



NORTH OAKVILLE

BLOCK 154

Urban Design Brief



NAK 
design strategies

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Prepared for:
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First Submission

1.0 Design Vision, Guiding Principles & Objectives



VISION

Create a high quality, visually attractive, compact residential development that will complement and enhance the structure and character of the surrounding community.

The Block 154 development study area described in this Urban Design Brief consists of 0.65 hectares (1.61 acres) of land that is designated as part of the North Oakville Secondary Plan Area. This UDB is submitted to the Town of Oakville to provide design direction for the implementation of the vision and intent of the proposed development for the Official Plan Amendment and Zoning By-law Amendment application process. The document describes and illustrates the design strategy for the development of five (5) stacked townhouse blocks with associated parking, condominium roads, and landscape amenity spaces.

1.1 DESIGN VISION

Located within the North Oakville East Secondary Plan, the Block 154 development is intended to be an integral part of the surrounding communities and reflect North Oakville's small-town heritage. The Block 154 development shall be designed to be compatible with and sensitive to the future surrounding neighbourhoods, and enhance the public realm while considering its relationship and proximity to the Natural Heritage System (NHS).



Fig. 5.1.4b - Conceptual rendering of the proposed development streetscape facing north west from Loyalist Trail.

1.2 URBAN DESIGN PRINCIPLES & OBJECTIVES

Block 154 shall be designed and developed to fit seamlessly within the framework provided by the North Oakville Master Plan and will complement the surrounding land uses. The following principles and have been established to provide a guiding framework for the design:



Create a comfortable pedestrian-friendly public realm and streetscape

Provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.

Contribute to diversifying housing options in the community

Recognize the benefits of integrating higher density options that are a sustainable alternative to traditional single-detached residential developments, adding to the growth of the community and a sense of belonging.

Maintain an appropriate scale and pattern of development within its context

Design the development to reflect the height, massing and scale of the surrounding neighbourhood, while enhancing the existing and planned public realm.

Provide logical connections with adjacent existing and future communities

Recognize the importance of ensuring Block 154 is part of a well-connected and cohesive community framework with logical pedestrian and vehicular links to the adjacent residential neighbourhoods and nearby communities.

Balance parking and access requirements with pedestrian areas

Provide a balance between of spaces for vehicular accessibility and landscaped open space for residents to enjoy.



Attractive Built Form Environment

Encourage a high standard of design that reflects the existing heritage character of the Town and Region, and creates a sense of place, and contributes to civic pride.

Preservation and enhancement of the natural environment

Protect and enhance views toward existing natural heritage features and their associated ecological functions.

2.0 Context Analysis

The development site for Block 154 is situated on the north side of Loyalist Trail, east of Sixth Line, south of William Halton Parkway, and north of Burnhamthorpe Road West.

2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY & VEGETATION

The existing site is a vacant development block with no significant vegetation or natural features. To the east of the site is Natural Heritage System (NHS) lands that extend further north and east. There are no NHS lands or environmentally sensitive features within the site.

2.2 BUILT FORM CHARACTER OF THE SURROUNDING AREA

Built form in the adjacent residential development primarily includes a variety of single detached homes and townhouses in a traditional architectural style. To the south of the subject lands along the north side of Burnhamthorpe Road East, 3-storey live-work units contribute to the urban character of the neighbourhood, providing amenities and services for the wider community. Along the south side of Burnhamthorpe Road West are existing residential lots.

On the south side of Block 154, the recently constructed development in the 'Transitional Area' includes a range of single detached homes and townhouses. The architectural character of the new development is predominantly influenced by traditional styles of architecture, incorporating a variety traditional building materials such as brick, stone, and detailed with wood and/or stucco accents.



Existing recently constructed back-to-back townhouse units south east of Block 154



Newly constructed live-work townhomes along Burnhamthorpe Rd. W.



