

North Oakville East

COSCORP JOSHUA INC.

Urban Design Brief



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GARVILLE

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1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

1.1 Introduction

The Coscorp Joshua Inc. subdivision (also referred to as the Rampen Draft Plan) is located south of Burnhamthorpe Road East, between Trafalgar Road and Ninth Line, and will form a component of the broader North Oakville Secondary Plan Area (see Figures 1.2a & b). The site is immediately south of the existing Joshua Creek Heritage Art Centre which will be retained and preserved.

This Urban Design Brief (UDB) is submitted as part of the development application and will address the residential Draft Plan of Subdivision for the subject lands. The UDB provides design direction for the implementation of the design vision for the proposed development and supplements the North Oakville Urban Design and Open Space Guidelines (Brook McIlroy, November 2009).

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

The UDB emphasizes and details the integral elements that will help create an innovative, walkable, transit-friendly environment with mixed residential densities.



Fig. 1.1a - Study Area Location Plan

1.2 Design Vision

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



Fig. 1.2 - Conceptual Design Vision for the Coscorp Joshua Inc. development

1.3 Guiding Principles & Objectives

The subject lands have been designed to be an integral part of the larger communities of North Oakville, the Town of Oakville and Halton Region communities. In order to achieve this, the following community guiding principles and neighbourhood objectives have been established:

1.3.1 Community Guiding Principles

- **Create a sustainable natural and open space system** by recognizing the importance of the floodplain and the established NHS within and outside the study area, as well as the need to protect these existing resources to benefit future generations.
- **Provide access and visibility to open space** by recognizing the importance of developing physical (interconnected trail system, street network) and visual access to open spaces; these spaces are supportive of an improved quality of life and promote physical activity by providing recreational opportunities for residents.
- **Create a sustainable transportation network** by provide residential densities to support the use of transit and reduce vehicular trips.
- **Create compact pedestrian-scaled neighbourhoods** through public and private realm design initiatives that encourages community interaction and fosters a sense of place for the neighbourhoods and surrounding North Oakville development areas.
- **Provide a variety of housing** by implementing a range of housing types, styles and densities that contribute to the character of distinct neighbourhoods.
- **Preserve and extend residential enclaves and cultural heritage** by recognizing the importance of creating well-planned neighbourhoods that promote the character of the site and by preserving the functions of the Joshua Creek Heritage Art Centre, contributing to a unique sense of place.
- **Provide a vital setting** by recognizing the role of natural features of the site and surrounding area, connections to other neighbourhood amenities such as the park, school and Neighbourhood Centre area within the adjacent development to the east and preserving the Joshua Creek Heritage Art Centre to the north. Together, these features provide a community-wide focus for residents.

1.3.2 Neighbourhood Objectives

A set of key neighbourhood objectives has been established as part of the Coscorp Joshua Inc. study. These are summarized as follows:

- **Natural Heritage and Open Space System** - protect and enhance the NHS, open space system and floodplain by providing visually and physically interconnected open spaces throughout the community.
- **Trail Network** - path and trail connections will be established within the study area that are an integral link for the comprehensive North Oakville trail network.
- **Village Square** - integrate a centrally-located park space that will provide active and passive uses, and serve as important recreational and social focus areas for residents.
- **Transit Supportive Development** - foster transit usage by employing an interconnected and permeable active transportation network with route options to future transit stops.
- **Streets** - a modified grid street pattern that provides logical, safe and convenient access to community facilities and natural features beyond the study area.
- **Integration** - ensure the physical fabric and land uses within study area integrate appropriately with adjacent proposed development and the existing Joshua Creek Heritage Art Centre.
- **Diversity** - provide a range of housing opportunities within close proximity of community amenities (transit, parks, schools, trails, natural features and future employment uses).

2.0 CONTEXTUAL ANALYSIS

2.1 Study Area

The Coscorp Joshua Inc. Draft Plan of Subdivision, also known as Rampen Draft Plan, occupies an area of 15.47 hectares (38.22 acres). An additional 5.77 hectares (14.26 acres) located to the north of the subdivision will be retained to preserve the Joshua Creek Heritage Art Centre (not a part of the plan of subdivision).

2.2 Existing Natural Features, Topography & Vegetation

The existing topography and vegetation includes gently rolling farmland with hedgerows. Significant existing natural features, including the Joshua Creek Floodplain, have been designated in the south, northeast and west portions of the study area and within the adjacent lands. The southern portion of the site also contains a woodlot area. All natural features will be preserved and buffered from development. The removal of tableland vegetation will be required to facilitate the proposed development

2.3 Surrounding Land Uses & Built Form Character

The study area is bounded to the north by the Joshua Creek Heritage Art Centre (further north is Burnhamthorpe Road E.), to south by existing natural features (Natural Heritage System Area), to the west by a floodplain and existing rural residential and agricultural lands to the east and west. Land uses in proximity to the study area consist of future development parcels to the east and west (with residential, parks, schools and open space). Built form in the surrounding future residential developments will include a variety of single detached homes and townhouses. The proposed land uses within the study area and within the adjacent lands are consistent with the North Oakville East Secondary Plan. The block pattern and street layout for the subject lands has been coordinated and integrated with surrounding development proposals and respects the established Joshua Creek Floodplain Area.



Fig.2.3 - The Joshua Creek Heritage Art Centre is located immediately north of the Subject Lands

2.4 Views & Vistas from the Site

Given the extensive NHS lands along the south, northeast and west portions of the study area there are opportunities to preserve the views and vistas to these features. Additionally, views to the Joshua Creek Heritage Art Centre will occur along the north portion of the site. The NHS will directly inform the proposed road network and views will be maintained from streets and public open space where feasible to these features. A Village Square (shared with the Mattamy development to the east) is centrally located in a highly visible area surrounded on 3 sides by roads. Refer to Fig. 6.1 for potential viewsheds and view corridor opportunities for the Coscorp Joshua Inc. development master plan.

2.5 Gateways & Landmarks

Since the Coscorp Joshua Inc. development is intended to be integrated into the surrounding residential communities, traditional landscape gateway elements will not be a component of this proposed development. Enhanced built form may serve to signify the entry into the community from the north where the future extension of Street 'A' will ultimately intersection with Burnhamthorpe Road E. The existing Joshua Creek Heritage Art Centre will be retained on a large parcel of land and will retain its status as a landmark facility and provide a recognizable sense of place within the community.

2.6 Transportation Networks

The proposed Coscorp Joshua Inc. development will enable convenient linkages through the configuration of local roads and avenue / transit corridors (Streets A and C). Street A runs north-south and will ultimately connect with Burnhamthorpe Road E. Street C runs east-west through the northern portion of the subject lands and forms a connection with adjacent developments to the east and west. Although there are no public transit services running through or adjacent to the subject lands, in the fullness of time bus services will be implemented within the community. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater community.

3.0 POLICY CONTEXT

The proposed Coscorp Joshua Inc. subdivision 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 East Secondary Plan

The North Oakville East Secondary Plan establishes detailed planning objectives to guide future development in the area. It also outlines the conditions which must be met prior to any development proceeding.

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 this new neighbourhood 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. The following key elements within the Coscorp Joshua Inc. subdivision plan are consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

7.2.3.2 Residential

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

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

- *The subdivision plan for Coscorp Joshua Inc. recognizes that the primary purpose of the NHS is to protect and preserve key ecological features and, where appropriate, enhance and expand upon this natural environment. Protecting this system will also contribute to the enhancement of air and water resources, and provide for limited passive recreational needs. Additionally, a Village Square will be shared with the adjacent subdivision to the east (Mattamy).*

7.5.4 GENERAL DESIGN DIRECTIONS

- *The development is based on a modified grid road system with the orientation responding to the topography and the NHS features on the north south and west of the subject lands. As specified in the Secondary Plan, the proposed road network does not include cul-de-sacs (temporary cul-de-sac will be removed when adjacent lands to the west are developed).*

7.5.12 NEIGHBOURHOODS

- *A range of lot sizes, building types, architectural styles and price levels is provided to accommodate a more diverse socio-economic resident segment. The proposed development includes a mix of townhouses (6.1m) and single detached dwellings (9.8m - 11.6m lots).*

3.2 North Oakville Master Plan

The North Oakville East Master Plan forms the basis for Coscorp Joshua Inc. draft plan. The design and structure of the Coscorp Joshua Inc. subdivision generally 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. The community is largely consistent with this master plan with respect to the allocation of land uses and the general road structure. These land uses are designated as follows:

- General Urban - predominantly lower density residential, development will be at lower densities than those found in a Neighbourhood Centre designation;
- Sub-Urban - primarily residential with typically the lowest density product;
- Village Square;
- Joshua Creek Floodplain Area;
- Natural Heritage System Area.



Fig. 3.2 - Study Area Context within the North Oakville Master Plan

3.3 North Oakville Urban Design and Open Space Guidelines

The North Oakville Urban Design and Open Space Guidelines outline the physical design components necessary for the development of a high quality, sustainable and integrated community. They provide a detailed set of objectives, illustrated recommendations and guidelines that will greatly expand the Town's capacity for urban living, employment and recreation, by implementing the broad policies of the North Oakville East Secondary Plan. Individual development applications must be evaluated according to relevant urban design principles and open space guidelines.

3.4 Livable By Design Manual

The Livable by Design Manual (LBDM) applies to all development proposals that are subject to approval by the Town. The purpose of the LBDM is to visually articulate the strategic direction and design objectives of the Livable Oakville Plan and North Oakville East and West Secondary Plans (collectively referenced as the Town's Official Plan). Part A and C of the manuals apply to Coscorp Joshua Inc., 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.

3.5 North Oakville Urban Forest Strategic Management Plan

The North Oakville Urban Forest Strategic Management Plan is a high level strategy and planning study prepared to provide the Town of Oakville with recommendations and guidelines for achieving a sustainable, healthy urban forest for the North Oakville lands. This strategy is an extension of the Town's long term vision to achieve its 40% tree canopy coverage target.

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 the Coscorp Joshua Inc. subdivision incorporates these broader best-practice guidelines as outlined in the following categories:

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

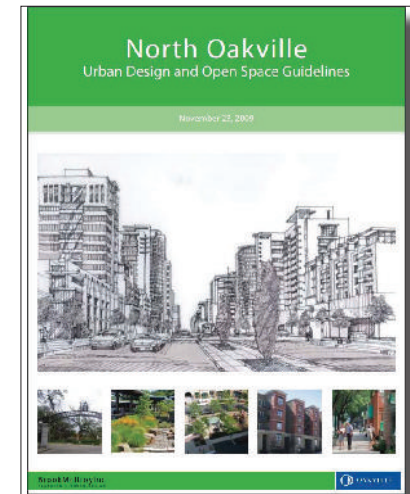


Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines



Fig. 3.4 - Livable by Design Manual

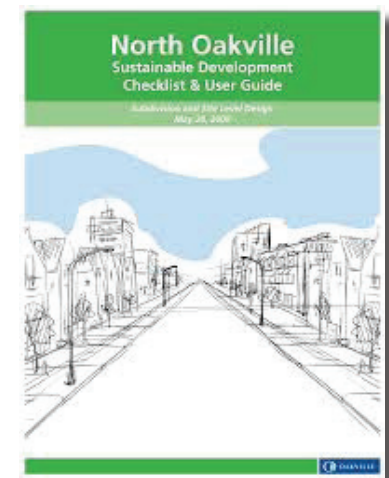


Fig. 3.6 - North Oakville Sustainability Checklist

3.7 North Oakville East 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 in the area of the subject lands includes multi-use trails, major trails and minor trails, as well as a network of on-road cycle lanes and bike routes. Refer to Fig. 6.1 Active Transportation Plan for more details on the proposed location of these trails in the development master plan.

