



Green Ginger Phase 2

Urban Design Brief

Prepared by The Planning Partnership
July 2016

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Policy Context

This Urban Design Brief has been prepared as part of a comprehensive draft plan of submission for the Green Ginger Phase 2 subdivision. The purpose of the brief is to:

- Provide insight on the design for the subdivision.
- Illustrate how the design of Green Ginger has regard for the policies and design strategies that are outlined in the following overarching planning and urban design documents:
 - The North Oakville East Secondary Plan
 - The North Oakville Master Plan (Appendix 7.3 - August 13, 2007)
 - The North Oakville East Urban Design and Open Space Guidelines
 - The North Oakville Sustainability Checklist
 - The North Oakville East Trails Plan
 - The North Oakville Proposed Zoning Standards
 - Liveable By Design Manual-Urban Direction for Oakville
- Provide a consistent approach to the design of both the public and private realms in the creation of an attractive, pedestrian-scaled and cohesive neighbourhood with a distinct visual identity.

The purpose of these Urban Design Guidelines is to provide an urban design vision and design guidance for the Green Ginger Subdivision by addressing the nature, intensity and quality of development in both the public and private realms. This guideline document complements work already carried out in the Liveable By Design Urban Design Manual (LBDM), an Urban Design Direction for Oakville and will form a portion of Part B for the LBDM.

This document illustrates a consistent approach to developing the lands that make up the Green Ginger Community. The images and graphics in it are conceptual only and have been provided to illustrate design principles for this development. They should not be literally interpreted as the end product.

This document is an extension of and should be read in conjunction with the Green Ginger Phase 1 Urban Design Brief.

Introduction

Context Analysis

The Green Ginger Draft Plan falls within the Trafalgar Urban Core Area 3 and 4 designation of the North Oakville East Secondary Plan (NOESP; Section 7.6.4.6 and 7.6.4.7). A full range of medium to high density residential, retail and service commercial, entertainment, cultural, business, office and institutional uses are permitted and mixed use development is also encouraged. Both Urban Core Area 3 and 4 are to include primarily residential buildings as well as office and institutional uses. The Green Ginger Draft Plan of Subdivision is comprised of 2 phases. Phase 1 includes the lands south and west of the Natural Heritage System. Higher density residential uses are contemplated along Trafalgar Road and transition to medium density residential uses to the west to address the adjacent areas planned for medium and low density residential purposes. This brief has been prepared for Green Ginger Phase 2 and should be read in conjunction with the Urban Design Brief for Green Ginger Phase 1 (rev. September 2013)

Access to the Green Ginger Draft Plan Phase 2 will be provided from Trafalgar Road by means of three east/west roads. Street A, an extension of Sixteen Mile Drive is an important east/west connection both to Green Ginger phase 1 and to the greater North Oakville Community. Strong north/south streets (Streets 'C' & 'G') connect to future neighbourhoods to the north.

The plan is organized around a strong component of open spaces and a hierarchy of streets. A north south open space system frames the community to the west and is integrated as an important green amenity for both phases 1 & 2. The plan is divided into neighbourhoods by a grid like system of streets. Each neighbourhood focuses on an open space component while the portion of the plan adjacent to Trafalgar Road offers the opportunity for a strong mixed-use area that serves both the new community adjacent areas. Phase 2 locates mid to higher density blocks adjacent to Trafalgar Road in the form of low-rise apartments. To the west as the community transitions to the phase 1 neighbourhood in the form of back-to-back and street related townhouses. As in phase 1, phase 2 provides a range of low-rise building types which are consistent and serve to produce a coherent and unique sense of place.

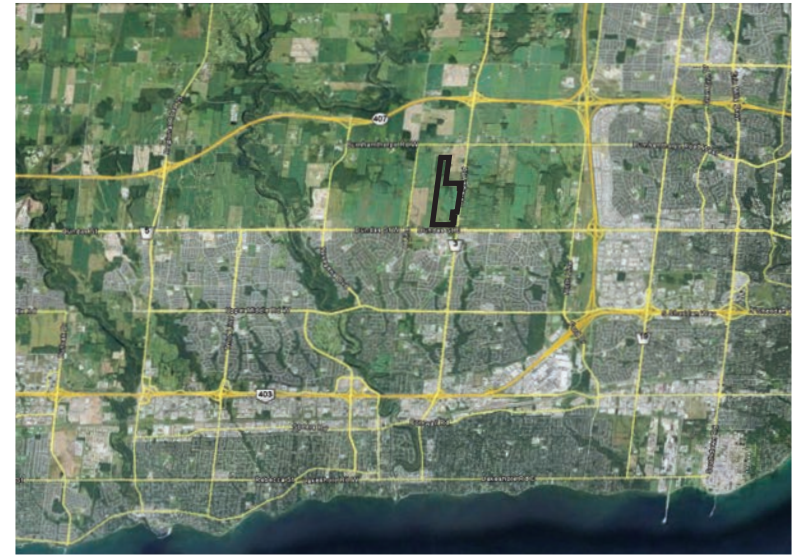


Figure 1: Location within Town of Oakville



Figure 2: Location within the North Oakville East Secondary Plan

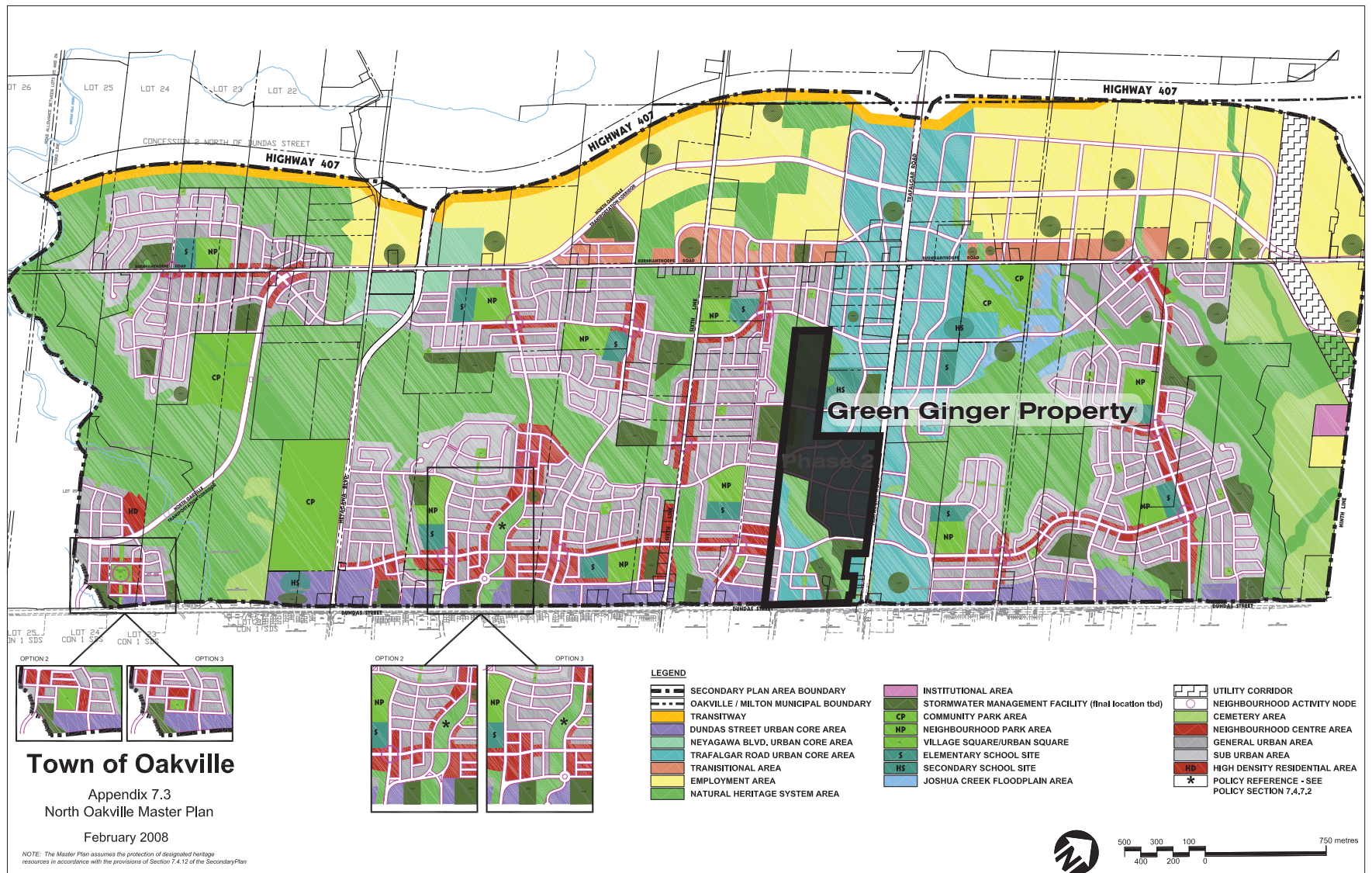


Figure 3: Appendix 7.1 (Pag.5/ Figure5) illustrates the location of the James Appelbe Heritage House to be relocated within the Phase 1 draft plan.

Site Background Information

Design Vision, Guideline Principles and Objectives

A number of documents form the basis of the North Oakville East Community. This design of the Green Ginger Phase 2 neighbourhood has been carried out reflecting the principles found in the following documents:

Liveable by Design Manual (LBDM)

The LBDM is a tool for creating livable places in Oakville which are not only vibrant and attractive but functional and establish a definable sense of place. The LBDM consists of three components:

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

The Urban Design Direction for Oakville, Part A of the LBDM (section 1.4), identifies six guiding design principles for new development:

1. **Sense of identity** – *creating distinct and vibrant communities*
2. **Compatibility** – *fostering compatibility and context-specific design.*
3. **Connectivity** – *enhancing connectivity and accessibility*
4. **Sustainability** – *integrating sustainability and resilience.*
5. **Legacy** – *preserving built heritage, cultural and natural resources.*

6. Creativity – *inspiring creativity and innovation.*

North Oakville East Secondary Plan

As outlined in the secondary plan, The North Oakville East Secondary Plan establishes a detailed planning framework for the future urban development of the North Oakville East Planning Area.

