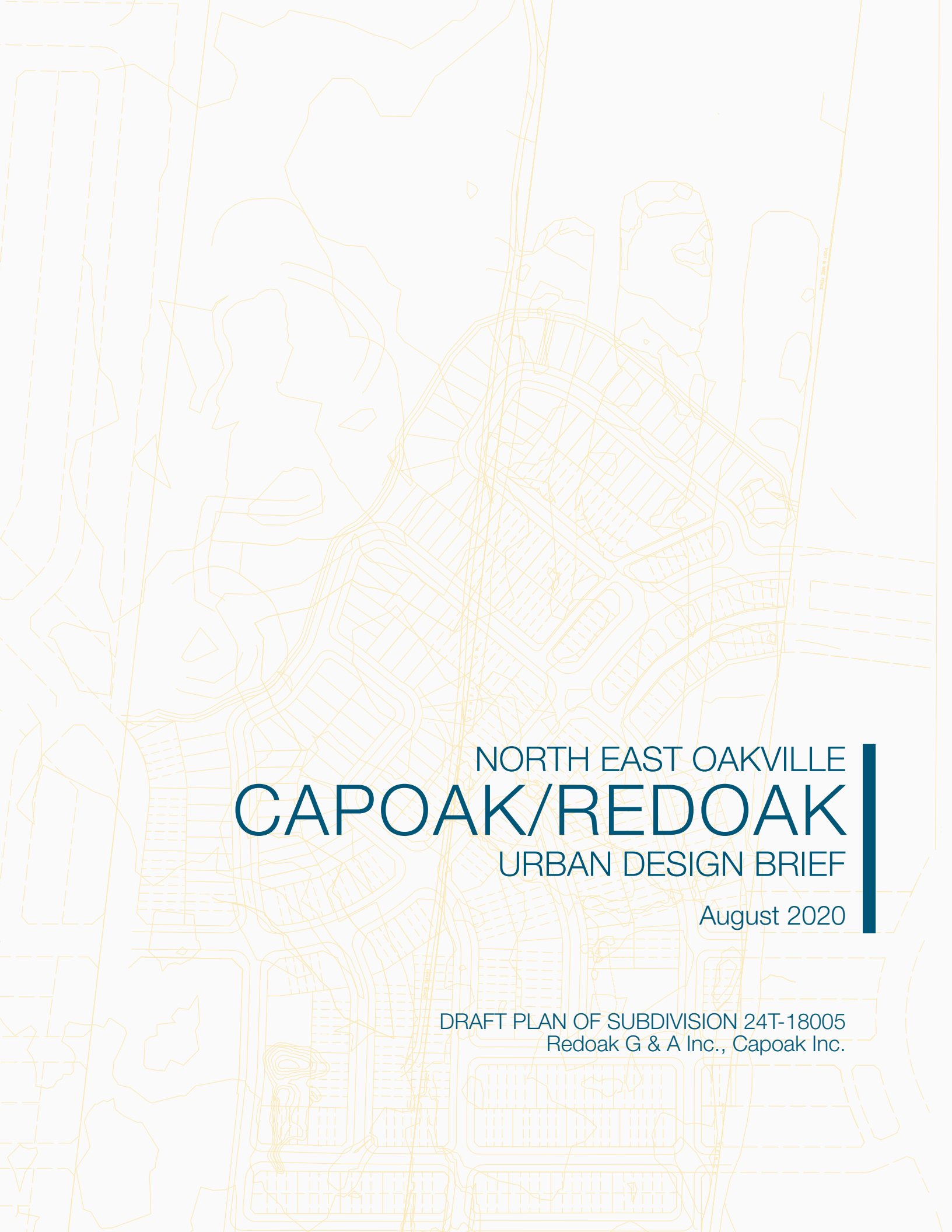


NORTH EAST OAKVILLE
CAPOAK/REDOAK
URBAN DESIGN BRIEF

August 2020

DRAFT PLAN OF SUBDIVISION 24T-18005
Redoak G & A Inc., Capoak Inc.

PREPARED BY

The Planning Partnership

AUGUST 2020

Table of Contents

• Introduction

Figure 1: Location Map

The subject site is the proposed Capoak / Redoak Draft Plan of Subdivision, which is located within the North Oakville East Secondary Plan (NOESP) area; its boundaries are defined by Eighth Line to the west, future development to the east, the natural heritage system to the north and Dundas Street to the south.

This Urban Design Brief has been prepared in support of and as part of a comprehensive draft plan of subdivision application for the subject lands.

The purpose of the brief is to:

- Provide an overview of the urban design vision, objectives and principles for the proposed development.
- Provide an overview of how the proposed development has regard for the design intent and policies of the of the following documents:
  - Liveable Oakville and the North Oakville East Secondary Plan policies
  - Guiding Design Principals (outlined in Section 1.4 of the Livable by Design Manual – Urban Design Direction for Oakville)
  - Town-wide Urban Design Guidelines (Livable by Design Manual – Urban Design Direction for Oakville and North Oakville Urban Design and Open Space Guidelines)
  - Relevant policy, design studies and/or design directions documents for specific areas or land uses in Oakville
- Ensure a consistent and coordinated approach to the design of built form and the public realm.

While the proposed draft plan of subdivision and urban design of the community have been guided by the urban design plans and policies of the Town and the North Oakville East Secondary Plan, the diagrams and images included in this design brief are intended to demonstrate principles only; as such, they are conceptual in nature and should not be literally interpreted as the end product. Detailed design stages of implementation shall be subject to site conditions and the Town's development and engineering standards and guidelines.

‘to enhance its natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions’

1 Design Vision, Guiding Principles & Objectives

The North Oakville East Secondary Plan establishes a **Vision** for the community that reflects and promotes the Town’s mission to ‘enhance its natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions’.

The proposed Capoak / Redoak community builds upon the Vision established in the Secondary Plan by providing integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to create as sense of place and reinforce the community’s character. The community will be a compact, pedestrian-oriented and connected community that promotes a mix of uses, supports transit and active transportation and is integrated with the surrounding natural and built heritage.

To achieve these objectives, the proposed development will:

- Integrate important views and vistas of the natural heritage and open space system.
- Be based upon a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- Promote variety in building designs, including diverse housing forms, that contribute to an active, safe pedestrian realm within the streetscape.
- Include street section designs that promote a sense of scale and provide for pedestrian comfort.
- Include building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- Encourage a strong relationship to streetscapes and major pedestrian ways where retail and service commercial development is located.
- Promote the integration of community and uses at key locations.

2 Policy Context

The Liveable Oakville Plan and the Liveable By Design Manual, provide the overarching vision and urban design guidance for all development within the municipality. However, the subject lands fall within the North Oakville East (NOE) area and are therefore subject to the policies of the North Oakville East Secondary Plan (OPA 272).

The figures on the facing page are taken from the North Oakville East Secondary Plan to identify the proposed subdivision in the context of the Plan. The following are the key elements from the North Oakville East Secondary Plan that apply to the Capoak / Redoak subdivision.

NORTH OAKVILLE EAST SECONDARY PLAN (NOE)

Community Structure

The NOE Community Structure Plan ensures the clear organization of land uses and transportation networks that is connected to the broader community, protects the natural heritage system and creates neighbourhoods that are within walking distance to Neighbourhood Centres and Activities Nodes.

The structure of the Capoak / Redoak subdivision will be guided by this Plan, including:

- A Neighbourhood Central Activity Node located at the intersection of Eighth Line and Wheat Boom Drive; and
- The Dundas Urban Core Area located along Dundas Street East; and,
- The majority of residential areas located within a five minute pedestrian shed of the Neighbourhood Central Activity Node and the Dundas Urban Core Area.

Land Use

The NOE Land Use Plan ensures the appropriate distribution and diversity of uses within the community, including a range of residential densities. The land uses within the Capoak / Redoak subdivision are consistent with this Plan, including:

- Natural Heritage System, located in the north portion of the subdivision; these areas are intended to be preserved and to form part of the broader Regional Greenlands system;
- Neighbourhood Area across the majority of the lands, which are intended for the development of residential neighbourhoods and include a neighbourhood central activity node, a five minute walk from most residences, public facilities that serve the neighbourhood. Live/work units and limited commercial uses will also be encouraged to locate in Neighbourhood Areas; and,
- Dundas Urban Core Area, located along south boundary of the lands, which is intended to allow the creation of a band of mixed use development at high and medium densities along the Dundas Street East corridor.

Transportation Plan

The NOE Transportation Plan ensures a connected hierarchy of roads which promote the safe, efficient circulation of traffic including transit and non-vehicular traffic.

The transportation network of the Capoak / Redoak subdivision will be guided by this Plan, including:

- Dundas Street East, as a Major Arterial Corridor with Primary Transit Corridor (Bus) Service;
- Eighth Line / Wheat Boom Drive as an Avenue Corridor with Secondary Transit Corridor Service (similar for Postridge Drive), with connection to Community Transit Service along Threshing Mill Blvd. (north of Wheat Boom Drive); and,
- A Major Trail System, located along the southern edge of the Natural Heritage Feature, connecting to the existing trail which runs along the west edge of this same feature.

Additionally, the North Oakville East Master Plan forms an Appendix to the Secondary Plan and provides a further level of detail to the Secondary Plan with respect to land uses and road transportation networks. Figure 4 shows the proposed Capoak / Redoak subdivision in the context of the Master Plan.

