

An aerial photograph showing a residential development along the shore of Lora Bay. The houses are mostly two-story, with various roof colors. A large, dense forest covers the hills in the background. The water is a light blue-green color, and the shoreline is rocky in some areas.

# LORA BAY

Phase 4B

## LANDSCAPE ANALYSIS & URBAN DESIGN BRIEF

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Figure 1a: Lora Bay Existing Master Plan



# PART 1

## 1.1 DEVELOPMENT LOCATION

NG Lora Bay Limited is a multi-phased, resort-like residential development located in the Town of The Blue Mountains along the shore of Georgian Bay. Initial phases of the development have largely been constructed or are nearing completion. The Phase 4B subject lands (shown as Phase 4 within the existing Master Plan in Figure 1a), on which this report is focused, are situated within the future development phases that are bordered by 39th Side Road on the north, Lora Bay Drive on the east, Christie Beach Road on the west, and Highway 26

on the south, and comprise an area of 6.35 ha. (15.72 ac.) within the overall total future development area of approximately 92 ha. (227 ac.).

The existing Georgian Trail, which bisects these development lands, forms the southern boundary of the Phase 4B area, with the existing Lora Bay Golf Club (holes 7 and 8) forming the east and north boundary, and future phase development forming the west.



Figure 1b: Existing golf course homes within the Lora Bay development



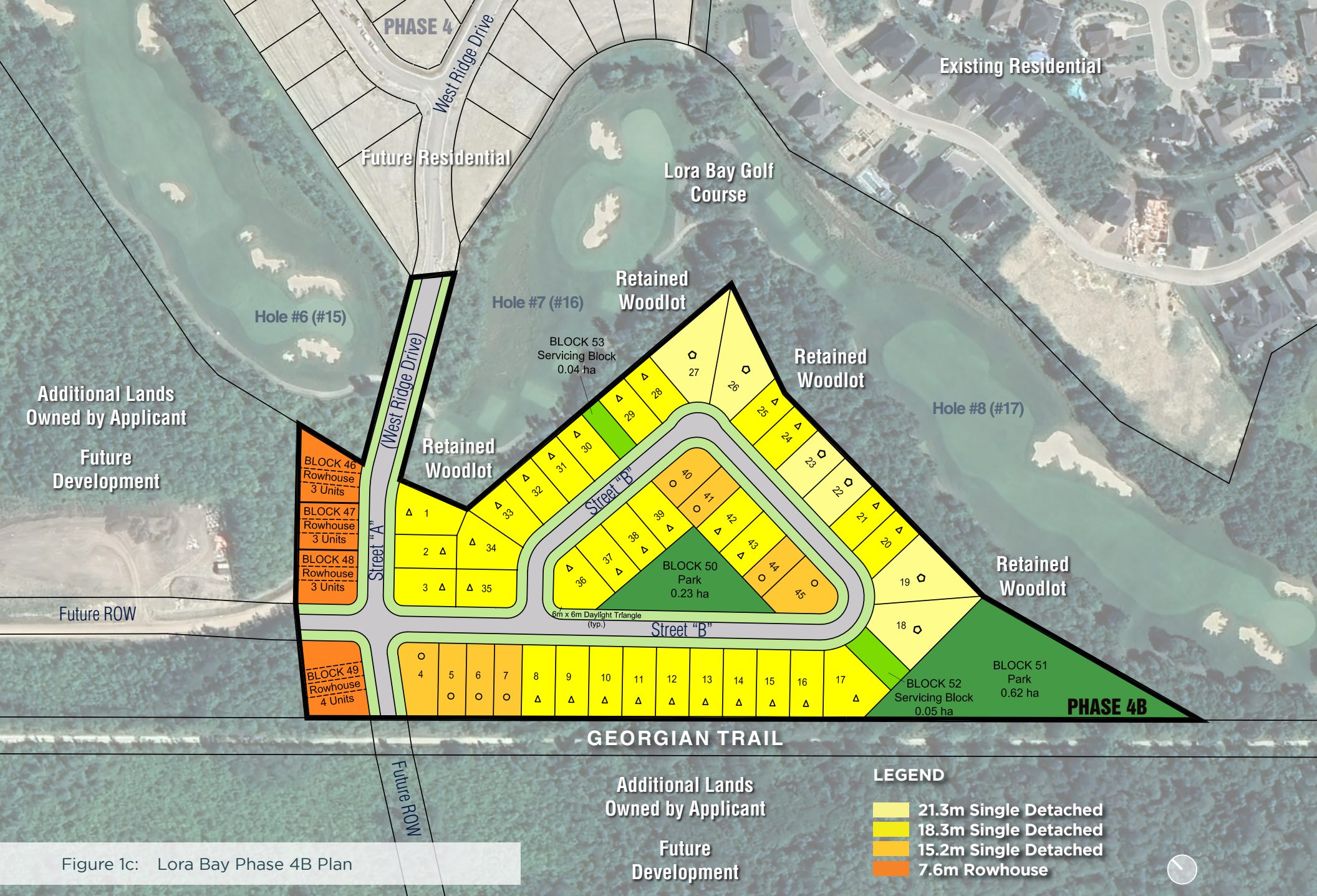


Figure 1c: Lora Bay Phase 4B Plan



## 1.2 PLAN OF SUBDIVISION

The proposed Phase 4B lands consist of 58 residential lots and include a Parkette and Neighbourhood Park block, along with access roads and two servicing blocks.

The Phase 4B Landscape Analysis and Urban Design Brief, included in this document, are requirements of the proposal for Plan of Subdivision within the Town of The Blue Mountains.



Figure 1d: The Georgian Trail, abutting the southern boundary of the Phase 4B lands





## **PART 2**

# **LANDSCAPE ANALYSIS**



## 2.1 LANDSCAPE ANALYSIS

As stipulated by the Town of The Blue Mountains, the Landscape Analysis is intended to address the following:

- The suitability of the Phase 4B site for development;
- The visual and physical complexities of the Phase 4B site, including areas of natural vegetation;
- The measures proposed to ensure that the visual quality of the Phase 4B site is preserved and enhanced to the extent possible and appropriate; and,
- The proposed mitigation measures to avoid any adverse visual impacts, in a manner, which is consistent with the intent of the Phase 4B plan to protect the open landscape character to the extent possible and appropriate.





Figure 2a: The Georgian Trail is a multi-use trail system that abuts the south side of Phase 4B and attracts walkers, joggers, cyclists, cross-country skiers, and snowshoers from throughout the region



## 2.2 SITE SUITABILITY

The proposed residential development for Phase 4B is consistent with the approach taken in the previous phase developments that looks to appropriately integrate lotting and associated access roads and park features into the designated lands with due consideration for maintaining adjacent land use functions and existing conditions. Specifically, Phase 4B has been configured to ensure that the existing Georgian Trail along the south boundary and the play dynamics associated with the Lora Bay golf holes 7 and 8 are not affected by the development.

### 2.2.1 Georgian Trail

The Georgian Trail is a multi-use trail system that abuts the south side of Phase 4B and attracts walkers, joggers, cyclists, cross-country skiers, and snowshoers from throughout the region along its 34 km length. It consists primarily of an approximate 3-4 metre hardpacked granular path that runs down the middle of a 20 metre wide trail easement with dense trees and vegetation flanking either side of the trail.

Residential lots are proposed backing onto the Georgian Trail lands (north side). These are planned as extra depth lots that provide the grading flexibility to appropriately transition from the Georgian Trail boundary and potentially allow a portion of existing vegetation to remain to reinforce the screening/buffering between the trail and residential uses. Given that 'forested' treed areas will be cleared to allow for the lots, previously forested covered trees will be exposed to open rear yards and parks. In order to mitigate the visual impacts from the residential side and provide protection to these preserved trees, a vegetation planting and management strategy should be undertaken. This is intended to include the planting of native trees and shrubs on the residential lot side adjacent to the retained vegetation, consistent with species and planting density recommendations cited in the arborist/forest management report.