The vision described in the Secondary Plan (Section 7.2) views North Oakville's development as an urban community that reflects Oakville's distinct historical roots. The Secondary Plan envisions a community that is a model of smart growth and social diversity. The community has been planned to be compact, pedestrian friendly and urban. An important component of the plan is the integration of the natural heritage systems and open spaces into the fabric of the community.

The development objectives for North Oakville include:

- Environment and Open Space
- Residential
- Employment
- Urban Design
- Transportation
- Servicing

North Oakville East Master Plan (Appendix 7.3 - Secondary Plan)

Site Background Information

The North Oakville East Master Plan (Appendix 7.3 of the North Oakville East Secondary Plan) illustrates the physical layout of the secondary plan vision. The Master plan illustrates land use, the hierarchy of streets and open spaces, as well as the distribution of distinct neighbourhoods throughout the community.

The North Oakville Urban Design and Open Space Guidelines outline a vision for each neighbourhood outlining that “....each neighbourhood will include at its centre, approximately a five minute walk from most areas of the neighbourhood, a Neighbourhood Activity Node which would include a transit stop and other public facilities which serve the neighbourhood such as central mail boxes. In addition, commercial facilities or similar uses will be encouraged to locate at the Neighbourhood Centre Activity Node”.

North Oakville East Urban Design and Open Space Guidelines

The North Oakville East Urban Design and Open Space Guidelines express the role of the guidelines as the establishment of “ the physical design concepts that will lead to the development of a high quality, sustainable and integrated residential and employment community”. The guidelines implement the policies of the Secondary Plan and will be the basis for evaluating individual application for development within North Oakville East..

Additional documents include:

- North Oakville Sustainability Checklist
- The North Oakville East Trails Plan
- Zoning

Site Background Information

Urban Design Context

Concept Plan

The plan for Phase 2 of the subject lands is based upon a coherent hierarchy of streets and parks as well as the natural open space system, and other community features as proposed in the North Oakville Master Plan (Appendix 7.3).

The Phase 2 Green Ginger Master Plan incorporates the following elements:

- Higher density residential apartments adjacent to Trafalgar Road;
- Townhouses (both street oriented and back-to-back) and a higher density residential area;
- Two village squares acting as a focus for each of the low-rise neighbourhoods;
- Three neighbourhood character streets
 - Street A, an extension of Sixteen Mile Drive connecting phases one and two on the south end, and
 - Street 'B', a new east/west connector from Trafalgar Road through the new community to Phase 1 on the west.
 - Street 'C', a new north/south street connecting the community to the larger neighbourhood to the north.
- A storm water management pond feature on the southeast corner of the new community providing a natural gateway feature from Trafalgar Road into Phase 2.



Figure 4: Green Ginger Phase 2 Community Concept Plan

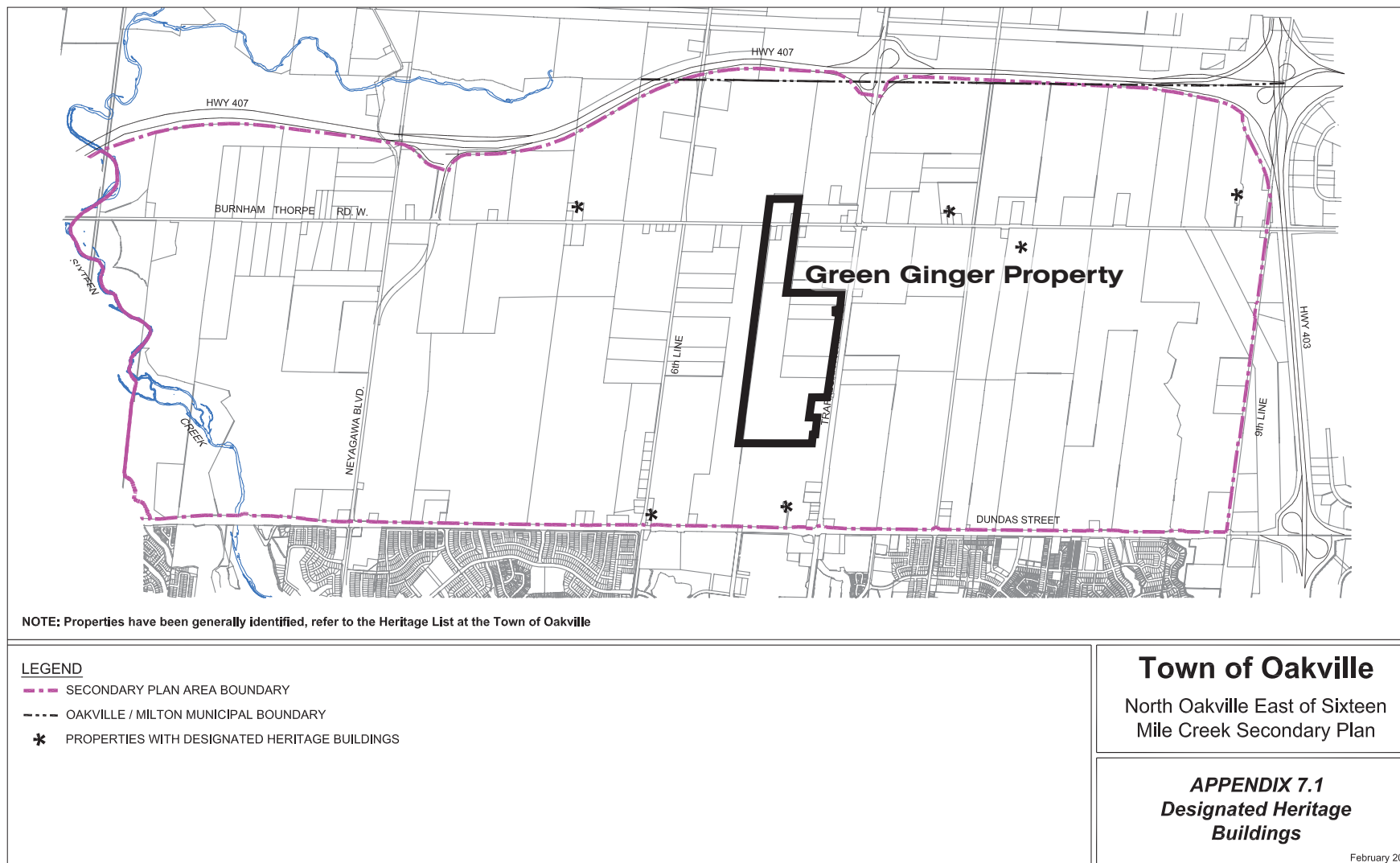


Figure 5: Appendix 7.1/North Oakville East Secondary Plan

Development Framework

Design Objectives

The Green Ginger Phase 2 Subdivision is consistent with the design principles of the North Oakville East Urban Design and Open Space Guidelines and builds upon the guiding design principles outlined in the Urban Design Direction for Oakville (section 1.4 LBDM). The site has an important location within North Oakville being bordered by an important natural area (the East Morrison Creek) on the west while having frontage along Trafalgar Road, an important transit route through the community.

The North Oakville area is planned to save and protect the Natural Heritage System. The extension of natural features into each neighbourhood wherever possible reinforce the nature of the community as one that is rooted in the natural environment.

Trafalgar Road is an important north/south connecting street through Oakville. This is the urban edge to this neighbourhood and the built form will act as an important transition to the lower density area to the west.

An important objective for Green Ginger is to generate a walkable community that is well connected to surrounding amenities.

Green Ginger is designed as a sustainable community which uses compact development as a means of growth opportunity and supports alternate transportation methods throughout.

Green Ginger incorporates creative model design to inspire unique and innovative communities which establishes a distinct identity.

Development Framework

Green Ginger is Walkable

The community design results in three neighbourhoods. The higher density apartment area acts as an urban edge to Trafalgar Road and is framed on the west by the neighbourhood character street running north and south (Street C). The other neighbourhoods are focused on two village squares within easy walking distance of one another. Streets are spaced to encourage walking and, when combined with the system of open spaces, walking will become an integral component of living in Green Ginger.



Figure 6: Green Ginger Phase 2 / 5-10 min Walk

Green Ginger Is Connected

The design of this phase of the area incorporates strong connections that allow the residents to walk throughout. Two east/west character streets that reach into the Phase 1 community across the natural feature (the East Morrison Creek). Two village squares connected by a north/south local road and integrated into the natural feature area. To the north, an elementary school is centrally located to integrate with the overall natural environment connections.



Figure 7: Green Ginger Phase 2 Connectivity

Development Framework

Urban Design Features

Urban Design Components

The Green Ginger Phase 2 subdivision is envisioned as a residential neighbourhood within the North Oakville East community. It builds on the concepts of compact and pedestrian friendly designs. The principle urban design components of the subdivision include the following:

1. An urban edge apartment neighbourhood which frames Trafalgar Road on the west side and provides the opportunity to frame two gateways into the greater North Oakville Community;
2. A north/south street identified as a minor arterial transit corridor defined by a continuous street wall condition produced by back-to-back townhouse medium density residences and street townhouses and provides a connection to the neighbourhoods to the north;
3. Neighbourhood character streets that connect all the neighbourhoods to the Trafalgar Road and to the Phase 1 community to the west;
4. Park (village squares) and open space facilities for the neighbourhood.
5. “Eyes on the park” enhancing the importance of those spaces and providing security.
6. Gateway conditions at key locations where streets enter the community.
7. Future trails and bicycle paths that connect the neighbourhood to the North Oakville East Community.
8. An Elementary School which will serve the community and is linked to the natural environmental feature.