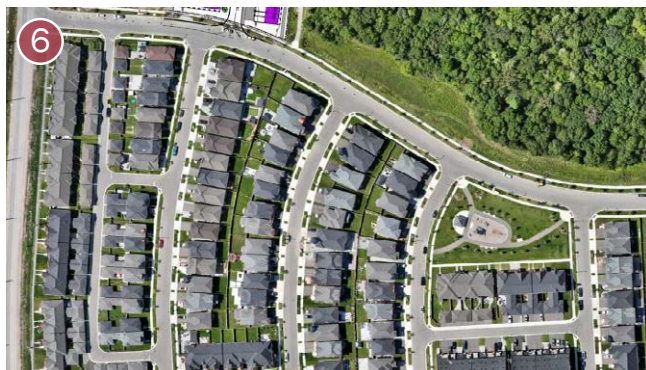
Newly constructed roundabout at William Halton Parkway and Sixth Line



Recently constructed rear lane townhouses south east of Block 154



Recently constructed 6-storey residential building on Sixth Line



Bird's eye view of new neighbourhood development south east of Block 154



Fig. 2.2f - Block 154 Development Subject Lands



Fig. 2,2 - Block 154 Surrounding Land Uses

2.3 SURROUNDING LAND USES

The Block 154 lands are surrounded by newly constructed development to the south, Region of Halton Water Reservoir lands to the north, and future Fire Hall Lands within the block to the west. North of William Halton Parkway are lands designated as future employment and Highway 407. The Highway 407 interchange is just over 2km from the subject lands.

The proposed development will be characterized by medium density residential land use uses, complementing the Town's designation for the 'Transitional Area' in the recently built development on the south side of Loyalist Trail. The Town's current land use designations in the vicinity surrounding subject lands include:

- Transitional Area - Medium/low density residential development, mixed uses on Burnhamthorpe Road, and a future Secondary School at the intersection of Sixth Line and Burnhamthorpe Road West;
- Employment Area - Future employment uses are designated on the lands north of the NHS and Water Reservoir lands, and south of the future William Halton Parkway extension, on the east and west sides of Sixth Line;
- NHS Lands - Preserved woodland comprising a significant area on the east side of the subject lands and extending west and south toward Preserve Drive and Burnhamthorpe Road west;



Fig. 6.1.4 - Views and Vistas Plan in the Block 154 Development

2.4 VIEWS & VISTAS FROM THE SITE

Given the extensive NHS lands surrounding the site and connecting to the wider natural open space network of North Oakville, there are opportunities to preserve the views and vistas to significant features. The NHS will directly inform the proposed site design with views maintained from internal site networks (i.e. private road, parking, walkways) where feasible. Refer to *Fig. 6.1.5 Views and Vistas* for potential viewsheds and view corridor opportunities within the development master plan.

2.5 GATEWAYS

Since Block 154 is intended to complement and be seamlessly integrated into the surrounding residential community, proposed landscape gateway elements will be thoughtfully designed to complement the neighbourhood built form and character.

Refer to Section 5.1.3 Streetscape.

2.6 TRANSPORTATION NETWORKS

Although there are no public transit services running adjacent to the subject lands, it is anticipated that bus services will be implemented along Sixth Line and the existing and planned William Halton Parkway, which will swing north of the site and the current Burnhamthorpe Road West. Currently, east-west bus routes run south of the subject lands, on Dundas Street East, with a bus stop approximately 1km south at the intersection of Dundas Street East and Sixth Line.

The development of this site will provide opportunities for pedestrian and cycling networks that link with the greater community. In addition to bike lanes proposed for Sixth Line, a future bike facility on Burnhamthorpe Road is anticipated for this community connector.

3.0 Policy Context

The proposed development for Block 154 is subject to several planning studies and processes. This UDB outlines a set of guidelines that is consistent with the overall objectives of the following documents:

3.1 NORTH OAKVILLE MASTER PLAN

The development proposal for Block 154 reflects the general structure and intent of 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 sets out the policies and figures of the Secondary Plan to be implemented. Although the subject lands are identified as a future Employment Area, the proposed medium density development is compatible with this Master Plan with respect to the general allocation of land uses adjacent to the subject lands. The lands on the south side of Loyalist Trail are designated as 'Transitional Area' which is described as an interface and buffer between the more intensive concentration of industrial, office, and service employment uses located in the Employment District designation, and adjacent residential uses.