Figure 2: NOE 1 Community Structure

Figure 3: NOE 2 Land Use Plan

Figure 4: NOE 4 Transportation

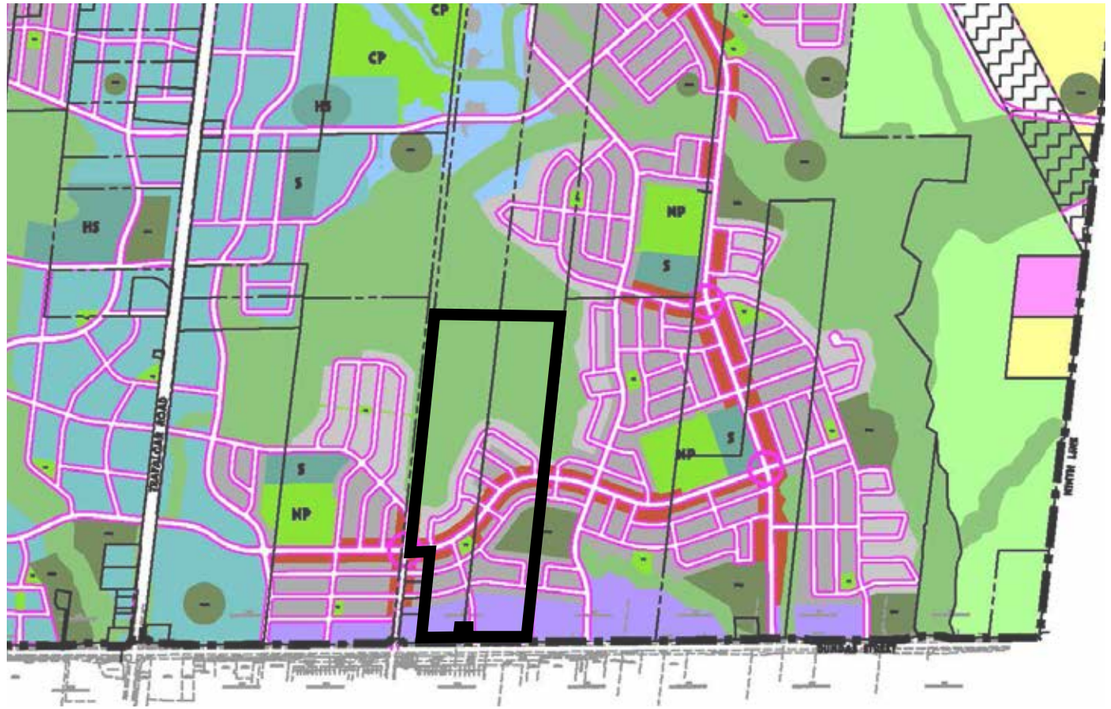


Figure 5: North Oakville East Master Plan
(Appendix 7.3 of the Secondary Plan)

LEGEND

- SECONDARY PLAN AREA BOUNDARY
- OAKVILLE / MILTON MUNICIPAL BOUNDARY
- TRANSITWAY
- DUNDAS STREET URBAN CORE AREA
- NEYAGAWA BLVD. URBAN CORE AREA
- TRAFALGAR ROAD URBAN CORE AREA
- TRANISITIONAL AREA
- EMPLOYMENT AREA
- NATURAL HERITAGE SYSTEM AREA
- INSTITUTIONAL AREA
- STORMWATER MANAGEMENT FACILITY (final location tbd)
- CP COMMUNITY PARK AREA
- NP NEIGHBOURHOOD PARK AREA
- VILLAGE SQUARE/URBAN SQUARE
- S ELEMENTARY SCHOOL SITE
- HS SECONDARY SCHOOL SITE
- JOSHUA CREEK FLOODPLAIN AREA
- UTILITY CORRIDOR
- NEIGHBOURHOOD ACTIVITY NODE
- CEMETERY AREA
- NEIGHBOURHOOD CENTRE AREA
- GENERAL URBAN AREA
- SUB URBAN AREA
- HD HIGH DENSITY RESIDENTIAL AREA
- * POLICY REFERENCE - SEE POLICY SECTION 7.4.7.2

2 Policy Context

NORTH OAKVILLE EAST MASTER PLAN

The North Oakville East Master Plan (Appendix 7.3 of the North Oakville East Secondary Plan) illustrates a finer grained community structure, distribution of land uses and street network based upon the Figures of the North Oakville East Secondary Plan. This Plan will provide a further level of guidance to the proposed subdivision, including:

- Two residential neighbourhoods, identified in grey, which are located in the middle of the subdivision, and consist of a Sub-Urban Area north of the Avenue Corridor running east-west through the community and a General Urban Area south of this road;
- The Sub-Urban Area is intended to accommodate a range of low density residential development and the General Urban Area to accommodated low and medium density residential development.
- Within the Neighbourhood Area designation, a Neighbourhood Centre area, identified in red, which lines both sides of the Avenue Corridor. While predominately residential in character, the Neighbourhood Centre area will have denser development than other parts of the neighbourhood and permit a range of uses;
- An Urban Core Area which accommodates medium to high density forms of development, including residential uses that are compact, pedestrian-oriented and transit-friendly in form;
- A local road pattern that connects the Neighbourhoods and Urban Core Area to one another, to open space to the surrounding neighbourhoods; and,
- A Village Square and (portion of) a Stormwater Management Pond located to provide a central focus for the area.

NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

While the North Oakville East Secondary Plan and Master Plan address the land uses and structure of the community, the North Oakville Urban Design and Open Space Guidelines address the desired character and urban design for development within the North Oakville lands. The Guidelines illustrate how the policies and Figures of the North Oakville East Secondary Plan are to be implemented and provide general design directions for the various components of the Plan.

The North Oakville Urban Design and Open Space Guidelines establish the physical design concepts that are intended to guide development of a high quality, sustainable and integrated employment and residential community.

It envisions North Oakville to be developed as an urban community, with diverse uses, compact forms and green spaces and linkages are part of the unique landscape that defines Oakville. More specifically, it establishes a number of guiding principles aimed at achieving:

1. **Protection and Enhancement of the Natural Heritage System**
2. **Access and Visibility to Open Space**
3. **Interconnected Street Network**
4. **Compact Walkable Mixed Use Neighbourhoods**
5. **Variety of Housing Forms**
6. **Sustainable Development**

In this regard, the Guidelines provide general design guidance for the development of street and block patterns, site design, built form and landscaping, together with specific design guidance for Neighbourhood Areas and Urban Core Areas.

LIVEABLE BY DESIGN MANUAL (LBDM)

The LBDM supports the Liveable Oakville Plan and consists of three components:

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

Part A of the LBDM (section 1.4), identifies six guiding design principles for new development; these shall apply to the proposed Redoak / Capoak Community design and include:

Additional documents to be considered in the evaluation of development applications in future phases of development include:

- The North Oakville Sustainability Checklist
- The North Oakville East Trails Plan
- The North Oakville Proposed Zoning Standards
- North Oakville Urban Forest Strategic Management Plan

In Section 4.0 Development Framework, the aforementioned policies and guidelines will be coalesced with an analysis of the existing site context to form the framework for development of the subdivision. The following section will describe how the proposed development responds to / fits within this framework.

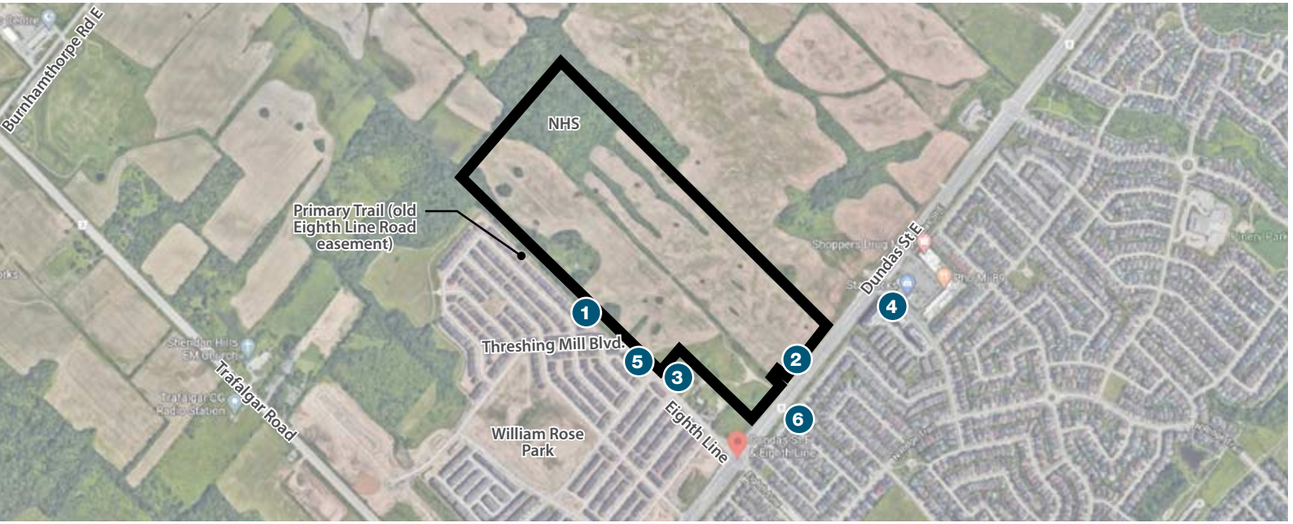


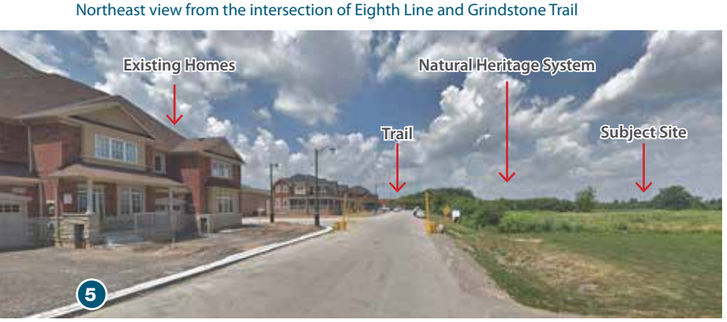
Figure 6: Site Context (Google Map)

Trail head and 2.5-storey Single-detached homes along Threshing Mill Boulevard

Site frontage along Dundas Street East (north side)

Northeast view from the intersection of Eighth Line and Grindstone Trail

8-storey apartment building at Dundas Street East and Prince Michael Dr



2.5-storey Front-loaded townhouses along Eighth Line (north of Dundas Street East)

Existing homes on the south side of Dundas Street East

3 Site Context

NATURAL FEATURES, TOPOGRAPHY AND VEGETATION

The existing natural features in the plan area form part of a greater Natural Heritage and Open Space System that is the backbone of the North Oakville Community.