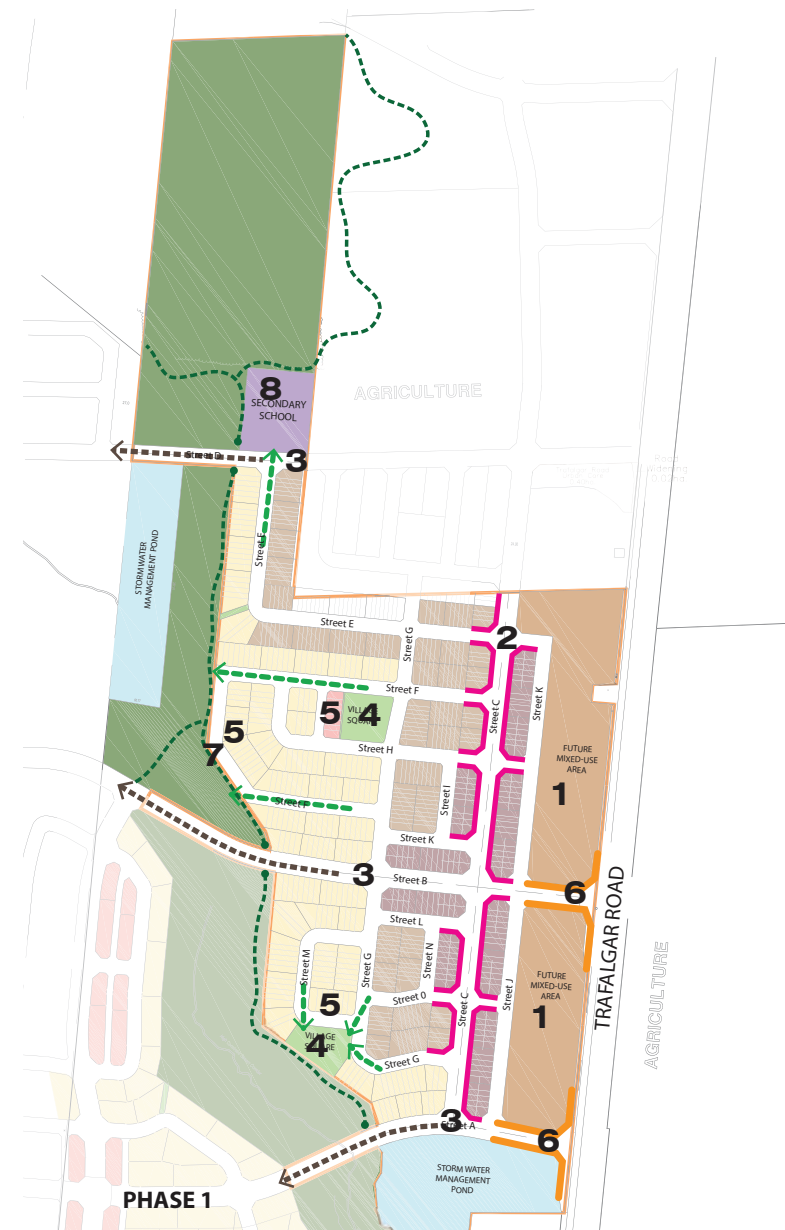


Figure 8: Green Ginger Phase 2 Community Design Components

Development Framework



Buildings as gateway features



Public feature at stormwater management pond



Streetviews into naturalized spaces

Gateways and Edges

The two entries to the neighbourhood from Trafalgar Road will be denoted through the location and scale of the buildings adjacent to the corners.

The edges of the community occur in two forms; the natural edges formed by the Natural Heritage System on the west and the urban edges formed along major streets. The NHS provides definition to the community with naturalized green spaces and open space. Where homes face onto these edges there should be care taken to assure that the massing and design provides a rich and varied architecture to address these important features.

The second form of edges is provided through the architecture of building along key streets. The residences along the north/south character street are back-to-back Townhouse units and single loaded townhouse blocks, offering the opportunity to generate an urban edge that reinforces its pedestrian character. Where it meets the east/west character street (Street 'B') there is a traffic circle to further enhance the nature of the streets as gateway conditions.

The east west character street to the north is lined with back-to-back townhouse while Sixteen Mile Drive is edged with to the north and built from a large SWM pond to the south. Both act as gateway conditions into the community from both directions.

Public Realm Elements

Elements within the public realm will occur throughout the Green Ginger Phase 2 neighbourhood. Super mailboxes and trail heads should be designed in a manner that is consistent with the rest of the North Oakville East community. They will be located in primary public realm areas such as parks and parkettes, where possible, to provide gathering spaces in the neighbourhood and a chance for neighbours in the community to meet.

Important Views

The design of the neighbourhood provides ample opportunity for views to the Natural Heritage System as well as neighbourhood open space to reinforce their importance within the community. All of the east/west streets that connect with the north/south character street on the east and most have views to the Natural Heritage System,

Development Framework

Street Hierarchy

The hierarchy of streets provides a clear illustration of the role of each of the street types. The road pattern, a modified grid, is generally consistent with that illustrated in the Master Plan street network in the North Oakville Master Plan (Appendix 7.3 and Figure NOE4). The North Oakville East Urban Design and Open Space Guidelines should be consulted for detailed cross sections of the Streets.

The streets within and adjacent to the subject lands consist of a hierarchy of local collectors, connector streets and local streets. The system of streets provides for connections to and through the neighbourhood and to other parts of the North Oakville Area consisting of the following:

- A major transit corridor, north/south road (**Trafalgar Road - up to 50m ROW**) that traverses phase two of the Green Ginger community, accommodates high order public transit and will connect urban areas and nodes in different municipalities.
- Minor arterial/transit corridors (**Streets A and C - 24m ROW**). Street C provides a north/south connection through phase 2 of the Green Ginger Plan and Street A provides access to phase 1 of the community to the east. The streets will accommodate public transit and will have a higher level of public realm design, through the use of trees, feature planting, paving, lighting and signage design.
- Two avenue transit corridors (Streets B and D - 22m ROW) act as primary collectors to adjacent neighbourhoods and serve as secondary transit routes. Both streets provide access to neighbourhoods across the Natural Heritage System to the west, including Green Ginger phase one. To the east, they intersect with Trafalgar Road to provide access, traffic capacity and permeability to the higher density use areas proposed.
- Local Streets (**Streets E to O - 17m ROW**) Local Streets play a dual role as neighbourhood socialization spaces, and transportation corridors. The design requirements, while less substantial than for Transit Corridors and primary collectors, must support the dual role of the local streets.
- There is one laneway (**Lane 'A'**) located close to the Village Square in the northern portion of the plan, and allows the adjacent townhouse block to face onto the Village Square, creating 'eyes on the park'.

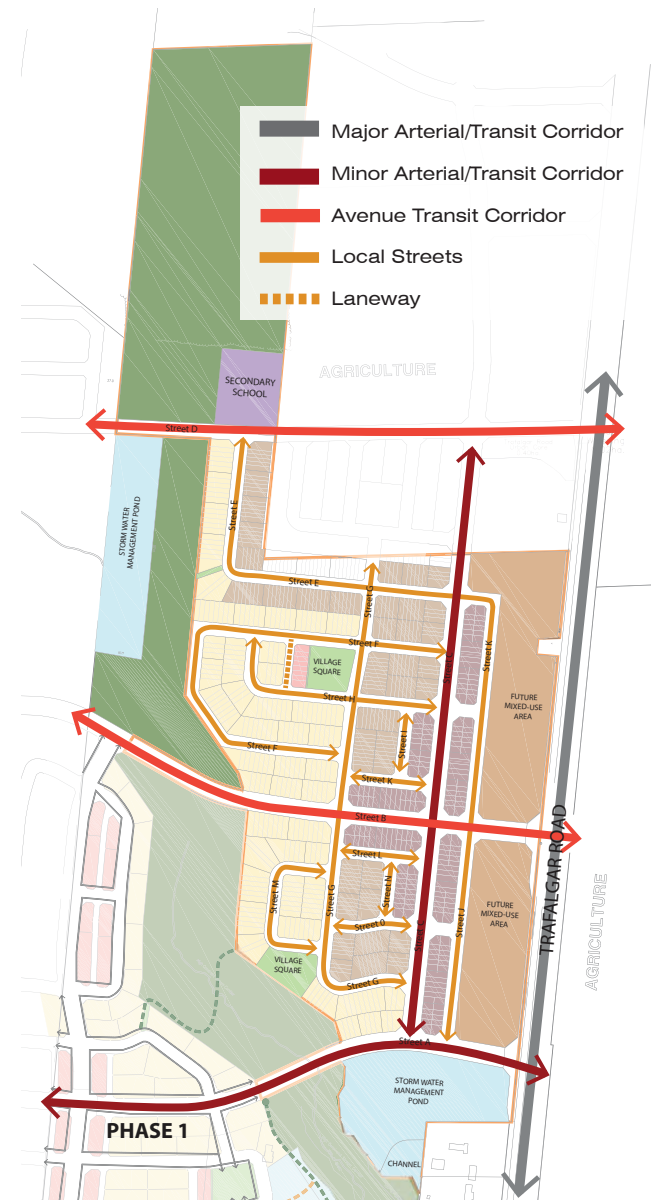
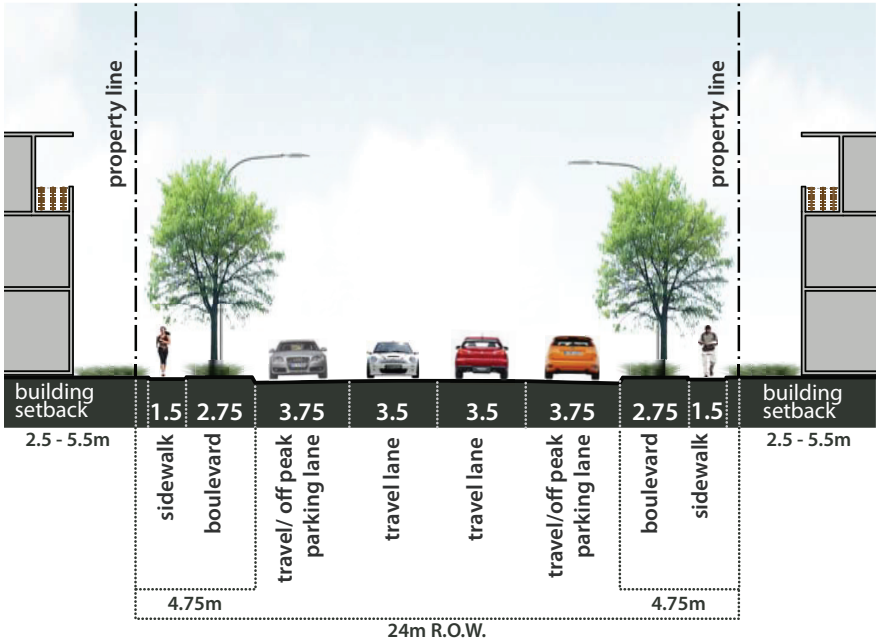


