

North Oakville East

SHERBORNE LODGE DEVELOPMENTS LIMITED

Urban Design Brief



Prepared for:
Sherborne Lodge Developments Limited

Prepared by:



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1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

1.1 Introduction

The Sherborne Lodge Developments Limited subdivision (Part of Lot 19, Concession 1, North of Dundas Street, Geographic Township of Trafalgar, Town of Oakville) is located at the southeast corner of Burnhamthorpe Road West and Neyagawa Boulevard, and will form a component of the broader North Oakville Secondary Plan Area (see Figures 1.1 & 3.2).

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

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

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

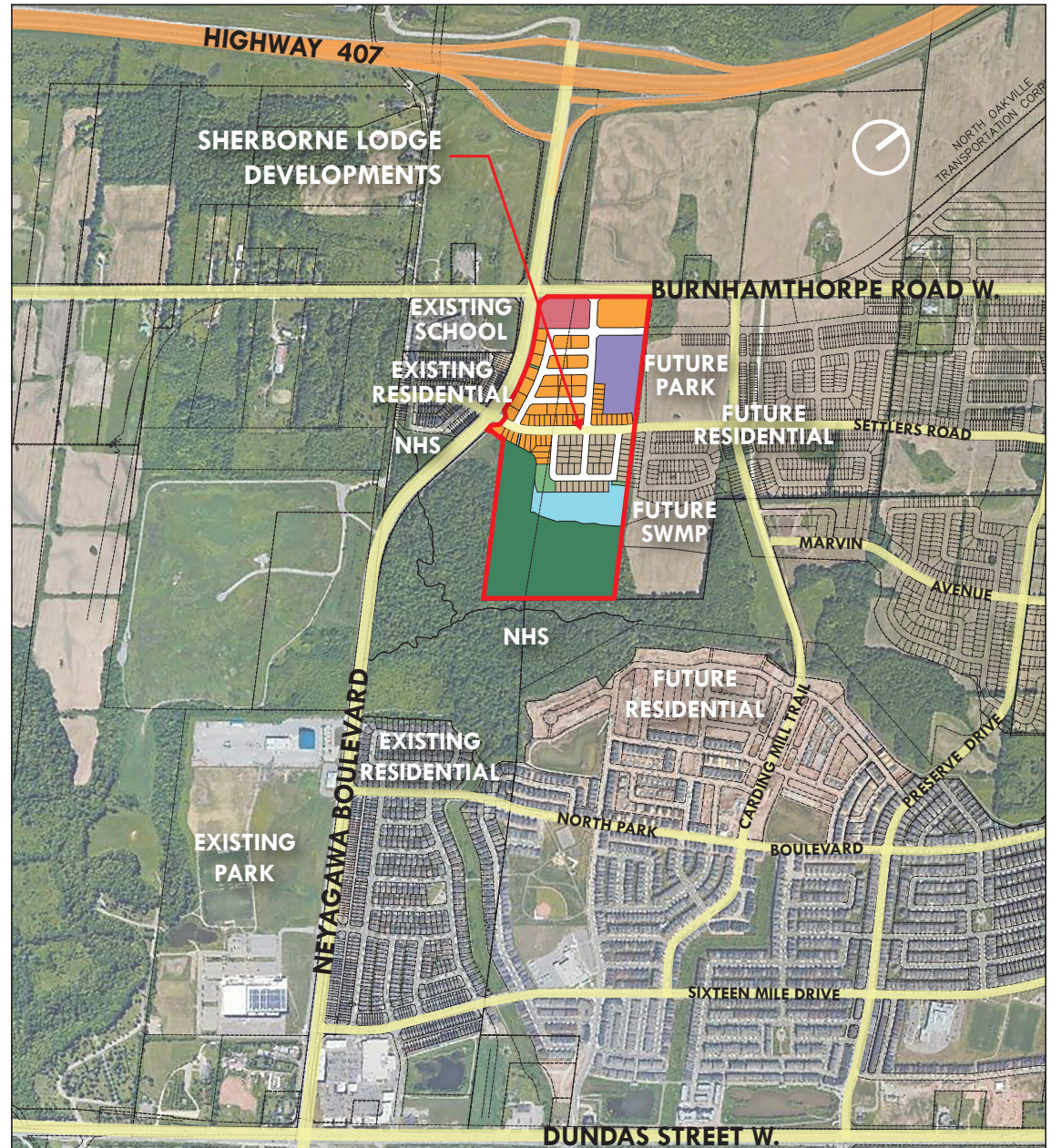


Fig. 1.1 - Study Area Location Plan



1.2 Design Vision

Reflective of planned surrounding developments and the overall North Oakville community objectives, the Sherborne Lodge subdivision will be planned as a compact, pedestrian-oriented mixed-use neighbourhood, containing a range of housing opportunities (including low-rise forms and an apartment building site), a school site, a commercial site, a village square, storm water management pond and an integrated natural heritage system.

The UDB provides guidance for integral elements of the proposed development that will help create an innovative, walkable, transit-friendly and sustainable mixed-use neighbourhood within North Oakville.



Fig. 1.2 - Conceptual Design Vision for Sherborne Lodge Developments

1.3 Guiding Principles & Objectives

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

1.3.1 Community Guiding Principles

- **Create a sustainable natural and open space system** by recognizing the importance of the established NHS within and outside the study area, as well as the need to protect these existing resources to benefit future generations.
- **Provide access and visibility to open space** by recognizing the importance of developing physical (interconnected trail system, street network) and visual access to open spaces; these spaces are supportive of an improved quality of life and promote physical activity by providing recreational opportunities for residents.
- **Create a sustainable transportation network** by intensifying land uses in specific areas, such as the Neyagawa Boulevard Urban Core Area, and providing residential densities and commercial uses that support transit usage and reduced vehicular trips.
- **Create compact a pedestrian-scaled mixed-use neighbourhood** through public and private realm design initiatives that encourages community interaction and fosters a sense of place within the North Oakville Community.