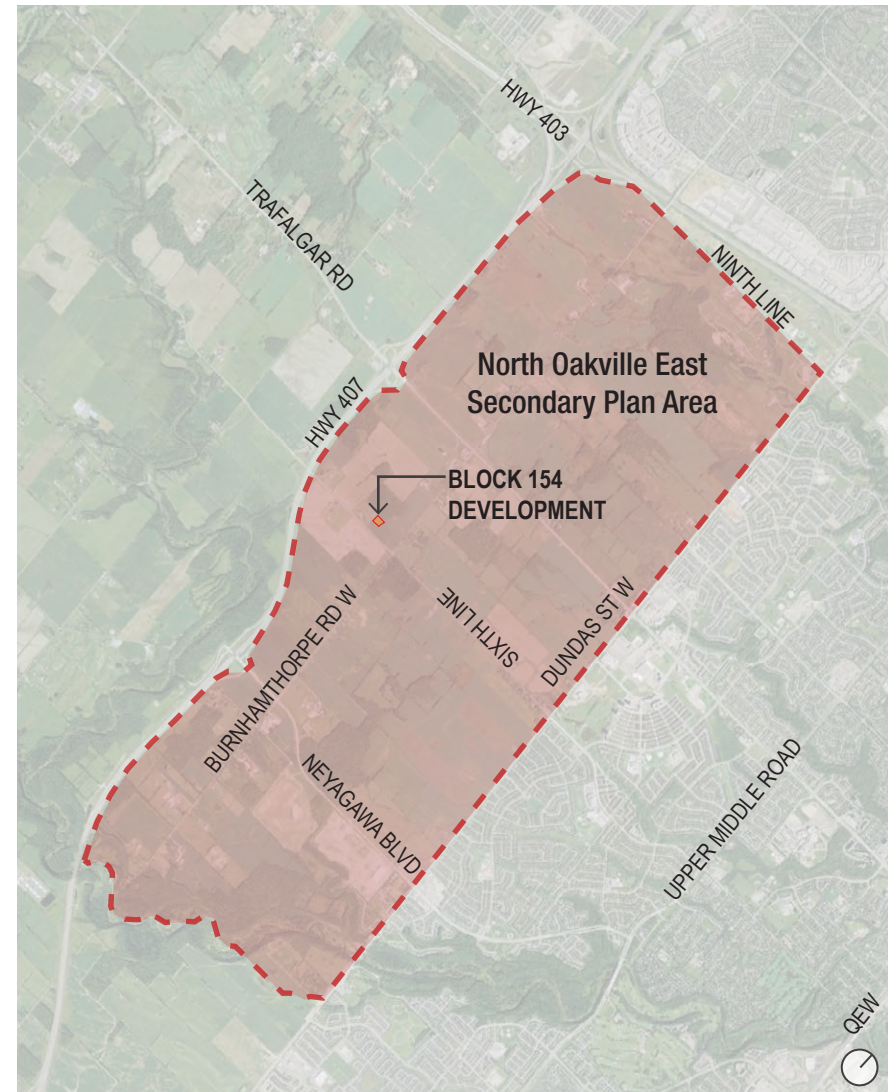


Fig. 3.1 - The location of Block 154 within the North Oakville East Secondary Plan Area

3.2 NORTH OAKVILLE EAST SECONDARY PLAN

The character and pattern of the Block 154 lands recognizes the NHS as an important feature, creating views and vistas through the site design and layout. The lands are within walking distance to local activities, amenities, and the proposed secondary school, with accessibility to future transit and Highway 407. The following key elements in the Block 154 development plan are consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

7.5.4 GENERAL DESIGN DIRECTIONS

- Public safety and views to the NHS will be an important consideration in the design of the Block 154 development.
- Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height. The proposed townhouse blocks along the Loyalist Trail shall be sited and massed toward the public street to create a comfortable public realm and streetscape.

3.3 NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

The Block 154 development 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 development 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.

3.4 LIVABLE BY DESIGN MANUAL

The Livable by Design Manual (LBDM) provides comprehensive and detailed design direction for development to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability of Oakville.

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

– Section 6, Part C of the Livable Oakville Plan

Part C of the LBDM includes a comprehensive set of detailed standards and technical direction to achieve the best possible site development and functionality. It informs the general site and building design guidelines for detailed design direction as provided in Section 6.0 of this UDB. For more detailed built form and site development standards, the following sections of the LBDM should be referenced:

- 2.0 Soft Landscape Standards
- 3.0 Hardscape Standards
- 4.0 Service Facilities Standards
- 5.0 Streetscape Standards

3.5 NORTH OAKVILLE TRAILS PLAN

The North Oakville Trails Plan is a key component of the 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 Block 154 development will benefit from the future planned trail network which may include the following facilities:

- A north-south bicycle lane along Sixth Line;
- An east-west bicycle lane along Burnhamthorpe Road West;
- An east-west bicycle lane and multi-use trail along the future William Halton Parkway;
- A major trail situated to the east within the NHS and proposed along Loyalist Trail connecting with Sixth Line.