Refer to Figures 2b and 2c for potential buffer planting conditions adjacent to the Georgian Trail.



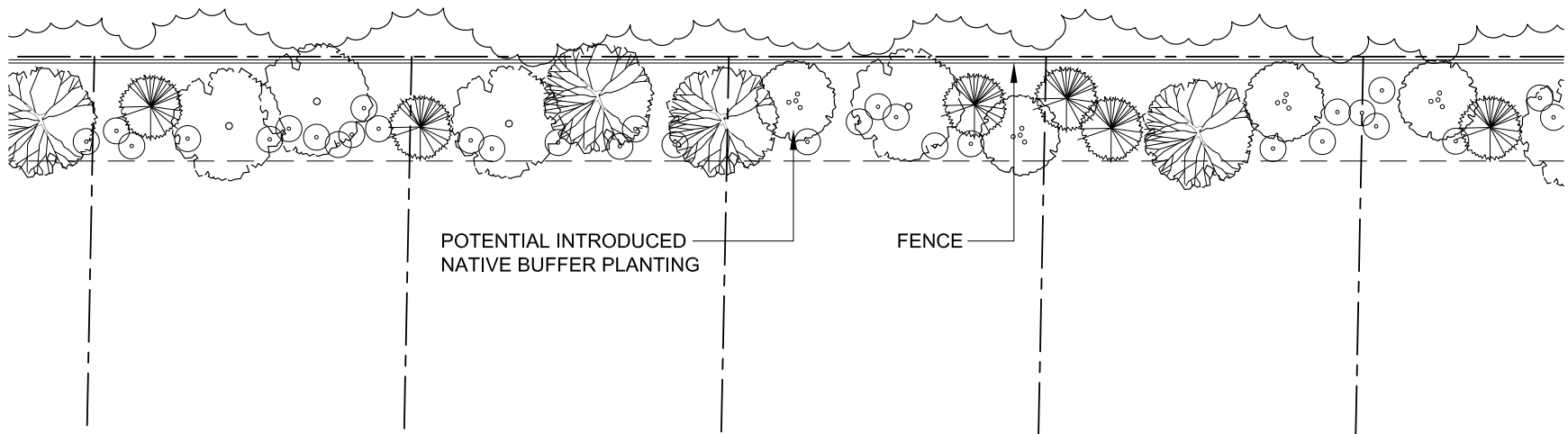


Figure 2b: Plan of lot interface with buffer and preserved natural vegetation along the Georgian Trail

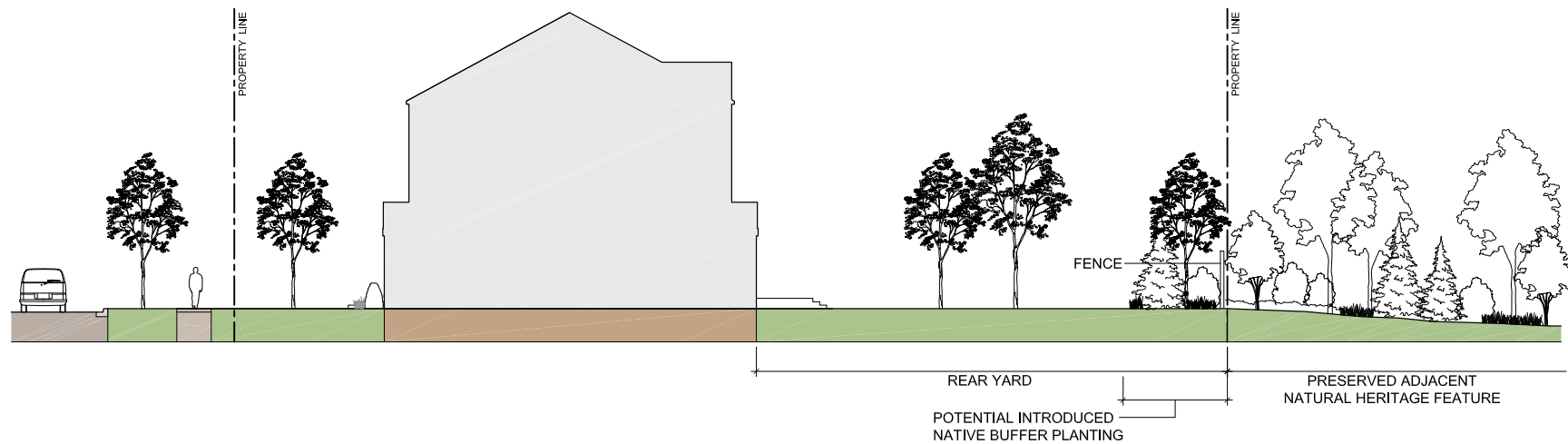


Figure 2c: Cross-section of lot interface with buffer and preserved natural vegetation along the Georgian Trail



### 2.2.2 Adjacent Golf Holes

Along the north and east boundary of the Phase 4B lands are holes 7 and 8 of the Lora Bay Golf Club. This boundary limit ensures that a substantial and dense existing tree and vegetation

offset remains between the lots and the golf holes, providing visual screening, noise buffering, and physical ball spray protection between the lots and the course.