The east-west Major Trail through the centre of the Rampen lands cannot be provided as it was associated with an optional east-west linkage in the NHS. The proposed NHS will instead follow the Linkage Preserve Area related to the existing Joshua Creek Tributary alignment to the northeast and that optional east-west NHS linkage is not provided on the plan. The function of the Major Trail will be replicated along the NHS associated with the existing watercourse that bounds the north end of the Plan of Subdivision.

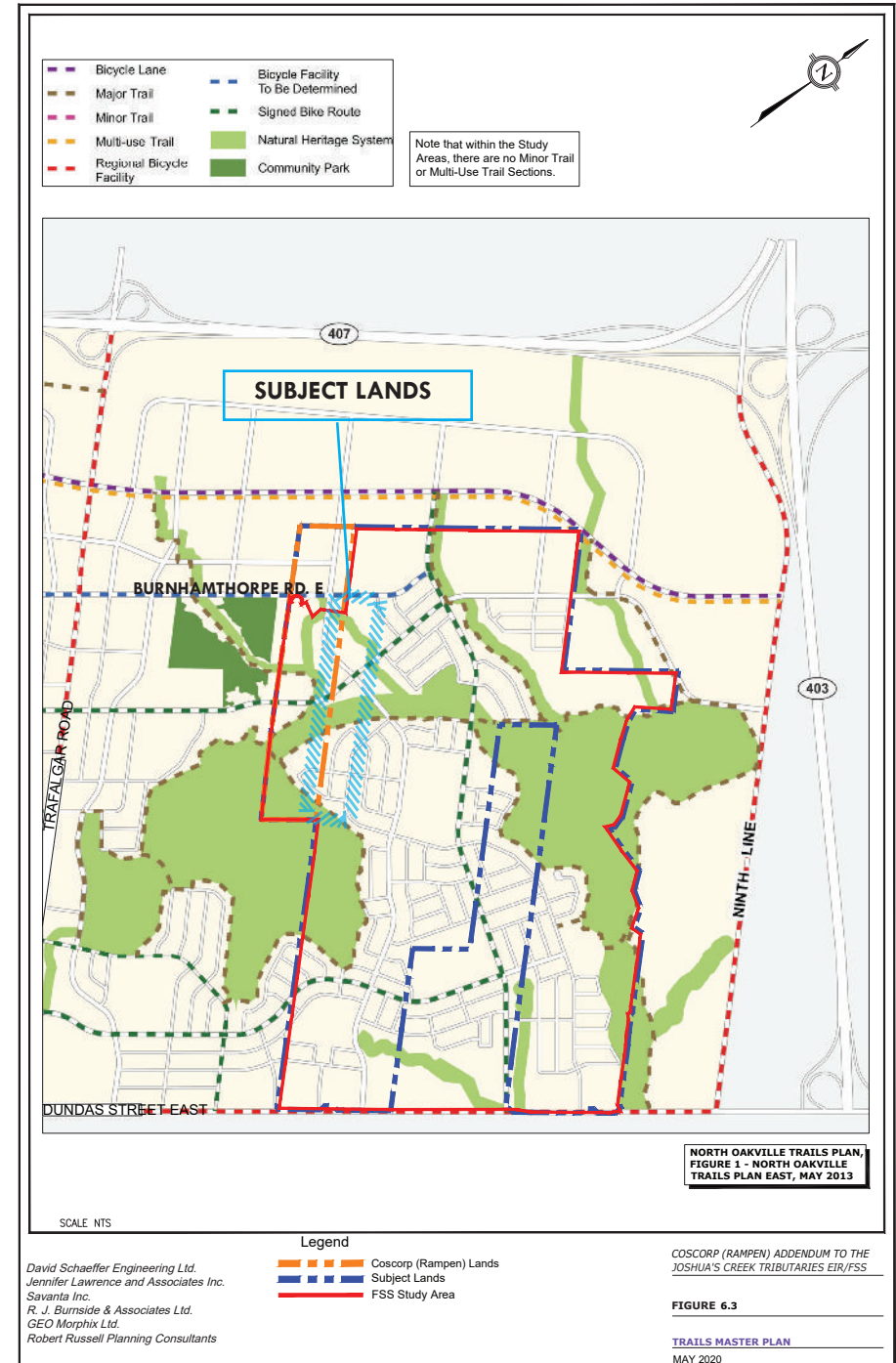


Fig.3.7 - Location of Subject Lands within the North Oakville Trails Plan - East

4.0 DEVELOPMENT FRAMEWORK

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

4.1 Boundary Interface / Future Adjacent Residential Community

The NHS, the Joshua Creek Heritage Art Centre and future adjacent residential development planned beyond the north, south, east and west interfaces of the Coscorp Joshua Inc. development have directly influenced the structure and layout of the community. Planned as an integrated community, residential land uses and the street network within the subject site reflect a coordinated pattern for all surrounding development, consistent with the North Oakville East Secondary Plan.

4.2 Pattern of Land Uses

The Coscorp Joshua Inc. development will be characterized by a mix of land uses that will define the character and function of this neighbourhood within the North Oakville Community. These uses include:

- **General Urban Area** - single-detached and street townhouse dwellings;
- **Sub Urban Area** - single-detached dwellings;
- **Natural Heritage System** - occupying the northeast and south portions of the site. These NHS features will include a tributary of the Joshua Creek to the northeast and a heavily wooded wetland to the south. These open space features extend into the adjacent lands surrounding the study area;
- **Joshua Creek Floodplain Area** - occupying the northwest portion of the site and extends into the adjacent property to the west;
- **Village Square** - a village square is located along the eastern boundary of the neighbourhood (southeast corner of Streets D and F) and provides passive recreation opportunities and social focus areas; and,
- **The Joshua Creek Heritage Art Centre** is located outside the subdivision limits but forms part of the north end of the study area.

Low-density residential forms (single detached and street townhouses) will comprise the majority of the developable land area within the study area. These forms will typically be front-loaded dwellings on lots with varying sizes, with front facades and driveways accessed from the local street network. In addition to the proposed low-density residential forms, the surrounding Joshua Creek Floodplain Area, the NHS, the village square and Joshua Creek Heritage Art Centre will reinforce the character envisioned for this new neighbourhood as described in the following sections.

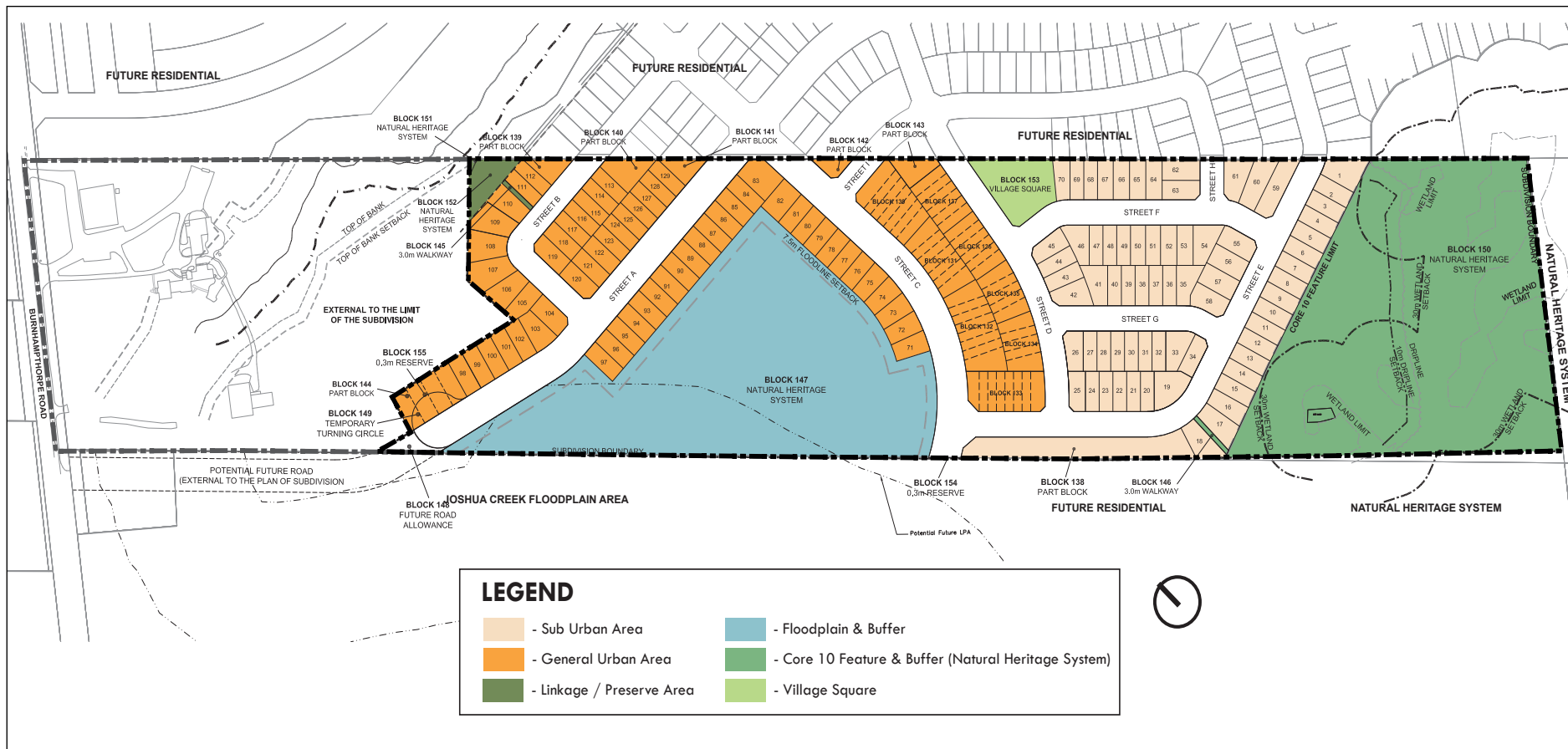


Fig. 4.2 - Land Use Plan

4.3 Street Network

The proposed subdivision plan does not have frontage onto existing roads and therefore, the road network will be defined by the proposed street pattern established in the North Oakville Master Plan and coordinated with adjacent future development areas to the east and west. One deviation from the North Oakville Master Plan is the elimination of a proposed east-west collector road through the northern portion of the site and into the Mattamy site to the east.