- **Provide a variety of housing** by implementing a range of housing types, styles and densities that contribute to the character of distinct neighbourhoods.
- **Preserve and extend residential enclaves and cultural heritage** by recognizing the importance of creating well-planned neighbourhoods that promote the character of the site, contributing to a unique sense of place.
- **Provide a vital setting** by recognizing the role of natural features of the site and surrounding area, connections to other neighbourhood amenities such as parks, schools, the Neyagawa Boulevard Urban Core Area and Neighbourhood Activity Node Areas within the study area and within the adjacent existing / planned developments surrounding the site.

1.3.2 Neighbourhood Objectives

A set of key neighbourhood objectives has been established as part of the Sherborne Lodge Developments Limited study. These are summarized as follows:

- **Neyagawa Boulevard Urban Core Area** - create opportunities for a mixed use area that permits a range of commercial uses as well as institutional and residential uses to serve the neighbourhood and surrounding community.
- **Natural Heritage and Open Space System** - protect and enhance the NHS by providing visually and physically interconnected open spaces throughout the community.
- **Trail Network** - path and trail connections will be established within the study area that are an integral link for the comprehensive North Oakville trail network.
- **Village Square** - integrate a park space that will provide active and passive uses, and serve as important recreational and social focus areas for residents.
- **Elementary School** - provide an important educational function that benefits the community and serves as a focal landmark building within the neighbourhood.
- **Transit Supportive Development** - foster transit usage by employing an interconnected and permeable active transportation network with route options to future transit stops and placing high density residential forms and commercial uses in proximity to transit routes.
- **Streets** - establish a modified grid street pattern that provides logical, safe and convenient access to community facilities and natural features within and beyond the study area.
- **Integration** - ensure the physical fabric and land uses within study area integrate appropriately with adjacent developments.
- **Diversity** - provide a range of housing opportunities and commercial uses within close proximity of community amenities (transit, parks, schools, trails, natural features and future employment uses).