Figure 2d: Lora Bay Golf Hole No. 8



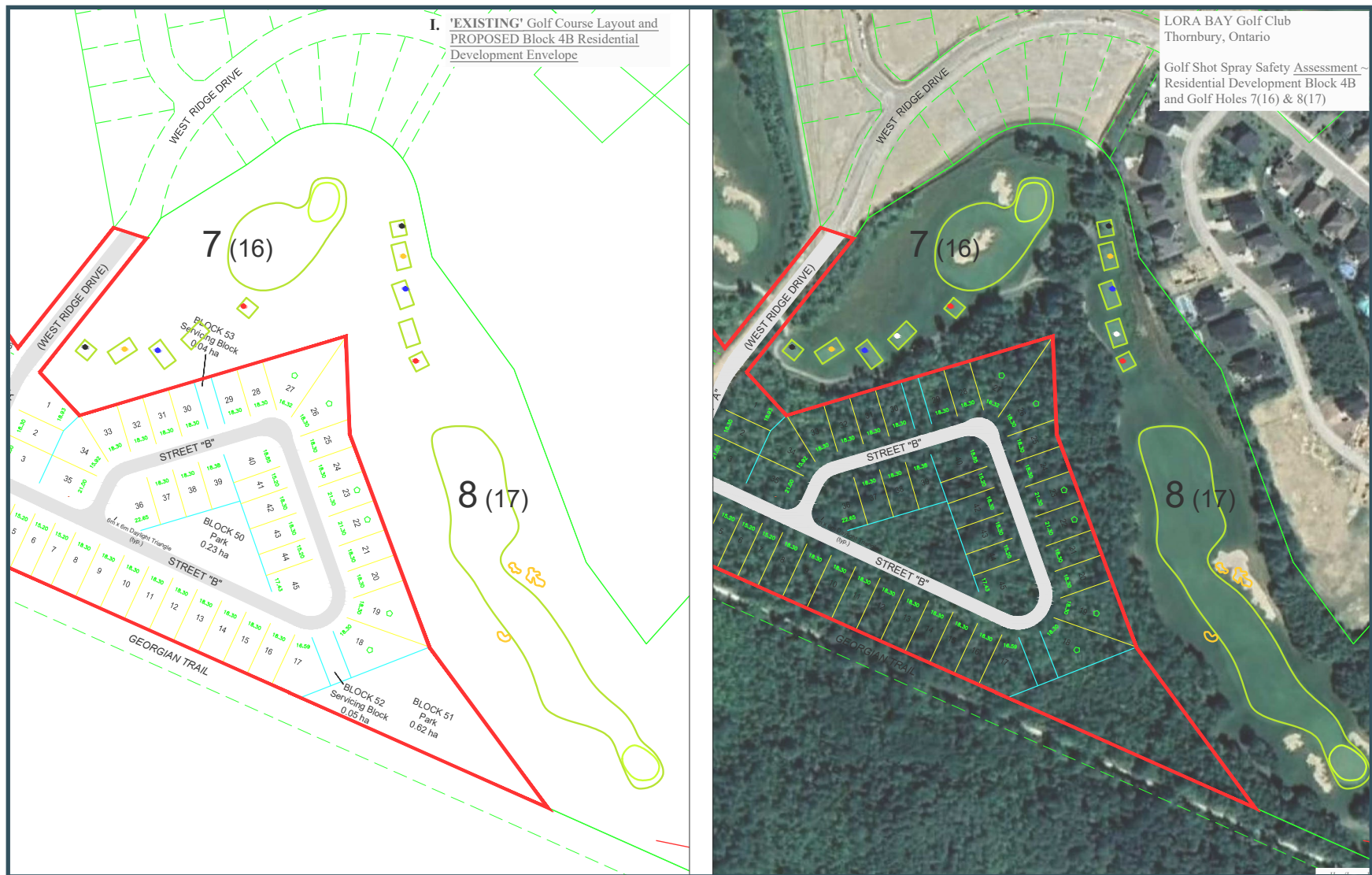


Figure 2e: Lora Bay Phase 4B Golf Shot Spray Analysis - Minimalist Safety Mitigation Recommendations



### 2.2.3 Golf Shot Spray Analysis

A Golf Shot Spray Analysis has been undertaken by Moote Golf Architects for existing holes 7 and 8. The conclusion of the analysis confirms that the proposed residential Phase 4B design will not be tangibly impacted by golf play on the adjacent Lora Bay Golf Course. The well-established golf hole design and turf management regime, strategic directional mature specimen trees at the teeing area, generous 40-60 yard 'buffer' woodlot margins

from the active golf fairway and rough areas to the backlot property lines provide a high degree of safety from errant golf balls for future residents whose properties will abut directly onto the 7th (now 16th) and 8th (now 17th) fairways of the golf course.

Refer to the Golf Shot Spray Analysis for the detailed findings and conclusions.



Figure 2f: Image example of woodlot buffer behind rear yards



## 2.3 SITE VISUAL & PHYSICAL COMPLEXITIES

Given the existing largely forested lands comprising predominantly mixed native tree, shrub, and understorey vegetation, the majority of which will be removed to allow for the proposed lotting, a comprehensive arborist/forest management analysis will be required to recommend the strategy for establishing the cut line relative to the lot configuration, tree species, health, and grading considerations. As described in Section 2.2.1 of this document, the lots adjacent to the Georgian Trail may have the potential to preserve certain trees within if grading and rear yard transition allow and considered trees have a form and health suitable for retention. These existing trees may be supplemented with the addition of new plantings along the rear lot line area.

Rear lot fencing is an important consideration when factoring in the potential for backyard pools and the desire to close off yards for pets. A common rear yard fencing approach also allows control over a consistent design rather than leaving the option for individual homeowners that may result in a variety of fence designs and materials. It is recommended that a visually unobtrusive fence style is designed or selected which blends well with the vegetated buffers to mitigate any visual impacts from the adjacent Georgian Trail or golf course. Fence options may include decorative metal or black vinyl chainlink fence that is blended with buffer planting and largely disappears into the vegetation, providing the necessary enclosure for pets or pools.

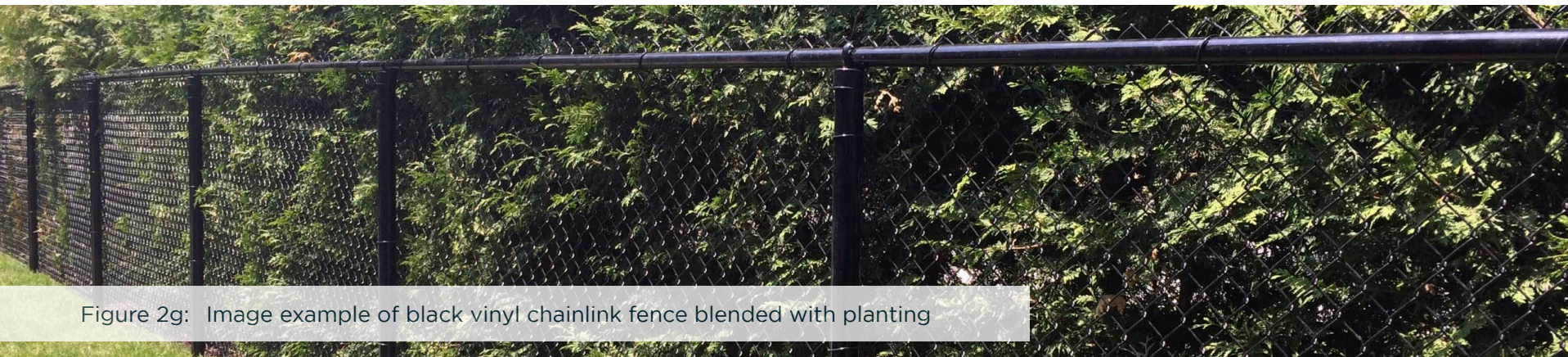


Figure 2g: Image example of black vinyl chainlink fence blended with planting



## 2.4 PARK DESIGN CONSIDERATIONS & PROGRAMMING

The inclusion of 2 parks within the proposed Phase 4B lands provides additional opportunities for the preservation of existing vegetation, as well as the planting of new vegetation. The Town of The Blue Mountains Official Plan identifies park classifications that have informed the layout of 4B, including the integration of a 'Parkette' (0.2 to 0.5 hectares in size) and 'Neighbourhood Park' (0.5 to 4.0 hectares).

The proposed Parkette is centrally located with an area of 0.23 ha. (0.57 ac.) and the Neighbourhood Park situated at the south-east corner is 0.62 ha. (1.53 ac.) in area. Each park is intended to have a different function aimed at the intended users, as described in the following subsections.

The depiction of each park in this document is conceptual in nature and intended only to demonstrate some of the key principles, such as the retention of existing vegetation for buffering the adjacent residential yards, providing additional tree planting to supplement the buffer and provide a more aesthetically pleasing edge to the existing planting, amenities appropriate to trail users (water fill-up, bike racks, trail signage, etc.), seating, and other elements that reinforce an overall Lora Bay character.



Figure 2h: Image example of shade structures with a backdrop of existing vegetation





Figure 2j: Image example of a parkette trellis structure with seating



Figure 2i: Image example of perennial gardens at parkette entry

### 2.4.1 Parkette

Surrounded by residential lotting, the centrally located Parkette is intended to have a neighbourhood focus and primarily serve the residents of Phase 4B. Programming and features of this park will consider the expected demographics of the neighbourhood (predicted to be largely empty-nesters and couples over 50 years of age), respond to the neighbourhood focus, and will likely include seating and congregating areas, shade structures, flexible use open grass, and unique planting displays.

An inventory of the existing trees may identify specimens that can be considered for retention, pending grading considerations and workability within the park layout and function. This may allow for some buffering with the abutting rear lot lines, particularly when supplemented with additional trees. As well, individual trees may be preserved that show good form and health and can be integrated into the design to provide shade and aesthetic appeal with a strong presence at the outset of the park opening.



