuring that the proposed plan and urban design components are compatible and well-integrated with development plans for the surrounding future neighbourhood.

8.1 ARCHITECTURAL CONTROL

8.1.1 Retaining a Control Architect

An appointed Control Architect will administer the implementation of the North Oakville (Joshua Creek) Urban Design Brief.

The Control Architect:

- Shall have obtained proven experience in the field of architectural design within Ontario and the Greater Toronto Area.
- Shall be member in good standing of the Ontario Association of Architects.
- Shall not have any perceived or real pecuniary interests or conflicts with performing the required duties.
- Shall be deemed acceptable by the Town of Oakville to perform the required design control duties.

A letter shall be submitted to the Town from the selected Control Architect acknowledging compliance of the aforementioned criteria.

8.1.2 Architectural Control Process

The architectural control review and approval process by the Control Architect will be undertaken in an expeditious and fair manner on behalf of the Town of Oakville for all development which is exempt from Site Plan Approval process.

It shall generally comprise of the following steps:

- Orientation meeting with the Developer / Builder for any intended submissions;
- Review of model compliance and approval based on Town-approved models and floor plans;
- Review and approval of exterior materials and colours;
- Review and approval of house sitings;
- Periodic site monitoring for compliance.

8.2 PRELIMINARY REVIEW

- Preliminary model design sketches (all facades) and typical floor plans (all levels) for all models on lots not subject to Site Plan Approval, will be submitted to the Town Urban Design Staff for review and approval.
- Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. Sale of models cannot commence until after the approval of preliminary model design and typical floor plan for all models is given by the Town Urban Design Staff.
- Preliminary grading plans and streetscapes for individual lot sitings should be submitted to the Control Architect for review prior to submission for final approval.

8.3 FINAL REVIEW AND APPROVAL

8.3.1 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, are to be submitted to the Town Urban Design Staff as soon as possible after the preliminary model approval has been given.
- These should be on 1 sheet per each dwelling type.

8.3.2 Site Plans

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

8.3.3 Streetscape Drawings

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

8.3.4 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.

8.4 SUBMISSION REQUIREMENTS

- The Builder is required to submit the following to the Control Architect of Town Urban Design Staff for final review and approval:
 - 6 sets of engineer approved site plans;
 - 4 sets of working drawings;
 - 3 sets of streetscapes;
 - 2 sets of colour schedules; and
 - 1 set of colour sample boards (to be returned to the Builder).
- The Control Architect and/or Town Urban Design Staff 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 or Town Urban Design Staff 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 and Town Urban Design Staff.
- 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 or Town's office, as necessary.

8.5 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).
- The Control Architect will discuss with Town Urban Design Staff any identified issues.
- 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.



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