The site and surrounding area is generally flat, sloping gently towards the natural heritage system located in the north portion of the site.

SURROUNDING LAND USES

The surrounding land uses to the south and west of the site are predominantly residential; this consists of a mix of single-detached and townhouse units forms, including blocks of townhouses that front directly on the west side of Eighth Line.

Several single detached units are located on the east side of Eighth Line; these are large existing properties where the homes are set back approximately 20 metres from the street and screened with significant landscaping.

GENERAL STREET/BLOCK PATTERN AND LOT FABRIC

(block length and depth / Lot frontage and depth)

With the exception of the properties on the east side of Eighth Line, the surrounding areas are characterized by residential subdivisions. To the west, these areas includes blocks that are generally 120 to 180 metres in length and lot sizes that are generally 9 to 15 metres wide and 27 metres deep.

TRANSPORTATION NETWORKS

(vehicular, cycling, pedestrian, transit, etc.)

Dundas Street East (Highway 5), forming the southern boundary of the subdivision, is a six lane Regional Road that is divided by a landscaped centre median. Oakville Transit Bus Route 24 currently services this corridor, with service to the Uptown Core, and the Oakville GO Transit Station.

Eighth Line south of Dundas is a 4-lane roadway while north of the intersection, it becomes a 2-lane roadway that is residential in character.

OPEN SPACES AND TRAILS

The presence of open space is prominent in the area, with the natural heritage feature occupying almost half of the site at the north end. As well, this presence is most obvious at the north end of Eighth Line where the road bends to the west and, where the old Eighth Line Road easement has been developed as a trail (Primary Trail) running along the western edge of the NHS.

In the new subdivision on the west side of Eighth Line, existing William Rose Park (Neighbourhood Park), a stormwater management facility and natural heritage areas are all within walking distance of the Capoak / Redoak subdivision.

3 Site Context

BUILT FORM CHARACTER OF SURROUNDING AREA

The surrounding built form consists primarily of low-rise residential units, including predominantly single-detached forms in areas south of Dundas Street East and a mix of single-detached and townhouse forms to the west.

Detached units are generally characterized by eclectic neo-traditional styles of architecture, and diverse materials including brick, stone and stucco. This style of architecture is also present in older as well as newer townhouse forms which are found alongside and, in some instances, facing contemporary architectural styles.

CHARACTER ELEMENTS: BUILT HERITAGE, VIEWS AND VISTAS, LANDMARKS AND GATEWAY

The proposed subdivision is located within a new area of the municipality which has no significant built heritage features. However, the area is remarkable for its abundant natural heritage and natural features which are recognized in the Secondary Plan.

These systems / features offer opportunities for open space and trails linkages as well as the opportunity to enhance the character of the built environment.

Single detached units on Eighth Line, south of Dundas Street East

Townhouse units on Agram Drive, south side of Dundas Street East

Townhouse units on Threshing Mill Blvd.

Single detached units on William Rose Way

Single detached units on Streamwood Pass

Townhouse units on north side of Wheat Boom Drive

Townhouse units on south side of Wheat Boom Drive

4 Development Framework

The development framework builds upon the guiding principles and policies of the North Oakville East Secondary Plan and the North Oakville Urban Design and Open Space Guidelines and recognizes the opportunities and constraints posed by the existing site context.

The following combination of structural elements establish the overall character and configuration of the Capoak / Redoak subdivision.

BOUNDARY INTERFACE / EDGES

These elements include:

- The **Natural Heritage System**, which occupies the north portion of the development, and forms the northern edge to the subdivision as well as providing opportunities to locate trails and access.
- Existing roads **Dundas Street East and Eighth Line** which form the south and west boundaries of the subdivision, respectively. Additionally, the elbow in the road, where Eighth Line becomes Threshing Mill Blvd. provides the opportunity not only to reinforce visual access to the NHS, but also to create a trail access / gateway that serves the broader community.
- The east **property line** of the subdivision which is an interface with future development to the east and will require the continuation / coordination of streets, lots and open space elements.

STREET NETWORK

These elements include:

- Existing **Eighth Line and Dundas Street East**, which provide the primary access and road connections to the subdivision.
- **Street A** which is identified in the Secondary Plan as an Avenue Corridor running east-west from Eighth Line to future development to the east. Transit stops along this street will draw residents from the neighbourhoods to the north and south.

PATTERN OF LAND USES

These elements include:

- Distribution of land uses as identified in the Secondary Plan, including residential areas in the central portion of the plan and an urban core area along Dundas Street East (identified in Figure 7 as the purple area).
- Within the **Neighbourhood Area**, and as identified in the North Oakville Urban Design and Open Space Guidelines:
  - **Sub-Urban Areas** located adjacent to the Natural Heritage System Area, (identified in Figure 7 as the light grey area).
  - **General Urban Areas**, located north and south of Street A, Avenue Corridor (identified in Figure 7 as the darker grey area).
  - A **Neighbourhood Centre Area**, lining both sides of Street A, (identified in Figure 7 as the red area).
- The **Dundas Urban Core Area**, where medium and high density forms of development will be permitted and street-related mixed-use development including retail / commercial will be encouraged. A concept plan for this area is included in Section 5 - Development Master Plan, however, this area will ultimately be determined through a future site plan application process.

NODES AND CENTRES

These elements include:

- A **Neighbourhood Centre** area that includes both sides of the proposed Street A - Avenue Corridor, where medium density residential uses are permitted. As a defining road for the subdivision and key east-west connection across the North Oakville East community,
- A **Neighbourhood Activity Node** located at the intersection of Eighth Line and Wheat Boom Drive which offers the opportunity to combine medium density building forms that reflect the west side of Eighth Line, together with civic uses and a transit stop to create a node that extends along Eighth Line to the existing trail at the north end of the street.
- The **Dundas Urban Core Area** located along Dundas Street East, where medium and high density residential buildings, are permitted and street-related mixed uses are encouraged. However, the North Oakville Urban Design and Open Space Guidelines recognizes the challenges

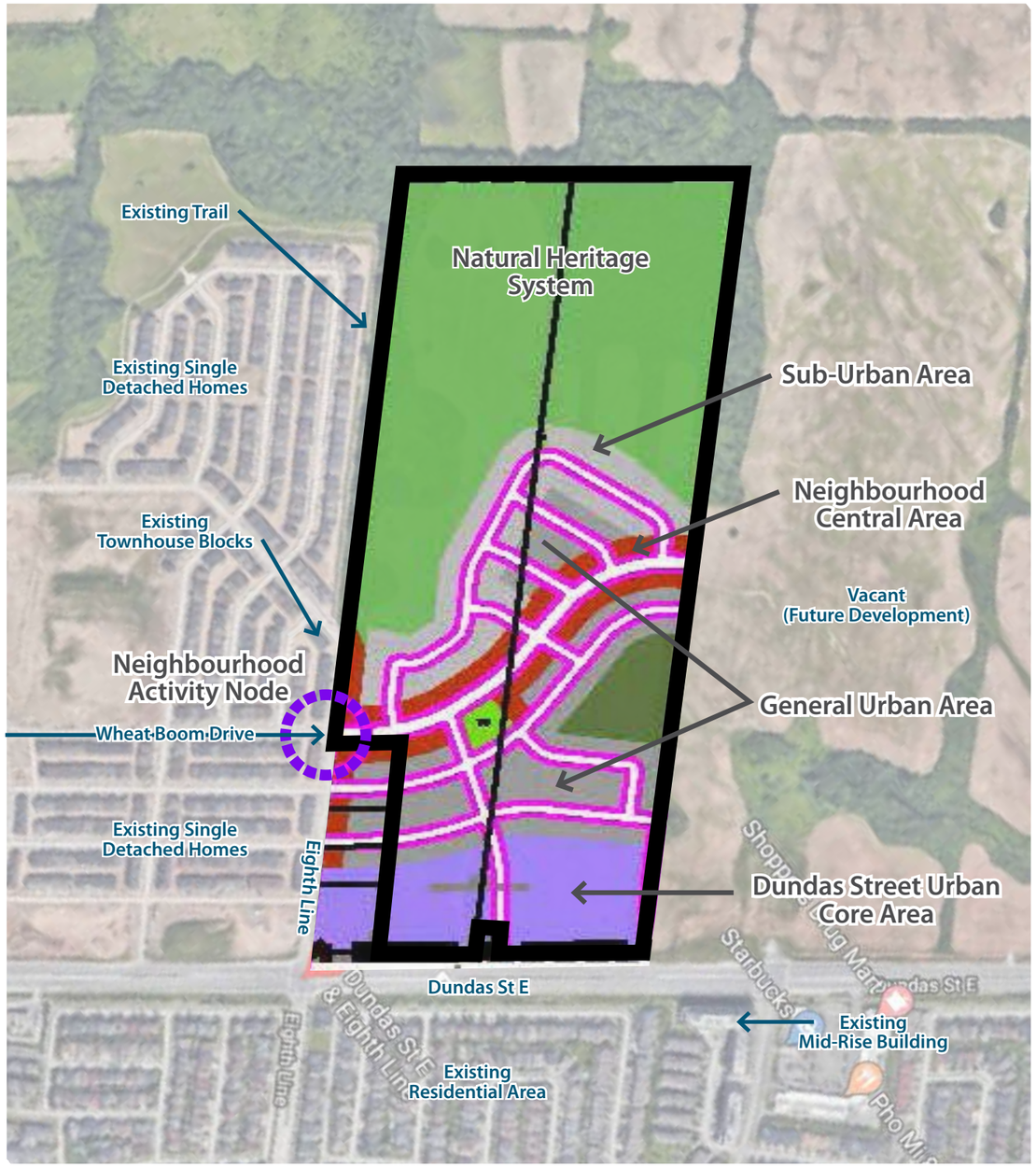


Figure 7: Development Framework

of creating a significant / defining edge along this corridor given that the south side of Dundas Street East in this location is generally characterized by low-rise residential buildings that are separated from the road by a berm and further encourage that mixed uses be located at key intersections. Based upon the existing context of the site and the secondary nature of this intersection, the opportunity to create successful mixed uses in this location is limited.