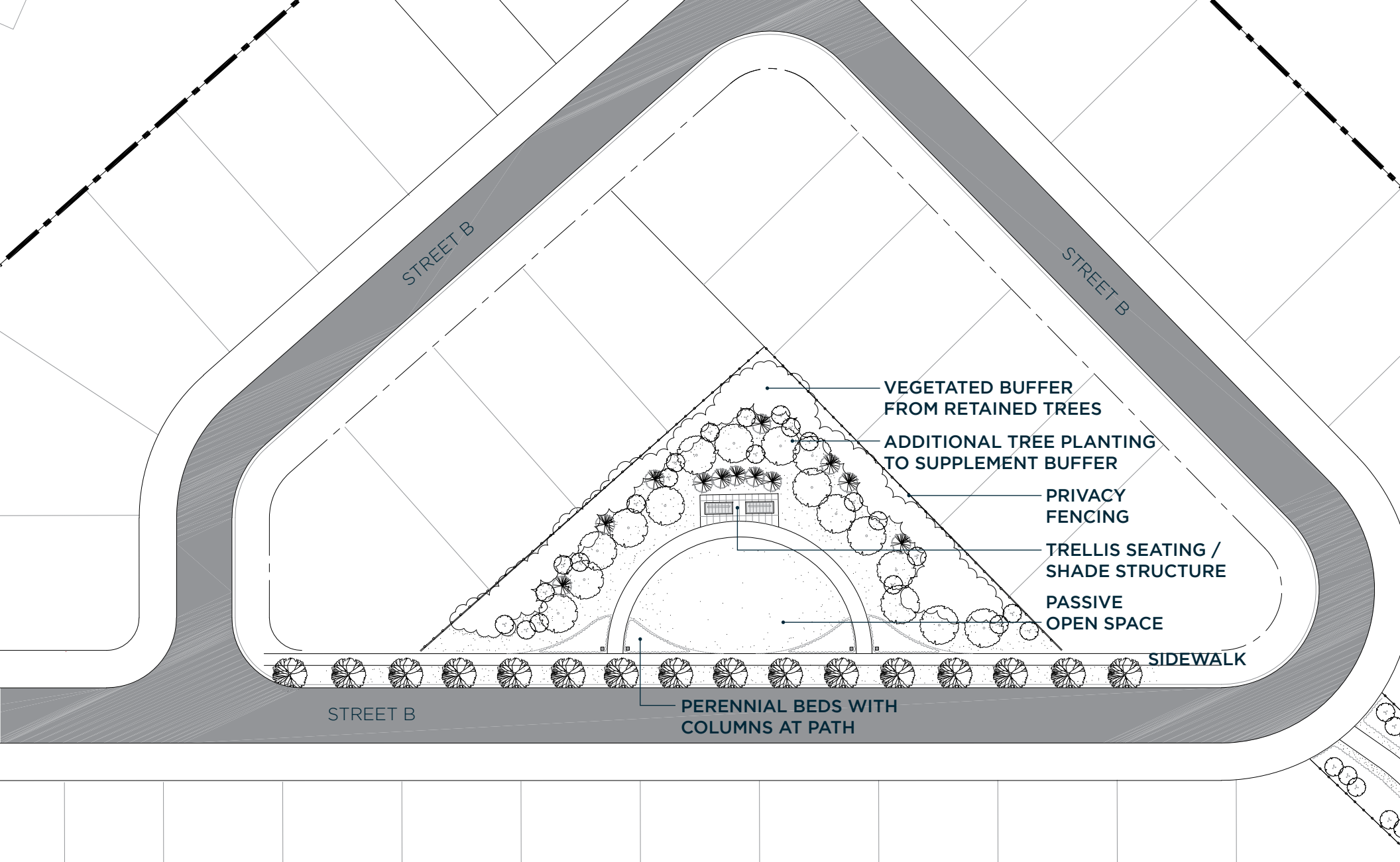


Figure 2k: Conceptual Parkette Facility Fit Plan (0.23 ha.)







Figure 3b: Picnic shelter



Figure 3a: Trail connection



Figure 3d: Natural playscape



Figure 3c: Image example of a playground adjacent to a forest

## 2.4.2 Neighbourhood Park

The proposed Neighbourhood Park, located at the south-east corner of the Phase 4B lands, is intended to have a Georgian Trail user focus with convenient access by adjacent neighbourhood residents. Access to the park for residents is through a servicing block (Block 52) which connects from Street 'B'. Other connections and openings to the park will be from the south side adjacent to the Georgian Trail where trail users can utilize the park for passive recreation functions that are supportive of the walkers, cyclists, cross-country skiers, snowshoers, etc. This may include seating, picnic areas, shade structures, water fill-up stations, bike racks, wayfinding / interpretive signage, etc.

Emphasizing the visual connection through wide view openings between the trail and the park provides ongoing passive monitoring that will improve safety and minimize vandal opportunities within and around the park, while also providing additional interest and amenities for trail users and groups. The reduced opening in the form of the servicing block will somewhat separate the residential streets from the Neighbourhood Park users, with the intent to minimize having residential streets used for trail visitor parking.



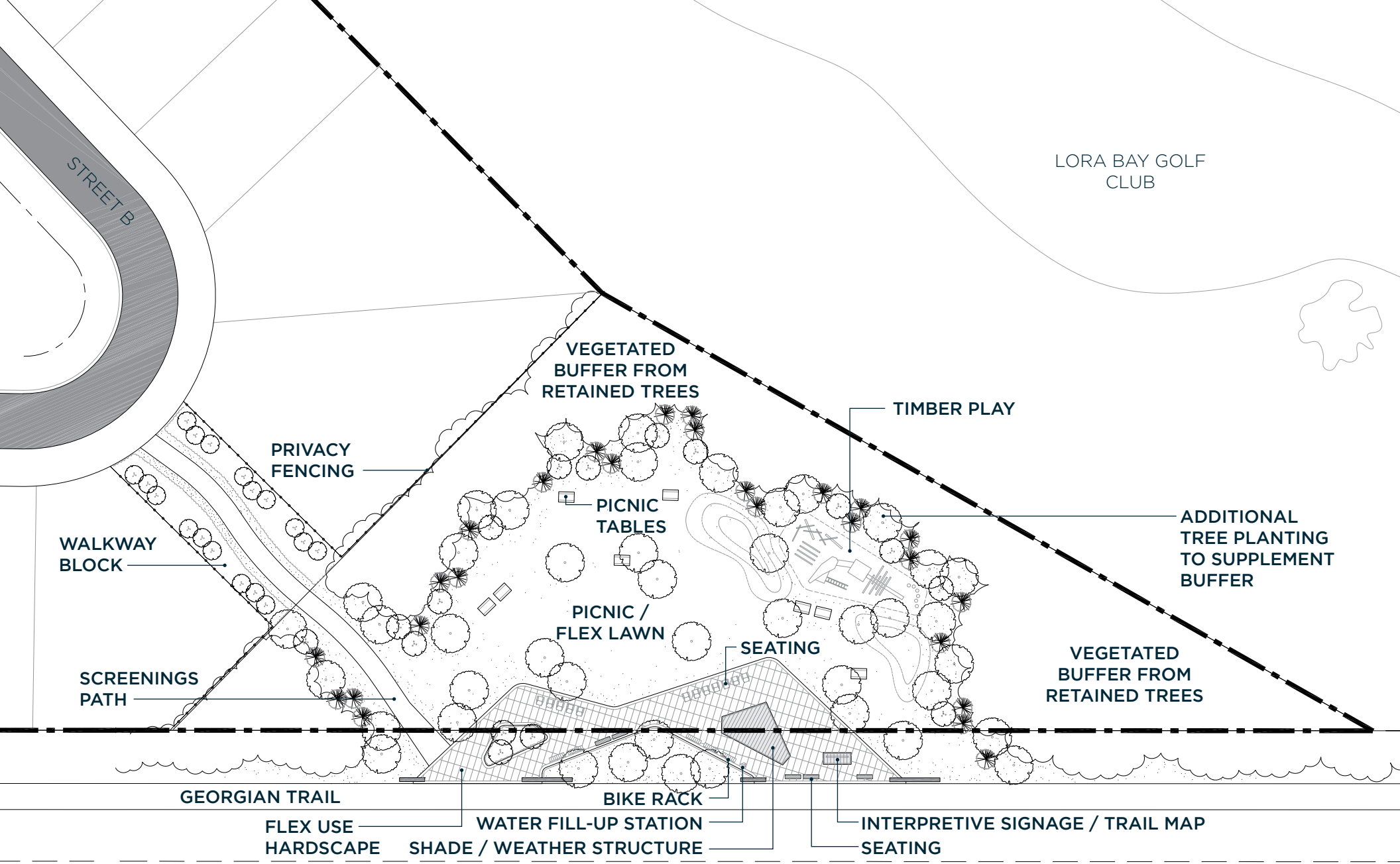


Figure 2l: Conceptual Neighbourhood Park Facility Fit Plan (0.62 ha)







