



PRESERVE NORTH (PHASE 4)

URBAN DESIGN BRIEF

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1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

The Preserve Phase 4 study area consists of a combined 107 acres (43.4 ha) of land that is designated as part of the North Oakville Secondary Plan Area. The community development's design vision and guiding principles are rooted in the Town's North Oakville East Secondary Plan, reflecting North Oakville's "*distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape.*"

1.1 Design Vision

As part of the broader Preserve development, Phase 4 will be planned as a compact, pedestrian-oriented community, containing a range of housing opportunities with an integrated natural heritage and open space system. Considering that the urban design intent and approach for Phase 4 is similar to that for Phases 1-3, this document may be viewed as a companion to the Urban Design Briefs for Preserve Phase 1, dated September 21, 2012, Phase 2, dated October 2, 2014, and Phase 3, dated December 21, 2016.

1.2 Community Guiding Principles & Objectives

The Preserve Phase 4 subject lands are intended as a model community that is designed to be an integral part of the larger North Oakville, the Town of Oakville and Halton Region communities. In order to achieve this, the following community goals and objectives have been established:

1.2.1 Community Guiding Principles

Like Phase 1, 2 and 3 of The Preserve, Phase 4 shall be designed and developed to fit seamlessly within the framework provided by the North Oakville Master Plan, and will become an integral part of the larger communities of North Oakville East, the Town of Oakville and Halton Region. The established goals for the overall Preserve community that are applicable to Phase 4 include the following:

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

- **Encourage a variety of housing types**
Recognize the benefits of integrating a variety of housing types, styles and densities that animates the street and contributes to the character of neighbourhoods.
- **Preserve/extend residential enclaves and cultural heritage**
Recognize the importance of creating well-planned neighbourhoods with identifiable character, contributing to the unique sense of place.
- **Provide logical connections with adjacent existing and future communities**
Recognize the importance of ensuring all phases of The Preserve are part of a well-connected and cohesive community framework with strong links to adjacent future residential neighbourhoods.

1.2.2 Neighbourhood Objectives for Preserve North

A set of core neighbourhood objectives have been established as part of The Preserve's planning and design. The following apply to the Phase 4 subject lands described in this UDB:

- **Natural Heritage and Open Space System** - The proposed development of Phase 4 recognizes and enhances the Natural Heritage and Open Space systems by preserving the NHS lands and providing interconnected trail systems that link with internal pedestrian networks and to the wider community.
- **Transit Supportive Development** - pedestrian accessible environments are created using a modified grid street pattern with block lengths generally not exceeding 250 metres. Block lengths that exceed 250m in Phase 4 are located along the NHS and adjacent to the future neighbourhood park, where a connecting 6m walkway block is provided. Sidewalks, cycling allowances, lane configurations and trails are all designed with neighbourhood accessibility in mind.
- **The Green Campus** - In line with the policy objective to locate programmed open spaces and schools together, the future elementary school site in Phase 4 and the neighbourhood park are adjacent to each other, providing opportunities for shared amenities.

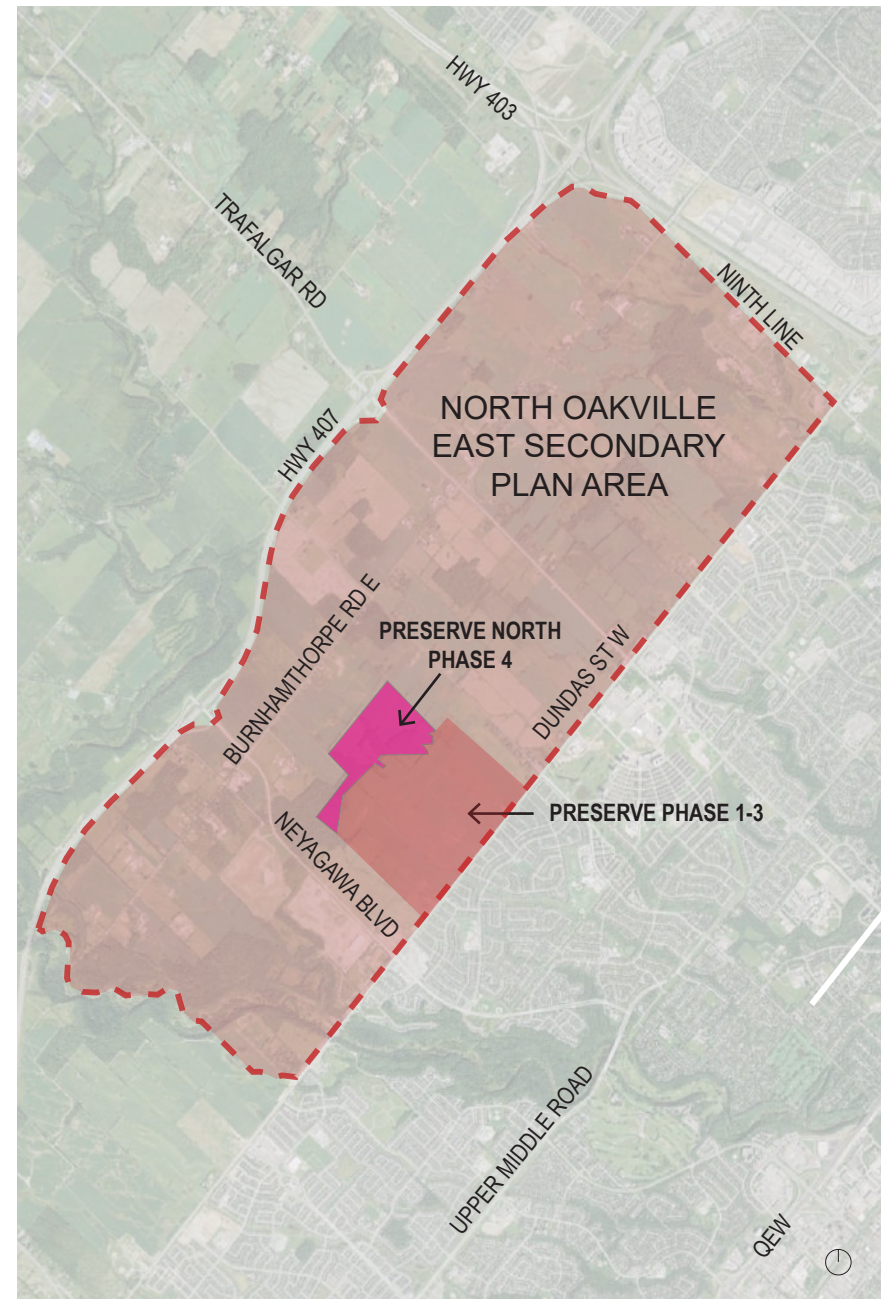


Fig. 1.0 - The Preserve Phase 4 lands within the North Oakville Secondary Plan Area

2.0 CONTEXTUAL ANALYSIS

The development site for Phase 4 is situated north of Dundas St., south of Burnhamthorpe Rd, and west of Sixth Line, comprising the northern extent of the first four phases which combine to form The Preserve lands.