BLOCK ARRANGEMENT

These elements include:

- Development Blocks arranged along Street A - Avenue Corridor and defined and connected by a grid pattern of local streets. The blocks contain a diversity of residential types which transition from lower to higher density forms from the Natural Heritage System in the north, to the Dundas Street corridor at the south, this includes:
  - Medium density residential forms along Street 'A', within the Neighbourhood Centre Area consisting of street and lane based townhouses; the majority of the Capoak /Redoak neighbourhood and will be developed through a variety of townhouse block units. These units shall be 2 to 3 storeys in height with parking / garages accessed from the front (street) or from the rear (laneway).
  - The majority of street townhouse units located in the General Urban Area.
  - Single detached units located in the Sub-Urban Area.
- Medium density development blocks located north of the Urban Core Area to act as a transition between Dundas Street East and the Neighbourhood Areas to the north.

OPEN SPACES

These elements include:

- A Village Square located centrally, within the residential area south of Street A - Avenue Corridor, as identified in the Secondary Plan.
- Trails within the Natural Heritage System, as identified in the Secondary Plan.
- Additional public parks and open space throughout the neighbourhood areas.
- The development of the stormwater management facility as a open space feature and to provide trail linkages.
- Opportunity to develop open space along with a significant trail entrance / gateway at north end of Eighth Line.

SUSTAINABILITY

The North Oakville Sustainable Development Checklist and the North Oakville Urban Design and Open Space Guidelines provide direction on sustainability; the proposed development addresses the following aspects:

Development Form
The proposed development is in keeping with the objective to maximize the potential for sustainable development through the following elements:

- Design of a connected and permeable grid of streets to promote walking, active transportation and transit use;
- Design of pedestrian scaled blocks (150m to 180m in length) to increase neighbourhood permeability;
- Provision of an array of housing forms, including medium density, apartments and the possibility of mixed use development within the Urban Core Area;
- Incorporation and protection of the Natural Heritage / Open Space System into the proposed development;
- Location of parks, open spaces and the stormwater management pond within a 400m or approximately 5-minute walking distance from most places in the community; and,
- Connections to adjacent neighbourhoods and amenities.

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

Water Management
Protecting and conserving water is encouraged in the community and may include:

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

5 Development Master Plan

The Development Master Plan builds upon all of the elements previously described; the diagrams on the following pages will illustrate how these different elements are to be organized / layered upon one another to form the overall development concept. The diagrams will be accompanied by explanatory annotation, additional plans and precedent images where appropriate, to demonstrate the concepts.

BOUNDARY INTERFACE / EDGES

The elements that define the boundary interfaces and edges of the community are the Natural Heritage System to the north, Eighth Line to the west, future development along the east property boundary and an Urban Core Area along the Dundas Street edge.

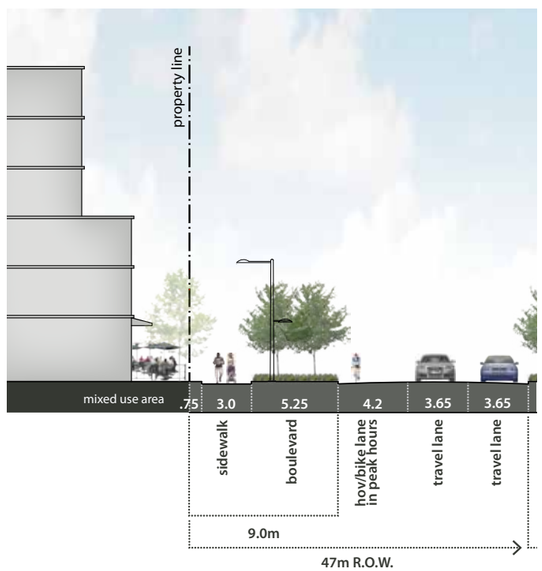


Figure 8: Dundas Street East - Cross Section (north side)

GATEWAYS

Gateways are important locations along these boundaries and edges that mark the entrance to the community. There are two effective entries into the neighbourhood; one at Dundas Street East and one anchoring the east end of Street A.

Although the west corner of the Dundas Street East entry is currently owned by the Region and identified on the diagram as a small cut out piece, there are ongoing discussions with the Region to acquire this property. In any event, development of the gateway location, including the east and west corners of the intersection will include built form and landscaping that enhance this role. This will include building placement, massing and design along with private and public landscaping that define street edge, reinforce the corners and encourage at-grade, active uses.

The gateway location at the west end of Street A is part of the Neighbourhood Activity Node. In this location, townhouses similar in massing and form as those on the west side of the street, will frame the north side of the street. Although the south side of the street is not included in the subdivision and is occupied by existing residential uses, these lands shall have similar uses / built form that reinforce the gateway, if and when they are redeveloped.

The east end of Street A is physically the edge of the subdivision, however, it is a mid-block location which, once development happens to the east, should not be markedly different from the rest of the block. Therefore built form and landscaping in this location does not warrant any particular gateway enhancements beyond what is suggested for the other lots along this block.

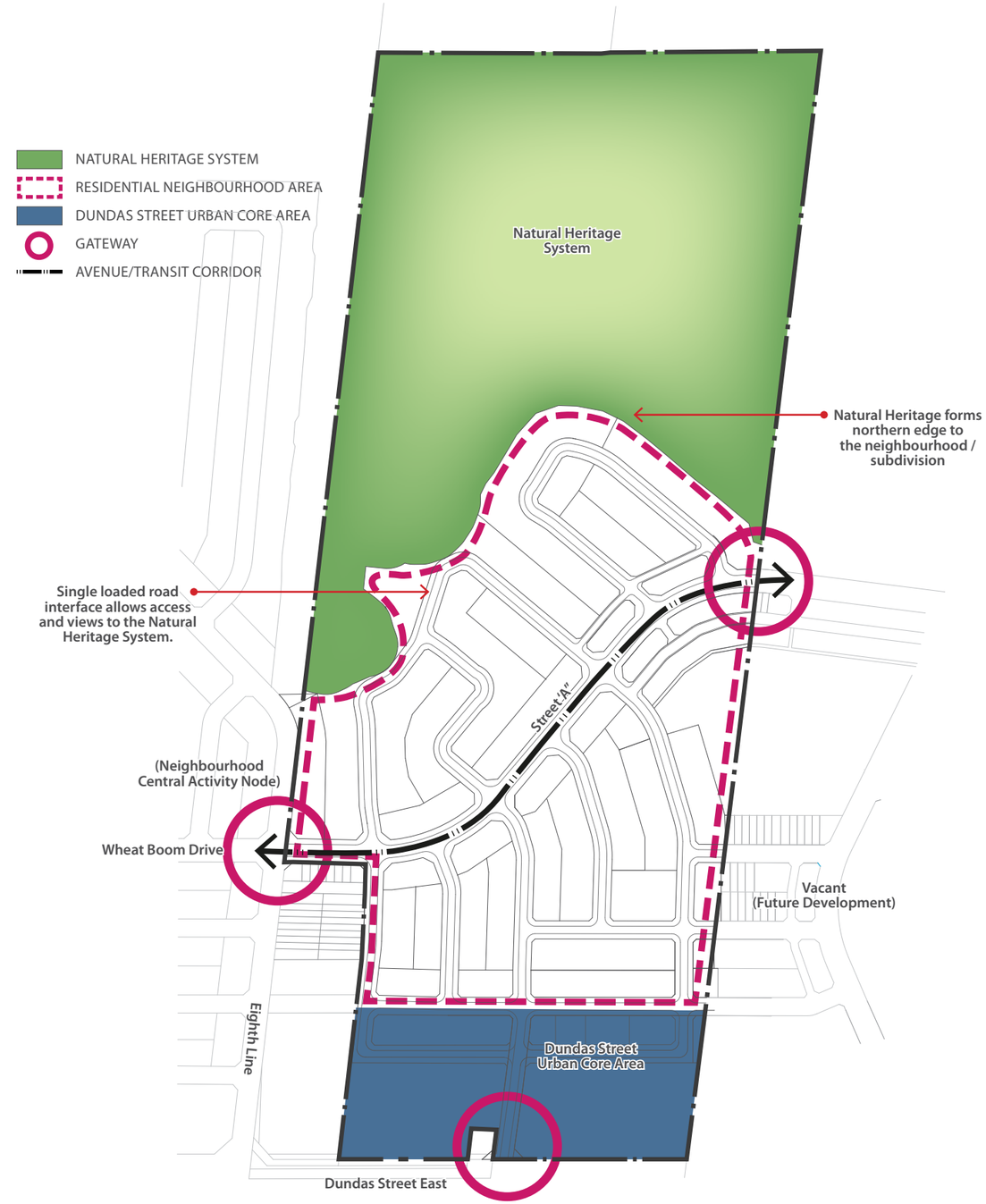


Figure 9: Community Boundaries

LAND USE DISTRIBUTION

Land uses and their distribution within the proposed subdivision are consistent with the Secondary Plan. This includes sub-urban and general urban residential areas located in the central portion of the lands, north and south of Street A, an urban core area located in the blocks located along Dundas Street East and parkland.

NODES / CENTRES

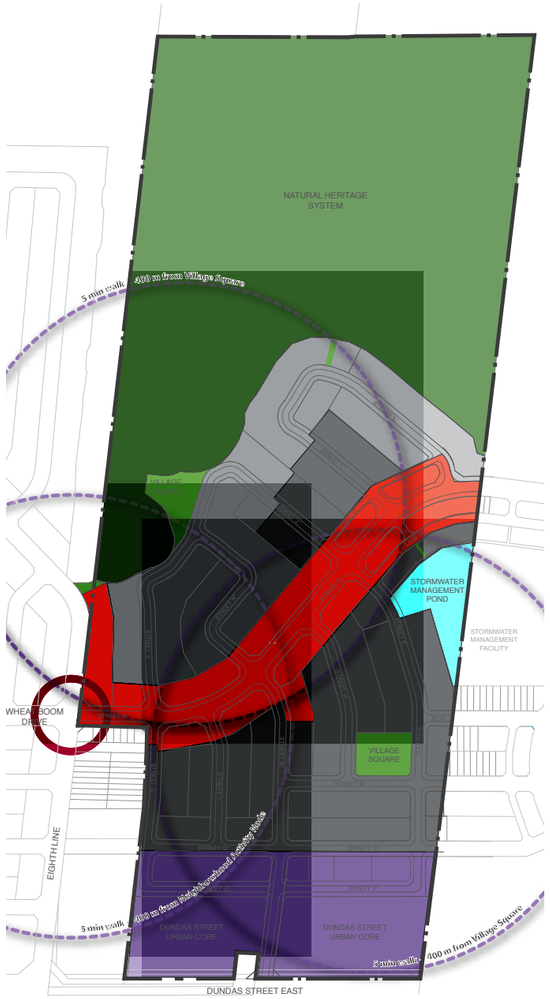
Nodes and centres, as identified in the Secondary Plan include the Dundas Urban Core Area, a Neighbourhood Centre Area and a Neighbourhood Activity Area.