The primary roads within the study area are Streets A and C, which are classified as an Avenue / Transit Corridor that provides linkages to the surrounding neighbourhoods and a potential future linkage to Burnhamthorpe Road East (Street A only). This new neighbourhood will be well-served by a future transit corridor located within a 5 minute walk to all area residents.

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

- Local Roads - 17.0m R.O.W. ; transportation corridor and neighbourhood social focus.
- Avenue / Transit Corridor - 22.0m R.O.W. (Streets A and C).
 - Avenues / transit corridors serve to disperse traffic away from local streets.
 - For 22m R.O.W.: 2 travel lanes / 2 parking lanes / 4.5m boulevard.

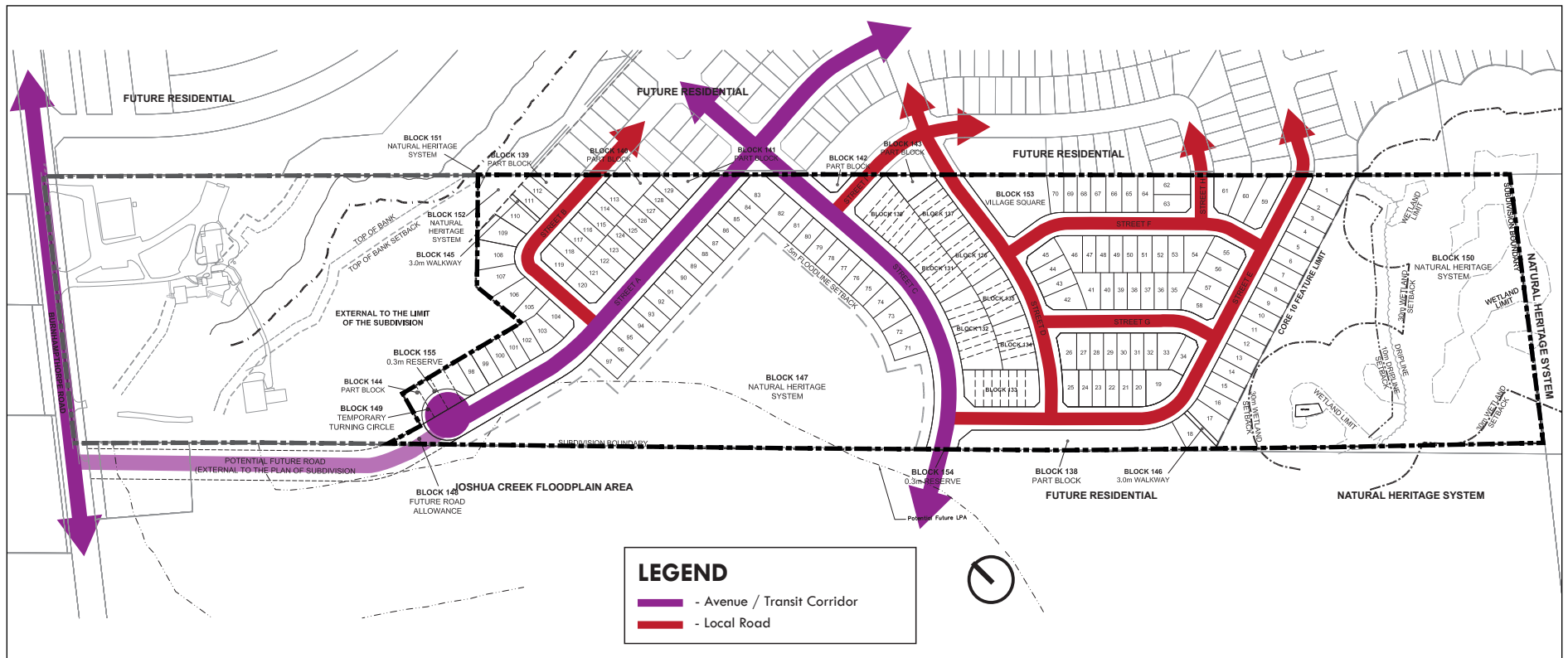


Fig. 4.3 - Conceptual Road Hierarchy Plan

4.4 Open Space Network

4.4.1 Natural Heritage System (NHS)

The proposed Natural Heritage System (NHS), a portion of which is situated in the northeast and southern parts of 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 areas and buffer elements, evolve from the prominent NHS lands and will provide important vista opportunities within walking distance of all dwellings within this neighbourhood. Access to the proposed trail system integrated into these features will occur from the adjacent subdivisions. 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.

4.4.2 Joshua Creek Floodplain Area

The northwest portion of the subdivision is designated as part of the Joshua Creek Floodplain Area which extends into the adjacent property to the west. Established through environmental studies for the subject lands, the 7.5m floodline setback determines the limits for new development.

4.4.3 Village Square

A proposed Village Square is situated at the southeast corner of Streets D and F. The Village Square will extend into the future development lands (Mattamy) to the east and will serve as focal and gathering spaces for the surrounding neighbourhoods.

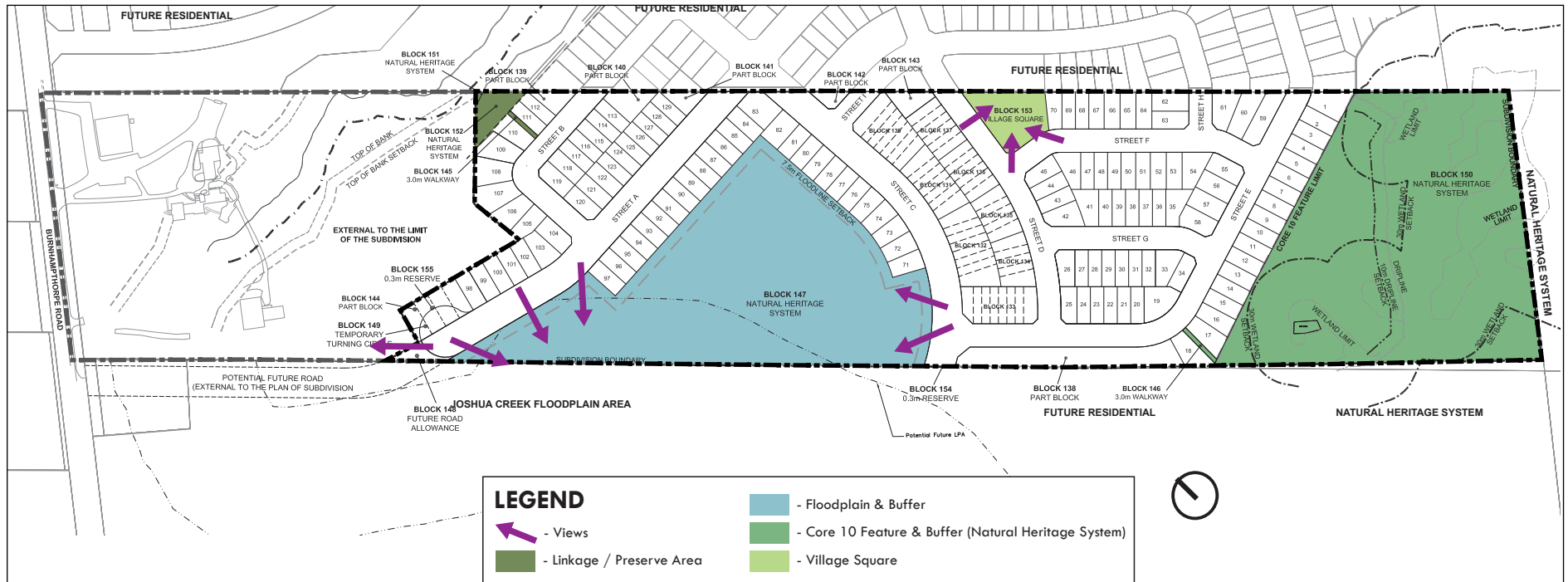


Fig.4.4 - Natural Heritage System, Joshua Creek Floodplain Area and Village Square

4.5 Joshua Creek Heritage Art Centre

North of the subdivision limits is the existing Joshua Creek Heritage Art Centre fronting Burnhamthorpe Road East. The Joshua Creek Heritage Art Centre (1086 Burnhamthorpe Road) was designated as a “Cultural Heritage Landscape” on October 9, 2018 by Oakville Town Council under By-law 2018-136. This heritage property includes the Joshua Creek and valley, the original farmhouse (built in 1853) with several additions, a converted shed (circa 1827) and bank barn (built in 1914). In addition to these features the site also contains a bridge (circa 1914), landscaped garden and lawn, mature trees, pathways, and community gardens and orchards.

Since first established, the property and buildings have been used for agricultural purposes until the early 2000’s when the founder of the Joshua Creek Heritage Art Centre, Sybil Salvin Rampen, converted the existing buildings to incorporate an art studio, a loft, workshop and art gallery. The site now operates as an art gallery and rental space for special events.

The Joshua Creek Heritage Art Centre will be retained in situ north of the subdivision limits and will help to provide an important link between the past and present. The road pattern and lot configuration will result in the heritage site being prominent feature within the community with exposure from the potential future extension of Street A and Burnhamthorpe Road E. These buildings and landscape features will immediately function as familiar focal point and assist in placemaking and neighbourhood identity.

New development that occurs adjacent to the Joshua Creek Heritage Art Centre shall be designed in a manner that respects and complements the heritage character of the site by having appropriate regard for scale, massing, orientation, setbacks, building materials, architectural style and landscape features.

4.6 Future Adjacent Development

The future proposed developments adjacent to the subject lands have also influenced the structure and layout of the neighbourhood through the continuation of the street network and development parcels. As well, the Joshua Creek Floodplain Area that extends west and south of the study area into the adjacent development areas, thereby necessitating a cohesive, integrated approach to the planning and design of the parcels.

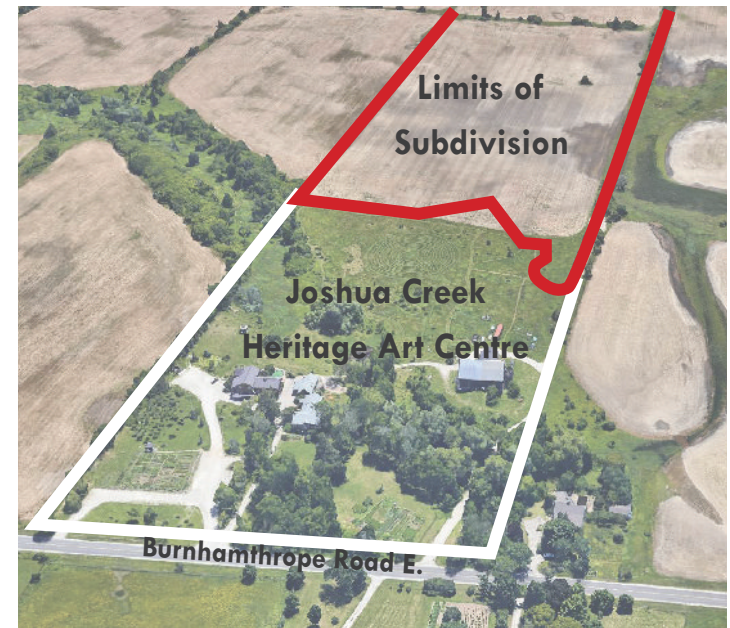


Fig. 4.5a- Overview of the existing Joshua Creek Heritage Art Centre in relation to the site (looking south)



Fig. 4.5b- View of the Joshua Creek Heritage Art Centre as viewed from Burnhamthorpe Road East (Source: Google Earth)

5.0 DEVELOPMENT MASTER PLAN

The Coscorp Joshua Inc. lands will be developed with a range of residential and open space uses consistent with the Secondary Plan and associated Master Plan. The proposed development plan has been coordinated with adjacent developments to for a cohesive neighbourhood. Proposed residential uses and built form types fall within the General Urban and Sub Urban classifications and may consist of single-detached dwellings and street townhouses. The proposed plan of subdivision has street townhouses occurring within the eastern portion of the neighbourhood and single detached dwellings occurring in the north, south and west portions of the plan.