2.1 Existing Natural Features, Topography & Vegetation

The existing topography and vegetation of the subject lands is that of gently rolling farmland, hedgerows, and wooded areas. NHS lands including woodlots and wetlands, are a significant natural feature, with an NHS corridor running east-west at southern end of the subject lands.

2.2 Surrounding Land Uses & Built Form Character

The Phase 4 lands are bounded by the future extension of Preserve Drive on the east, with future residential land uses immediately to the east and north. NHS lands surround the west and southern boundaries of the site. A future neighbourhood park is planned on the north-east side of the subject lands with a future public elementary school partially contained in Phase 4. Further south beyond the NHS, the lands are fully urbanized up to North Park Boulevard and consist of low and medium density residential uses. Existing homes in the neighbourhood are generally traditional-inspired residential architecture in a variety of single detached homes and townhouses. South of the subject lands on Preserve Drive, live-work units contribute to the urban character of the Neighbourhood Centre Area, providing amenities and services for wider community.



1 South east view from Burnhamthorpe Rd. W. and the future extension of Carding Mill Trail, facing toward the Phase 4 site,



2 Existing townhouses on Carding Mill Trail, south of the NHS in Phase 4



3 Existing view facing north-east at the corner of Carding Mill Trail and North Park Blvd, toward the NHS system in the southern portion of Phase 4



4 Existing single detached homes on Carding Mill Trail, south of the NHS in Phase 4



Existing north-east view from Preserve Drive toward the future road extension and the NHS system south of Phase 4



Existing single detached houses on Preserve Drive, south of the Phase 4 subject lands



Live-work units on Preserve Drive, between Dundas St. W. and Betsy Drive.



Fig. 2.2 - Preserve Phase 4 Subject Lands

2.3 Views & Vistas from the Site

Given the extensive NHS lands and planned trail network within the site, there are opportunities to preserve the southern views and vistas to these natural features. The east-west NHS will directly inform the proposed road network and views will be maintained from streets and public open space where feasible. Refer to *Fig. 6.1.5 Views and Vistas* for potential viewsheds a view corridor opportunities for the Phase 4 development master plan.

2.4 Gateways & Landmarks

With protected NHS lands making up the southern portion of the site, the northern extension of Carding Mill Trail and Preserve Drive will act as a physical and visual gateway into the Preserve North development. Since Phase 4 is intended to be seamlessly integrated into the wider Preserve community, rather than a distinct neighbourhood, landscape gateway features will not be a component of this proposed development.

Appropriate to their visible location, the southernmost lots on Carding Mill Trail and Preserve Drive shall be considered corner lots, designed with enhanced architectural treatment facing the NHS (refer to *Fig. 6.4 - Priority Lot Plan*).



Fig. 2.3 - Views and vistas of the NHS along the trail constructed as part of Phase 3, south of the subject lands.

2.5 Transportation Networks

The development of the Preserve Phase 4 lands will provide a logical extension of Carding Mill Drive and Preserve Drive planned for Phase 3. These streets will provide important north-south links between Burnhamthorpe Rd. W. and the Preserve community south of the NHS lands.

There are currently no transportation networks running through the subject lands. An east-west bus route currently runs south of the subject lands, on Sixteen Mile Drive, with a bus stop approximately 575m south along Preserve Drive from the edge of the Phase 4 lands. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater Preserve community.

To the immediate south of the Phase 4 lands, a Major Trail running east-west has been recently constructed, consistent with the North Oakville Trails Plan - East.



Fig. 2.5 - Bus stop location at the corner of Sixteen Mile Drive and Preserve Drive, approximately 575m south of Phase 4.

3.0 POLICY CONTEXT

The proposed development for Phase 4 is subject to several planning studies and processes. This Urban Design Brief outlines a set of guidelines consistent with the objectives of the following documents:

3.1 North Oakville Master Plan

The design and structure of the Preserve North complies with the North Oakville Master Plan (Appendix 7.3 - February 2008), which illustrates the structuring elements, land uses and overall design of the North Oakville Planning Area and setting out the policies and figures of the Secondary Plan to be implemented. Preserve Phase 4 is consistent with this master plan with respect to the general road structure and the allocation of land uses. These land uses are designated as follows:

- General Urban - predominantly lower density residential, development will be at lower densities than those found in the Neighbourhood Centre.
- Sub-Urban - primarily residential with typically the lowest density product;
- Neighbourhood Centre - predominantly more dense residential with opportunities for mixed uses.
- Elementary School Site;
- Natural Heritage System Area.

3.2 North Oakville East Secondary Plan

The proposed development plan recognizes Oakville's distinctive historical roots and small-town heritage, while creating a compact, pedestrian-oriented urban community that offers a broad range of housing opportunities. The character and pattern of the Phase 4 lands 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, including the future public elementary school and adjacent park. The following key elements on the Phase 4 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 which complement the existing built form elements, and incorporates the best community planning and urban design practices available while protecting, enhancing and integrating the area's natural heritage component of the natural heritage and open space system.

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

- The plan for Phase 4 recognizes that the primary purpose of the NHS is to protect and preserve key ecological features and, where appropriate, enhance the natural environment. Protecting this system will also contribute to the enhancement of air and water resources, and provide for limited, passive recreational needs.

7.5.4 GENERAL DESIGN DIRECTIONS

- The development is based on a modified grid road system, responding to the topography and the NHS along the southern portion of the subject lands. As specified in the Secondary Plan, the proposed road network does not include cul-de-sacs.

7.5.12 NEIGHBOURHOODS

- Within Phase 4, a range of lot sizes, building types, architectural styles and price levels is provided to accommodate diverse ages and incomes. The proposed development includes a mix of townhouses and single detached dwellings on 10.4m-15.25m lots.

7.6.14 ELEMENTARY AND SECONDARY SCHOOL SITES

- Consistent with secondary plan policies, the elementary school site is located adjacent to the Neighbourhood Park sites.

3.3 North Oakville Urban Design and Open Space Guidelines

Preserve Phase 4 will reflect the North Oakville East Urban Design and Open Space Guidelines that outline the physical design components necessary for the development of a high quality, sustainable and integrated community. The planning and design of this new community is based on the Town's detailed set of objectives, illustrated recommendations and guidelines that will impact urban living, employment and recreation, implementing the broad policies of the North Oakville East Secondary Plan.