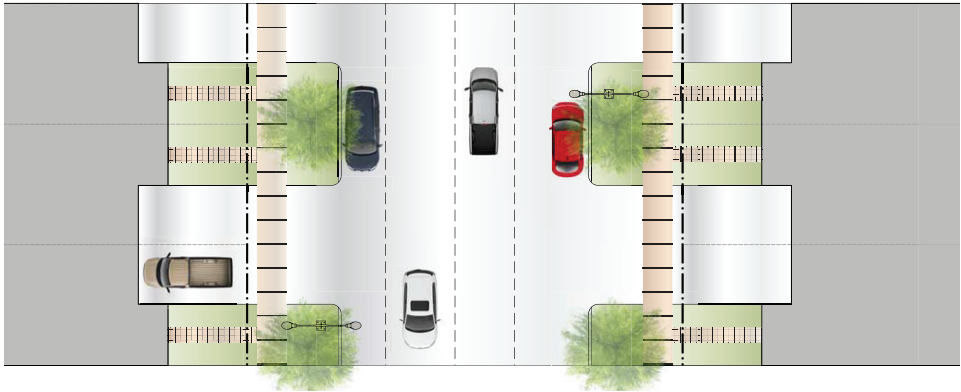
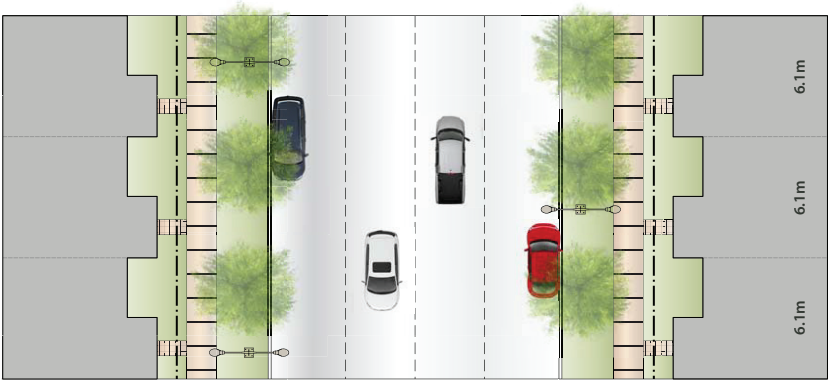
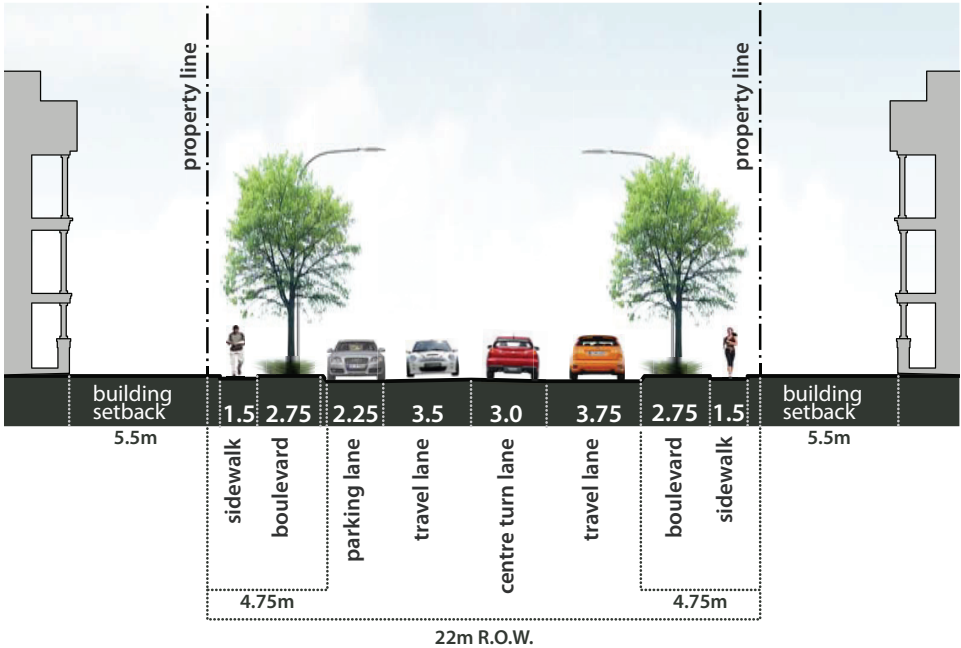
Figure 9: Green Ginger Phase 2 Community Transportation Network

Development Framework

Minor Arterial / Transit Corridor - 24m ROW

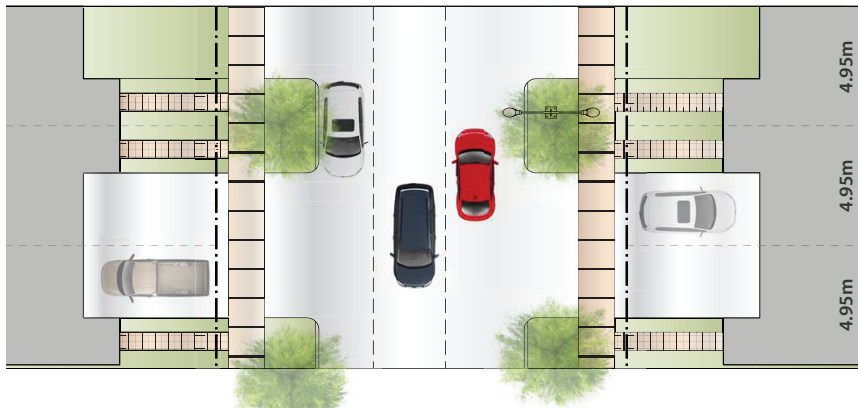
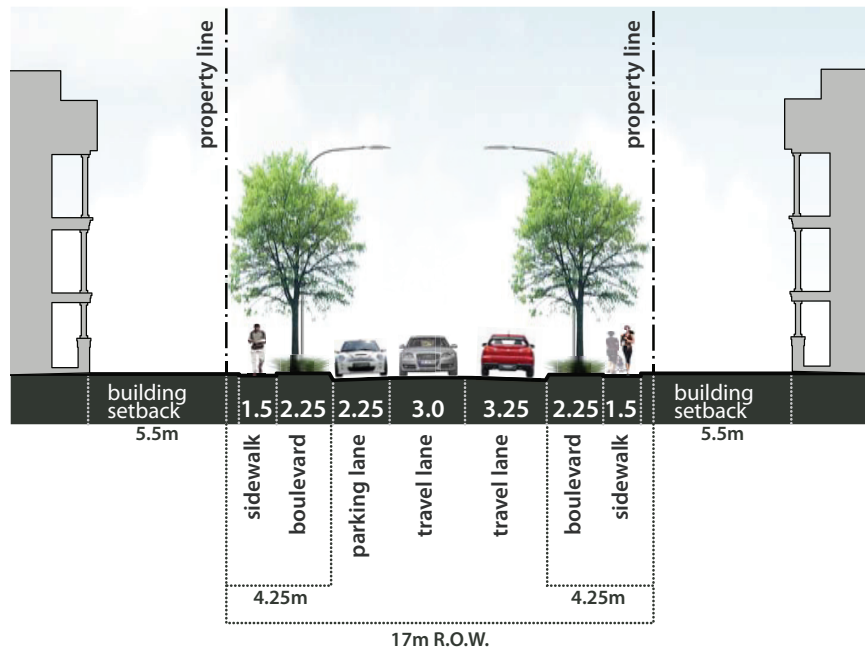