Access to the study area will rely on connections from the adjacent developments to the east and west. Street A, which runs through the northeast corner of the subdivision is intended to provide a potential

future connection to Burnhamthorpe Road East but falls outside the subdivision limits.

The Natural Heritage System containing a heavily forested wetland and a tributary of the Joshua Creek. The northwest portion of the subdivision plan is designated part of the Joshua Creek Floodplain Area. The proposed development recognizes and preserves existing NHS features, while integrating views, vistas and multi-use links through the trail network. A Village Square is located within less than a 5 minute walking distance of the surrounding residents.

To the north of the site is the Joshua Creek Heritage Art Centre which is designated as Cultural Heritage Landscape. This facility and surrounding landscape will be preserved and retained.

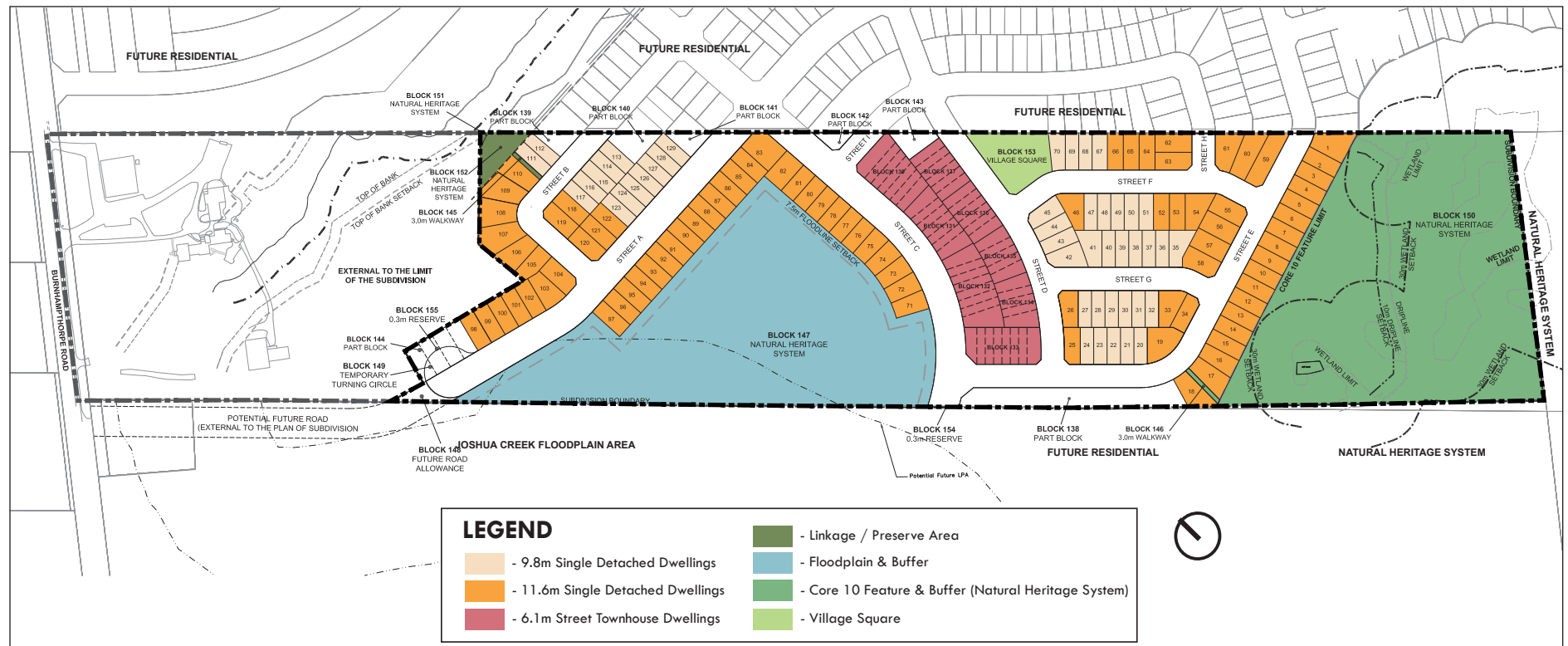


Fig. 5.0a -Development Master Plan for Coscorp Joshua Inc.

6.0 DETAILED DESIGN DIRECTION

6.1 Open Spaces and Connections

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

As a significant component of the subject lands, the NHS and Floodplain offer opportunities for trail connectivity to natural areas and strategic views toward open space features from the public realm, particularly along Streets A and C. The NHS will function as a publicly accessible community open space amenity and existing natural drainage feature that will augment the extent of natural areas within the community and provide passive recreation opportunities with trail connections and viewsheds.

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.

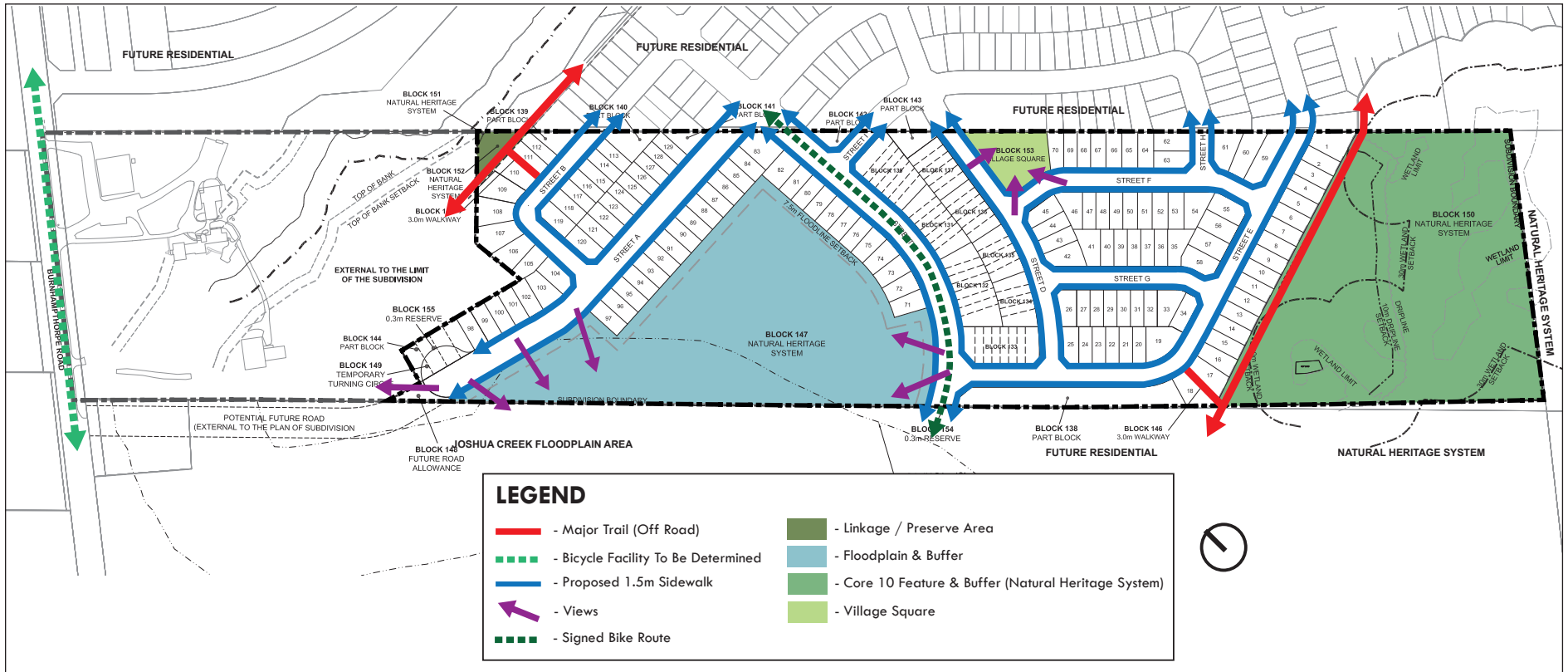


Fig. 6.1 - Conceptual Active Transportation Plan depicting proposed sidewalk, trail and bicycle facilities locations within and around the Coscorp Joshua Inc. area. Plan is subject to change pending approval of a new trails plan.

6.1.1 Village Square

The proposed Village Square is centrally located at the corner of Streets D and F for convenient access by all residents. This small park will provide opportunities for the neighbourhood to distinguish itself through the use of a distinct palette of design elements and plantings, helping to establish the character of the park and neighbourhood. The following guidelines should be considered:

- Predominantly soft landscaping, allowing for a variety of active and passive use opportunities that serve the surrounding residents.
- Provide a central green space that will serve as key recreational and gathering spaces for neighbourhood residents.
- Pedestrian entry points shall be designed as upgraded corner feature areas with consideration for enhanced paving, decorative walls, seating and ornamental planting.
- Provide pathways that reflect and direct park use and desire lines.
- Lighting shall be provided for facilities and pathways, as required.



Fig. 6.1.1 - Conceptual images of Village Squares

- The design of hard and soft landscape elements and features should be consistent with neighbourhood themes (surrounding dwellings and other open space components).
- Playground facilities should be designed as major focal elements for the park and should include structures appropriate to both junior and senior play.
- Integrate a shade structure, preferably adjacent to the playground facility, to provide user comfort and serve as a focal element.
- Provide reasonably level and functional open play areas 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.
- The private and public realm between adjacent dwellings and the park should be clearly delineated with planting and fencing.
- On-street parking for adjacent local roads should be situated on the park side to allow for safe and convenient access to the park.

6.1.2 Trail Network

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with Figure NOE4 of the Secondary Plan and Figure 1 of the North Oakville Trails Plan (May 2013), the trails system proposed for the Coscorp Joshua Inc. study area will provide access to the NHS from the adjacent streets of the 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 standards.
- Trail lighting requirements shall be determined on a site-by-site

basis and take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.

- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with adjacent street sidewalks to encompass the pedestrian and cycling network for the community.
- All trails shall be appropriately set back from adjacent residential rear lot lines.
- Trail design elements may include trailhead markers, seating areas and information signage.
- Trails located within natural features should be linked with other pathway classifications, such as signed bike routes, in order to establish a more comprehensive, interconnected system.



Fig. 6.1.2- The proposed trail system within the NHS shall be sited and designed to mitigate impacts on the sensitive environment

6.1.3 Views and Vistas

Opportunities to provide strategic views and vistas towards the existing and proposed open space features (NHS /Joshua Creek Floodplain) within the Coscorp Joshua Inc. neighbourhood as well as the Cultural Heritage Landscape (Joshua Creek Heritage Art Centre) should be considered where practical and integrated into the proposed street and block framework. These views and vista opportunities are primarily provided through the location of street frontage immediately adjacent to these open space features.

6.2 Streetscape Design

Streetscape design and treatment of built form shall become the primary elements in communicating the character of the Coscorp Joshua Inc. neighbourhood, as an extension of the adjacent future residential lands surrounding the study area. All streets within the proposed development are intended to provide a comfortable pedestrian experience, with local roads having relatively lower levels of local vehicular traffic. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.

6.2.1 Avenue/Transit Corridor

Typical roadway cross-sections for the 22.0m Avenue/Transit Corridor road right-of-way (Streets A and C) includes:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street;
- Single row of trees in grass boulevards between sidewalk and curb;
- Appropriate boulevard widths between sidewalk and curb shall be integrated into the right-of-way to promote healthy growing conditions. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence;
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding neighbourhoods / developments.

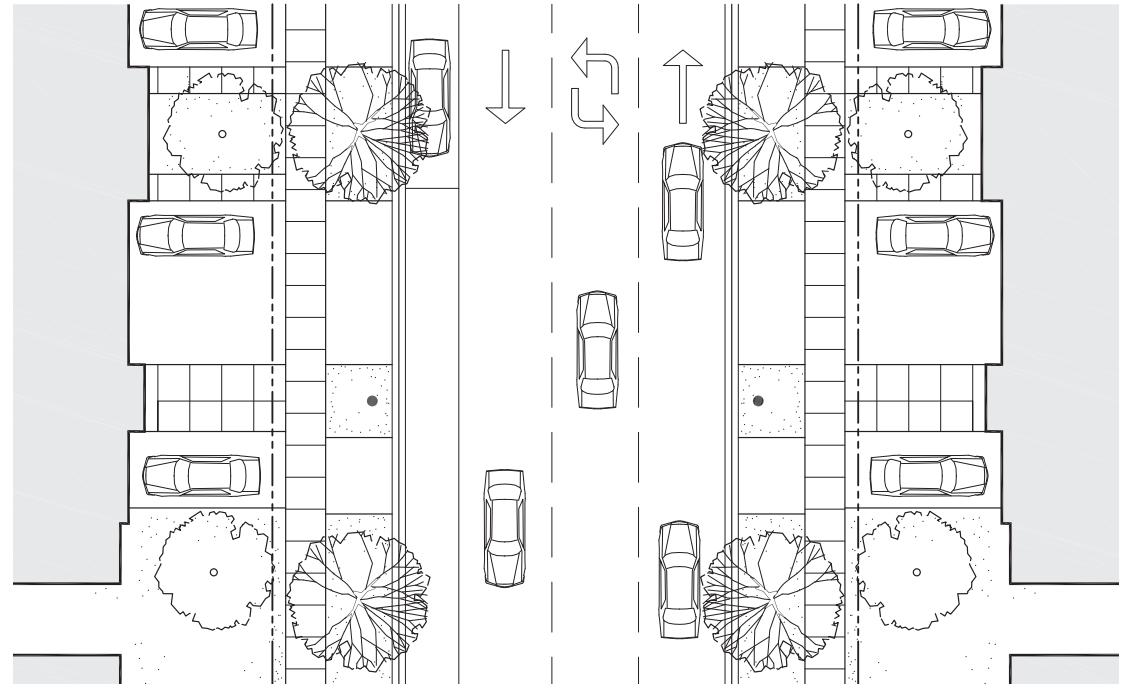
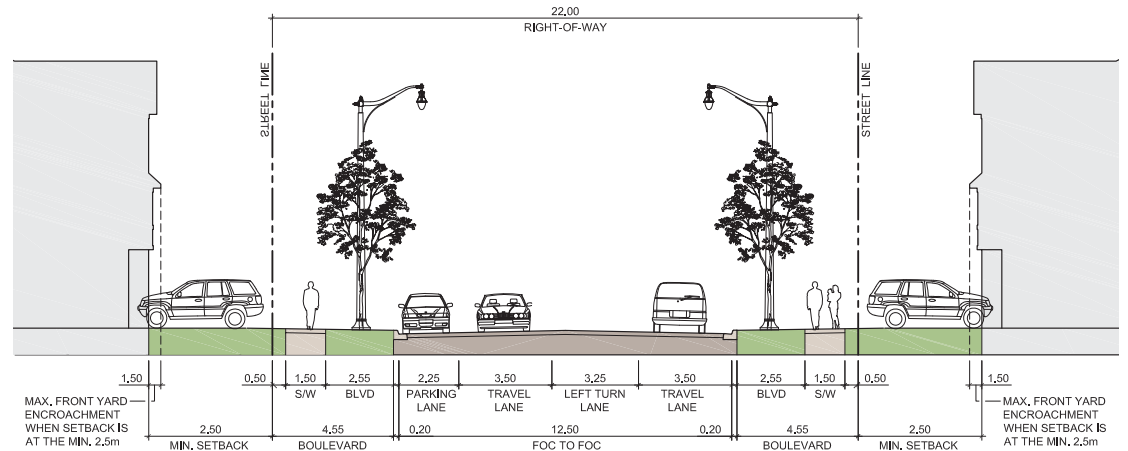


Figure 6.2.1 - Avenue / Transit Corridor - 22.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

6.2.2 Local Roads

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

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street;
- Single row of trees in grass boulevards between sidewalk and curb.
- Appropriate boulevard widths between sidewalk and curb shall be integrated into the right-of-way to promote healthy growing conditions. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence;
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

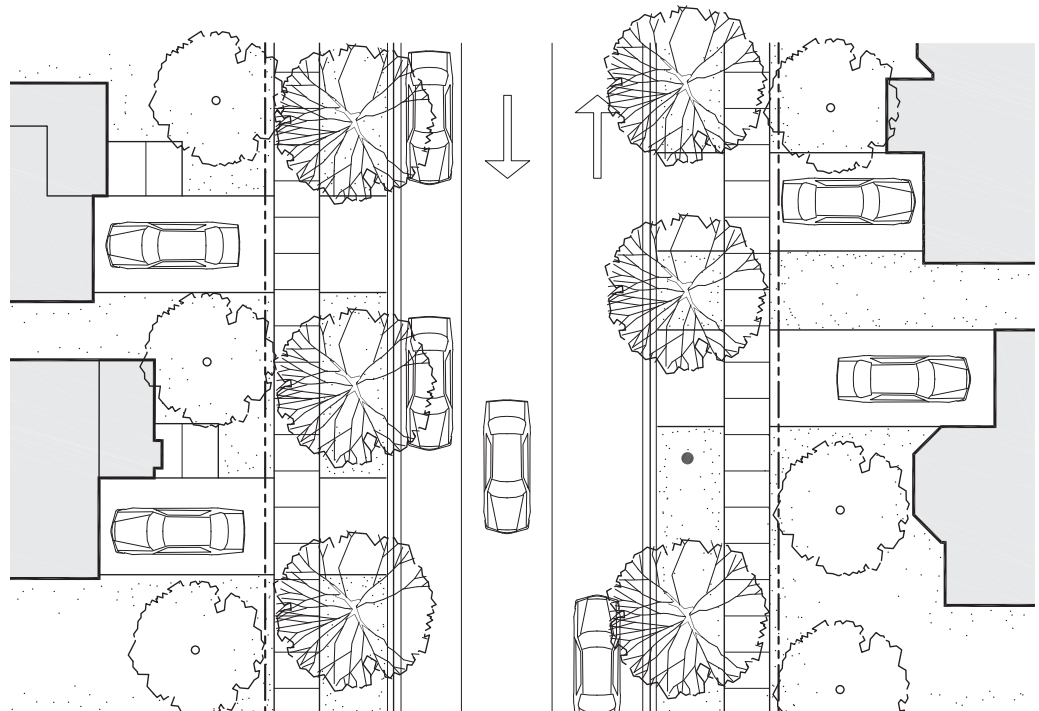
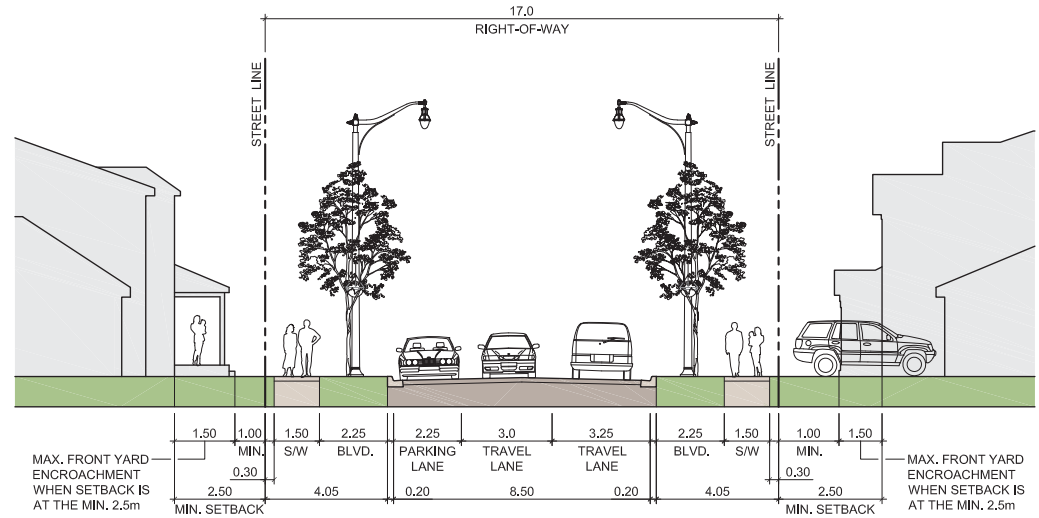


Figure 6.2.2 - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

6.3 Built Form

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

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

6.3.1 General Built Form Guidelines

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

- Architectural design shall support creative expressions, encouraging variation within a consistent program of design.
- Both contemporary and tradition-based architectural influences may be used to define and street blocks and assist with place-making initiatives.
- Built form located adjacent to public open spaces, street intersections and/or exposed to important view termini shall have architectural emphasis / enhancement to create visual interest.
- Built form shall be designed and oriented to respond appropriately to its context within the community, with respect to priority lot locations and public



Fig. 6.3 - Built form within the neighbourhood will predominantly comprise single detached and townhouse residential that may utilize both contemporary and traditional architectural styles and themes.

realm landscape design intentions.