Figure 2m: Image example of a high quality rear / side yard fence

Given the existing trees and vegetation, screening and buffering from rear lots may be achieved through the preservation of trees with good form and health, as identified by the arborist report and where grading considerations allow. These preserved trees may be supplemented with additional new native species planting to reinforce the buffer function and improve aesthetics. The intent is also to provide a densely vegetated background for park users. Similarly, individual specimen trees may be preserved throughout the park to provide shade and placemaking with immediate impact from the outset of the park opening.

Fencing for rear lots backing onto both parks is likely to be required where pools and pet enclosures are contemplated. As with the rear yard interface with the Georgian Trail and the golf course, it is recommended that a common rear yard fence be installed with a consistent design that is either unobtrusive (blends with vegetation) and/or attractive with quality materials, such as decorative metal fencing.

A more extensive network of Neighbourhood Parks that serve multiple neighbourhoods including Phase 4B is planned for the broader multi-phase Lora Bay development to provide a wider choice in active recreation facilities and programming needs. The intent is to situate these parks so that they are accessible within walking distance of each neighbourhood and all linked as a comprehensive open space system with cycling connections.



## 2.5 CONCLUSION

A critical step in developing the future landscape design strategy for the Phase 4B lands is the undertaking of a comprehensive vegetation inventory and analysis by the arborist consultant. This will serve to help determine opportunities for preserving trees and shrubs that can be used to reinforce the screen and buffer of rear residential yards (with the addition of planted native trees) from the Georgian Trail. As well, it can identify tree specimens that may be advantageous for retention within the parks for habitat, shade, and aesthetic benefits. All of which is a fundamental consideration in the ultimate design development of both private and public outdoor spaces.



# PART 3

## URBAN DESIGN BRIEF



## 3.1 COMPLIANCE WITH COMMUNITY DESIGN GUIDELINES

### 3.1.1 Overview

The Town of The Blue Mountains' Community Design Guidelines (CDGs) express the design expectations for development review and are intended to be a flexible guide to facilitate high quality design within the Town.

The CDGs are organized into five topics, each with a different intent, objectives, and applicability. The following three topics apply to the NG Lora Bay Limited Phase 4B subject lands:

- Greenfield Design Guidelines (**Section 4**);
- Streetscape Design Guidelines (**Section 5**); and
- Sustainability Design Guidelines (**Section 6**).

Each applicable topic will be explored within this Urban Design Brief (UDB) in relation to the design of the Phase 4B subject lands to serve as a guide for the proposed development.

### 3.1.2 Greenfield Design

The focus of greenfield neighbourhoods within the Town of The Blue Mountains should be the provision of areas that are sustainable, mixed, diverse, and definable. Refer to **page 19 of the CDGs** for the specific Greenfield Development Design Objectives. The Greenfield Development Design Guidelines are organized into six general components, four of which are addressed within the Phase 4B lands, as follows:

- Natural Areas (**CDGs, Section 4.1**);
- Streets (**CDGs, Section 4.2**);
- Parks (**CDGs, Section 4.3**); and
- Residential (**CDGs, Section 4.5**).



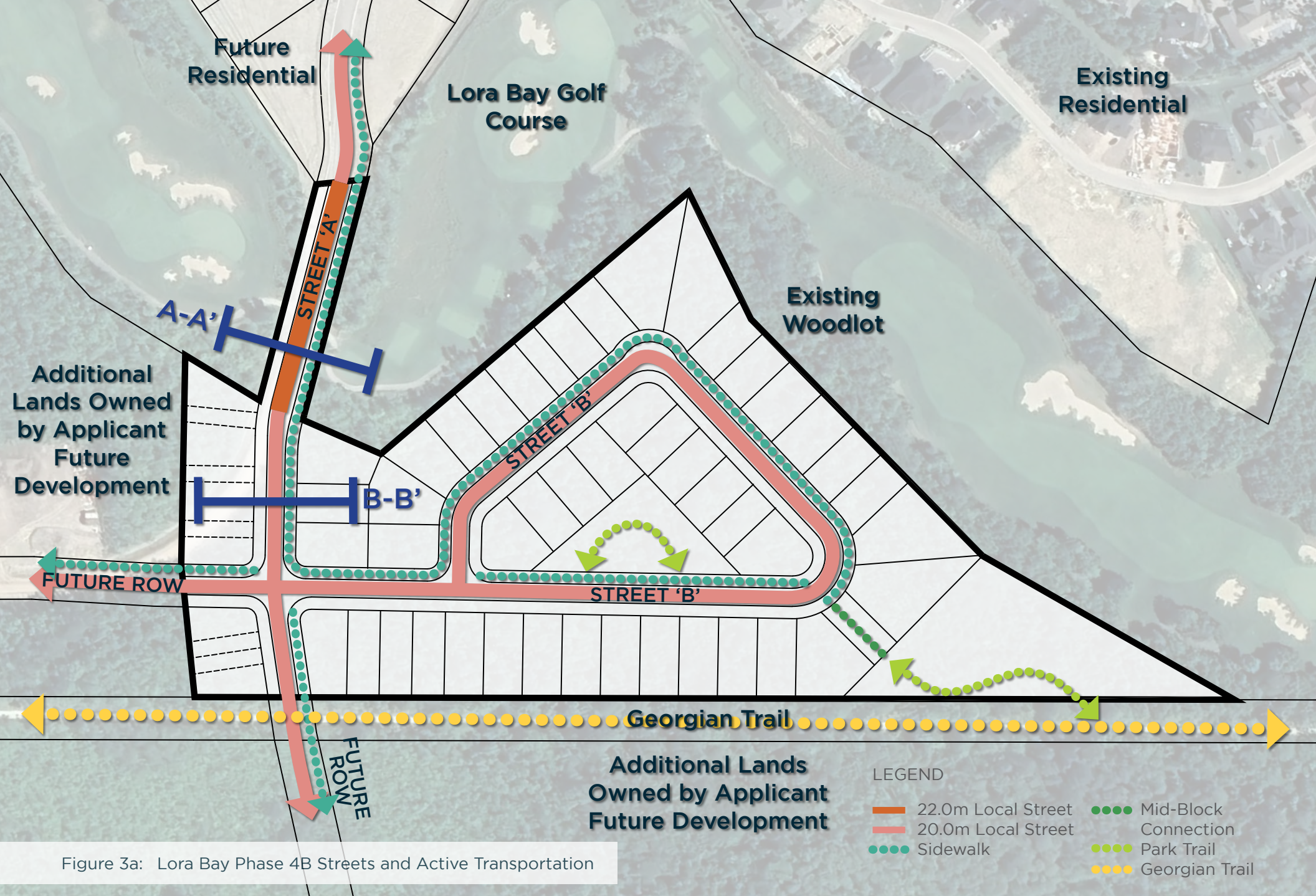


Figure 3a: Lora Bay Phase 4B Streets and Active Transportation



### 3.1.2.1 Natural Areas

The design of Phase 4B takes into careful consideration the surrounding natural areas. As seen in Figure 3a, the residential development interfaces with existing woodlots, which also function as natural buffers between the residential lots and the Lora Bay Golf Club to the north, as well as the Georgian Trail to the south.