2.0 CONTEXTUAL ANALYSIS

2.1 Study Area

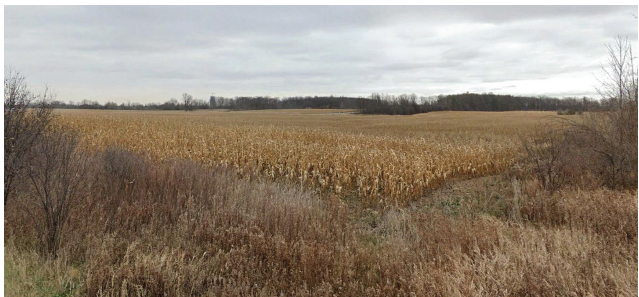
The proposed subdivision has an area of 23.795 hectares (58.799 acres). The subject lands will have approximately 262.62m of frontage along Burnhamthorpe Road West and 365.07m frontage along Neyagawa Boulevard, plus additional frontage at the daylight triangle where these roads intersect.



View of the Study Area from Burnhamthorpe Rd. W. & Neyagawa Blvd.



View of Lands on the North Side of Burnhamthorpe Rd. W.

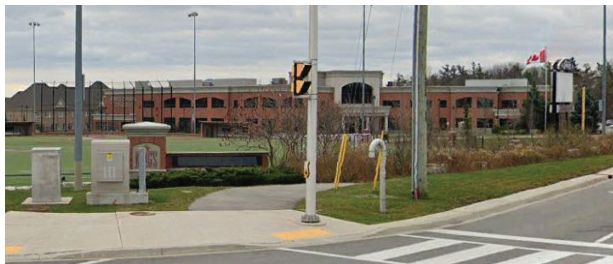


View of Lands East of the Study Area

Fig. 2.3b - Context Images of the Study Area and Surroundings



Fig. 2.3a - Aerial Perspective of the Site Looking Northeast



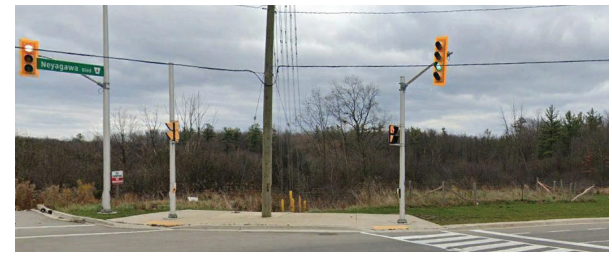
View of King's Christian Collegiate on the West Side of Neyagawa Blvd.



View of Existing Residential on the West Side of Neyagawa Blvd.



View of Existing Residential on the West Side of Neyagawa Blvd.



View of Study Area and NHS from Neyagawa Blvd. & Settlers Rd.

2.2 Existing Natural Features, Topography & Vegetation

Site topography is level farm fields with existing hedgerows along the eastern perimeter, an existing pond in the central portion and heavily wooded area with pockets of wetland in the southern portion. The site also contains scattered vegetation along Neyagawa Boulevard and around the east-central portion of the site where existing structures were removed. The removal of vegetation outside of the NHS will be required to facilitate the proposed development.

2.3 Surrounding Land Uses & Built Form Character

The study area is bounded to the north by Burnhamthorpe Road West (future William Halton Parkway), to the east by existing agricultural lands, to the south by an existing NHS feature (wooded area and wetland) and to the west by Neyagawa Boulevard and existing NHS feature (wooded area and wetland). West of Neyagawa Boulevard is a recently constructed residential development (Phase 2 of the Davis-Minardi community) and existing King's Christian Collegiate. A proposed residential development (Eno Investments Ltd.) is located immediately east. Established built form character includes recently constructed semi-detached dwellings, street townhouses, dual frontage townhouses and school building. Surrounding future residential developments will include a variety of single detached homes, townhouses and high density residential apartment buildings. The proposed land uses within the study area and within the adjacent lands are consistent with the North Oakville East Secondary Plan. The block pattern and street layout for the subject lands has been coordinated and integrated with surrounding proposed developments and respects the established NHS.