- Height and massing appropriate to the street type and width shall be provided to promote a pedestrian-friendly, comfortably scaled street environment.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.
- Architectural styles, design proposals and location criteria for all built form shall be evaluated through the Town of Oakville's architectural control approval process.

6.4 Built Form Typologies

Proposed building types will consist of the following:

- Residential Built Form:
 - 129 Single Detached Dwellings (81 units on 11.6m frontage & 48 units on 9.8m lot frontage); and,
 - 52 Street Townhouse Dwellings (on 6.1m lot frontage).

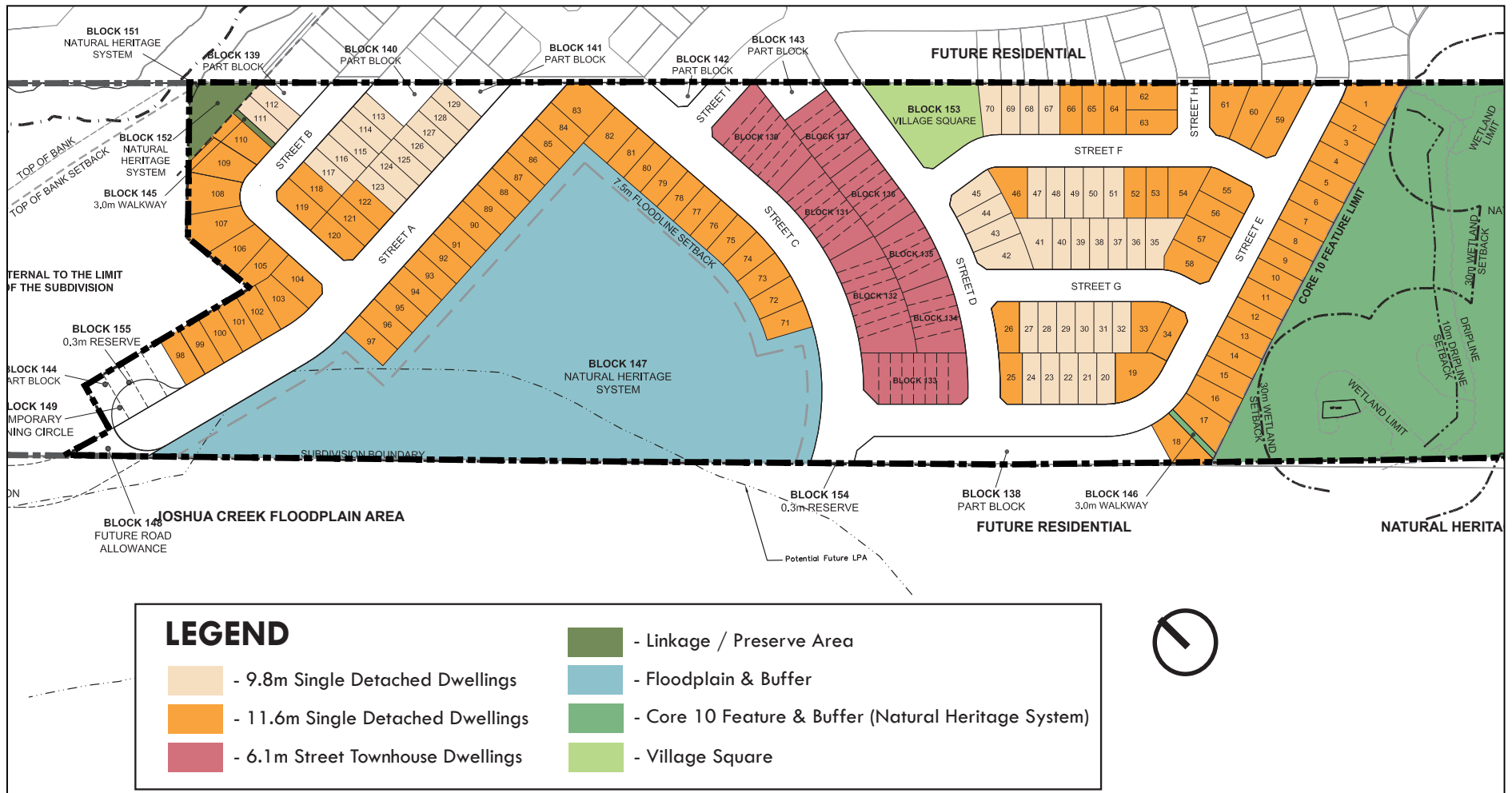


Fig. 6.4 - Built Form Typology Plan

6.4.1 Single Detached Dwellings

Single-detached dwellings, on minimum lot frontages of 9.8m and 11.6m is the predominate built form type proposed within the study area. All single detached dwellings will have street-accessed garages.

DESIGN GUIDELINES:

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

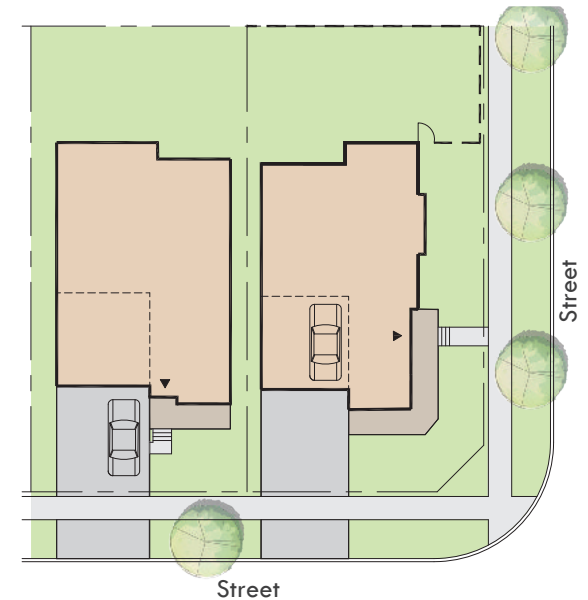


Fig. 6.4.1a - Conceptual Siting of Single Detached Dwellings



Fig. 6.4.1b - Examples of Single-Detached Dwellings



Fig. 6.4.1c - Design Characteristics of Single-Detached Dwellings

6.4.2 Street Townhouses

Street townhouses on minimum lot frontages of 6.1m are located in the central portion of the study area. This form of housing contributes positively to the built form character and streetscape appearance in this portion of the neighbourhood by providing a strong uninterrupted street edge presence that is more urban in character as a result of the contiguous massing. Townhouse building forms make efficient use of land, reduce energy consumption and increase the diversity of built form within a community.

DESIGN GUIDELINES:

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

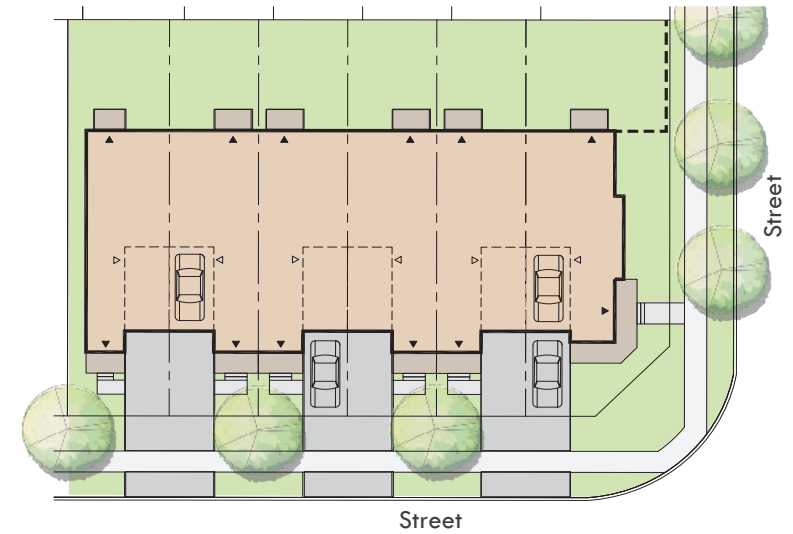


Fig. 6.4.2a - Conceptual Siting of Street Townhouses



Fig. 6.4.2b - Examples of Street Townhouse Dwellings



7.0 ARCHITECTURAL DESIGN CRITERIA

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

7.1 Character and Image

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



Fig. 7.1 - A variety of architectural influences will shape the character of the Coscorp Joshua Inc. community

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. 7.2a - Example of variety along the streetscape