Phase 4B is designed to be well-integrated with its surroundings as it ensures appropriate buffers from the woodlots for ecological protection and incorporates street trees into the fabric of the street and block layout. As wooded areas are adjacent to the proposed Neighbourhood Park, these features receive significant visibility and have the opportunity to be partially retained and incorporated into the park. Further, servicing blocks are strategically located to connect the neighbourhood's sidewalks, park trails, and the Georgian Trail. For guidelines specific to woodlots, refer to **Section 4.1.2 of the CDGs**.

### 3.1.2.2 Streets

The design of the street network plays a role in integrating Phase 4B and its surroundings with the natural areas, as well as the rest of the Lora Bay community. With emphasis on designing an attractive, efficient, and pedestrian-focused streetscape, two local streets are proposed:

- Street 'A' / West Ridge Drive (22.0m ROW); and
- Street 'B' (20.0m ROW).

Street 'A' crosses the golf course and connects Phase 4B with the adjacent residential block to the north, and Street 'B' provides circulation within the block, connects key pedestrian destinations, such as the Parkette and Neighbourhood Park, and connects Phase 4B to the future residential developments to the west and south. To complement the proposed sidewalks within Phase 4B, the servicing block to the southeast offers an opportunity for a pedestrian mid-block connection to enhance walkability, and allow for access to the Neighbourhood Park and Georgian Trail for recreation.

The local streets, as shown in Figures 3b and 3c, are designed as per Town standards with green boulevards, street tree and street lighting on one side, a sidewalk on the other side, and vehicle travel lanes in both directions. However, the generous width of the travel lanes offers an opportunity to reallocate some lands within the right-of-way to allow for tree planting on both sides of the street. It is recommended that reduced travel lane widths and increased treed boulevard widths adjacent to the sidewalk be considered to promote long term healthy tree growth and achieve many of the other streetscape design objectives set forth in **Sections 5 and 5.5 of the CDGs**.

For other guidelines specific to streets, refer to **Section 4.2 of the CDGs**.