Refer to *Fig. 6.1.4 Trail Network Plan* for more details on the proposed location of these trails in the development master plan.

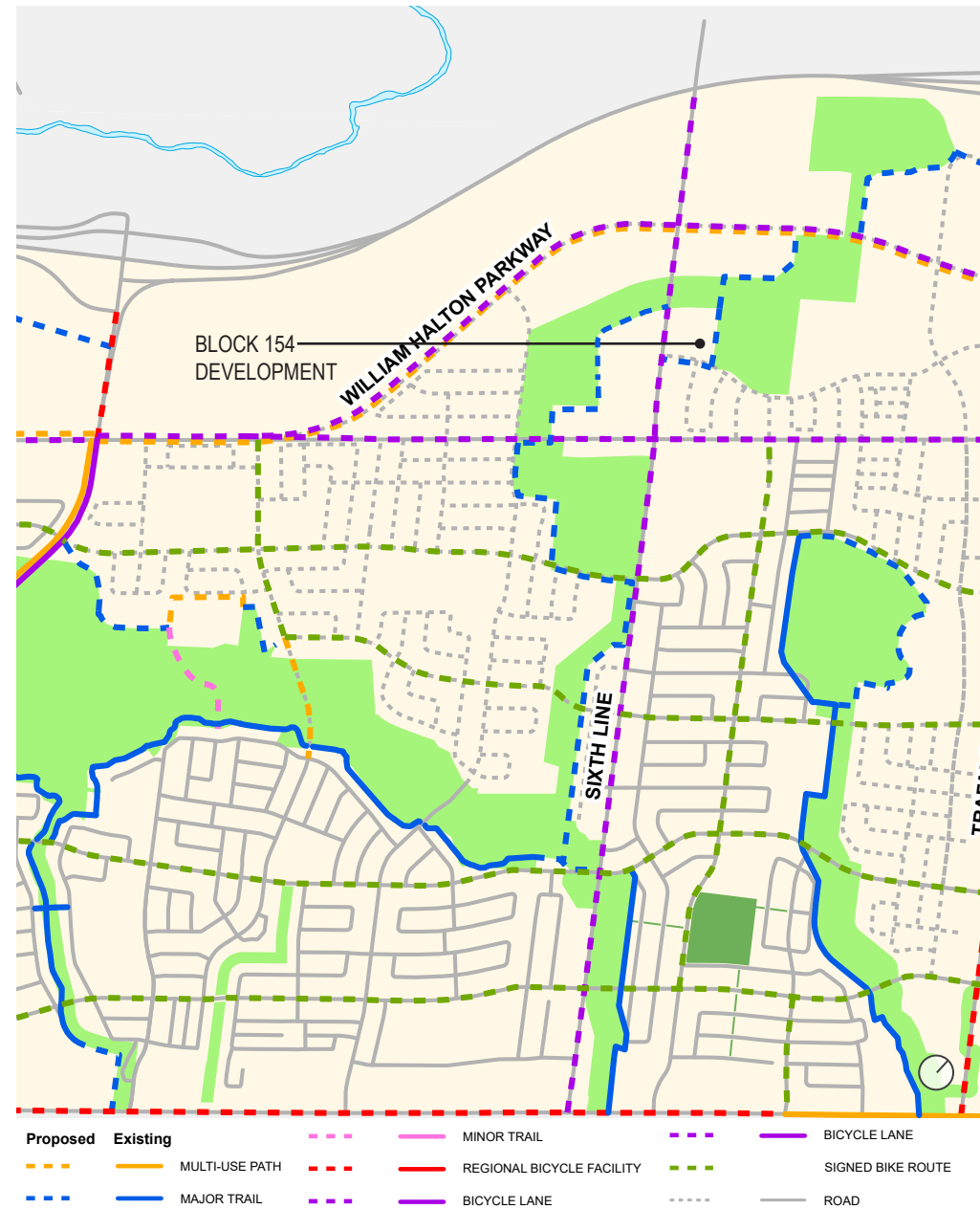


Fig. 3.5 - The location of Block 154 within the North Oakville Trails Plan

3.6 NORTH OAKVILLE SUSTAINABILITY CHECKLIST

The North Oakville Sustainability Checklist is an important tool for assessing the sustainability of planned developments. Based on North Oakville Secondary Plan policies, the checklist is meant to be a tool to encourage sustainable development practices. The planning and design of the Block 154 development incorporates these broader best-practice guidelines as outlined in the following categories:

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

3.7 NORTH OAKVILLE URBAN FOREST STRATEGIC MASTER PLAN

The North Oakville Urban Forest Strategic Management Plan (NOUFSMP) 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 in order to meet the Town's 40% target by 2057, as reflected in the Official Plan - The Livable Oakville Plan.

The NOUFSMP recommended canopy cover targets for residential land uses is 20%.

4.0 Development Plan

Block 154 is envisioned as a medium density pedestrian and transit-supportive condominium development with well-crafted built form that will be appropriately integrated into adjacent residential neighbourhood.

The proposed plan illustrates the design strategy that includes five (5) blocks of stacked townhouses comprising 40 units on a private street layout, as well as a small private amenity area, bicycle parking, landscaped open space and required resident and visitor parking. A community refuse disposal area is discreetly located in the northeast corner of the development, positioned away from public view.

It will reflect the design standards set forth in North Oakville Urban Design and Open Space Guidelines, while achieving a residential development that is uniquely urban in form and architecture. Block 154 is designed to complement the development to the south which is designated as a 'Transitional Area' in the North Oakville East Master Plan.

Refer to Fig. 4.0 - Conceptual Rendering of the Development Plan. Detailed design direction is provided in Section 5.0.



Fig. 4.0 - Conceptual Rendering of the Development Plan

5.0 Detailed Design Direction

The following section provides the design direction that describes how the development for Block 154 will be realized. The detailed design process shall ensure conformity with Town of Oakville urban design policies, such as those included in Sections 2.0 and 3.0 of the LBDM, for the interface between the proposed development and the surrounding public road, the adjacent Fire Hall lands and NHS, and the existing community south of Loyalist Trail.

5.1 SITE DESIGN

5.1.1 Positioning of Buildings / Adjacent Surroundings

Planned as an integrated development that seamlessly fits in with the surrounding community, residential land uses within Block 154 reflect compatibility with the pattern of land uses in the new residential neighbourhood to the south.

Aligning with the Town's site design guidelines, the proposed buildings are organized to frame the public realm and abutting street, internal 7.5m private road/drive aisles, sidewalks, parking areas and private landscaped open space. An active built form edge along Loyalist Trail is established by eliminating garages and driveways and providing a strong uninterrupted street edge presence. Along the east side, the townhouse blocks are oriented to establish frontage facing the NHS and one of the north-south internal walkways, maximizing views toward this open space amenity.

5.1.2 Vehicular and Pedestrian Circulation

Safe, direct, and logical vehicular and active transportation connections are fundamental elements of any residential development. The Regional and arterial road networks in the broader community that support the local network include:

- Highway 407 - The Highway 407 interchange is approximately 2km from the subject lands.
- William Halton Parkway - located 400m north of the subject lands.

The established road network immediately surrounding Block 154 are demonstrated on Fig. 5.0a and include the following:

- Arterial Road - Sixth Line is located less than 100m the west of the subject lands;
- Local Road - Loyalist Drive along the southern boundary;

Internal Vehicular Circulation

Accessed from Loyalist Drive, a 7.5 metre private road / drive aisle is clearly defined on the concept plan and allows for accessibility and navigation. Parking spaces and circulation have been designed to meet the Livable By Design Manual criteria for landscaping and pedestrian navigation.



Fig. 5.1.2 - Block 154 Vehicular and Pedestrian Access

Pedestrian Circulation

Within Block 154, sidewalk connections to Loyalist Drive are provided throughout to minimize conflicts between pedestrians and vehicles. Internal sidewalks are 1.8m wide and are located on one side of the condo road, providing an appropriate pedestrian circulation network for scale of the condo roads and the anticipated level of pedestrian activity. A sidewalk is also planned along the east side of the townhouse blocks 1-3, providing direct access to these NHS fronting units. East-west walkways between these townhouse blocks allow for permeability throughout the development. A crosswalk is proposed towards the north end of the private road, ensuring safe pedestrian connectivity for townhouse block 5 residents.