The **Neighbourhood Centre** area, focused primarily along Street A, will be defined by townhouses that line both sides of the Street. These townhouses will consist of a combination of front loaded and rear lane forms that create a varied streetscape.

Townhouse forms continue up the east side of Eighth Line to form part of the **Neighbourhood Activity Node** located in the general vicinity of the intersection of Eighth Line and Street A.

In this location, the proposed townhouses will face the street and together with the existing townhouses on the west side, frame the view to the natural heritage to the north and provide front doors and windows that create eyes-on-the-street. While enhanced fencing and landscaping at the flankage condition on Street A will be designed to support a future transit stop, additional landscaping within the Eighth Line boulevard, in conjunction with signage and pavement markings, will delineate connection to the vista block / trail entrance at the north end of the street.

The blocks that comprise the **Urban Core Area** located along Dundas Street East, will include 4 to 6 storey buildings and a combination of surface and underground parking to support different uses. The tallest buildings will line the Dundas Street East edge to create an urban street wall and the shorter buildings will be located in the north part of the blocks to provide transition to the neighbourhood areas. The buildings adjacent to the neighbourhood areas will be residential in nature while those along Dundas Street East may be a combination of residential and mixed use buildings that have the potential to incorporate modest amounts of street related commercial / retail uses.



- DUNDAS STREET URBAN CORE AREA
- NEIGHBOURHOOD CENTRAL AREA
- GENERAL URBAN AREA
- SUB-URBAN AREA
- NEIGHBOURHOOD ACTIVITY NODE
- NATURAL HERITAGE SYSTEM
- PARK
- STORMWATER MANAGEMENT POND

Figure 10: Land Uses and Nodes/Centres

5 Development Master Plan

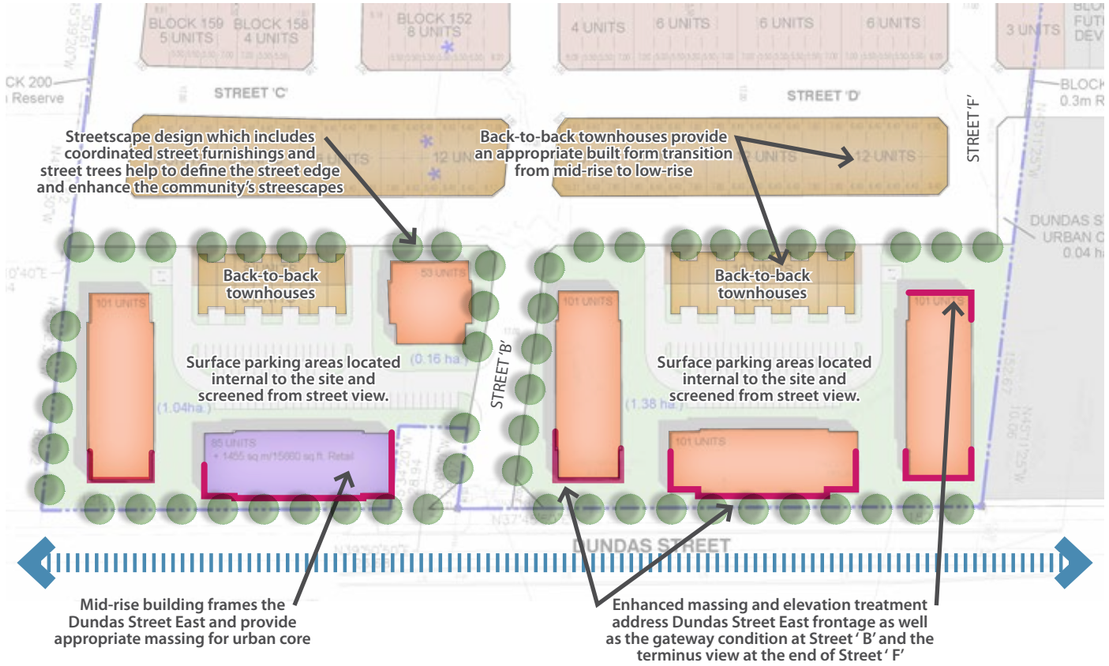


Figure 11: Dundas Urban Core Area Concept

STREET AND BLOCK PATTERN

The street and block pattern is generally consistent with the North Oakville East Master Plan which aims to create walkable and compact neighbourhoods that locate community amenities within walking distance of most residents.

The resulting neighbourhoods include the residential areas north and south of Street A, and the higher density area at Dundas Street East.

The neighbourhood north of Street A is focused on a village square that is located along the edge of the NHS while the neighbourhood south of Street A is focused on a village square and a stormwater management pond which are easily within walking distance of one another.

The street and block pattern is designed to be highly connected and permeable, supporting a pedestrian scaled environment and promoting walking and active transportation options. It is also designed to optimize and enhance views to the NHS, parks and open spaces which not only contribute to wayfinding but also to the character of the subdivision.

Views and vistas to parks, open space and the natural heritage system that are reinforced through the pattern of streets and design surrounding built form. The village square at the south of the community is designed with street frontages on three sides which allow views into the space unobstructed. A second village square is located along the single-loaded road that runs along the natural heritage system edge to the north, providing unobstructed views into the natural open space system.

Figure 12: Street and Block Pattern

5 Development Master Plan

STREET NETWORK

The street network is generally consistent with the North Oakville East Transportation Plan (Figure NOE 4) and consists of Street A, the main east-west collector road which is connected to existing Eighth Line and a series of local roads that are connected to Street A and to Dundas Street East.

The system of streets provides for connections to and through the neighbourhood and to the broader community; it includes:

- Dundas Street East, an existing major arterial / regional road and Primary Transit Corridor. This street will accommodate public transit and will have a higher level of public realm design, through the use of street trees, feature planting, paving, lighting and signage design.
- Eighth Line, an existing collector road extending from Dundas Street East north to the NHS and acting as a secondary transit corridor up to the Wheat Boom Drive intersection.
- Street A, a new 22m wide east-west collector road which extends existing Wheat Boom Drive toward the east along with its function as a secondary transit corridor.
- New local roads (Streets B to L) which are 17m wide, including the single-loaded road adjacent to the NHS, connecting the neighbourhoods to one another via Street A. These local roads form an important component of the public realm which, beyond serving a transportation function within the community, also provide places where its residents come together, interact and carry on their daily activities.
- New residential laneways (Laneway M to P) which are 11m wide, located in key locations parallel to Street A in conjunction with townhouse developments. The use of laneways creates variety within the streetscape, removes driveways and garages from the street frontage and allowing for smaller front yard setbacks that bring the buildings closer to the right-of-way.

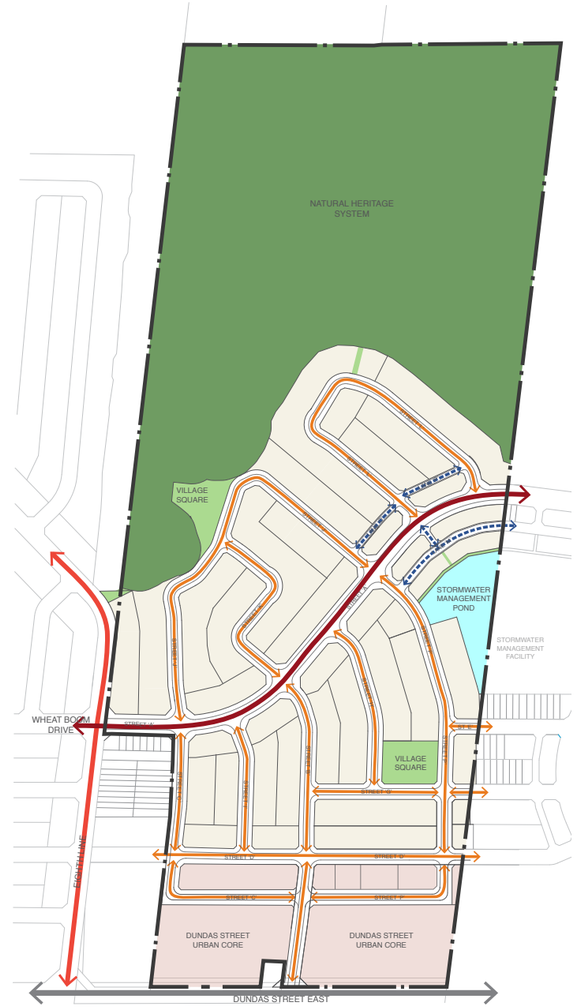


Figure 13: Street Network

PEDESTRIAN / CYCLIST NETWORK

The design of the subdivision incorporates strong connections that promote walkability and a healthy lifestyle. The village squares and stormwater management pond are connected by a network of open space trails, sidewalks and park paths that create a highly connected community and offers multiple connections and routes to navigate to and through the neighbourhoods. Trails and sidewalks are important components of the active transportation and pedestrian /cyclist network, contributing significantly to the connectivity of the community. The trails system will be based upon the North Oakville Trails Plan (updated 2019). This includes:

- A 'Major Trail', located along the southern edge of the Natural Heritage System;
- A 'Signed Bike Route', along Street 'A'; and,
- A Trail Connection / Trail Entrance located at the intersection of Eighth Line and the Natural Heritage System.
-

These trails will provide connection to the existing Major Trail located along the western edge of the Natural Heritage System and the Multi Use Path along Dundas Street East.