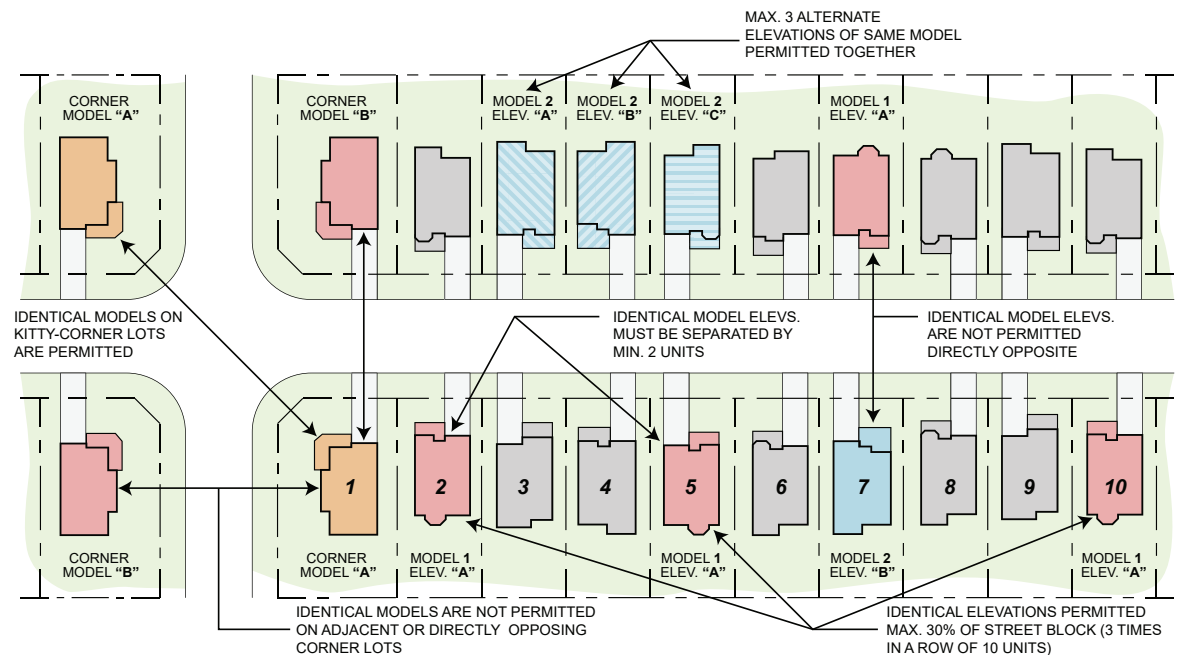


Fig. 7.2b - Diagram illustrating model variety criteria

7.3 Massing Within the Streetscape

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

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

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



Fig. 7.3a - Examples of compatible massing along the streetscape

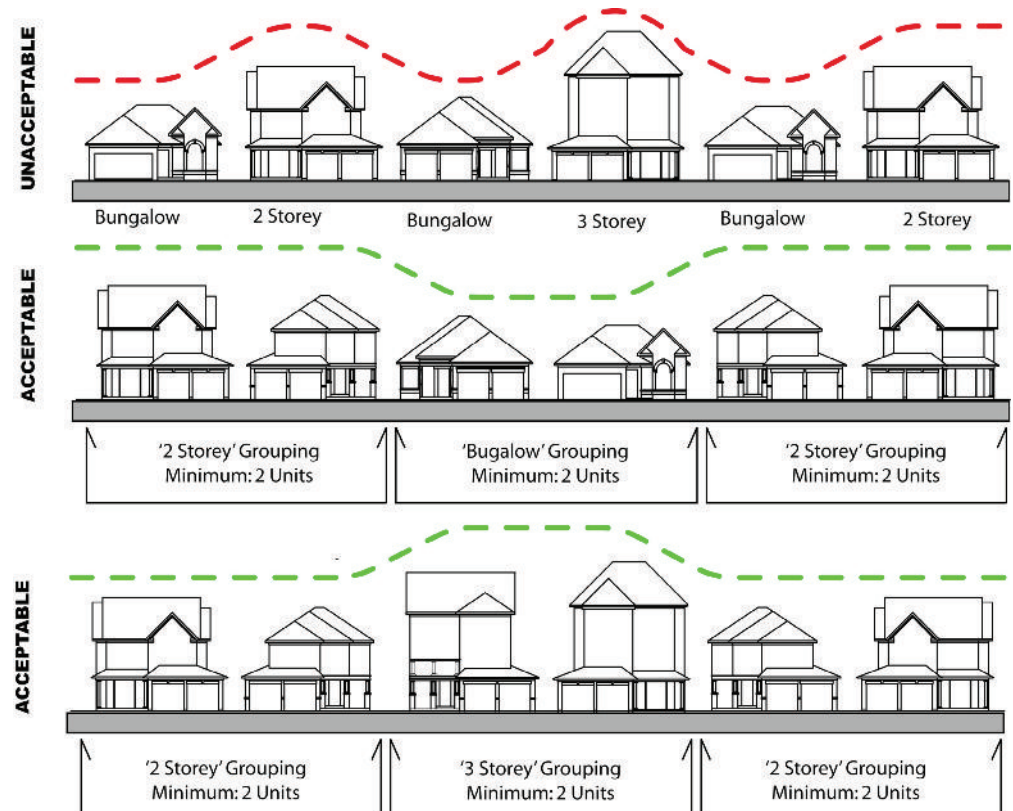


Fig. 7.3b - Diagram illustrating streetscape massing objectives

7.4 Architectural Elements

7.4.1 Porches

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



Fig. 7.4.1 - Porches and porticos create visual interest within the streetscape

7.4.2 Exterior Materials and Colours

- The use of high-quality, durable and maintenance-free exterior building materials that are congruent with the architectural style of the dwelling is imperative. Buildings will predominantly be constructed of brick. Stone, stucco (as appropriate to the architectural style), cement board and siding are other suitable materials.
- The use of decorative architectural detailing is encouraged.
- The selection of exterior materials that express heritage tones and textures is encouraged.



Brick

Stucco

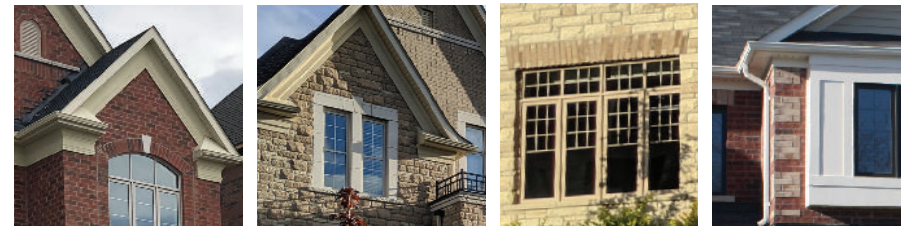
Siding

Stone

Fig. 7.4.2 - Examples of exterior main wall cladding materials

7.4.3 Architectural Detailing

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



Frieze board

Window surrounds

Lintel/headers

Quoining

Fig. 7.4.3 - Examples of exterior main wall cladding materials

7.4.4 Fenestration

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

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



Contemporary window configurations



Traditional window configurations

Fig. 7.4.4 - Examples of variety in window styles

7.4.5 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.
- Minimum main roof slopes should be 7.9:12 pitch for side slopes and 5.9:12 for front to back slopes; Bungalows should have minimum 7.9:12 side slopes and front to back slopes.

- Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Prairie, Georgian, Contemporary / Modern).
- Roof overhangs should be a minimum of 150 mm; 300mm is preferred unless constrained.
- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to suit the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile.
- The use of false dormers shall be avoided.



Contemporary roof design



Traditional roof design

Fig. 7.4.5 - Variety of roof forms, including use of gables and dormers, helps create visual interest

7.5 Garages

7.5.1 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.
- Street facing garages should be minimized in scale in compliance with the vision for North Oakville. The following are considered acceptable design options for attached street facing garages:
 - Integrate the garage into the main massing of the dwelling, in line with the porch projection;
 - Integrate the garage into the main massing of the dwelling, in line with the main front wall;
 - Situate the garage to the side of the dwelling, set back from the main front wall
 - Provide a tandem garage;
 - Stagger the front facade of the garage.
- Townhouse dwellings and single detached dwellings on 9.8m lots will have a single-car garage. Single detached dwellings on 11.6m lots will have a two-car garage.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a pier is preferred, where possible. Where single 16ft (4.9m) wide garage doors are proposed they should be patterned to appear as 2 individual doors.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments shall be utilized and shall be consistent with the architectural style of the dwelling.



Fig. 7.5.1a - Street-facing garages shall not dominate the streetscape



Fig. 7.5.1b - Examples of single and double-car garages

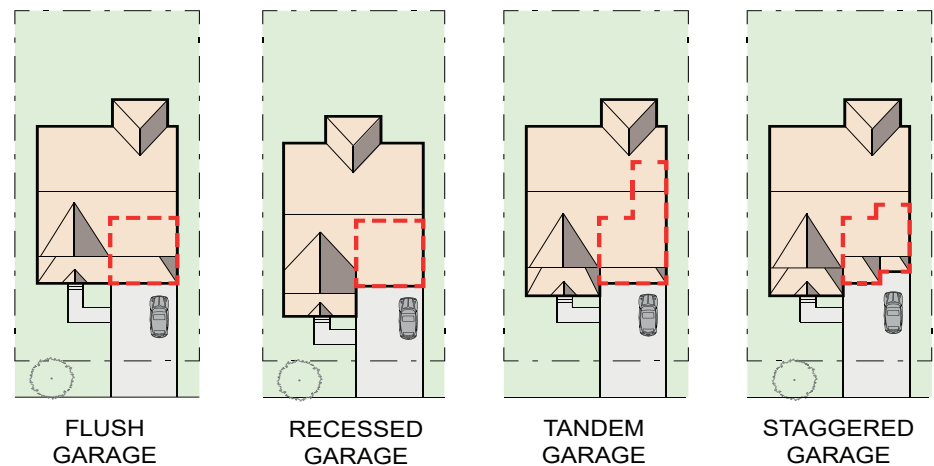


Fig. 7.5.1c - Street-accessed front facing garage options

- 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 door and the underside of the soffit. The following are some techniques that may be considered:
 - Increasing the garage door height;
 - Lowering the garage soffit and/or increasing the garage roof pitch;
 - Add a decorative gable louvre or feature;
 - Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
 - Consider window treatments above the garage doors, as appropriate to the dwelling;
 - Provide wider and/or arched lintels over the garage door to reduce the massing;
 - Situate light fixtures above the garage door to break-up the massing.

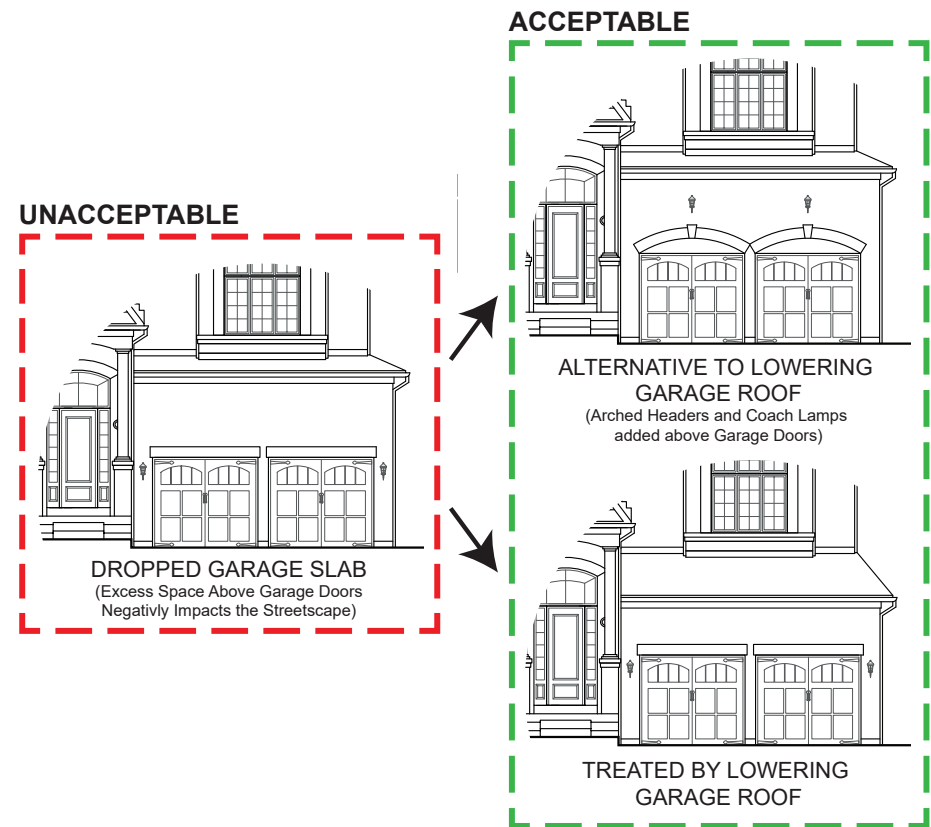


Fig. 7.5.1d - Design solutions for dropped garage conditions

7.6 Utility and Service Elements

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

Single Detached Dwellings:

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

Townhouse Dwellings:

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



Fig. 7.6 - Utilities should be discreetly located, integrated into the architecture or screened from public view

7.7 Site Grading Conditions

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

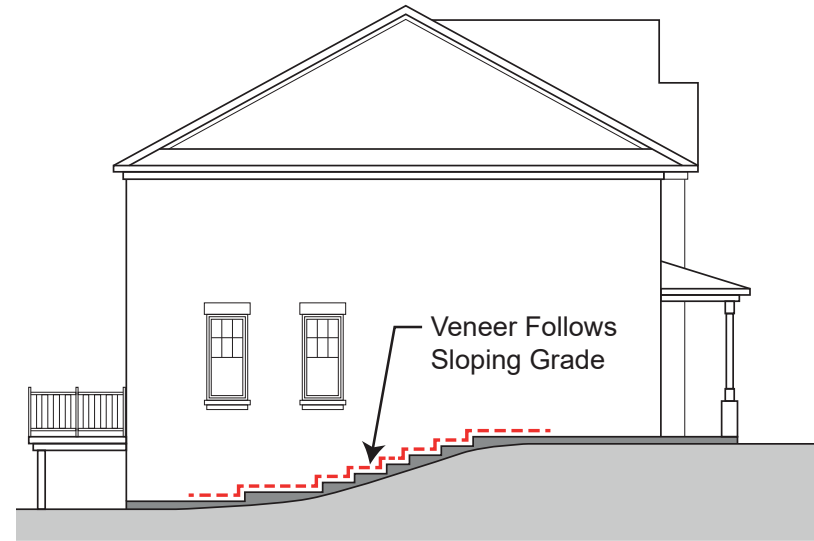


Fig. 7.7 - Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

7.8 Priority Lot Buildings

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

Within the Coscorp Joshua Inc. neighbourhood, dwellings on the following priority lots will require special design consideration:

- corner lot dwellings;
- view terminus lot dwellings; and,
- dwellings requiring upgraded rear and side architecture.