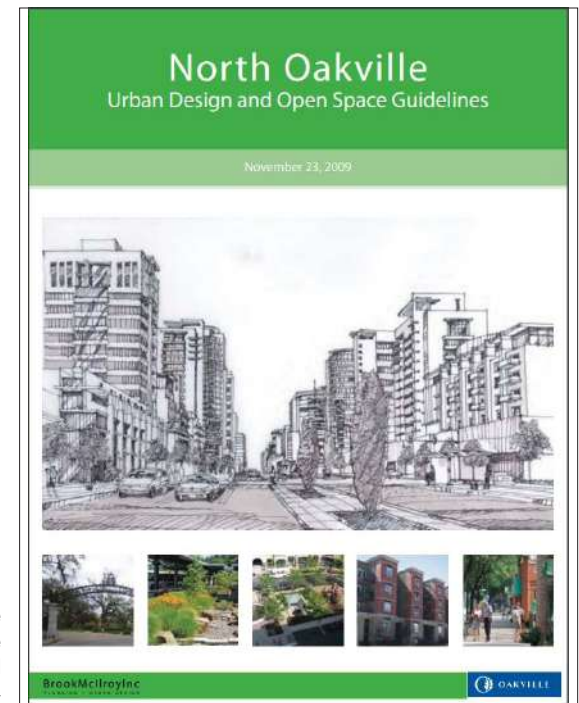


Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines will serve as the basis for the site planning and detailed design of Phase 4

3.4 North Oakville Trails Plan

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

The trails plan for Preserve Phase 4 adheres to the general trail network including:

- A signed bike route along Carding Mill Trail and the east-west minor collector street (Street 'B');
- A multi-use trail on the west side of Carding Mill Trail.
- A north-south major trail located at the rear of lots at the northeast side of the subject lands.
- A north-south minor trail through the NHS, towards the west end of the subject lands.

Refer to *Fig. 6.1.3 Trail Network Plan* for more details on the proposed location of these trails in the development master plan.

3.5 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 Preserve Phase 4 incorporates these broader best-practice guidelines as outlined in the following categories:

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



Fig. 3.4 - The location of Phase 4 within the North Oakville trails Plan - East.

4.0 DEVELOPMENT FRAMEWORK

The development framework for the overall Preserve Lands 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 Phase 4. The following section describes these key structuring elements.

4.1 Boundary Interface / Future Adjacent Residential Community

The future adjacent residential development planned beyond the north, east and south interfaces of Phase 4 has directly influenced the structure and layout of the community through the continuation of the street network. Planned as an integrated community, residential land uses within Phase 4 reflect a coordinated pattern of land uses for all phases of the Preserve development. At the north east corner of Phase 4, a future public elementary school adjacent to a future neighbourhood park shall serve the residents, both within the subject area and the adjacent future residential area.



Fig. 4.1 - Plan showing land uses on the Phase 4 Site within the overall Preserve community.

4.2 Pattern of Land Uses (Community and Private)

The Preserve Phase 4 community will be characterized by a mix of land uses that will define the character and function of the neighbourhoods, corresponding with the Town's land use designations planned for this site. The single detached lots within the general urban area consist of a greater number of smaller 10.4 and 11.6 metre lots with a few larger corner lots. The suburban area consists of a greater number 13.75 & 15.25 metre lots with some smaller lots proposed along Preserve Drive to promote a walkable environment and support future transit services.

The land uses within the subject lands include:

- Sub Urban Area - Single detached residential (15-35 UPH);
- General Urban Area - Single detached residential (25-75 UPH);
- Neighbourhood Centre Area - Townhouse lots (35-150 UPH);
- NHS - located in the south and westernmost portion of the subject lands;
- Open Space - Adjacent to the NHS in the Sub Urban Area;
- Neighbourhood Park - A narrow portion of the future neighbourhood park to the north;
- Public Elementary School - located adjacent to proposed Neighbourhood Park, central to the overall Preserve community.

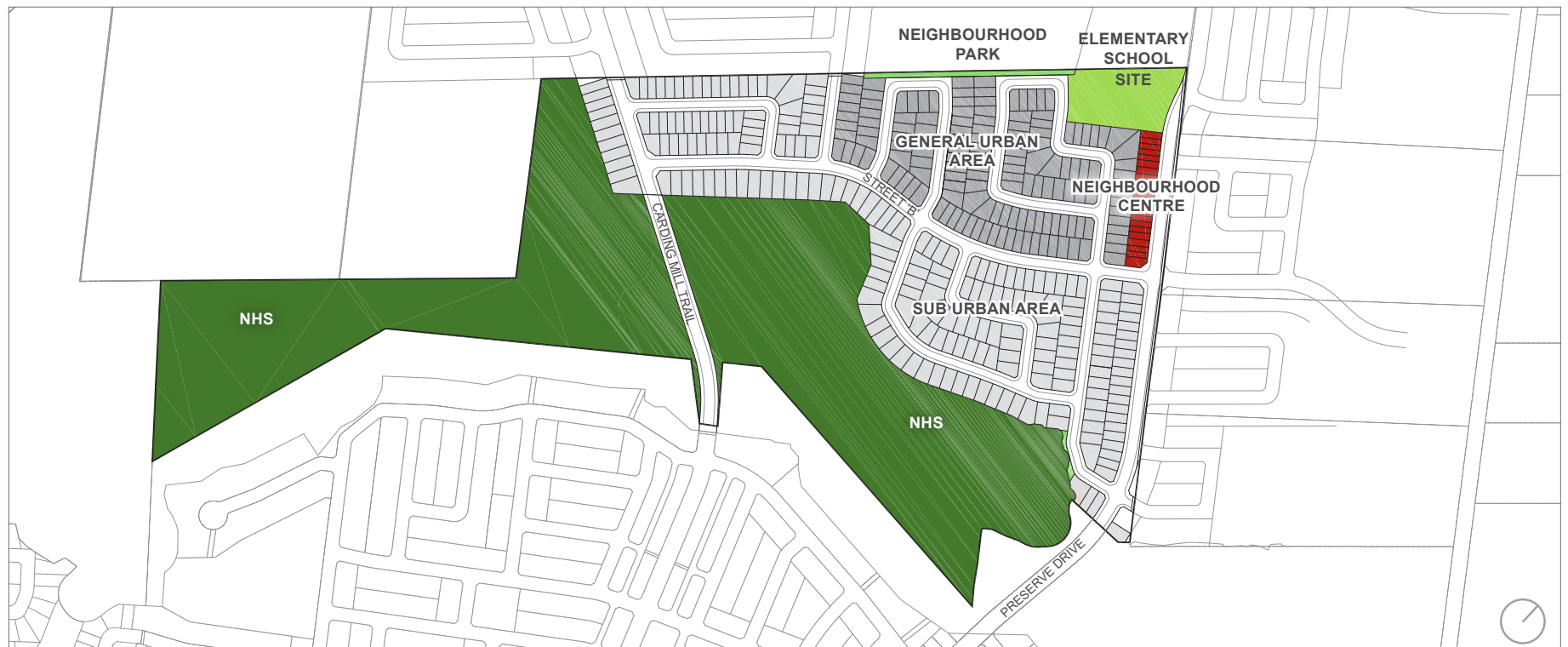


Fig. 4.2 - Preserve Phase 4 Land Use Plan

4.3 Street Network

Extending through the entire Preserve Community from Dundas Street to Burnhamthorpe Road, Carding Mill Drive and Preserve Drive serve as the main north-south collector roads in Phase 4 with 22m right-of-ways. A 19m right-of-way minor collector road (Street 'B') also runs east-west providing an internal connection in the subject lands. All other streets within Phase 4 are local roads with 17m right-of-ways.