All front yard paths are designed to provide direct access to each unit from the adjacent sidewalk.

As part of Oakville's comprehensive open space system, a trail network reflecting the North Oakville Trails Plan - East, a multi-use trail is proposed through the NHS adjacent to the subject lands, extending to the north and west (refer to 6.1.3 *Trail Network*). Should this trail be constructed in the future, residents of Block 154 would access the trail from the Loyalist Trail sidewalk at the south east corner of the subject lands.

5.1.3 Streetscape

The development provides a robust landscape planting plan which provides for trees along the public street and private road frontages, creating a sense of enclosure. Street trees along Loyalist Trail road are intended to frame the site and will be located between the 1.5m sidewalk and the vehicular roadway, complementing the streetscape on the south side of this public street. Trees will be appropriately spaced in a sod boulevard to create an effective tree canopy. Delineating the public and private realms, the landscape plan fronting Loyalist Trail proposes a decorative metal fence along the property line, with private walkways, sod, and shrubs in front of each unit.

At the private condo road entrance, proposed masonry piers (1.2m height) with masonry to match the building cladding provide an appropriate gateway feature that reinforces the character of the development

The cross-section in Fig. 5.1.3 demonstrates how streetscapes can contribute to tree canopy coverage and a positive public realm experience.



Fig. 5.1.3a - Rendering cross section of the streetscape along Loyalist Trail facing north.



Fig. 5.1.4a - Block 154 Preliminary Landscape Plan

5.1.4 Landscape and Amenity Areas

To reinforce the character and identity of the Block 154 and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists, the design of landscape elements shall be coordinated and consistent throughout the whole site.

Within the site, a small amenity area with benches and a trash receptacle is proposed at the north east corner of townhouse Block 5, with direct connections to sidewalks and the crosswalk. To the west of the amenity area, bicycle rings are proposed for residents' use. (Refer to Fig. 5.1.4b for a conceptual view of the amenity area)

At the west side of the development, a privacy fence is proposed along the property line, with soft landscape treatment including shrubs and coniferous trees providing a visual buffer along the fence. The landscape plan proposes shrubs as foundation planting adjacent to the ground floor unit entrances. Shrubs also line the walkway entrances between Blocks 1-3, providing a soft landscape between the asphalt driveways and the concrete sidewalk/walkway.

5.1.5 Parking and Service Areas

All resident parking is provided at the rear of each unit on an asphalt driveways. With the townhouse block 4 built form oriented toward Loyalist Trail, parking areas within the development away from public view. Three (3) visitor parking spaces are located at-grade at the rear of the development.

The community's garbage disposal area is located to the north west corner of the development, and are accessed from an internal vehicular route to reduce any impact of garbage collection on the public realm from Loyalist Trail.

Parking areas have been designed to meet the Livable By Design Manual criteria for landscaping and pedestrian navigation.

5.1.6 Lighting

Exterior light standards will be proposed in areas to increase safety and comfort. The light standards will match the scale and character of the proposed architecture. Refer to Section 7 for sustainable lighting practices.



Fig. 5.1.4b - Conceptual rendering of amenity area and pedestrian circulation routes in Block 154.

6.0 Built Form

Section 3.3 in Part A of Oakville's Livable by Design Manual (LBDM) provides direction for the development of primarily medium and high-density residential, a maximum height of five storeys, and in multi-unit forms, including townhouses. As the proposed buildings are 3-storeys in height, the low-rise residential building design directives contained within the LBDM are directly applicable to the Block 154 development, and the proposed built form has been designed as such.

6.1 PROPOSED STACKED TOWNHOUSE DESIGN

6.1.1 Height & Massing, Setbacks, and Building to Street Ratio

Block 154 proposes five (5) townhouse blocks with eight (8) units per building. At 3-storeys high, the proposed buildings are comparable in scale, massing, and height to the surrounding 2 to 3 storey built form in the low-rise development on the south side of Loyalist Trail. Similar to the adjacent built form, the height and massing reinforces pedestrian-scaled environments.