Fig. 7.8a - Example of a priority lot dwelling located at a corner that appropriately addresses both streets through architectural treatment (side-facing porch, wall articulation, windows, etc.)

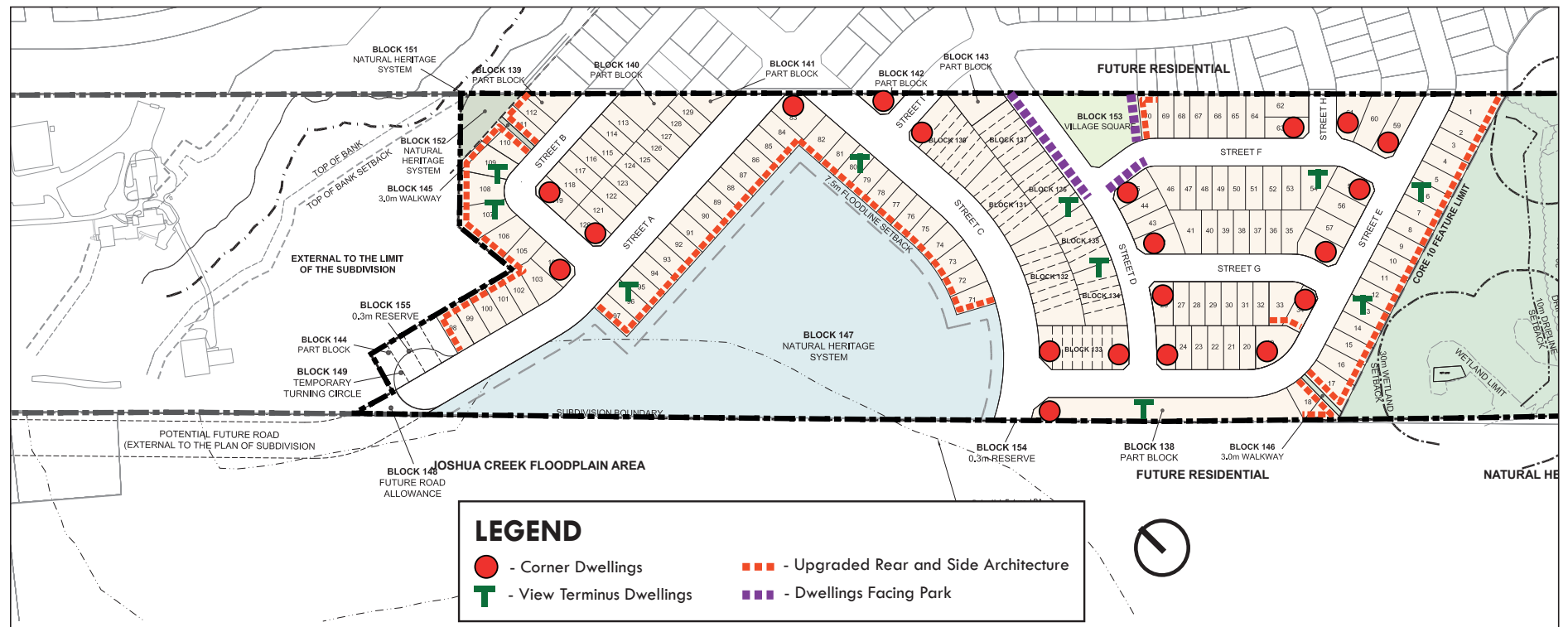


Fig. 7.8b - Priority Lot Plan

7.8.1 Corner Lots Dwellings

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

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



Fig. 7.8.1a - Conceptual Images of Corner Lot Dwelling

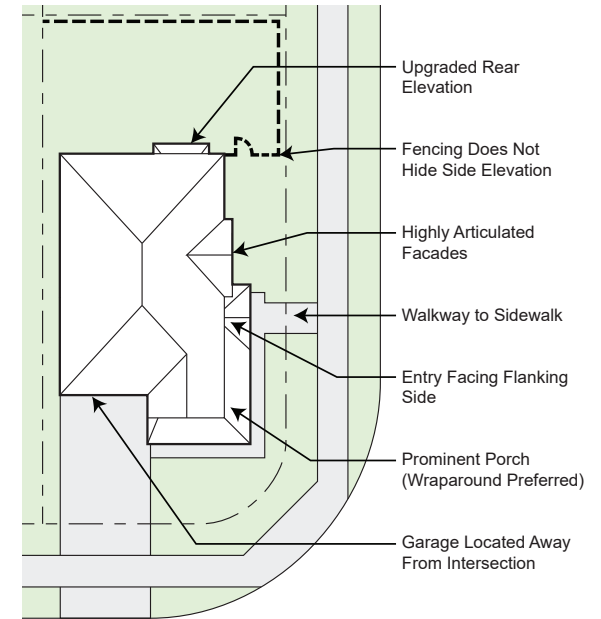


Fig. 7.8.1b - Conceptual plan view of Corner Lot Dwelling



7.8.2 View Terminus Dwellings

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

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



Fig. 7.8.2 - Conceptual image of View Terminus Dwellings

7.8.3 Upgraded Rear and Side Architecture

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



Fig. 7.8.3 - Conceptual images of Upgraded Rear and Side Architecture

7.8.4 Park Facing Dwellings

Within the central portion of the development public roads which run parallel and adjacent to the proposed Village Square will create framed views into the park. Dwellings in these locations will be referred to as Park Facing Dwellings.

- These dwellings are highly visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- The use of upgraded building materials, such as stone or precast detailing is encouraged.

- Dwellings are encouraged to have front porches which will promote 'eyes on the street' and will provide for an added safety feature and increase social interaction among neighbours.
- Park Facing Dwellings shall have a variety of model / elevation types and colour packages.
- Garages shall not project beyond the main wall of the dwelling for these units in order to promote a pedestrian friendly and well defined streetscape.



Fig. 7.8.4 - Example of Dwellings Facing the Village Square Park

8.0 SUSTAINABILITY

8.1 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.

8.1.1 Low Impact Development Methods

- Mitigate stormwater flow through the integration of nearby 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.
- Ensure pedestrian trails are connected and integrated with the sidewalks in the community.
- 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.



8.1.2 Active Transportation

Active transportation is one of the cornerstones of the Coscorp Joshua Inc. sustainability strategy. Open spaces and amenities within the development are located within comfortable walking / cycling distance of the majority of residents. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections. Active transportation is supported by:

- A Village Square and publicly accessible NHS located within comfortable walking distance (400m / 5 minute walk) of the majority of residents.
- Pedestrian-scaled streets with housing and streetscape combining to create a comfortable, safe and attractive environment, through careful consideration of building scale, building placement and façade treatment, garage locations, and street trees, as well as road profiles;
- Proposed trails associated within natural features, as well as street related cycling facilities in the Coscorp Joshua Inc. development and surrounding neighbourhoods have been linked with the sidewalk network, offering convenient and enjoyable pedestrian and cycling connections.



Fig. 8.1.2 - Pedestrian-scaled streets and connectivity to trails will promote active transportation

8.1.3 Community Safety

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

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

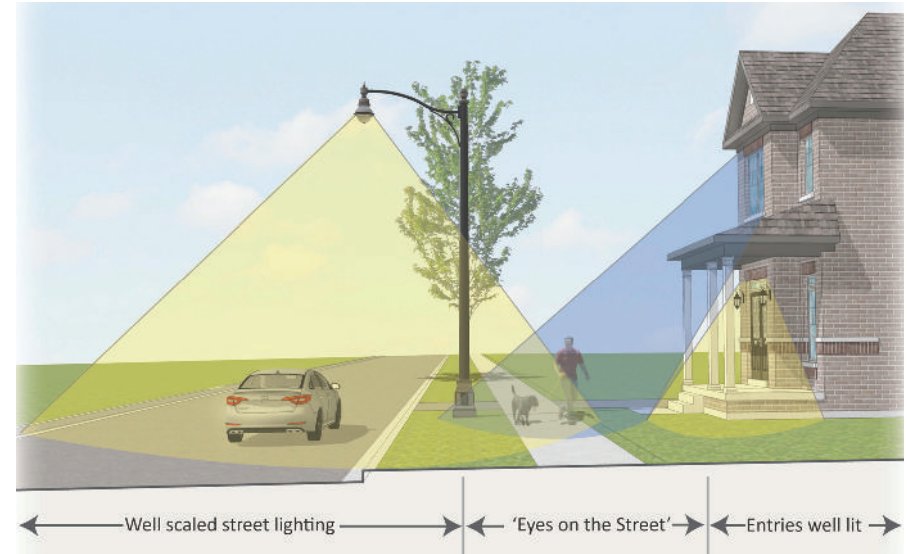


Fig. 8.1.3 - Buildings and Streetscapes Should be Designed to Promote an Active and Safe Community

9.0 IMPLEMENTATION

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

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

9.1 Architectural Control Process

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

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

That the Owner finalize and submit a revised Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units;

The Owner shall submit elevation drawings and typical lotting plans for all models on lots not subject to site plan control to Planning Services Urban Design staff for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.

9.2 Control Architect

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

The architectural control review and approval process by the Control Architect will be conducted expeditiously and fairly on behalf of the Town of Oakville. It shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder prior to any submissions.
- Model review and approval.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

9.3 Preliminary Review

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



9.4 Final Review and Approval

9.4.1 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 is to be submitted to the Control Architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

9.4.1 Site Plans

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

9.4.3 Streetscape Drawings

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

9.4.4 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.

9.5 Submission Requirements

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

9.6 Town Of Oakville Approval

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

9.7 Monitoring For Compliance

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