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

- Collector Road - 22.0m R.O.W. / connects neighbourhoods in The Preserve, 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- Minor Collector Road - 19.0m R.O.W. / an east-west street that links to the future residential development to the east of Phase 4 / 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- Local Street - 17.0m R.O.W. / transportation corridor and neighbourhood social focus;

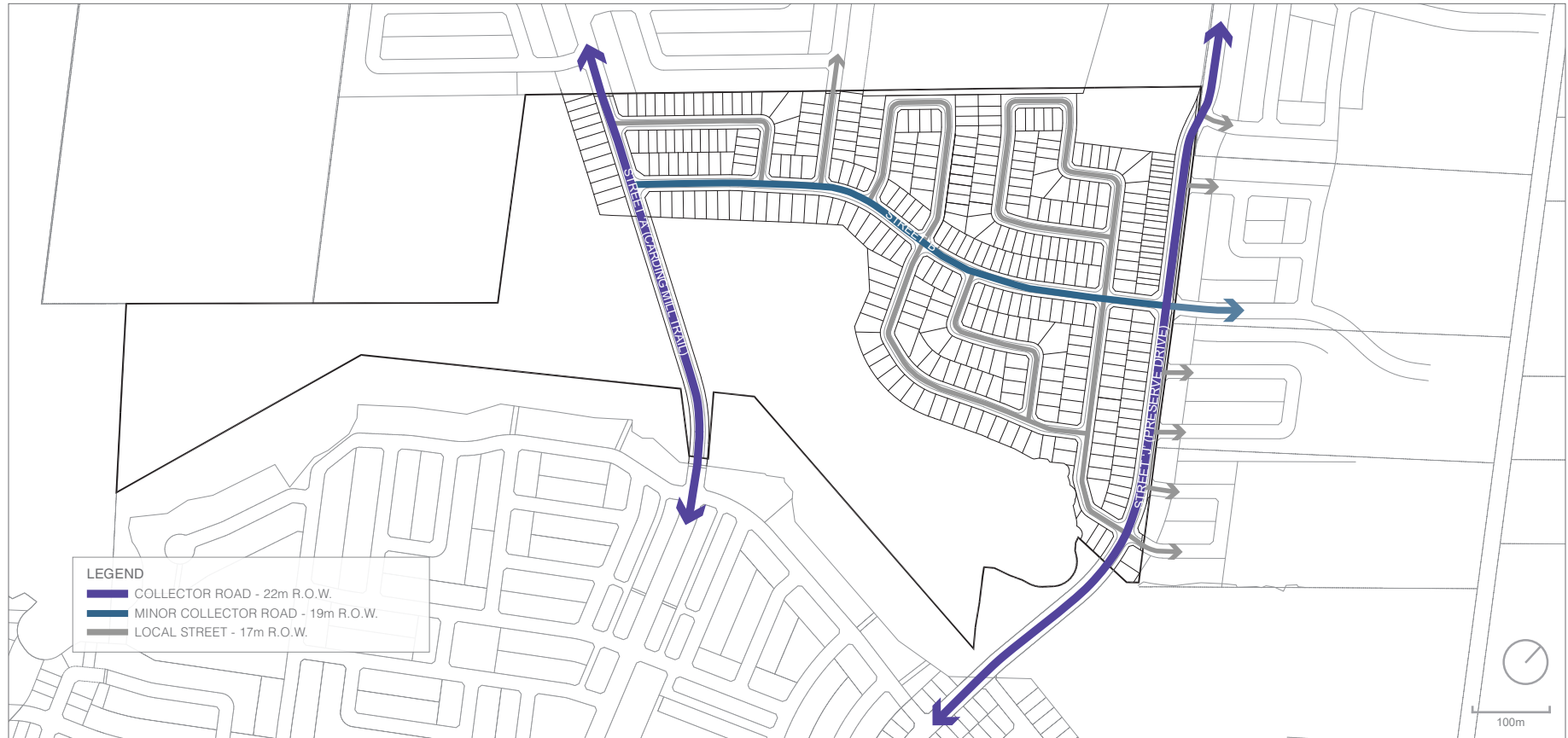


Fig. 4.3 - Road Hierarchy Plan for Phase 4 within the overall Preserve community.

4.4 Natural Heritage System

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

The proposed land use fabric for Phase 4, including streets, and residential land uses, has evolved from the prominent NHS lands. As part of the comprehensive open space system, a trail network reflecting the North Oakville Trails Plan - East has been integrated at strategic locations in Phase 4 (refer to 6.1.4 *Trail Network*). View opportunities of NHS have also been identified in 6.1.5 *Views and Vistas*.



Fig. 4.4 - Natural Heritage System forms a significant component of the Phase 4 lands.

5.0 DEVELOPMENT MASTER PLAN

Primary access to the proposed development in Phase 4 is from the 22m right-of-way collector roads, Carding Mill Trail and Preserve Drive that run the entire length of the overall Preserve community. These collector roads guide the residents and visitors to the neighbourhood centres located to the north and south of Phase 4, which are intended to offer an interesting visual experience comprising higher density residential and mixed uses. Both roads also serve as physical and visual connections to the NHS, a feature that divides the north and south portions of The Preserve community. The main east-west linkage in Phase 4 is provided along a central collector road that runs parallel to the NHS system to the south.

Consistent with the land use patterns in the North Oakville Master Plan, the proposed plan of subdivision has higher densities designated in the Neighbourhood Centre Area block, located on the west side of Preserve Drive adjacent to the Future Public Elementary School.

Single detached residential shall comprise the majority of the land area within Phase 4. These are typically front-loaded dwellings on lots with varying widths and depths, with front elevations and driveways accessed from the local street network. Lower residential densities are located in the portion closer to the NHS lands, in a density pattern consistent with the North Oakville Master Plan.

A series of public open spaces are proposed in Phase 4, strategically located within reasonable walking distances for all residents. A Neighbourhood Park located adjacent to the north east boundary of the subject lands, and connected to the future Public Elementary school will serve the residents in Phase 4 and future surrounding community.

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

There are 4 key elements that characterize Preserve Phase 4 and form the overall development master plan: NHS lands, residential land uses, public spaces (open space, park), and the future Public Elementary School.



Fig 5.0 - Development Master Plan for Preserve North Phase 4

6.0 DETAILED DESIGN DIRECTION

6.1 Open Spaces and Connections

As part of the Preserve North's overall planning and coordination of amenities, a series of open spaces and connections are proposed within Phase 4.

The school site partially located in Phase 4 and the adjacent neighbourhood park is strategically centrally located within walking distance of surrounding neighbourhood areas of Preserve North. In compliance with the North Oakville Master Plan, the park's location abutting a potential elementary school site, reinforces the area as a multi-neighbourhood focus.

As a significant component of the Phase 4 subject lands, the NHS offers opportunities for trail connectivity to natural areas and strategic views toward open space features.

6.1.1 Future Public Elementary School

The Public Elementary School site is partially located within the Phase 4 subject lands (0.98 ha. of 2.43 ha.), with the remainder situated in the future development lands to the north. The school combined with the Neighbourhood Park, will be one of the primary open spaces and focal points for the Preserve North community. This coordinated open space amenity area will be characterized by a mix of open green spaces for passive and active play, seating amenities with shade structures, and recreational features.