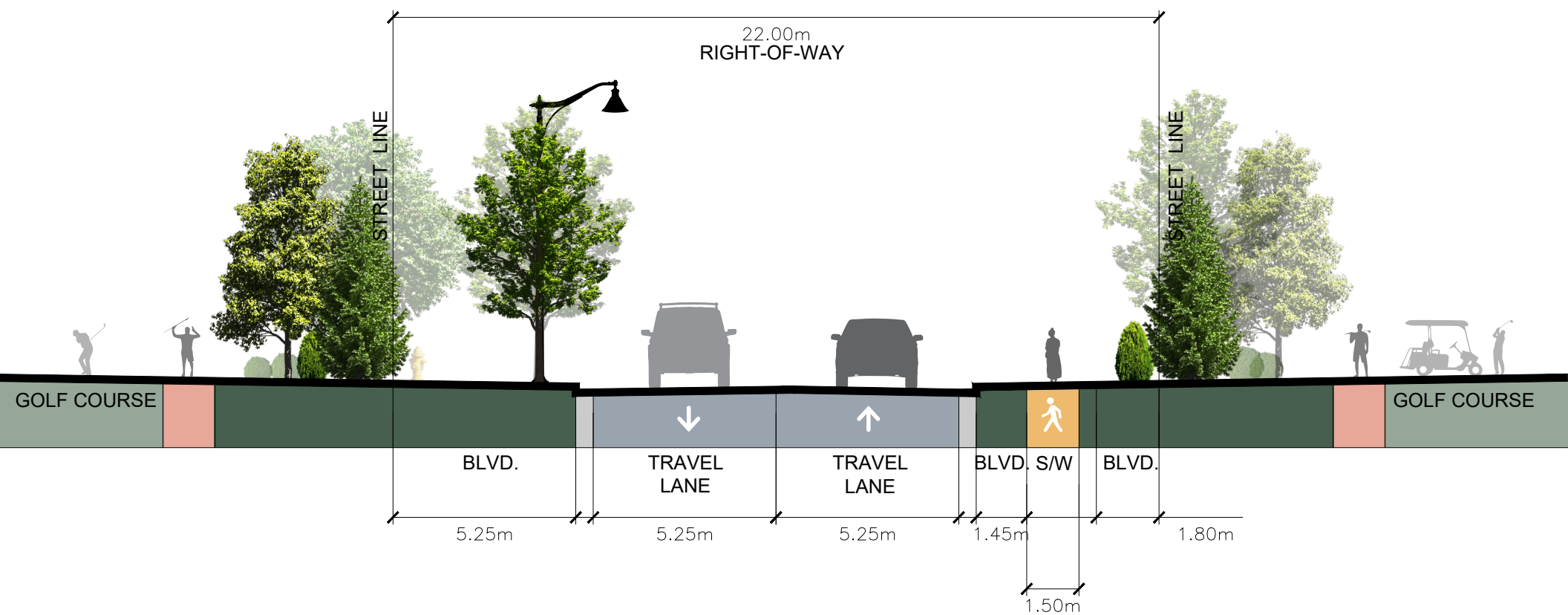


Figure 3b: A-A' Lora Bay Phase 4B Street 'A' (22.0m) R.O.W Cross Section



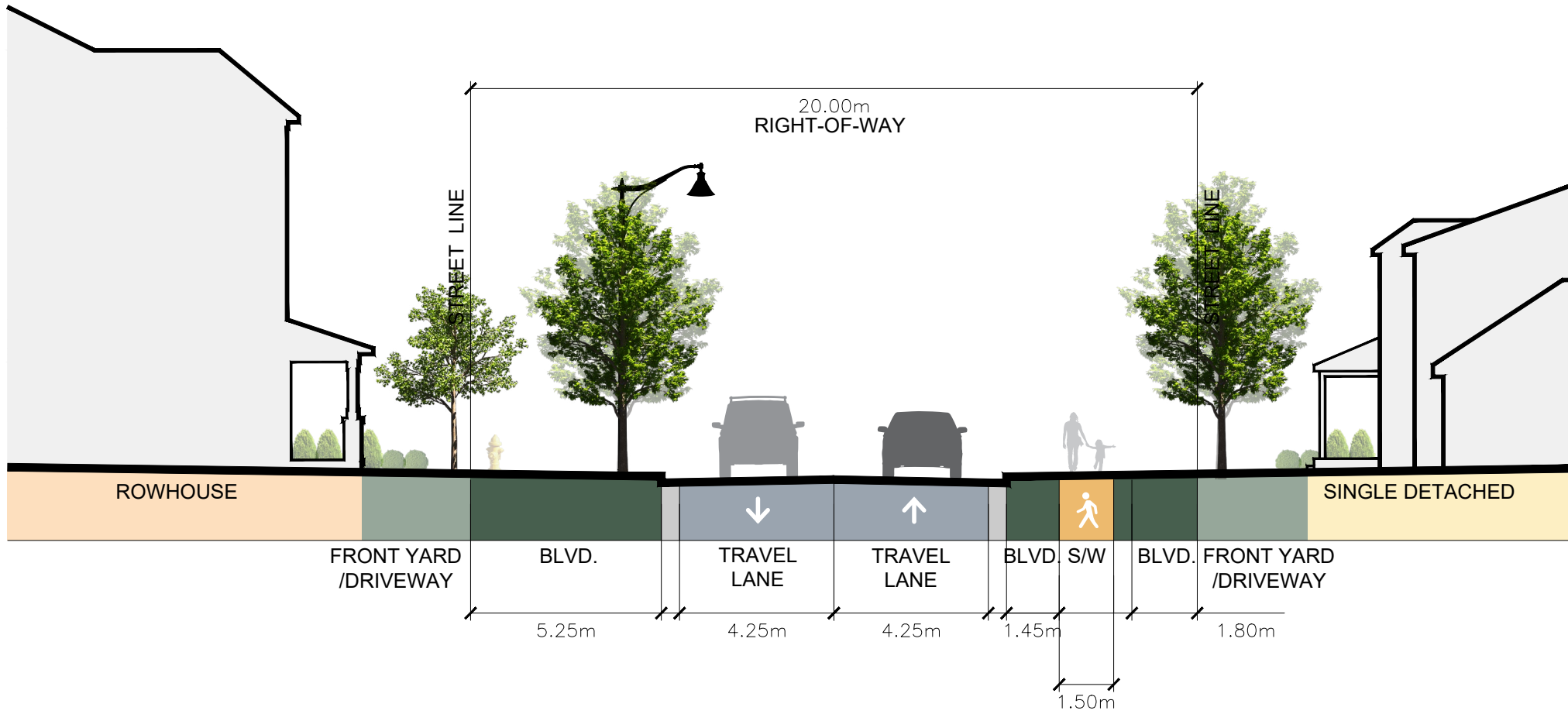


Figure 3c: B-B' Lora Bay Phase 4B Street 'B' (20.0m) R.O.W Cross Section





Figure 3d: Lora Bay Phase 4B Open Space Network



### 3.1.2.3 Parks

Within Phase 4B, a Parkette and a Neighbourhood Park are proposed. Aligned with the guidelines specified in **Section 4.3 of the CDGs**, and demonstrated conceptually in Section 2.4 of this document, both parks are well-connected to the overall green system through sidewalks, pedestrian mid-block connections, and park trails, and are located within 400 metres of all residential dwellings for ease of access. Each park should include a combination of structured and unstructured passive and active uses to complement the recreational nature of the area, as well as to accommodate for a variety of user needs.

As both the Parkette and Neighbourhood Park have residential lots backing onto them, these open spaces should be designed with sufficient distance and landscaping between areas of activity and the dwellings to ensure privacy and minimal noise impact. The neighbourhood focused Parkette is designed with the majority of the park's frontage open to the street to increase its visibility and enhance the streetscape, while the Neighbourhood Park is intended to have a Georgian Trail user focus.

As conceptually demonstrated in the Landscape Analysis Section 2.4.1, the proposed Parkette may incorporate the following neighbourhood focused amenities and features:

- A unique focal element and seating;
- Seating and community gathering area;
- Grass area;
- Shade / weather structure;
- Vegetated buffer from retained trees;
- Additional tree planting to supplement buffer; and
- Privacy fencing.

As conceptually demonstrated in the Landscape Analysis Section 2.4.2, the proposed Neighbourhood Park may incorporate the following trail user focused amenities and features:

- Flex-use hardscape;
- Bike racks;
- Water fill-up station;
- Shade / weather structure;
- Interpretive signage / Georgian Trail map;
- Seating and picnic tables;
- Picnic / flex lawn;
- Timberplay area;
- Screenings path;
- Vegetated buffer from retained trees; and
- Additional tree planting to supplement buffer.



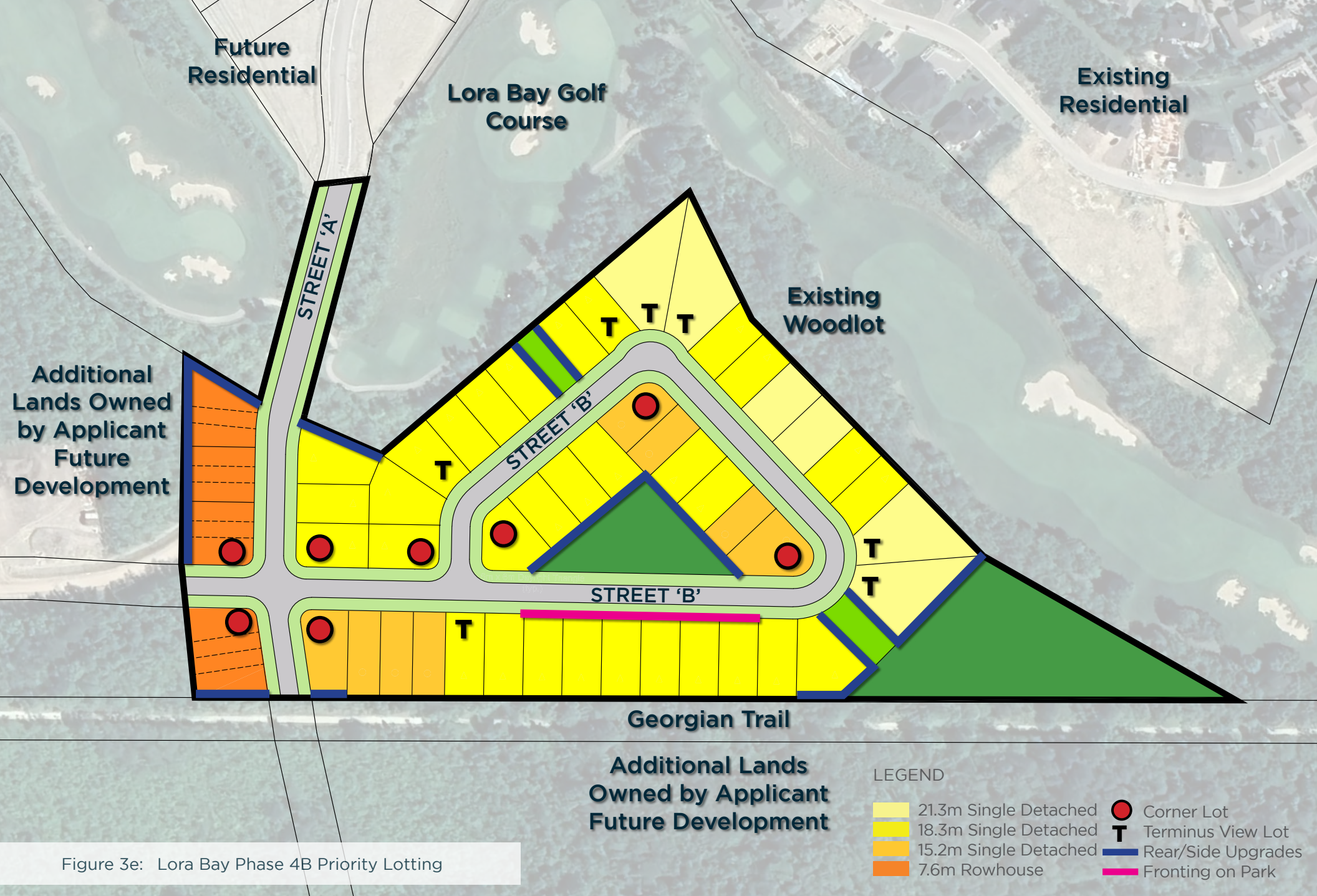


Figure 3e: Lora Bay Phase 4B Priority Lotting



### 3.1.2.4 Residential

A high-quality built form character should be achieved for all residential typologies within the Lora Bay community. Doing so will deliver architecture that is rich and varied in its structure and treatments, and will create a distinct community with visually appealing streetscapes. Phase 4B proposes a total of 58 residential units:

- 6 Single Detached (21.30m frontage);
- 31 Single Detached (18.30m frontage);
- 8 Single Detached (15.20m frontage); and
- 13 Rowhouses (7.60m frontage).