Avenue Transit Corridor - 22m ROW

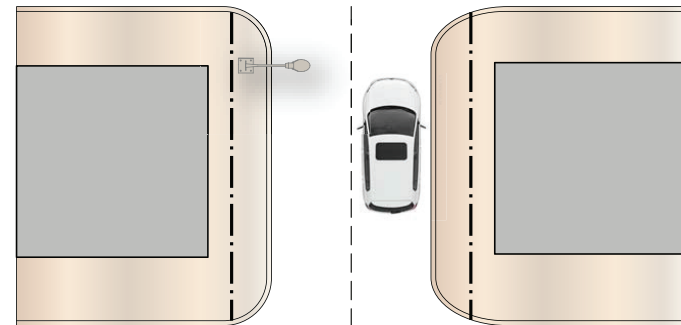
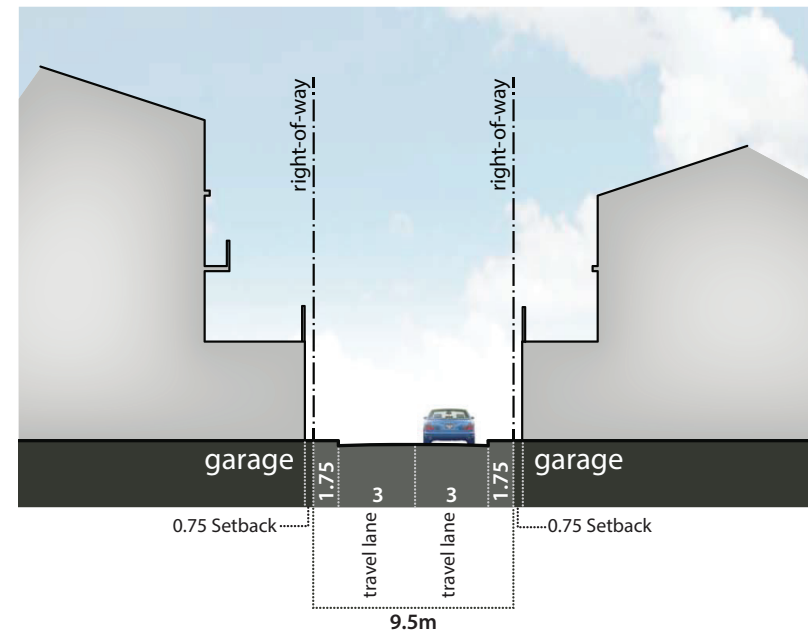


Development Framework

Local Streets - 17m ROW



Laneway - 11m ROW



Open Space Hierarchy

The open space hierarchy is a key component in defining the character of the Green Ginger Phase 2 neighbourhood. It includes the following components;

Natural Heritage System (NHS)

An important component of the Green Ginger Draft Plans is the Natural Heritage System and Open Space Areas. This Natural Heritage System is comprised of Core #9 - Trafalgar Woodlot (Core Preserve Area) and a Linkage Preserve Area, comprised of a High Constraint Stream Corridor (MOC4) and a Medium Constraint Stream Corridor (MOC5A). The boundaries of this system have extensively influenced the development of the proposed Green Ginger Draft Plan and have generally been maintained throughout the proposed Draft Plan in accordance with the North Oakville East Secondary Plan, NOCSS and OMB Minutes of Settlement. The linkage is accessible along various single loaded roads and road crossings. Core #9 extends, as part of a larger system, beyond the limits of this Draft Plan area and will ultimately be accessible through land holdings outside this Draft Plan.

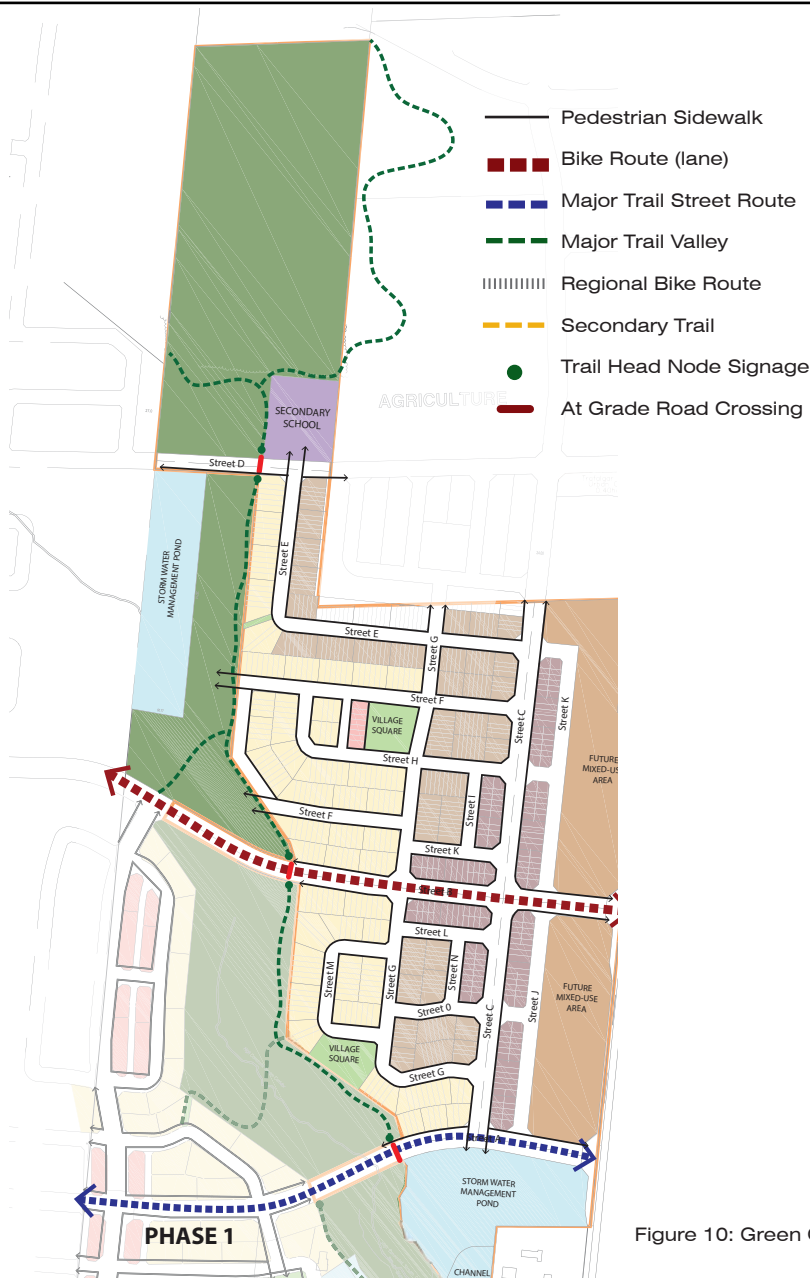


Figure 10: Green Ginger Phase 2 Pedestrian Circulation Plan

Development Framework

Village Squares

Two village squares are provided in the plan and are located at the centre of the two medium density neighbourhoods. The northerly square is located at the centre of the north neighbourhood providing a focus for that part of the plan. The second square is located adjacent to the NHS and acts as a focus to the southerly neighbourhood and a connection to the NHS. Village squares shall be designed taking into consideration the design directions outlined in Section 2.5 of the LBDM.



Example of a village square

Storm Water Management Pond

A stormwater management facility block is proposed for the Phase Two Neighbourhood and is consistent with the location illustrated in Figure NOE3 of the NOESP. The SWM feature is located adjacent to the Natural Heritage System, so it acts to expand on the open space system. Given its close proximity to the Dundas and Trafalgar intersection, this pond will act as a strong visual identity for the community to the north and a main entry point into the proposed development. Therefore, extra attention should be paid to the pond design and should incorporate the following guidelines:

- Stormwater ponds shall meet the requirements of the Town.
- The storm water management pond will be a key features within the community contributing to its appearance and ambience, while achieving functional objectives related to flow moderation and water quality.
- The storm water management pond should not be fenced, but rather will be designed with trails, overlooks and where appropriate, interpretive signage so that it is an integral part of the greenlands system.
- Public trails shall, where possible, encircle the stormwater management pond.



Above: SWP lookout / Below: natrualized SWP

Development Framework



Above: naturalized trail / Below: trail within the boulevard

Trails

A trail is also proposed adjacent to Core Area #9. Where the trail interfaces with the Natural Heritage System, trails are planned to be consistent with the requirements set out in the NOESP Trails for a variety of uses. Major valley trails are located generally on the west side of the NHS in the Phase 2 of the Green Ginger Community.

The exact location and types of trails are subject to change based on the North Oakville Trail Plan and the stake out of the trails by the Town and conservation Halton staff as required by the EIR.

The proposed trails have adopted the following considerations (*see Figure 10: Green Ginger Phase 2 Pedestrian Circulation Plan on page 15 of this document*):

- the trail network follows the eastern boundary of the NHS and is linked to the Phase 1 trail system.
- trail crossing located at pedestrian street crossing locations.
- trail overlook opportunity located along northern portion of the trail adjacent to northern stormwater management pond.
- east/west trail connection across the NHS to connect to phase 1 trail system.
- a portion of trail that follows the edge of the window street (Street F) which can be amalgamated with the municipal sidewalk and boulevard.
- the trail continues north of Street D and loops around the proposed Secondary School site.

Development Framework

Units Adjacent to Village Square Park

The proposed Village Parkettes shall be flanked by surrounding built form and will be defined through a combination of the Townhouse flanking elevation and the decorative fencing treatment. The proposed treatment will be in keeping with the following:

- the decorative fencing will be constructed of material in the style of wrought iron and will have a substantial gauge. Chain link fence shall not be permitted;
- the fencing shall be permeable and include landscaping arranged on the private lot side and include substantial shrub planting to provide privacy for the rear yards of adjacent lots;
- where possible, the fencing should incorporate masonry piers, that reference the cladding of other community features, to break up long expanses of fencing;
- the fencing should have a top railing and not exposed pickets, which could potentially cause injury;
- the fencing shall be a maximum 1.2m in height along the majority of unit flankages and may increase to 1.5m in height, in line with the rear plane of the townhouse unit; and,
- units adjacent to the village square will have porches and front entries located on the front elevation facing the park.



Example of Village Square framed by built form, landscaping and street furniture.



Example of decorative fencing to enhance the Village Square.



Development Master Plan

Structural Elements

This section has been included from the Green Ginger Phase 1 Urban Design Brief (rev. September 2013) , Proposed Site Development, pages 20 to 24. As phase 2 is an extension of the previous phase, the product program and public realm elements will be unchanged for this phase of the plan. Only small additions or revisions have been incorporated into this rendition.