On the south edge of the subject lands, the buildings will frame the public street frontage on Loyalist Trail with well designed 3-storey built form and articulated façades. With NHS lands to the east, the designated Fire Hall lands to the west, and NHS / Region of Halton Water Reservoir lands to the north, separation distances between buildings on adjacent lots are not an anticipated concern for this development site.

6.1.2 Transition to Adjacent Uses and Built Form

The proposed 3-storey townhouses provide a sensitive and appropriate transition to the surrounding NHS/ open space, future Fire Hall lands, and residential development to the south. Aligning with the Livable Oakville policy direction, the built form will contribute to the creation of a cohesive streetscape by placing the townhouse unit entrances of townhouse block 4 toward the street, with a direct pedestrian connections to the public sidewalks, and ample tree planting, which provides a soft landscape transition between the north and south sides of Loyalist Trail.



Fig. 6.1.1 - Block 154 Proposed Elevations

6.1.3 Streetwall and Building Treatments At Grade (The Pedestrian Experience)

Consistent with the LBDM, the design direction orients the built form towards the streets to foster an active pedestrian environment. The proposed buildings are designed with a strong relationship to the public street frontage and minimal setbacks from the street edge along Loyalist Trail and the private road. The low-rise building mass completes a consistent street wall on both sides of Loyalist Trail, creating a sense of enclosure that provides a comfortable environment for pedestrians.

6.1.4 Facade Treatments, Architectural Elements and Materials

Visual interest on building facades is created through composition of fenestration, entry details, and material variations. The design of each building will showcase a high degree of detailing where it is visible from the public realm, such as varied wall planes and roof lines, large windows, and porches / prominent entrances.

The LBDM directs new developments to incorporate a high standard of design and a variety of materials that are aesthetically compatible, functional, and easily maintained. The conceptual building design incorporates a high-end, contemporary architectural style that is compatible with, and sensitive to, the surrounding developments, with human-scaled proportions. Within each townhouse block, projections, recesses, and architectural detailing divides the massing of the facade. The use of high quality, durable, low maintenance building materials shall be specified to achieve the desired architectural theme of the building.



Fig. 6.1.4 - Conceptual rendering of view from the future NHS trail on the east side of Block 154, facing the front entrances of the townhouses.

7.0 Sustainability

7.1 SUSTAINABILITY FEATURES

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

Walkability is one of the cornerstones of sustainable design. Block 154's proposed pedestrian connections linked with the public sidewalk network contributes to the active transportation network.

The sustainable community is supported by:

- A publicly accessible NHS, secondary school, located within comfortable walking distance of Block 154.
- Pedestrian-scaled development 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;
- Adjacent proposed future trails associated within natural features, as well as street related cycling facilities in the surrounding neighbourhoods, linked with the sidewalk network, offering convenient and enjoyable pedestrian and cycling connections.

Further, the following sustainable development practices should be considered within Block 154:

7.1.1 Transportation Alternatives

- To encourage a reduction in automobile usage, pedestrian circulation is integrated into the design of the community;
- Ensure the sizing of parking meets zoning requirements and resident needs, and avoid constructing unnecessary hardscaping, where possible; and
- As an alternative to automobile use, encourage cycling by integrating bicycle racks, rings, or posts, where appropriate.

7.1.2 Lighting

- Achieve a balance between safety, security, and reduction in energy consumption;
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements; and
- Select lighting poles, luminaires, and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.

7.1.3 Materials

- Encourage light-coloured roofs, if feasible, in order to reduce solar heat absorption and building energy demand;
- Encourage the use of local materials, if feasible, to avoid unnecessary long distance transport of building materials; and
- Encourage the use of materials that have been sustainability harvested, if feasible.

7.1.4 Hardscaping

- Objectives for hardscaping shall balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, aesthetic considerations, and maintenance. As a general rule, select paving alternatives that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.
- Where feasible, select porous paving materials, such as porous concrete or asphalt and/or precast turf-grid products;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- Encourage the use of light coloured surface materials, such as concrete or light asphalt to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- Select, design, and install all paving materials to withstand traffic impacts and maintenance requirements.