The design of the residential lots should align with the guidelines specified in **Section 4.5 of the CDGs**. The architectural style for Phase 4B should be consistent with the quality of the existing Lora Bay community. To ensure diversity and visual interest along a single block or street, the design of single detached dwelling types, forms, rooflines, as well as the design, material, and color of elevations should vary to a certain extent, but remain complementary and cohesive as a whole. Similarly, rowhouses should use a variety of recessions and projections on individual blocks and along the entire street to enhance the visual interest and variation within the streetscape.

Corner lots typically have a high degree of public visibility and are important in portraying the character and quality of the community. To frame intersections, enhanced side upgrades, such as wrap-around porches, should be considered for corner lots. Dwellings on corner lots should be oriented so that both the front and side address the public street.

Dwellings that front onto the Parkette should be designed in a manner that considers and complements the exposure to the public view. Dwellings that back onto parks or are otherwise exposed to the public view may be designed with highly articulated rear façades to reflect the quality of the community.

As described in Section 2.2.1 of the Landscape Analysis, residential lots that back onto the Georgian Trail will have extra lot depth to allow for a vegetated buffer and ecological protection, therefore rear façade upgrades are not necessary.





Figure 3f: Image of existing West Ridge Drive, north of Phase 4B

### 3.1.3 Streetscape Design

The Town's Streetscape Design Guidelines apply only to the elements within the public right-of-way and address a broad range of topics to ensure all aspects of streetscape design are considered. While the general goal of the Streetscape Design Guidelines is to assist in creating a vibrant, comfortable, and visually interesting main street environment for the Town's commercial areas, the objectives also generally apply to residential streetscapes. Refer to **page 31 of the CDGs** for the specific Streetscape Design Objectives.

The Streetscape Design Guidelines are organized into 12 components, seven of which are applicable to the Phase 4B lands, as follows:

#### 3.1.3.1 Vehicle Lanes

As per the CDGs, wider vehicle lanes are incorporated into the existing right-of-way standards for the Phase 4B lands (refer to Figures 3b and 3c), as the Lora Bay community is outside of the Town's core areas. Considering their generous width, there will be ample room for shared vehicular and bicycle traffic, as well as on-street parking. However, it is recommended that narrower vehicle lanes be considered to reduce the perceived width of the roadway and increase the treed boulevards on both sides to promote healthy street tree growth. Refer to **Sections 5.1 and 5.2, page 32 of the CDGs** for guidance on vehicle and bicycle lanes.



### 3.1.3.2 Trees and Plantings

Healthy street trees reduce air pollution, provide shade and cooling, create habitat for wildlife, increase property values, enhance community aesthetics and pride of place, make streets safer and more walkable, and contribute to quality of life. An effective planting strategy can help establish the character of neighbourhoods within the Lora Bay community and should relate to the street type and adjacent land use.

In accordance with the CDGs, trees should be planted along all public streets within Phase 4B in a consistent pattern, preferably 8.0 to 10.0 metres on-centre, and coordinated with the location of street amenities and utilities. Planting species should be native, non-invasive, low maintenance, salt tolerant, and suited to the site's specific soil conditions. Refer to **Section 5.5, page 33 of the CDGs** for all applicable street tree design guidelines.



Figure 3g: Plant street trees at curbside along all streets



Figure 3h: Choose tree species that create a tree canopy





Figure 3i: Existing Lora Bay street lighting



Figure 3j: Image example of decorative intersection paving

### 3.1.3.3 Lighting

Street lighting is an essential element of streetscape design, and the choice of light standards in the Phase 4B development will play a key role in reinforcing the character of Lora Bay's public realm as a whole. Street light standards should reinforce safe, attractive pedestrian connections. The existing Lora Bay community has established light standards, which will be repeated throughout the future phases to ensure consist theming. Refer to **Section 5.6, page 33 of the CDGs** for all applicable street lighting design guidelines.

### 3.1.3.4 Crossings

Traffic calming is key to promoting walkability and creating a safe pedestrian, and cyclist-friendly environment. Enhanced paving or painting may be provided for pedestrian crossings at key signalized intersections within Lora Bay, such as the West Ridge Drive intersection in Phase 4B, to define pedestrian and cyclist crossings, serve as traffic calming, and add character to the street. Refer to **Section 5.7, page 34 of the CDGs** for all applicable crossing design guidelines.

### 3.1.3.5 Sidewalks

As per **page 22 of the CDGs**, primary local streets, which connect to key pedestrian destinations, such as parks, should be designed with sidewalks on both sides. Other local streets, such as the P-loop within Phase 4B, should be designed with a concrete sidewalk on one side of the street.



### 3.1.3.6 Wayfinding Signage

While wayfinding signage may not be present within the Phase 4B public right-of-way, there is an opportunity to incorporate interpretive signage within the Neighbourhood Park at the entrance to the Georgian Trail. Refer to **Section 5.11, page 36 of the CDGs** for applicable wayfinding signage design guidelines.

### 3.1.3.7 Gateway Features

Gateways and landmarks are an effective means of consolidating large development areas, such as Lora Bay, into one discernible, connected community. They are important identifiers that provide the opportunity to communicate the character and theme of the community, contribute to placemaking, and enhance civic pride. Gateway features may be emphasized by incorporating planting material that is native, non-invasive, low maintenance, salt tolerant, and suited to the soil conditions.

There is an opportunity within Lora Bay to propose a hierarchy of gateway features for both the community as a whole, as well as special neighbourhood enclaves. Phase 4B is an example of a neighbourhood enclave that may incorporate a secondary gateway feature at its entrance. Refer to **Section 5.12, page 36 of the CDGs** for applicable gateway feature design guidelines.



Figure 3k: Image example of interpretive trailhead signage



Figure 3l: Image example of secondary enclave gateway feature





Figure 3m: Protect and restore significant natural ecosystems



Figure 3n: Harvest rainwater and utilize bioswales



Figure 3o: Use native/adaptive and drought tolerant plant species

### 3.1.4 Sustainable Design

While it is understood that the Ontario Building Code specifies the minimum requirements to obtain a building permit, the CDGs stipulate that builders are encouraged to meet the Sustainable Design Guidelines wherever possible and practical. Refer to **page 37 of the CDGs** for the specific Sustainable Design Objectives.

As a minimum, new private developments, such as Lora Bay Phase 4B, should review and incorporate as many of the items listed below, and expanded upon within the CDGs, as is economically feasible:

- Site Infrastructure (**CDGs, p. 38**)
- Environmental Preservation and Enhancement (**CDGs, p. 38**)
- Water Use (**CDGs, p. 38**)
- Wastewater (**CDGs, p. 39**)
- Building Operation Optimization (**CDGs, p. 39**)
- High Performance Components (**CDGs, p. 40**)
- Carbon Impact (**CDGs, p. 40**)
- Material Impact (**CDGs, p. 41**)
- Planting (**CDGs, p. 41**)
- Transportation and Accessibility (**CDGs, p. 42**)
- Indoor Environment (**CDGs, p. 42**)
- Operations and Maintenance (**CDGs, p. 42**)



## 3.2 CONCLUSION

The intent of the Phase 4B Urban Design Brief (UDB) is to review the proposed development against the Town's established CDGs and demonstrate its consistency with applicable guidelines. This UDB references the guidelines as they apply to the site's greenfield, streetscape, and sustainability design.

As the Town's CDGs are meant to serve as a guidance tool during the planning and design process, the referenced guidelines are to be applied on a case-by-case basis, and not restrict creativity in design. The ultimate development of the proposed Phase 4B site should be designed in consideration of the Town's CDGs, while respecting the overall vision for the greater Lora Bay community.





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