Townhouse Dwellings

Townhouse units represent the medium density components of the community. Townhouse units may be 2 to 3 storeys in height with parking accessed by front loaded garages or in some cases, common parking areas. As with other ground related residential units, townhouses are oriented to the street and the garages are a major component of the front elevation. Townhouse units are smaller and narrower than other types of residential units so the garage doors are normally limited to single car garages.

The objective is to ensure that the detailing and materials used in the design of Townhouses reflect that of all the other ground related homes.

Trafalgar Road Urban Core

Mid-rise 4-storey condo type buildings with underground parking are planned for Trafalgar Road Urban Core. They will be designed to accommodate potential commercial/retail uses at grade and residential units above, and their aesthetics will reflect this base/middle/top configuration through the use of materials and architectural elements. These buildings will have their main facades fronting onto Trafalgar Road the two character streets (Street A & Street B) so they act as the entrance/gateway for the new neighbourhood. Special attention to the corner treatment for the intersection of these two main streets is important. Access to underground parking will be provided from neighbourhood streets.

The objective is to generate an urban scale on Dundas Street East and gateway buildings at the entrance to the community.

Blocks 105 & 106 Trafalgar Road Urban Core will be subject to Site Plan Application review.



Conceptual urban core streetscapes and gateway feature.

Development Master Plan



Public Realm

The design direction for the public realm shall incorporate the design direction elements as outlined in Section 2.2 of the LBDM. They shall include design guidance as outlined for the building interface zone elements, pedestrian path zone elements and planting and furnishing zone elements.

Street Furniture

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

The choice of colour palette and style of street furniture can help define a particular neighbourhood or amenity feature in a development and differentiate more urban mixed- use corridor functions from those of predominantly local road residential uses.

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



Examples of coordinated street furniture.

Development Master Plan

Public Landscaping

Public landscaping guidelines are outlined in the urban design and open space guidelines section 3.10 Public Landscaping and deal mainly with urban tree planting and their role in connecting and integrating the open space and Natural Heritage System with the urban areas of the community.

There are opportunities in the Green Ginger Phase 2 Draft Plan to provide private enhanced tree planting to assist in creating a strengthened pedestrian environment. In particular Streets C and G are meant to produce a pedestrian spine connecting the neighbourhood from north to south and Streets A and B east to west. Where there are flankage conditions or areas of wide setbacks, a second row of trees might be part of the landscape master plan.

The guidelines outline the importance of trees being incorporated into the public street design to frame all streets and pathways, to provide shade and comfort to pedestrians and to enhance the visual quality of the street.

In addition to these guidelines, the North Oakville Urban Forest Strategic Management Plan should be consulted for further details on street trees and any public landscaping and will require consultation and coordination between the Town and the Developer.



Tree lined streets provide shade and compact pedestrian zones.



Special landscaping creates attractive public spaces.

Tree Canopy Coverage Plan

Introduction

The Green Ginger Phase 2 Tree Canopy Coverage Analysis represents a general assessment of the projected tree canopy coverage for these lands within Oakville. The Green Ginger Phase 2 lands are located along Trafalgar Road near the intersection of Trafalgar Road and Dundas Street East. It is predominantly designated as part of the Trafalgar Urban Core Area but also includes a portion designated as Natural Heritage System Area. It also includes a Storm Water Management Pond, 2 Village Squares, and a portion of land reserved for a Secondary School.

This analysis quantifies, at a conceptual level, how these lands may contribute to the tree canopy coverage. It will estimate the projected coverage for streets and parks based on standard calculation methods outlined in the North Oakville Urban Forest Strategic Management Plan (NOUFSMP). It will also address potential measures within the Green Ginger Phase 2 lands that will help meet the criteria established within the NOUFSMP for achieving the Town of Oakville's long term objective of a 40% urban forest canopy cover, including criteria related to soil volume, tree health and tree spacing. This analysis will be informed by the current conceptual block plan, with future driveway and utility constraints considered as an average based on similarly developed residential streetscapes.



Figure 11: Green Ginger Phase 2 Tree Canopy Plan / Overall Plan

Development Master Plan

Study Area

The Green Ginger Phase 2 lands constitute an area of approximately 44.7 hectares. It is bounded on the east by Trafalgar Road and to the south and west by lands designated as a Natural Heritage System that runs in a north-westerly direction from the junction of Trafalgar Road and Dundas Street West. On the north the lands are bounded by future residential development lands.

North Oakville Urban Forest Strategic Management Plan (NOUFSMP)

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 tree canopy coverage of 40%

North Oakville comprises approximately 4,000 hectares of land, with roughly 1,600 hectares of tree canopy coverage required to achieve the 40% target. The designated Natural Heritage System (NHS) accounts for approximately 1,200 hectares of North Oakville's land area, making it a significant contributor to achieving the 40% target. The remaining approximately 400 hectares of coverage is expected to be achieved through land development

that includes streetscapes, parks, buffers, cemeteries, stormwater management ponds, etc.

The NOUFSMP describes targets, recommendations, and measuring criteria in order to standardize canopy cover for future development lands.

Tree Classification and Sizing

The canopy coverage plan shall comply with the following guidelines showing total projected canopy coverage as follows:

- Small trees (3-9m spread) = 7 m² and shown as 7m dia.
- Medium Tree (10-13m spread) = 78.5 m² and shown as 10m dia.
- Large Tree (14+m spread) = 154 m² and shown as 12m dia.

A canopy coverage bonus area of 1.5 times the existing canopy can be credited for preserved existing trees of the subject site.

Projected Street Tree Canopy Coverage

As a general proposed standard, the NOUFSMP recommends achieving a 20% street tree canopy coverage for residential developments. Opportunities for streetscape planting may be affected by the objective of achieving a more dense, compact and transit-oriented neighbourhood. Even so, the NOUFSMP recommends a ratio of at least 1 tree per lot as a standard rule.

Projected Park Canopy Coverage

The Town of Oakville's projected possible canopy cover for Village Square's is 77% but the NOUFSMP requires a minimum coverage of 50%. Canopy coverage reflects an estimate of the proportion of the ground area that is covered by tree and shrub crowns, expressed as a percentage value. Where canopies merge or overlap, the combined area contributes to the coverage requirement, as opposed to including the canopy area of each overlapping tree.

Soil Volumes

A minimum of 15 cubic metres of soil volume per tree is required (based on a maximum depth of 900mm).

- Small Trees (Max. 9m Spread) = 15m³ of soil
- Medium Trees (Max. 13m Spread) = 30m³ of soil
- Large Trees (Min. 14m Spread) – 45m³ of soil

Green Ginger Phase 2 Tree Coverage

Within the Green Ginger Phase 2 lands, the canopy coverage contribution will be achieved through the proposed streetscape treatment and Village Squares. Although not measured specifically in this analysis, a secondary contribution may be considered through front and rear yard landscape treatments.

Street Tree Canopy Coverage

The street tree canopy coverage calculation for Green Ginger Phase 2 is a preliminary estimate based on a conceptual community plan. It considers all street trees to be planted within grass boulevards. Given the nature of the community, it is not expected that engineered soils will be used.

Street trees have been indicated, on average, at one tree per lot. Where no lots are found along street frontages (eg. Storm water pond, parks, natural heritage area), trees have been spaced at 8m on centre. All street trees in this assessment have been designated as large stature, until such time a more comprehensive streetscape plan can be undertaken as part of a detailed landscape process. Should built form and associated driveways not allow for

a large stature tree per lot, then a smaller stature tree may be planted in the space available. At this stage, driveway locations, above and below-ground utility requirements are not defined and assumptions were made in this regard.

The preliminary tree canopy coverage results in the following:

- Total Residential Land Area – approx. 319,670 square metres
- Total Tree Canopy Coverage Area (based on medium stature trees) – approx. 62,696 square metres
- Tree Canopy Coverage = 20%

This percentage is drawn from the application of 1 medium sized tree (represented by a 10m dia. circle) per lot.

Park Tree Canopy Coverage

The park tree canopy coverage calculation is a preliminary estimate based on a facility fit plan for the Village Square Park and a portion of the Neighbourhood Park. Both park designs are conceptual and subject to modification as part of the landscape design process. All tree sizes have been included in the design and assessment, including ornamental, small stature, medium stature, and large stature trees.

Development Master Plan

Village Square 1:

- Total Village Square 1 Land Area – approx. 3,000 square metres
- Total Tree Canopy Coverage Area– approx. 1894 square metres
- Tree Canopy Coverage = 63%

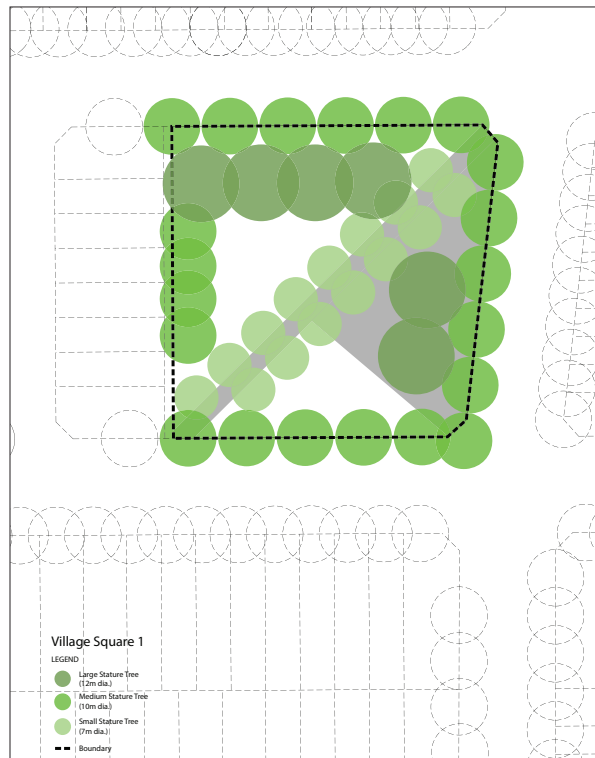


Figure 12: Green Ginger Phase 2 Tree Canopy Plan / Village Square 1

Village Square 2:

- Total Village Square 2 Land Area – approx. 3,000 square metres
- Total Tree Canopy Coverage Area– approx. 1,803 square metres
- Tree Canopy Coverage = 54%



Figure 13: Green Ginger Phase 2 Tree Canopy Plan / Village Square 2

Development Master Plan

Natural Heritage Area Coverage

The northern-most portion of the development site includes 8.99ha dedicated as a Natural Heritage System that connects to the East Morrison Creek Natural Heritage System. As the NHS area consists of a woodlot intended for retention, the canopy coverage for this area will likely be greater than 90%.