The following guidelines for the school block should be considered:

- The layout and design of the school block should allow for the continuation of any multi-use pathways from the Neighbourhood Park, with direct connections to adjacent sidewalks.

- The building should form an edge along Preserve Drive. Building architecture should appropriately respond to the terminus views facing north from Preserve Drive, and east from the local road. Main building entries should align with view corridors where possible.
- The impact of parking facilities should be minimized through siting at the rear or side of the school and the use of landscape buffers.

6.1.2 Edge Treatment - Future Public Elementary School / Neighbourhood Park

Rear yards abutting the school yard should have continuous fencing of a high quality installed to achieve a uniform, clean appearance. Where a chain link fence is located, significant landscaping will be required on the private property side.



Fig. 6.1a - Privacy fencing in North Oakville for a dwelling abutting a school yard.



Fig. 6.1b - Park entrance in The Preserve with visual cues including signage, low entry walls / columns, and seating.

6.1.3 Neighbourhood Park

Neighbourhood parks have a neighbourhood focus and provide active and passive recreation opportunities within a reasonable walking distance of the majority of residents. These parks serve as a central common green space, reflecting and communicating the character of individual neighbourhoods. They offer a place for residents to interact, children to play, and social events to occur. The southernmost portion of the future neighbourhood park to the north is located in Phase 4.

The following guidelines for the Neighbourhood Park should be considered:

- The park shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses.
- As a focal point within the neighbourhood, the park shall be sited with frontages on three streets (2 window streets in Phase 4) to promote views and access.
- The location of the school immediately adjacent to the park will allow for shared-use facilities, such as a parking lot and access to both sites.



Fig. 6.1c - Phase 4 Open Spaces

- Key features of the Neighbourhood Park shall be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, shall be consistent or complementary with established neighbourhood themes (including surrounding dwellings and other open space components).
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating, and gathering.

6.1.4 Trail Network

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with Figure NOE4 of the Secondary Plan, the trails system proposed for the overall Preserve community will provide access to the NHS from the adjacent streets of the Phase 4 development. The trail will connect to planned or existing pathways throughout the broader community as a comprehensive pedestrian linkage network. Where feasible, trails should be accessible and visible from adjacent streets.

In compliance with the North Oakville East Trails Plan the following trail types are proposed within Phase 4:

- Major Trail - A north-south along the back of the westernmost lots, connecting with the proposed multi-use trail to the north and south.
- Multi Use Trail - Located on Carding Mill Trail from the southern boundary of the subject lands to the intersection at the first east-west collector road.
- Minor Trail - Providing a north-south connection through the NHS towards the eastern extent of the Phase 4 lands, connecting with a proposed major trail.
- Signed Bike Route - Located along the entire length of Carding Mill Trail and along the east-west collector road through Phase 4.



Fig. 6.1.4a - A Major Trail located south of the subject lands will be connected to the trail network proposed in Phase 4.

The trail design shall comply with the North Oakville East Urban Design and Open Space Guidelines and satisfy the objectives of the North Oakville East Trails Plan. The following guidelines shall apply to Phase 4:

- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use. It is expected that both asphalt and screenings will be considered.
- Trails may vary in size to allow two-way cycling, based on Town of Oakville standards.
- Trail lighting requirements shall be determined on a site-by-site basis and take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with adjacent street sidewalks to encompass the pedestrian and cycling network for the community.
- All trails shall be appropriately set back from adjacent residential rear lot lines.
- At the entry into the Major Trail on the west side of Carding Mill Trail, trail design elements may include a trailhead marker, seating area and information signage.



Fig. 6.1.4b - Seating area located along a Major Trail in The Preserve Phase 3.



Fig. 6.1.4c - Trail network plan depicting proposed trail locations within Phase 4. Plan based on 2008 North Oakville East Trails Plan (subject to change pending approval of a new trails plan).

6.1.5 Views and Vistas

Opportunities to provide strategic views and viewsheds towards the existing NHS to the south and introduced open space features within Phase 4 shall be integrated into the proposed street and block framework. These views and viewshed opportunities are primarily provided through the location of street frontage and walkway blocks immediately adjacent to these open space features and facilities. Figure 6.1.5 illustrates these opportunities.



Fig. 6.1.5 - Views and Vistas Plan in Preserve North Phase 4

6.2 Neighbourhood Centre Area

A portion of the Neighbourhood Centre Area concentrated to the north of Phase 4 in the Neighbourhood Activity Node on Preserve Drive is situated in the subject lands. The proposed townhouses and the resulting higher density in this block are consistent with the North Oakville East Master Plan, as this area is intended to be a 'main street' driven development area, characterized by the potential for varying levels of residential, retail, and civic functions. It plays a key role in strengthening the urban structure and defining the character of the surrounding neighbourhoods through walkable and transit-supportive built form and open space design. As the site is part of the very southern quadrant of the neighbourhood 10 Neighbourhood Centre, no retail component is proposed in this section of the Neighbourhood Centre. The Neighbourhood Activity Node is located further north and will include this retail component.

The following guidelines shall apply specifically to the design of streetscape and built form within the Neighbourhood Centre Area in Phase 4:

6.2.1 Streetscape

The collector road along the Neighbourhood Centre Area / townhouse block provides an important north-south connection between the community and the Neighbourhood Activity Node to the north. Street trees within the Neighbourhood Centre Area shall be appropriately spaced to create an effective canopy and strong streetscape presence.

Typical roadway cross-sections for the 22m right-of-way collector road include:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on both sides of the street;
- Single row of trees in grass boulevards between sidewalk and curb;
- Signed bike route (proposed for Carding Mill Trail only, south of the east-west collector road);
- Street tree species shall adhere to approved Town of Oakville specifications;



Fig. 6.2a - Location of townhouses as a component of the Neighbourhood Centre Area to the north of Phase 4 on Preserve Drive.



Fig. 6.2b - Existing street townhouses located on Carding Mill Trail, south of Phase 4

- 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, consistent with the existing Preserve community.