The final location and alignment of trails are subject to site conditions and approval of the Town and conservation authority.

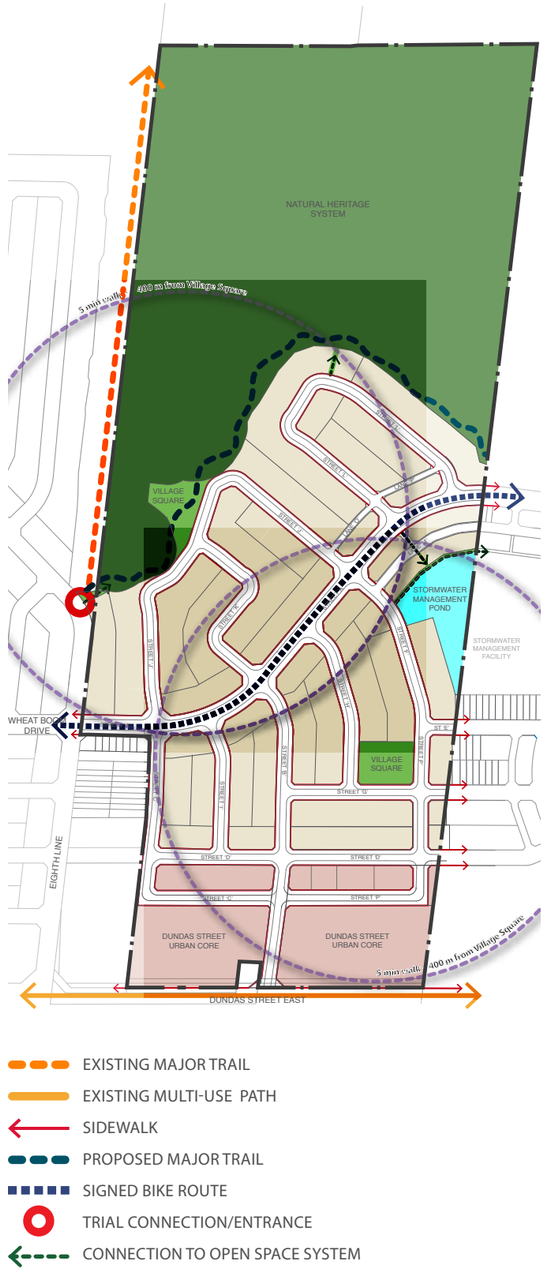


Figure 14: Pedestrian / Cyclist Network

5 Development Master Plan

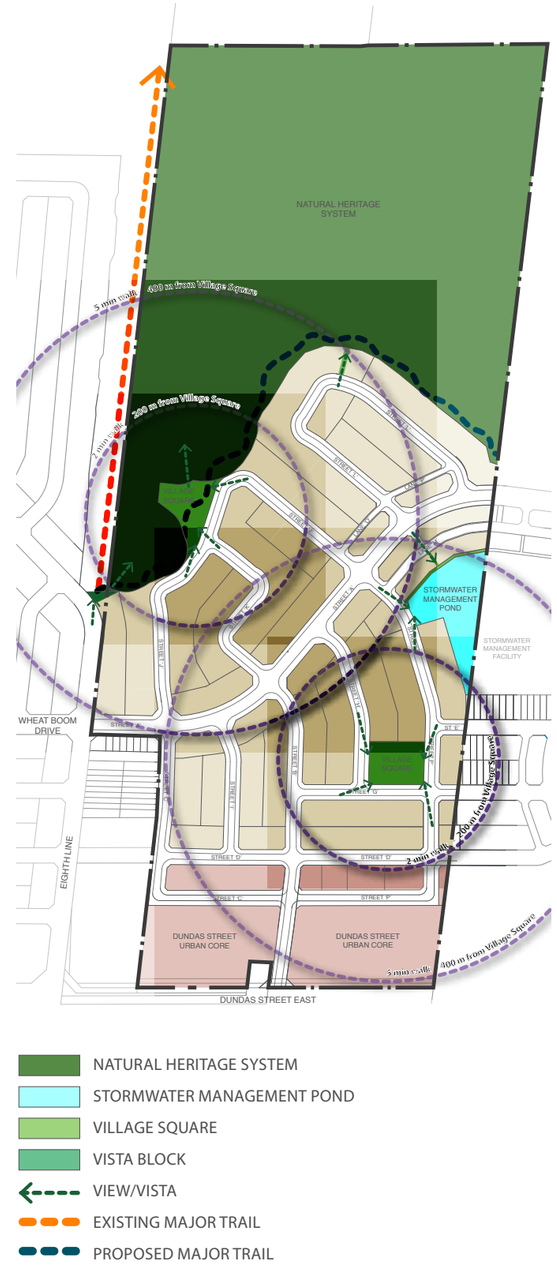


Figure 15: Open Space System

OPEN SPACE SYSTEM

The Open Space Network consists of:

- The natural heritage system.
- A storm water management pond feature that is shared with the neighbourhoods to the east.
- Two village squares acting as a focal points for the neighbourhoods.
- A vista block located on Eighth Line, acting as an informal open space and gateway to the trail system.

Natural Heritage

An important component of the Capoak / Redoak subdivision is the natural heritage system and open space areas. This natural heritage system is comprised of a core preserve area which runs through the entirety of the North Oakville East development and which links neighbourhoods together through the integration of trails. Within the Capoak / Redoak subdivision, the boundaries of this system have been preserved in accordance with the North Oakville East Secondary Plan.

Stormwater Management Pond

A stormwater management pond area is proposed in the east portion of the plan. These lands will be combined with lands that are in the adjacent plan, to form one contiguous stormwater management pond.

Once constructed in whole, the pond will contain a walkway block along the north boundary that will be important for neighbourhood connectivity, and provide planting opportunities that will contribute to the urban tree canopy.

The pond shall be designed to meet the requirements of the Town, and the following guidelines:

- Design should include a naturalized planting strategy that contributes to the appearance and ambiance of the neighbourhood.
- Design should incorporate trails, seating nodes / overlooks where appropriate.
- Wayfinding and interpretive signage may be provided to enhance the open space function of the pond feature.
- Fencing should not be constructed along the public street frontages.
- Public access may be combined with maintenance access / paths, where possible.

Village Squares
Two village squares are proposed for the community and are located to be within a 3 - 5 minute walk of the two neighbourhoods, north and south of Street 'A'. Both locations will create an open space focus for their respective residential areas.

While the Village squares shall consider the design directions outlined in Section 2.5 of the LBDM, they should also be designed to respond to their site specific conditions and the character of the surrounding built and natural elements.

Vista Block
A small open space, located at visual terminus of Eighth Line, is proposed as a community use / vista block in this key location of the community. As such it will function as a trail entrance and include areas for seating as well as signage and plantings.

Precedent: Naturalized Stormwater Pond

Precedent: Stormwater Pond Lookout

Precedent: Village Square

6 Public Realm Design

A comprehensive and well designed public realm reinforces the liveability of a community; it contributes to neighbourhood character and enhances pedestrian comfort. The public realm consists of streetscapes, parks and open spaces.

STREETSCAPES

The form and function of streetscapes shall be considered comprehensively.

The Town's planning, engineering and design standards shall apply; this includes:

- Switching Gears: Transportation Master Plan (2013)
- Active Transportation Master Plan (2009)
- Engineering and Construction Standards Drawing Manual
- Municipal Roadway Lighting Standards (2012)
- LBDM, Section 2.0 Design Direction for the Public Realm (2014)

In addition, the following design guidelines shall be considered:

- Wider travel lanes are located on both sides of the street to be used for parking during off peak hours on Minor Arterial Roads. Avenue Transit corridors and local roads incorporate a dedicated parking lane on one side of the street.
- Bicycle travel lane to be incorporated into the east/west Street 'A'.
- Transit stops should be located as close to intersections as possible, and their location coordinated with pedestrian walkway connections, trail heads and building entrances in conformity with City standards.
- Transit stops shall be designed to offer amenities such as seating areas, lighting and climate protection where it is possible and appropriate.
- On-street parking should be considered, throughout the community, for convenience, traffic calming and buffering between traffic and pedestrian zones.

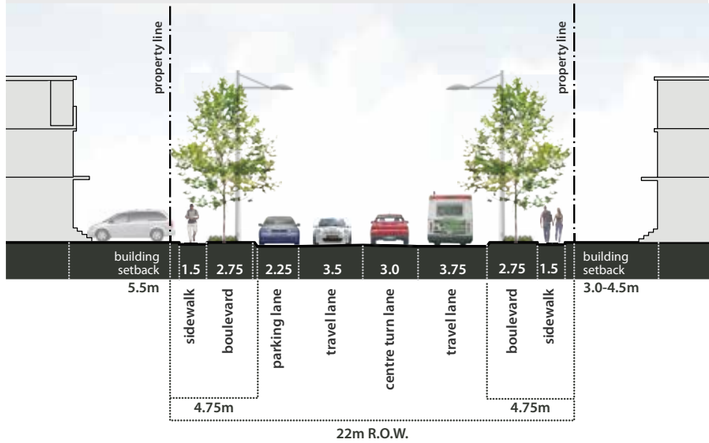


Figure 16: Street 'A' - Cross Section

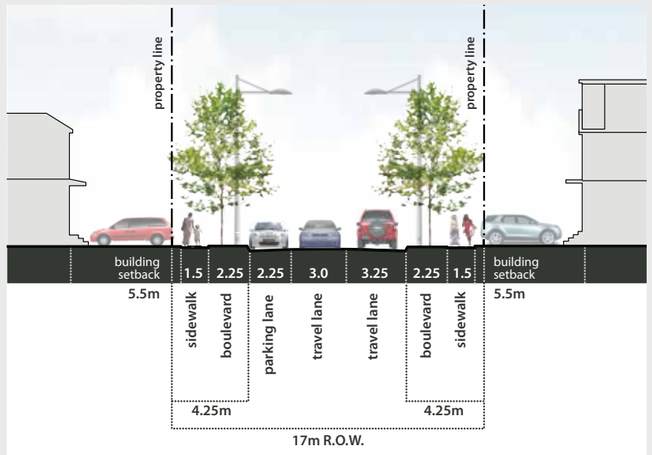


Figure 17: Local Street - Cross Section

- Buildings should be setback and oriented to create a continuous street wall and frame / enclose the pedestrian zone.
- Primary elevations and building entrances should be oriented toward the public street and / or prominent corners.
- All streets will accommodate pedestrian sidewalks and treed boulevards on both sides of the street.
- Public art should be considered for location of greater importance, such as gateway locations and public amenity spaces.