Storm Water Management

The canopy coverage target for Storm Water Ponds is 15%. The design of the SWM pond is conceptual and subject to modification as part of the landscape design process. All tree sizes have been included in the design and assessment including ornamental, small stature, medium stature, and large stature trees.

- Total Storm Water Management Pond Land Area – approx. 23,300 square metres
- Total Tree Canopy Coverage Area (based on medium stature trees) – approx. 8,360 square metres
- Tree Canopy Coverage = 36%

Conclusion

The intention of the Town of Oakville is to establish 40% tree canopy coverage through the city, and particularly through new development projects in North Oakville. While the Green Ginger Phase 2 development is still currently in early stages and all landscapes included within the project are entirely conceptual, this Tree Canopy Coverage plan has demonstrated the ability of this design to meet or exceed the Town's tree canopy coverage targets for residential areas, designated Village Square parkland, and Storm Water Management Ponds.



Figure 14: Green Ginger Phase 2 Tree Canopy Plan / Village Storm Water Pond

Development Master Plan

Sustainability

Sustainable Development

The North Oakville Sustainable Development Checklist items and the North Oakville Urban Design and Open Space Guidelines provide direction on sustainability and the proposed development includes aspects of them in terms of Development Form, Energy Efficiency and Water Management.

Development Form

The proposed development is in keeping with the Secondary Plan's objective to maximize the potential for sustainable development through the following elements:

- a modified grid that promotes not only transit but pedestrian use through increased connectivity and permeability;
- an array of housing forms, including medium density, apartments and the possibility of mixed use development within the Urban Core areas;
- incorporating the Natural Heritage System and the Open Space System into the proposed development and thereby enhancing the protection of these areas as essential structuring elements of the community;
- the parks, open space system and stormwater management amenity are all within a 400m

or approximately 5-minute walking distance from anywhere in the community;

- neighbourhood permeability increased through the use of pedestrian scaled block lengths (150m to 180m); and,
- connections to adjacent developments are maximized to facilitate interconnections between neighbourhoods and amenities.

Energy Efficiency

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

Water Management

Protecting and conserving water is an objective of both the Secondary Plan and the Urban Design and Open Space Guidelines and is encouraged in the community and may include:

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



Streets shall provide multiple travel uses.



Example of coordinated and attractive street furniture.

Streetscapes

The streets in Green Ginger phase 2 are designed to provide a variety of transportation and pedestrian access dedications. The streets will function to prioritize the needs of pedestrians, cyclists, and transit users while creating comfortable and attractive spaces for social interaction.

All streetscapes designs shall be in keeping with all City requirements including the following documents:

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

General Streetscape Guidelines

- All streets will accommodate pedestrian sidewalks and treed boulevards on both sides of the street.
- Streets provide street parking which also act as a buffer between traffic and pedestrian zones.
- Street furniture such as lighting, benches, garbage receptacles, etc. will be coordinated throughout the Green Ginger community to create an attractive and cohesive appearance.

- A continuous street wall of building facades shall create comfortable and enclosed pedestrian spaces
- All streets provide boulevards on both sides of the street which include a grass verge, street trees and 1.5 metre sidewalks as per City approved design standards.
- Public art should be considered for location of greater importance, such as gateway locations and public amenity spaces.
- Where possible, larger caliber native tree species should be planted to achieve a desirable tree canopy.
- In order to maintain sufficient illumination levels, select streetlights that provide both roadway and sidewalk oriented lighting.

Roads

- Wider travel lanes are located on both sides of the street to be used for parking during off peak hours on Minor Arterial Roads. Avenue Transit corridors and local roads incorporate a dedicated parking lane on one side of the street.
- Bicycle travel lane to be incorporated into the east/west Street 'A'.
- Wider lanes are provided to accommodate local bus traffic.
- A roundabout at the Street 'B' gateway provides traffic calming measures and an opportunity for enhanced landscaping and gateway feature design both in the traffic circle and on curb extensions.

Detailed Design Direction

- A dedicated parking lane is located on one side of the street
- Transit stops should be located as close to intersections as possible, and their location coordinated with pedestrian walkway connections, trail heads and building entrances in conformity with City standards.
- Transit stops shall be designed to offer amenities such as seating areas, lighting and climate protection where it is possible and appropriate.
- Building facades, entrances and public spaces shall be oriented and positioned directly toward the street.
- Where the trail abuts a window street it shall be amalgamated into the municipal sidewalk and boulevard area as a multi-use trail to accommodate a variety of uses.
- Trail signage shall be coordinated throughout the community and located at road crossings where the trails meet and at lookout locations.
- Special paving and surface treatments shall be considered at pedestrian crosswalks.



Example of a road bicycle lane.

Connections

An important component of the Green Ginger plan is the integration of a system of paths and linkages to tie the neighbourhoods together and enhance the opportunity to move throughout the community. This includes walking and cycling. The following guidelines shall be read in conjunction with the North Oakville East Trails Plan (NOETP):

- Bicycle lanes shall be clearly delineated through the use of signage, dedicated lanes on traffic roads and/or surface road painting.
- Multi-use trails shall be paved to accommodate a variety of uses including bicycle traffic.
- Trails along the eastern edge of the Natural Heritage System shall be designed so as not to impact on the environment through the use of a naturalized surface.



Marked pedestrian crosswalks



Example of bicycle signage.

Public Space

Public amenity areas distinguish the character of a community and provide special gathering spaces for residents. Special consideration shall be given to these important locations. The following guidelines shall apply:



Example of public art



Create gathering spaces for residents.

Gateways

The entryway at Street 'B' and Trafalgar road marks an important gateway into the community and should consider the following design treatments:

- Coordinated landscaping at the roundabout and extended curbs.
- Special paving treatment
- Public art or an entry feature to mark the location.
- Enhanced built form treatment (see Building Treatment along Community Edges in this section of the document).
- The architecture of buildings shall incorporate special built form elements to address the roundabout/traffic circle condition.



Traffic circles and landscaping combine to create safe and attractive gateways.

- The design of fences along the flanking side of extended curbs should be upgraded and coordinated with any gateway features.
- Driveways should not be located next to extended curbs.

Urban Squares

- Ensure a sufficient tree canopy to provide shade.
- Use decorate paving materials to define pedestrian areas.
- Provide lighting fixtures to illuminate pedestrian areas and ensure safety.
- Coordinate furniture (lighting, seating, etc.) with the rest of the community.
- Consider public art structures.

Detailed Design Direction

Built Form Character

The phase 2 product program will continue with the same high quality contemporary townhouse block designs that are currently approved for phase 1. The architectural details and siting design guidelines will remain unchanged from the previous phase. This section has been included from the Architectural Design Criteria, pages 26 to 34 of the Green Ginger Phase 1 Urban Design Brief (rev. September 2013). Some additions and revisions have been incorporated into this rendition.

Building Type, Style + Design

The objective of the built form is to reinforce the character and scale of the streetscapes as pedestrian areas. The key to it's success is to create an architectural expression which works together with the community design, producing the desired aesthetic. It is the synergy of design at both scales that results in the appropriate built form scale.

This section of the guidelines provides general guidance for the design of built form and how it shall address the streetscape and open space in the private realm.

Architectural Style

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

Variety of Housing Types

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

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

- identical models may appear only a maximum of three times per row of ten single-detached dwellings, with the same massing repeated a maximum of every three units;

- identical units may not face each other;
- identical units may not be located on adjacent or directly opposing corner units;
- the use of materials and colours that are consistent with those used on other housing proposed for the community;
- facade designs will relate to horizontal and vertical architectural features present on other traditional design;
- to emphasize doorway entries, designs may include flat canopies with deep overhangs and massing elements such as a cantilevered upper storey or recess;
- flat roof designs will also be permitted where appropriate to the design of the dwelling; and,
- the elevations shall provide a balanced facade composition with large windows to emphasize the dwelling designs massing.

Detailed Design Direction

Rear Lane Townhouse Homes

Only one rear lane townhouse block exists in the current plan and is strategically located facing onto the northern village square. Front entries will be located facing the square and connected to a sidewalk that runs the length of the block.

Street Townhouse Homes

Street townhouse units may be 2 to 3 storeys in height with parking access by front loaded garages. As with other related residential units, street townhouses are oriented to the street and the garages are a major component of the front elevation.

Street townhouse units are smaller and narrower than other types of residential units so the garage doors is normally limited to single car garages.

Back to Back Townhouse Homes

As its name implies, Back-to-Back Townhouses are front-loaded townhouse blocks that are configured to share a common rear wall, with both blocks oriented to a street. Units may be 2 to 3 storeys with integrated garages accessed from the street.

In some instances, full balconies or roof top space may be provided to offset the limited amount of amenity space for residents. Unit depths are typically wide-shallow compared to other typologies. In addition, each unit should be a minimum 6.4 metres wide, to allow for the creation of a visible/prominent front entry and to accommodate the penetration of natural light to the interior of the unit.

In the Green Ginger Phase 2 community, this type of unit is located along the east side of Street 'C'. As well as creating a strong built form edge along the street, these blocks also act as a buffer to the mixed use blocks along Trafalgar Road. Additionally 4 back-to-back blocks are located along Street 'B' at the entry to the community.