7.1.5 Softscaping

- Specify naturalized, low maintenance planting, where appropriate;
- Prioritize the use of xeriscape planting techniques, selecting drought-tolerant species to conserve water;
- Utilize landscape features, such as berms, tree and shrub groupings, and 'green' walls to screen undesirable views to adjacent or nearby uses (traffic, commercial buildings, parking);
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings, public open spaces, and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare, and heat, and allows breezes to flow through;
- Use evergreens as a windscreen to mitigate the impact of wind on a site; and
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.









Fig 7.1.5 - Image examples of low maintenance planting within a townhouse condominium development.

NHS

REGION OF HALTON
WATER RESERVOIR

LEGEND

-  SUBJECT LAND BOUNDARY
-  MEDIUM STATURE TREE (10M DIA.)
-  SMALL STATURE TREE (3M DIA.)
-  SECONDARY SCHOOL
-  NATURAL HERITAGE SYSTEM
-  WATER RESERVOIR

FUTURE
SECONDARY
SCHOOL

SIXTH LINE

FUTURE
FIRE HALL LANDS
0.61 Ha (1.52 Ac)

NHS

TREE CANOPY CALCULATION CHART

	# of Trees	Crown Area per tree (m2)	Canopy Area Sub-total (m2)	% of Total Canopy Area
Large Stature Trees	0	154.0	0	0.0%
Medium Stature Trees	33	78.5	2,591	131.8%
Small Stature Trees	21	7.0	147	7.5%
CANOPY COVERAGE				
TREE TOTAL			2,738	m²
OVERLAP (including buildings and other canopies)			772	m²
TOTAL (excluding overlap)			1,966	m²
Canopy Summary				
	Site Area		<u>7,231</u>	<u>m²</u>
	Site Canopy Cover		<u>27.2%</u>	
	Land Use Canopy Cover Target		<u>20%</u>	

LOYALIST TRAIL

HILLSBOROUGH CRESCENT

EXISTING RESIDENTIAL



Fig. 7.2.1 - Block 154 Tree Canopy Coverage

7.2 TREE CANOPY COVER PLAN

7.2.1 Urban Forest Strategic Management Plan

The Urban Forest Strategic Management Plan (UFSMP) 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. This strategy is an extension of the Town's long term vision to achieve its 40% tree canopy coverage target.

As stipulated in the UFSMP, residential developments are required to implement a target canopy coverage of 20% to help achieve Oakville's town-wide 40% canopy coverage objective.

The land use category and overall canopy cover targets for Oakville that pertain to Block 154 are as follows:

- 20% for all Residential uses

Tree Classification and Sizing

The canopy coverage plan should comply with the following guidelines -

- Small stature trees (3-9m spread) = 7.0 sq.m / 3.0m dia.
- Medium stature trees (10m spread) = 78.5 sq.m / 10m dia.
- Large stature trees (14m+ spread) = 154.0 sq.m / 14.0m dia.

Tree Canopy Coverage Calculation

A preliminary canopy and tree cover plan has been prepared for Block 154 to demonstrate how the standards will be achieved within the site area. The tree canopy coverage within the site area can be calculated based on the amount of landscape area that could possibly be covered by canopy.

The tree canopy coverage calculation for the study area is a preliminary estimate based on the proposed landscape concept plan. The trees in this assessment have been designated as medium stature and small stature trees, based on the Town's tree classification and sizing standards. A more comprehensive landscape and streetscape plan will be undertaken as part of a detailed landscape plan process. The preliminary tree canopy coverage results are as follows (refer to Figure 6.3a):

- Block 154 Total Site Area - 7,231 sq.m
- Total Tree Canopy Cover - 1,966 sq.m (excluding overlap)
- **Block 154 Site Canopy Coverage = 27.2%**

8.0 Implementation

The Block 154 UDB has addressed pertinent urban design issues as applied to the development's overall objectives and site design including circulation, streetscape, landscape, architecture, and sustainability features. The intended result is a condominium block that ensures contextual compatibility, maintains an appropriate scale and pattern of development, and supports an attractive and pedestrian-friendly public realm through high quality design.

The Block 154 UDB strives to consider aspects of built form and open space design that are specific to the subject lands within the overall framework of the North Oakville communities, and complements the approved North Oakville Urban Design and Open Space Guidelines (November 2009). However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all North Oakville studies.

Architectural design for the condo block shall be evaluated through the Town of Oakville's Site Plan Approval process in accordance with the Town's Site Plan By-law.





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