Street Furniture

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

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

- A coordinated family of street furnishings shall be provided, and include: lighting, benches, waste/recycling receptacles, bicycle lock ups, signage, etc
- Colours and styles of street furniture should be selected to help define a particular neighbourhood or amenity feature and to differentiate more urban mixed-use corridor functions from those of predominantly local road residential uses.
- Super mailboxes and trail heads should be designed in a manner that is consistent with the rest of the North Oakville East community. They should be located in primary public realm areas such as parks and storm water management ponds where possible, to provide gathering spaces in the neighbourhood and a chance for neighbours in the community to meet.
- Street lighting shall include roadway and pedestrian lights, coordinated in locations and designs.

Precedent: Tree Lined Street

Precedent: Building Framing the Street

Precedent: Coordinated Street Furnishings

6 Public Realm Design

Landscaping

The Capoak / Redoak subdivision provides further opportunity to enhance the public realm and strengthen the pedestrian realm, through private lot landscaping. This includes additional tree planting, shrub planting, fencing and other built features that provide transition from private to public areas.

- Along Street 'A' and Street 'B' consider a consistent landscape treatment to help create a unified / recognizable character and where flankage conditions occur, consider additional landscaping, including a second row of canopy trees.

Public landscaping guidelines are outlined in the urban design and open space guidelines section 3.10 Public Landscaping and mainly address urban tree planting and their role in connecting and integrating the open space and Natural Heritage System with the urban areas of the community. The guidelines also outline the importance of trees being incorporated into the public street design to frame all streets and pathways, to provide shade and comfort to pedestrians and to enhance the visual quality of the street.

- Street trees shall be planted within the boulevards of all streets, spaced to create a connected canopy at maturity.
- In addition to these guidelines, the North Oakville Urban Forest Strategic Management Plan should be consulted for further details on street trees and any public landscaping and will require consultation and coordination between the Town and the Developer.

Precedent: Gateway Element

Precedent: Public Art in park

6 Public Realm Design

GATEWAYS

The entry at Street 'B' and Dundas Street East marks an important gateway into the community and should consider the following design treatments:

- Coordinated landscaping and extended curbs.
- Special paving treatment
- Public art or an entry feature to mark the location.
- Enhanced built form treatment (see Building Treatment along Community Edges in this section of the document).
- The architecture of buildings shall incorporate special built form elements.
- The design of fences along the flanking side of extended curbs should be upgraded and coordinated with any gateway features.
- Driveways should not be located next to extended curbs.

PARKS / OPEN SPACE

The parks and open spaces in the Capoak / Redoak subdivision will be important public spaces that serve a social and recreational function. They provide focal points / destinations within the neighbourhoods, opportunities for greening and serve to enhance the character of the neighbourhoods.

- Consider reinforcing the focal aspect of parks by providing consistent and coordinated building designs that front onto these spaces.
- Ensure a sufficient tree canopy to provide shade.
- Use decorate paving materials to define pedestrian areas.
- Provide lighting fixtures to illuminate pedestrian areas and ensure safety.
- Coordinate furniture (lighting, seating, etc.) with the rest of the community.
- Consider incorporating public art elements.

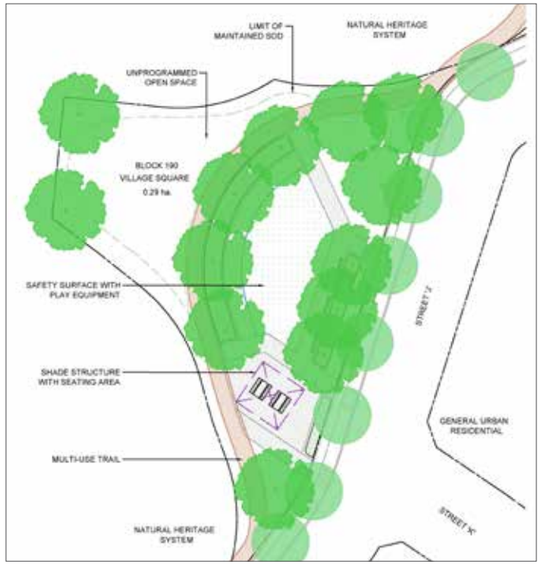


Figure 18: Village Square preliminary design concept (north)

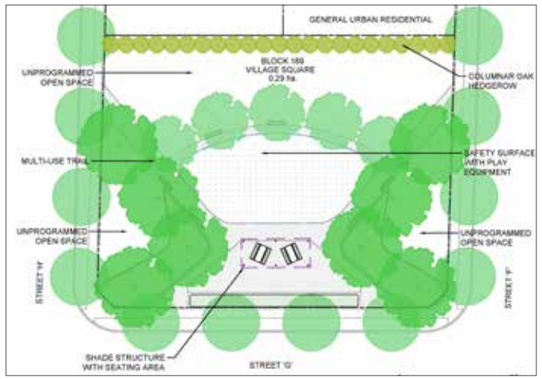


Figure 19: Village Square preliminary design concept (south)

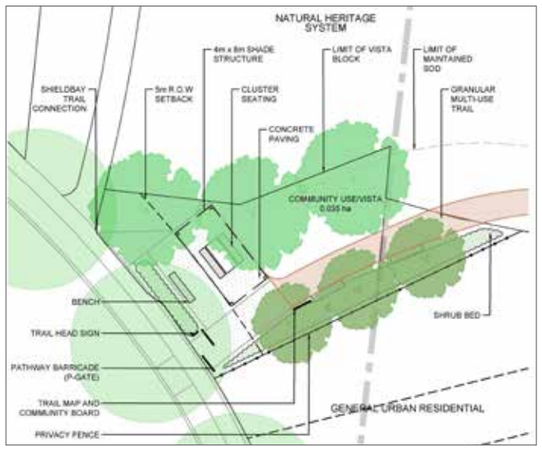


Figure 20: Vista Block preliminary design concept (north)

7 Built Form Design

BUILT FORM TYPOLOGIES

A distinguishing element of the Capoak / Redoak subdivision will be creative model designs that distinguish key areas of the plan, including the Neighbourhood Centre Areas (Street A), the Urban Core Area and the Neighbourhoods. Built form will also be used to frame public spaces, enhance important connections such as the portion of Eighth Line connecting to the Vista Block, and to help establish the character and identity for the community.

SINGLE DETACHED - 11.0M & 8.5M (36FT & 31FT)	116
STREET TOWNHOUSES - 6.1M & 5.5M (20FT, 18FT)	334
REAR LANE TOWNHOUSES - 6.1M (20FT.)	51
BACK TO BACK STACKED TOWNHOUSES - 6.4M (21FT.)	74
FUTURE DEVELOPMENT	11
TOTAL UNITS	**586**

Figure 21: Built Form Typologies

BUILDING TYPE, STYLE AND DESIGN

Built form design should reinforce the character of the public realm as pedestrian-oriented public spaces. As such, the architectural expression should work together with the community design to produce the desired aesthetic. The following guidelines speak to how built form should address the public realm (streets and open space).

ARCHITECTURAL STYLE

- The architectural style should include a variety of expressions and building types to create diversified and attractive streetscapes;
- The architectural style should be consistent in the community. Designs of residential units and their relationship to one another should be considered on a streetscape level, ensuring that all models are visually compatible and integrative yet provide visual variety through massing and roof forms.

VARIETY OF HOUSING TYPES

Throughout the community there will be a range of residential forms. In order to develop a community that has variety and yet a consistent level of quality, consideration must be given to some recurrent elements that will be found in and correspond to each residential house type.

Contemporary designs may be considered pending review by the Control Architect. Some of the following elements will need to be present on proposed designs:

- Identical models may appear a maximum of three times per row of ten single-detached units;
- Identical units may not be located on adjacent or directly opposing corner units;
- The use of materials and colours that are consistent with the architectural style of the unit;
- To emphasize doorway entries, designs may include flat canopies with deep overhangs and massing elements such as a cantilevered upper storey or recess;
- Flat roof designs will also be permitted where appropriate to the design of the unit; and,
- The elevations shall provide a balanced facade composition with large windows to emphasize the unit design's massing.

7 Built Form Design

Precedent: Example of a recessed garage condition on contemporary townhouse design.

Precedent: Example of a flush garage condition

Precedent: Contemporary design with front garage condition

GARAGES + DRIVEWAYS

The design of garages can have a major impact on the visual character of the individual unit and the collective streetscape. Therefore, the design and material of garages must complement, not dominate the main unit to assist in creating a cohesive and pleasant streetscape.

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

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

Front + Detached Garages

- All garages shall be flush or recessed from the main wall face of the unit.
- A second storey, built over the garage, can be setback a maximum 2.5m from the front face of the garage.
- The area built over the garage should cover approximately 75% of the garage width. Exceptions will be made on a limited basis where it is architecturally appropriate, and subject to review by the Control Architect.
- All garage doors shall be single doors. For two car garages, two single garage doors may be used.
- The maximum width of a driveway shall be as per Town standards.
- A variety of materials for driveway treatments is encouraged.
- Driveways should be located on the lot furthest from parks, open space features, public walkways, schools and intersections.

BUILDING ENTRANCES

Front Entries

- Front entry elements shall be articulated through the use of framing materials, colour and built form including porches and porticos, arches or articulated front steps.
- Steps shall be designed as an integral component of the unit and, in proportion to the overall unit design.
- Where more than three risers leading to the porch are required, these steps shall be poured in place or precast unit steps (with a ledge for masonry veneering) and shall have ground floor masonry cladding returned on the exposed side of the steps.