Figure 15: Front loaded townhouse block model



Figure 16: Back-to-Back townhouse block model

Detailed Design Direction

Building Treatment along Community Edges

Community Gateways

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

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

Priority Lots (Corner Lots, Vista Terminus and Lots Facing/Backing onto Open Space)

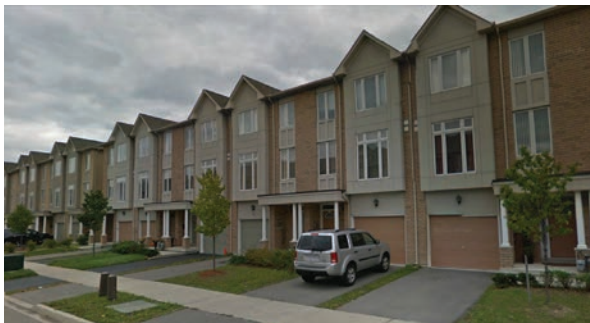
The design guidelines for priority lots are discussed in the Architectural Design Criteria Section pg.31)



Figure 17: Green Ginger Phase 1 Community Edges Treatments



Example of a recessed garage condition on contemporary townhouse design.



Example of a flush garage condition



Contemporary design with front garage condition

Architectural Elements

Garage + Driveway

Treatments

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

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

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

Front + Detached Garages

- Attached garages shall be a natural extension of the design, massing, and materials of the main dwelling.
- All garages shall be flush or recessed from the main wall face of the dwelling.

- A second storey, built over the garage, can be setback a maximum 2.5m from the front face of the garage. In addition, the area built over the garage should, at a minimum, cover approximately 75% of the garage width. Exceptions will be made on a limited basis where it is architecturally appropriate, and subject to review by the Control Architect.
- Glazed door panels shall be provided on all garage doors;
- All garage doors shall be single doors.
- Garages can be located in rear yards by means of a driveway running the depth of the lot to the rear yard or by means of a driveway from a flanking street on corner lots. Garages can be detached or attached to the dwelling.

Driveway Treatments

- For individual driveway access, on units with double car garages, the maximum width of a driveway shall be as per Town standards.
- A variety of materials for driveway treatments is encouraged.
- Driveways shall be tapered to a maximum 6.5m width at the street curb.
- Driveways should be located on the lot furthest from parks, open space features, public walkways, schools and intersections.

Detailed Design Direction

Building Entrances

Front Entries

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

Porches and Entry Features

- Porches on detached units shall be deep enough to allow a seating area (a minimum of 1.5m depth, although a 1.8m depth is encouraged where possible).
- Where railings are used, they shall be consistent with the character of the house. Maintenance-free, pre-finished railings with a range of colours preferably in a neutral colour palette, with at least two colours considered.
- Entry features shall be articulated through detailing and/or a variation of materials.
- An exposed frieze detail is required at the top

of the support columns on the underside of the porch roof soffit.

Windows and Doors

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



Detailed Design Direction



Exterior Colours + Materials

General

- A variety of materials is encouraged including brick, stone, high quality fibre cement siding (i.e. hardi-board), and stucco. Other materials will be considered and are subject to approval by the control architect. Where vinyl, high quality fibre cement siding (i.e. hardi-board) or stucco are used, a masonry base of either brick or stone shall be provided
- Material changes along vertical or diagonal lines are discouraged except to differentiate tower features, bay windows and other additions.
- On interior lots, the material used for the front facade shall wrap around the building side a minimum of 1200mm (4'-0"), to a change of wall plane or a rain water leader, on interior side elevations.
- On interior lots, where stone is used on the front elevation and there is no logical termination point on the side elevations, a "finger-joint", or similar, detail transitioning to brick should be incorporated.
- Generally, there should be one or two types of wall cladding on a unit with a third being allowed for architectural features or accents only.

- Flankage or rear building elevations exposed to public views or spaces (such as streets, parks, walkways, etc.) shall have materials and details consistent with that of the front facade.
- Masonry detailing in keeping with the style of the building is encouraged including: base corbelling, belt coursing, precast quoining, precast sills and surrounds, lintels and keystones.
- Use of keystones in large opening surrounds, such as over large windows or double car garages, is encouraged.
- The base of a building shall have masonry wall cladding to within 250mm to 300mm of finished grade. Where grade conditions apply the brick/stone shall be stepped at intervals to within this same range.
- Chimneys located on exterior walls are to be constructed of brick and must have proper detailing such as precast caps.

Exterior Colours

- A variety of colour packages shall be offered to avoid monotony within a community.
- Identical colour packages must be separated by three lots and cannot be sited on directly opposite lots. The entire streetscape of a block shall be considered and coordinated when determining the colour scheme for individual lots.

Detailed Design Direction

- Different material colours of the same colour package shall be harmonious and compatible. There shall be no jarring contrasts, and where transition or change in materials occurs, they shall complement and/or blend with each other.
- Front doors shall remain the focus of the front elevations and enhanced by way of door colour, entry design and porch detailing.
- Garage doors should have a more neutral colour which blends with the main cladding material of the building. The colour should not visually compete with that of the front door of the house.

Roof Details

- A variety of roof configurations is required including accent gables dormers, porches and variation of roof ridges both parallel and perpendicular to the street. Accent materials in gables such as decorative materials is encouraged.
- To provide visual interest and variety, different roof slopes are allowed and

encouraged. Roofs should generally have a minimum front to back pitch of 6:12. Side slope roof pitches are encouraged to be a minimum of 10:12.

- Where contemporary designs are contemplated, roofs and entry features should reflect the nature of the design style. Flat roofs and entry canopies are encouraged where they reflect the contemporary style of the units.
- The soffit shall have a consistent minimum overhang of between 225mm (9") and 300mm (12").
- Stacks, gas flues and roof vents shall be located on the rear slope of the roof, or least visible slope, and be coordinated with roof colour. Gas flues should be located as close to the roof ridge as possible to minimize their height.
- Variety in the design of roofs on townhouse blocks should be employed in order to break up their mass.
- False dormers shall be avoided.



Flat roofs incorporate overhang for variations of articulation

Detailed Design Direction



Use architectural design elements to create opportunities to screen utility meters.



Landscaping used to screen utility meters.



Discretely gang utility meters where possible.



Walls incorporated into the design to screen utility meters.

Utility / Service Meters and Units

INTENT: To design utility and service metres as integral part of the unit(s).

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

Detailed Design Direction

Focal Lot Dwellings

Corner Buildings

These guidelines apply to all corner lots, to units flanking on primary streets, and units where side yard to front yard conditions exist.

- Special model designs specifically for corner lot conditions shall be developed for corner lots with at least two elevations per model.
- Side and rear elevations visible from the street shall have consistent materials and details as per the front elevation.
- Where the floor plan allows, a front door is encouraged on the side elevation of the house, with access to the sidewalk if a sidewalk exists. Other design solutions shall be considered which allow the main entrance to address the corner.
- Entry doors shall be visible from and oriented to the street.
- Unit designs are encouraged to provide a special architectural feature at the corner:
 - corner unit designs shall have an option for a wrap-around porch.
 - where no wrap around porch is provided, a portion of the units at the corner shall consist of an active living space, the facades of the unit facing the streets shall have articulation and wall

bump-outs (min. 12”), and incorporate other special architectural features.

- Utility meters shall be located on the interior side elevation away or screened, from public view.

Buildings Facing Parks + Open Space

- Front, side and rear elevations exposed to active public spaces including parks, open spaces, wood lots, and stormwater management facilities, shall be highly articulated. A combination of fenestration, bay windows, material changes and dormers may be used to achieve this objective.
- Front elevations, and where possible side elevations, facing parks and open spaces shall incorporate an inhabitable porch to visually address these features.
- The location of porches, windows and entry doors of units, surrounding parks and parkettes will provide opportunities for overview and safety.
- Side and rear elevations shall adopt a similar design and employ materials that are consistent with those used on front elevations.
- Architectural detailing on the front elevation shall continue from front to side elevations, where visible to the public (i.e. staggered lot configurations exposing side walls).





- Projecting porches are encouraged to emphasize the entrance as well as to mitigate the visual presence of the garage.
- Driveways of homes adjacent to parks/open space should be located on the opposite side, furthest away from the public space.
- Window openings on elevations facing public space should be maximized to provide a sense of overview and safety.
- All units facing a public open space should have a living space and/or habitable porches to provide a sense of safety and overview.

Buildings Backing onto Open Space

- Rear elevations exposed to active public space including open spaces, wood lots, stormwater management facilities, greenway links, and pedestrian walkways shall be highly articulated with a combination of fenestration, bay windows, material changes, dormers etc.
- Rear elevations shall be consistent with the design and employ materials and architectural details with those used on front elevations.
- Window openings on the rear elevation should be maximized to provide a sense of overview and safety.
- Lowered decorative fencing should be used at the rear of lots backing onto the greenway corridor as a means of passive surveillance (i.e. “eyes on the street”).

View Terminus Lots

View terminus lots or “T” intersections and Elbow Streets should be given special architectural considerations.

“T” intersections occur when one road terminates at right angles to another. Consideration should be given to homes at the top of the “T” intersection and the two last lots on either side of the road that terminates at the intersection. Elbow Streets occur at a bend on the road, with more than one unit at the end of the street.

- Architecture on lots at the end of “T” intersections shall have facade designs that utilize elements such as coordinated fenestration, masonry detailing, and entry elements; and,
- Units sited on the curb of elbow streets should be considered as a group to create a transitional view-line.
- Driveways and garages should be located away from the view terminus, with the main emphasis on dwellings and landscaping.

Implementation

Subdivision Agreement

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

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

Green Ginger Phase 2 • Urban Design Brief