Fig. 6.2.1a - Street light poles and luminaires shall be consistent with the previous phases of The Preserve community

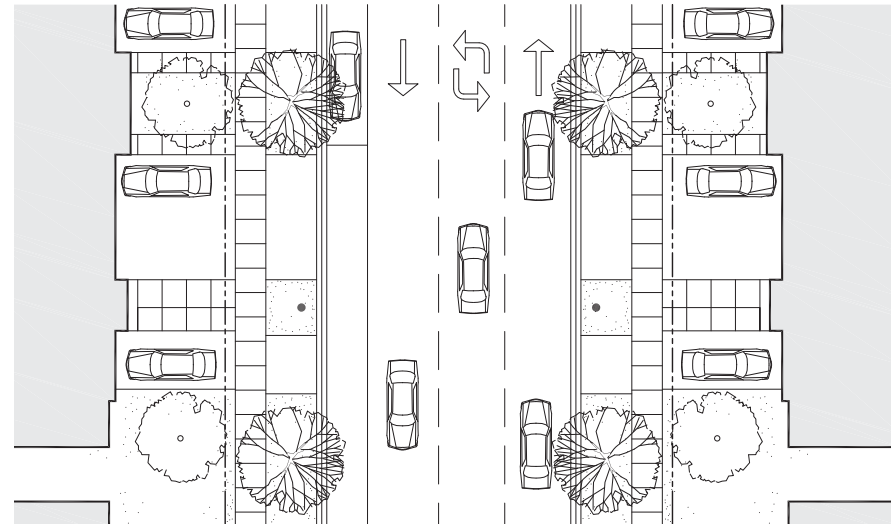
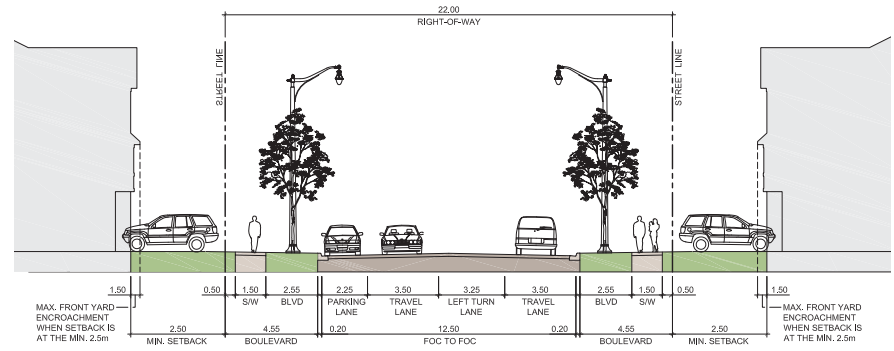


Figure 6.2.1b - Avenue / Transit Corridor - 22.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

6.2.2 Built Form

The Neighbourhood Centre Area's built form should be designed with regard to its prominent central location within the Preserve North community. Consistent with the guidelines for this land use designation, the following describes the planned built form for this specific block in Phase 4:

Building Types

- 22 street townhouses are proposed on the west side of Preserve Drive, south of the future public school.

Orientation

- Built form shall have a strong orientation to the street with minimal setbacks to provide the appropriately scaled street edge along this 22m R.O.W. Collector road.

Height & Massing

- Built form shall allow for 2 to 3-storeys, avoiding extreme variations with adjacent single detached dwellings to the south and west.
- Building scale and architectural styles shall be provided in a manner that reinforces an attractive, active, human-scaled street environment.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to buildings from adjacent sidewalks.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated facades, ample fenestration, interesting roof lines, and prominent entrances.
- Building design for the corner location abutting the school site, shall reflect an architectural treatment appropriate to this highly visible location.
- Ample fenestration shall be provided along building sides fronting onto the streets to visually connect with the streetscape.



Fig. 6.2.2 - Existing street townhouses located on Carding Mill Trail, south of Phase 4.

- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Given the prominence of this Neighbourhood Centre Area within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style, and incorporate high quality materials.

Services / Utilities

- Utility functions shall be incorporated into the architecture of the buildings, where possible.

6.3 Low Density Residential

Low density residential areas comprise the predominant land use in Phase 4. The proposed development master plan is intended to permit a range of single residential products along local roads with easy direct connections to the NHS, future elementary school and adjacent neighbourhood park. A diversity of architectural expressions and elevations in these areas is necessary to provide visual interest along the streetscape.

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

6.3.1 Streetscape

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

Minor Collector Road

Typical roadway cross-sections for the 19m right-of way collector road (Street 'B') include:

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

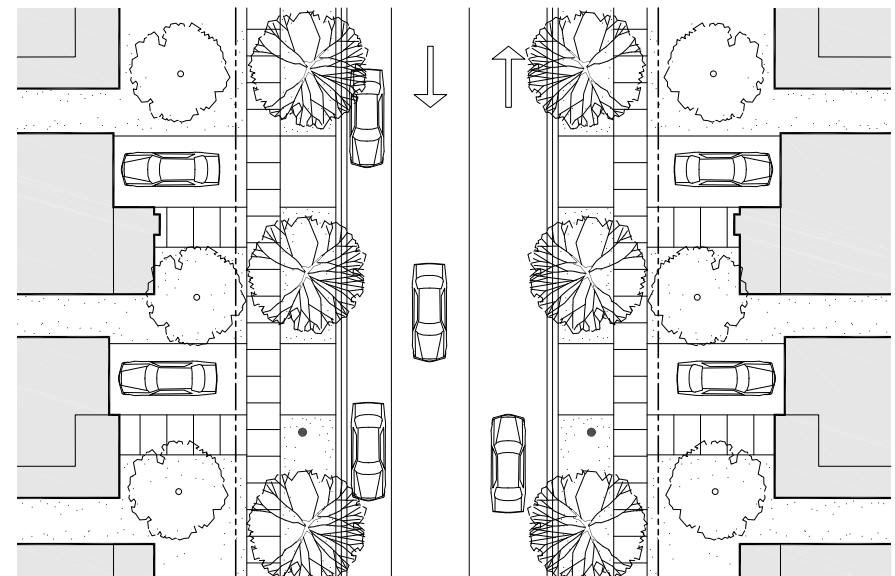
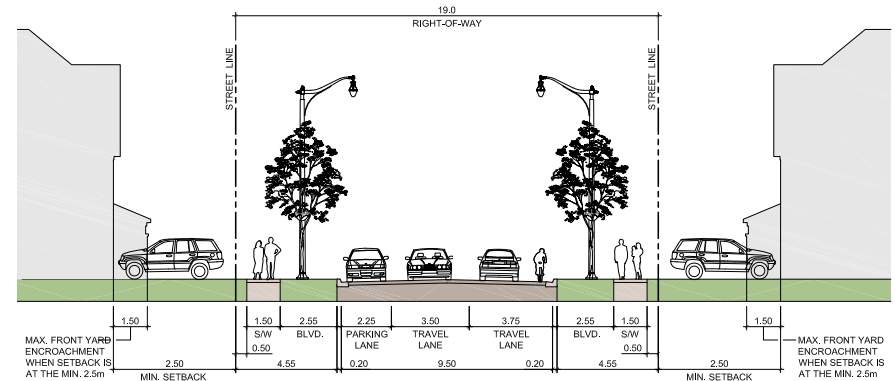


Figure 6.3.1a - Low Density Residential / Collector Road Streetscape - 19.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

Local Roads

Typical roadway cross-sections for the 17m right-of-way local road include:

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

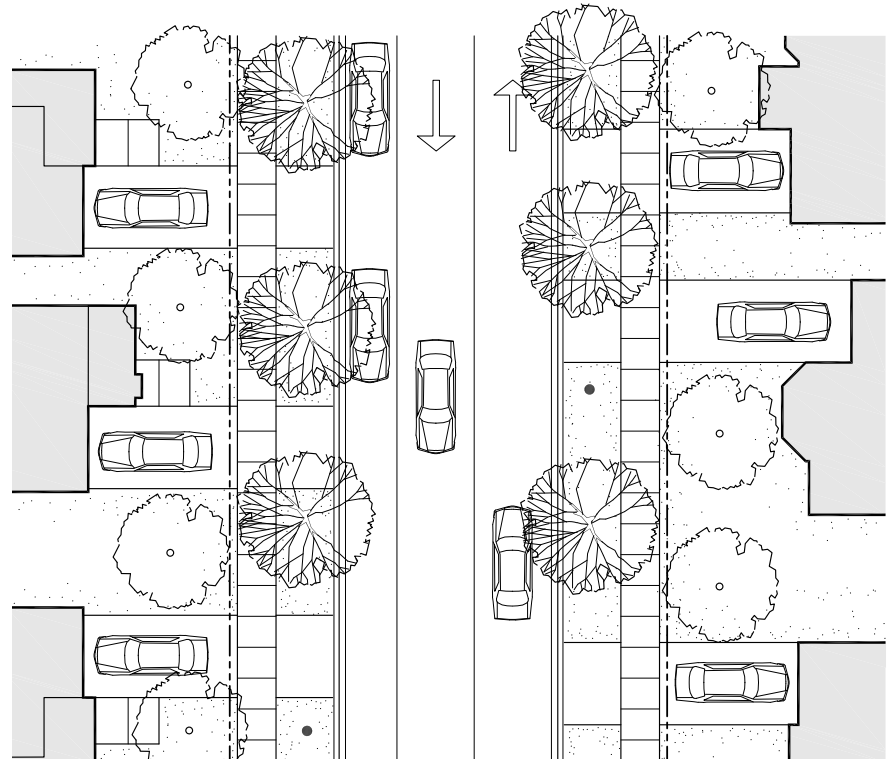
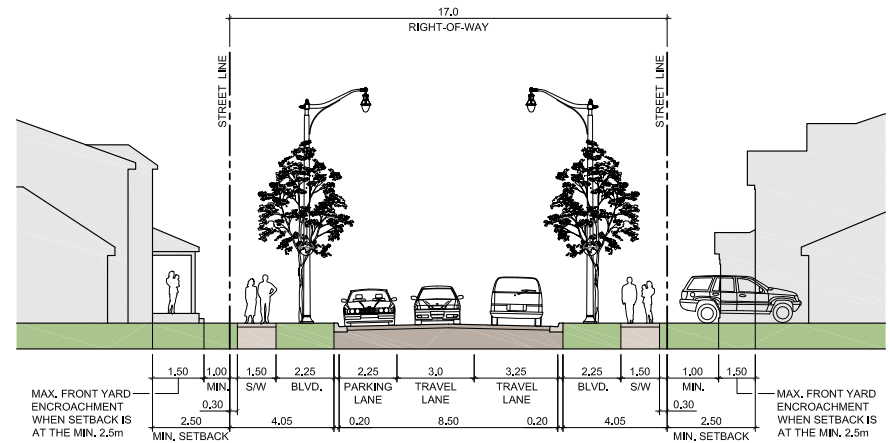


Figure 6.3.1b - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

6.3.2 Built Form

The low density residential areas propose a range of single detached residential products. The built form in these areas should be designed to provide visual interest along the streetscape with proposed buildings having distinct architectural expression and a full range of colours.

Building Types

- A combination of single detached dwellings are proposed, with lot sizes ranging from 34'-65'.

Height / Massing

- A variety of 2 and 3-storey buildings will be permitted. To ensure appropriate massing relationships, careful consideration shall be given to siting of dwellings.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided, such as:
 - Avoid siting 3-storey dwellings adjacent to bungalows, raised bungalows or 1-1/2-storey dwellings;
 - When 2-storey dwellings are sited among bungalows or 3-storey dwellings, they should be placed in groupings of at least 2 units;
 - When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.

Architectural Elements and Materials

- To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- The façade detailing, materials and colours of a dwelling should appear authentic and be consistent with the architectural style. Materials shall be of a high-quality.
- Architecture shall be complimentary and consistent with the housing designed for Phases 1-3.
- Stylistic influences may be borrowed from traditional-period Ontario precedents, and may include Victorian, Georgian, French Chateau, English Manor, Craftsman, Tudor, Modern, Contemporary, Colonial, etc.



Fig. 6.3.2a - Image example of single detached dwelling with distinct architectural expression.

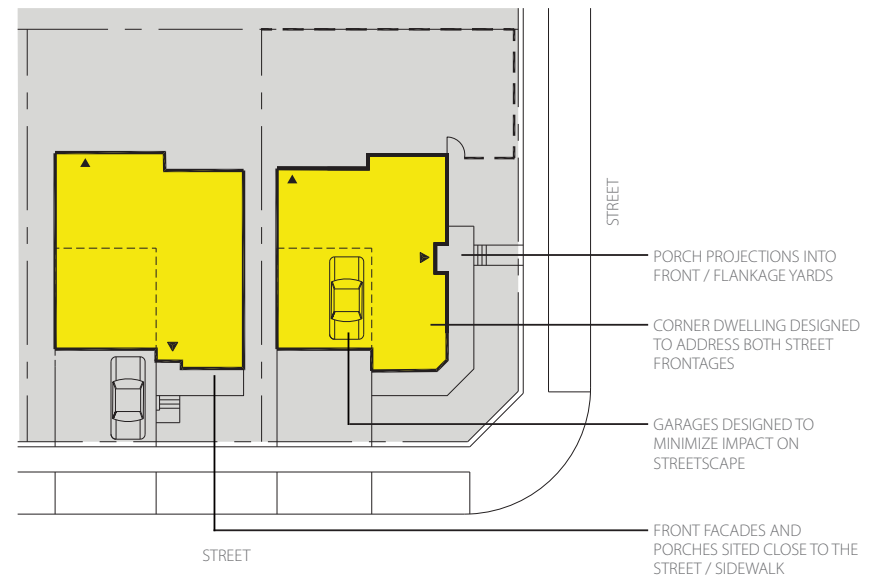


Figure 6.3.2b - Conceptual siting of single-detached dwellings and corner treatment considerations.

Architectural Variety

- Single detached-dwellings should be designed to contribute individually and collectively, to the character of the various neighbourhoods.
- 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, flanking elevations must not be the same as those on lots abutting or directly opposite. Identical kitty-corner lot elevations are acceptable.



Fig. 6.3.2c - Image example of a range of building materials and colours that provide visual interest along the streetscape.

Porches

- Designs with covered front porches or porticos are desirable in so far as they are consistent with the architectural style.
- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches may be located closer to the street than garages.
- On corner lots, wraparound porches are encouraged where appropriate to the dwelling style.
- Where main dwelling entries are visible from the street they should be appropriately lit.
- To provide variety along the streetscape, some dwellings may feature side entries.
- Where porches are used, they should be functional and kept as open as possible.
- Where porticoes 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.

Garages

- 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, with limitations to their projection into the front or flankage yards.
- 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.

- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred, where possible.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments shall be utilized and shall be consistent with the architectural style of the dwelling.
- Light fixtures mounted to the side or above the garage door is 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:
 - Lower the garage door and/or increase the roof pitch;
 - Add a decorative gable louvre or feature;
 - Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
 - Consider window treatments above the garage doors, as appropriate to the dwelling;
 - Provide wider and/or arched lintels over the garage door to reduce the massing.



Fig. 6.3.2d - Image example of attached garages integrated into the main massing of the dwelling, behind the porch projection.



Fig. 6.3.2e - Image example a single detached homes in The Preserve, south of Phase 4.

6.4 Priority Lots

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

The following priority lot plan for Phase 4 demonstrates the lot locations requiring special design considerations, corner lots, including prominent corner dwellings at Carding Mill Trail and Preserve Drive, view terminus dwellings, and dwellings requiring upgraded rear and side architecture facing the NHS, neighbourhood park, and school.



Fig. 6.4 - Phase 4 Priority Lot Plan

6.4.1 Corner Lot Dwellings

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

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



Fig. 6.4.1 - Image example of a corner lot dwelling in The Preserve that addresses both street frontages with the long elevation facing the flanking street.



Fig. 6.4.2 - Image example of a view terminus dwelling in The Preserve, with a prominent architectural entry at the terminus view

6.4.2 View Terminus Dwellings

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

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



Fig. 6.4.3 - Image example of an upgraded side architecture dwelling where it is prominently exposed to the public realm.

6.4.3 Upgraded Rear and Side Architecture Dwellings

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

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

6.5 Sustainability Features

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

Walkability is one of the cornerstones of the overall Preserve community sustainability strategy. Open spaces and amenities within Phase 4 are located within comfortable walking distance of the majority of residents. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections.

Sustainability is supported by:

- A future neighbourhood park and school is 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 with natural features in surrounding neighbourhoods have been linked with the sidewalk network, offering convenient and enjoyable pedestrian connections.
- To encourage a reduction in automobile usage, ensure bicycle parking and future public transit connections are integrated into the design of the future school site and neighbourhood park.

6.5.1 Low Impact Development Methods

The following sustainable development practices shall be considered

- 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.



Figure 6.5 - Plan depicting 5 minute walking radius (400m) from proposed future school site.

- Emphasize the sourcing of local materials and manufactured components where possible.
- Consider shading screens, eaves and overhangs to reduce heat absorption through windows.
- Utilize low-e glass and other energy efficient materials and construction methods.
- Consider introducing advanced technologies and practices into the building process where possible.
- Utilize recycled materials where possible, reducing the demand for new materials and increasing the market for recycling.
- Pedestrian trails shall be connected and integrated with the sidewalks in the community.

7.0 IMPLEMENTATION



Figure 7.0 - An extensive trail network connecting the entire Preserve community is part of the sustainability strategy for a healthy, active community that will be implemented throughout all phases of development.

The UDB has addressed pertinent urban design issues as applied to The Preserve'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 Preserve North Phase 4 Urban Design Brief complements the approved North Oakville Urban Design and Open Space Guidelines (November 2009), and the preceding Urban Design Briefs for The Preserve Phases 1 to 3. The Urban Design Brief strives to consider aspects of built form and open space design that are specific to the Phase 4 lands within the overall Preserve community. However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all studies.

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.

Architectural design and siting proposals for medium density residential (except freehold townhouses), mixed-use, and/or non-residential built form shall be evaluated through the Town of Oakville's Site Plan Approval process in accordance with the Town's Site Plan By-law. The Town may request that the Control Architect play an advisory role in the design review process.

7.1 ARCHITECTURAL CONTROL PROCESS

If a Control Architect is appointed to administer the implementation of The Preserve Phase 4 Urban Design Brief, the Control Architect shall have obtained proven experience in the field of architectural design within Ontario and the Greater Toronto Area, shall be member in good standing of the Ontario Association of Architects, and shall be deemed acceptable by the Town of Oakville to perform the required design control duties.

The architectural control review and approval process by the Control

Architect will be undertaken in an expeditious and fair manner on behalf of the Town of Oakville. It shall generally comprise the following steps:

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

7.2 PRELIMINARY REVIEW

- Preliminary model design sketches which are in conformity with the Urban Design Brief /and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect or Town Urban Design Staff for review.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect or Town Urban Design Staff.
- Preliminary grading plans and streetscapes for individual lot sitings should be submitted to the Control Architect or Town Urban Design Staff for review prior to submission for final approval.

7.3 FINAL REVIEW AND APPROVAL

7.3.1 Working Drawings

- Working drawings must depict exactly what the Builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.

- Unit working drawings will be required for special elevations (i.e. upgraded rear/side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations, which have been given final approval, is to be submitted to the Control Architect or Town Urban Design Staff as soon as possible after model approval has been given. These should be on 1 sheet per each dwelling type.

7.3.2 Site Plans

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

7.3.3 Streetscape Drawings

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

7.3.4 Exterior Colour Packages

Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards, which include the colour, type and manufacturer of all exterior materials.

Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

7.4 SUBMISSION REQUIREMENTS

The Builder is required to submit the following to the Control Architect of Town Urban Design Staff for final review and approval:

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

7.5 TOWN OF OAKVILLE APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect or Town Urban Design Staff 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 or Town Urban Design Staff and Project Engineer (site plans only).
- Approvals by the Control Architect or Town Urban Design Staff and the Project Engineer do not release the builder from complying with the requirements and approvals of the Town of Oakville and/or any other governmental agency.

7.6 MONITORING FOR COMPLIANCE

- The Control Architect or Town Urban Design Staff 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 or Town Urban Design Staff to be in non-compliance with the Urban Design Brief will be reported in writing to the Builder.
- The Builder will respond in writing to the Control Architect or Town Urban Design Staff of their intention to rectify the problem, after which the Developer will be informed of the Builder's response.
- The Developer and/or Town may take appropriate action to secure compliance.
- In the event that a Control Architect is appointed and the Town is not satisfied with the performance of the Control Architect, it reserves the right to refuse acceptance of drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect, if necessary, to the satisfaction of the Town. The Developer will be responsible for all costs relating to architectural review and approval.

7.7 CONDITIONS TO BE SATISFIED PRIOR TO MARKETING AND SALES

1. That the Owner agrees to implement the Town approved Urban Design Brief [date] to the satisfaction of the Town.
2. The Owner shall submit elevation drawings (all facades) and typical floor plans (all levels) for all models on lots not subject to Site Plan Approval to Planning Services Urban Design staff for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.
3. That the Owner shall select a control architect who shall ensure all development which is exempt from Site Plan Approval process, proceeds in accordance with the Town-approved Urban Design Brief. The Owner shall submit a letter to the Town from the selected control architect acknowledging the following:
 - i. a control architect has been retained for this subdivision and does not have any perceived or real pecuniary interests or conflicts with performing the required duties;
 - ii. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;
 - iii. the control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction;
 - iv. the control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review;
 - v. the control architect will discuss with Town staff any identified issues; and the control architect will submit stamped/signed drawings with the building permit application in accordance with the foregoing.