Porches and Entry Features

- Porches on detached units shall be a minimum of 1.5m depth, although a 1.8m depth is encouraged.
- All railings shall be maintenance-free, pre-finished railings with a range of colours.
- Entry features shall be articulated through detailing and/or a variation of materials.
- An exposed frieze detail is required at the top of the support columns on the underside of the porch roof soffit.

WINDOWS AND DOORS

- Single entry doors are encouraged to incorporate sidelights and/or transoms. Where these are not possible due to floor plan arrangement, a vision panel (glazing) shall be provided in the entry door.
- Sliding doors are not permitted on front or flankage elevations that face street frontages.
- Window styles and materials should be in keeping with the architectural style and be proportional to the overall elevation.
- A variety of window styles shall be used, such as casement, single and double hung windows, various muntin bar styles, transom details, stack bond brick surrounds, keystones, sill detailing, etc..
- The use of fake windows or "black glass" windows shall be avoided.

Precedent: Colour palettes and materials are well coordinated with the architectural expression

EXTERIOR COLOURS + MATERIALS

- A variety of materials is encouraged including brick, stone, high quality fibre cement siding (i.e. hardi-board), and stucco. Other materials will be considered and are subject to approval by the control architect.
- Where hardi-board or stucco are used, a masonry base of either brick or stone shall be provided
- Material changes along vertical or diagonal lines are discouraged except to differentiate tower features, bay windows and other additions.
- On interior lots, the material used for the front facade shall wrap around the building side a minimum of 1200mm (4'-0"), to a change of wall plane or a rain water leader, on interior side elevations.
- Generally, there should be one or two types of wall cladding on a unit with a third being allowed for architectural features or accents only.
- Masonry detailing in keeping with the style of the building is encouraged including: base corbelling, belt coursing, precast quoining, precast sills and surrounds, lintels and keystones.
- Use of keystones in large opening surrounds, such as over large windows or double car garages, is encouraged.
- The base of a building shall have masonry wall cladding to within 250mm to 300mm of finished grade. Where grade conditions apply the brick/stone shall be stepped at intervals to within this same range.
- Chimneys located on exterior walls are to be constructed of brick and must have proper detailing such as precast caps.

Exterior Colours

- A variety of colour packages shall be offered to avoid monotony within a community.
- Identical colour packages must be separated by three lots.
- Different material colours of the same colour package shall be harmonious and compatible. There shall be no jarring contrasts.
- Front doors shall remain the focus of the front elevations and enhanced by way of door colour, entry design and porch detailing.
- Garage doors should have a more neutral colour which blends with the main cladding material of the building.

Roof Details

- A variety of roof configurations is required including accent gables dormers, porches and variation of roof ridges both parallel and perpendicular to the street. Accent materials in gables such as decorative materials is encouraged.
- Front to back roof pitches are encouraged to be a minimum of 6:12. Side slope roof pitches are encouraged to be a minimum of 10:12.
- Roofs and entry features should reflect the nature of the design style.
- Flat roofs and entry canopies are encouraged when contemporary designs are contemplated.
- The soffit shall have a consistent minimum overhang of between 225mm (9") and 300mm (12").
- Stacks, gas flues and roof vents shall be located on the rear slope of the roof where possible. , or least visible slope, and be coordinated with roof colour. Gas flues should be located as close to the roof ridge as possible to minimize their height.
- False dormers shall be avoided.

Utility / Service Meters and Units

- Where possible, townhouse blocks should have utility and service meters discretely grouped in one location where their presence has been architecturally addressed through a wall recess, enclosure and/or, where appropriate, a small roof overhang.
- Utility meters should be incorporate into the architectural design to limit exposure to public view and keep in scale with the elevation on which it is located.
- Consider centralized remote monitoring for utility meters.
- Wherever possible, locate gas/utility meters so as not face any public street.

Precedent: Use of architectural design elements create opportunities to screen utility meters.

Precedent: Walls incorporated into the design to screen utility meters.

Precedent: Discretely gang utility meters where possible.

FOCAL LOT UNITS

Focal lots will include lots at corners, gateways or adjacent to open spaces. The following guidelines shall apply to all exposed elevations.

- Exposed elevations shall be highly articulated. A combination of fenestration, changes of plane, bay windows, material changes and dormers may be used to achieve this objective.
- Side and rear elevations visible from the street/open space shall have consistent and continuous main massing materials and architectural details as per the front.
- Material changes on exposed elevations shall occur at a change of plane.
- Active living spaces shall be located along exposed walls.
- Exposed elevations shall avoid flat facades.
- Utility meters shall be located on the interior side elevation away or screened, from public view.

Gateway Lot

Gateway units are units located at the entry to a community from the surrounding roads. Gateway units shall be designed with the following principles in mind:

- Gateway units shall be given special consideration in architectural design, massing, orientation, siting and materials, and shall be of high architectural quality;
- Pairing of similar model units on lots directly opposite each other to establish and enhance a gateway condition is encouraged;
- Entry elements, where appropriate shall be encouraged to produce interest in the facade as well as to help define the entrance to the community / neighbourhood; and,
- The architecture and landscape of a building shall, where possible, coordinate with the architecture and landscaping of a community entry feature.

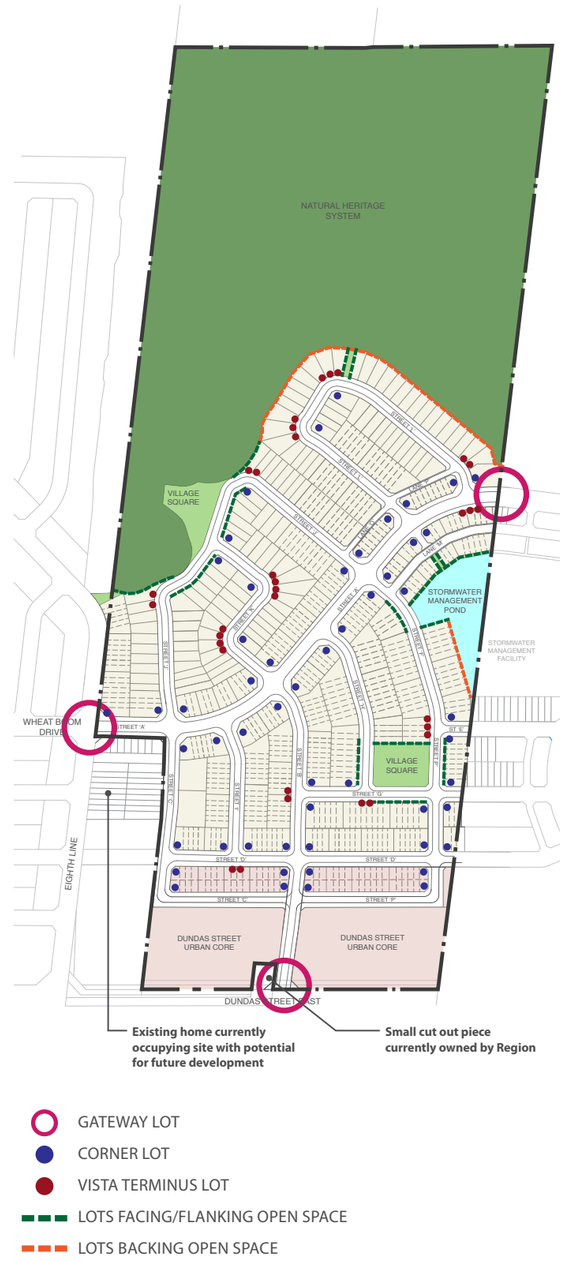


Figure 22: Focal Lots Units

Corner Lot

- Special model designs specifically for corner lot conditions shall be developed for corner lots with at least two elevations per model.
- A front door is encouraged on the side elevation of the house with access to the sidewalk.
- Corner unit designs shall have an option for a wrap-around porch.

Lots Facing / Flanking Open Space

Building elevations that front or flank onto Village Squares and the Stormwater Management Pond shall be designed to promote 'eyes on the space', have enhanced designs on all elevations exposed/visible from the public space and incorporate special landscape treatment. Additionally, the following shall be considered:

- Front elevations, and where possible side elevations, facing parks and open spaces shall incorporate an inhabitable porch to visually address these features.
- The location of porches, windows and entry doors of units, surrounding parks and parkettes will provide opportunities for overview and safety.
- Driveways of homes adjacent to parks/open space should be located on the opposite side, furthest away from the public space.
- Window openings on elevations facing public space should be maximized to provide a sense of overview and safety.
- Units on the same block facing a park / open space should be similar in height, massing and design.
- Decorative fencing along any shared front or side property line.

Lots Backing Open space

Building elevations that back onto the Natural Heritage System and the Stormwater Management Pond shall be designed to promote 'eyes on the space' and have enhanced elevation design (i.e. architectural details, proportions and materials) similar to that of the front elevations. Additionally, the following shall be considered:

- Window openings should be maximized to provide a sense of overview and safety.
- Units on the same block backing onto open space should be similar in height, massing and design.

Precedent: Corner building

Precedent: Corner building

Precedent: Building facing park / open space

7 Built Form Design

View Terminus Lots

View terminus lots include lots located at"T' intersections and at the curb of Elbow Streets.

- Units sited on the curb of elbow streets should be considered as a group to create a transitional view-line.
- Driveways and garages should be located away from the view terminus, with the main emphasis on units and landscaping.

Precedent: Built form at a T-Intersection

Precedent: consistent built form facing a park

8 Implementation

SUBDIVISION AGREEMENT

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

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

DESIGN REVIEW PROCESS

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

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

Prior to Draft Plan Approval:
a. the Urban Design Brief must be revised and finalized to the satisfaction of town staff.

Prior to sales and marketing:

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

    i. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;
    ii. the control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction;
    iii. the control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review;
    iv. the control architect will discuss with Town staff any identified issues; and,
    v. the builder will submit drawings stamped/signed by the control architect with the building permit application in accordance with the foregoing.

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

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

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

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

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

Please note that additional language may be provided by staff to further describe the review process.

Urban Design Brief
Redoak G & A Inc., Capoak Inc.
August 2020