2.4 Views & Vistas from the Site

The NHS within the southern portion of the study area will directly inform the proposed road network. Views to the NHS will be maintained from streets and public open space where feasible to this feature. Refer to Fig. 6.1.2 for potential viewsheds and view corridor opportunities for Sherborne Lodge Developments.

2.5 Gateways & Landmarks

Since the Sherborne Lodge neighbourhood is intended to be integrated into the surrounding residential community, traditional landscape



Fig. 2.5a - Distinctive Built Form will Serve to Signify the Entrances into the Community

gateway elements, such as masonry entry wall features, are not suggested to be a component of this proposed development. Instead, distinctive built form and landscape treatments will serve to signify the entrances into the community from Neyagawa Boulevard and Burnhamthorpe Road W. Further, the extensive NHS features along Neyagawa Boulevard and the site's southern portion will contribute to an open space identity for the development.

2.6 Transportation Networks

The proposed Sherborne Lodge subdivision will enable convenient linkages through the configuration of local roads, collector roads, and the perimeter arterial roads.

Currently, there are no transit networks running through the study area, however, bus services will be implemented along the planned William Halton Parkway (currently Burnhamthorpe Road W.) and along Neyagawa Boulevard. Existing bus routes are located to the south along Neyagawa Boulevard, Dundas Street and Sixteen Mile Drive. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater community.

3.0 POLICY CONTEXT

The proposed Sherborne Lodge Developments subdivision is subject to several planning studies and processes. This Urban Design Brief outlines a set of guidelines consistent with the objectives of the following documents:

3.1 North Oakville East Secondary Plan

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

The proposed development plan recognizes Oakville's distinctive historical roots and small-town heritage, while creating a compact, pedestrian-oriented urban community that offers a broad range of housing opportunities. The character and pattern of this new neighbourhood recognizes and preserves natural heritage features, integrating views, vistas and pedestrian systems. A range of housing types and densities, together with commercial and institutional uses, are proposed. All uses are accessible to future transit and will be within walking distance to amenities, such as open spaces and parks. The following key elements within the Sherborne Lodge Developments Limited subdivision plan are consistent with guidelines outlined in the North Oakville East Secondary Plan (February, 2008):

7.2.3 GENERAL DEVELOPMENT OBJECTIVES

7.2.3.2 Residential

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

7.4.6 NATURAL HERITAGE AND OPEN SPACE SYSTEM

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

7.5.4 GENERAL DESIGN DIRECTIONS

- *The proposed development is compact, pedestrian and transit friendly and provides a mix of uses. The development is based on a modified grid road system with the orientation responding to the topography and NHS features. As specified in the Secondary Plan, the proposed road network does not include cul-de-sacs (temporary cul-de-sac, where required, will be removed when adjacent lands surrounding the site are developed).*

7.5.12 NEIGHBOURHOODS

- *A range of lot sizes, building types, architectural styles and price levels is provided to accommodate a more diverse socio-economic resident segment. The proposed development includes a mix of street townhouses (7.5m), dual frontage townhouses (6.1m), back-to-back townhouses (6.6m), single detached dwellings (12.5m - 15.24m lots, and residential apartment buildings together with commercial and institutional uses that provide a strong central focus and activity node in close proximity to future residents.*

3.2 North Oakville Master Plan

The North Oakville East Master Plan forms the basis for the Sherborne Lodge Developments Limited draft plan. The design and structure of the proposed subdivision complies with the North Oakville Master Plan (Appendix 7.3 - February 2008), which graphically illustrates the structuring elements, land uses and overall design of the North Oakville Planning Area and sets out the manner in which the policies and figures of the Secondary Plan are to be implemented. The community is consistent with this master plan with respect to the allocation of land uses and road structure. These land uses are designated as follows:

- General Urban - predominantly lower density residential, development will be at lower densities than those found in a Neighbourhood Centre designation;
- Sub-Urban - primarily residential with typically the lowest density product;
- Neyagawa Boulevard Urban Core Area - located at the intersection of Neyagawa Boulevard and Burnhamthorpe Road W. this area will become a hub for neighbourhood activity and social interaction with commercial uses surrounded by higher density residential uses.

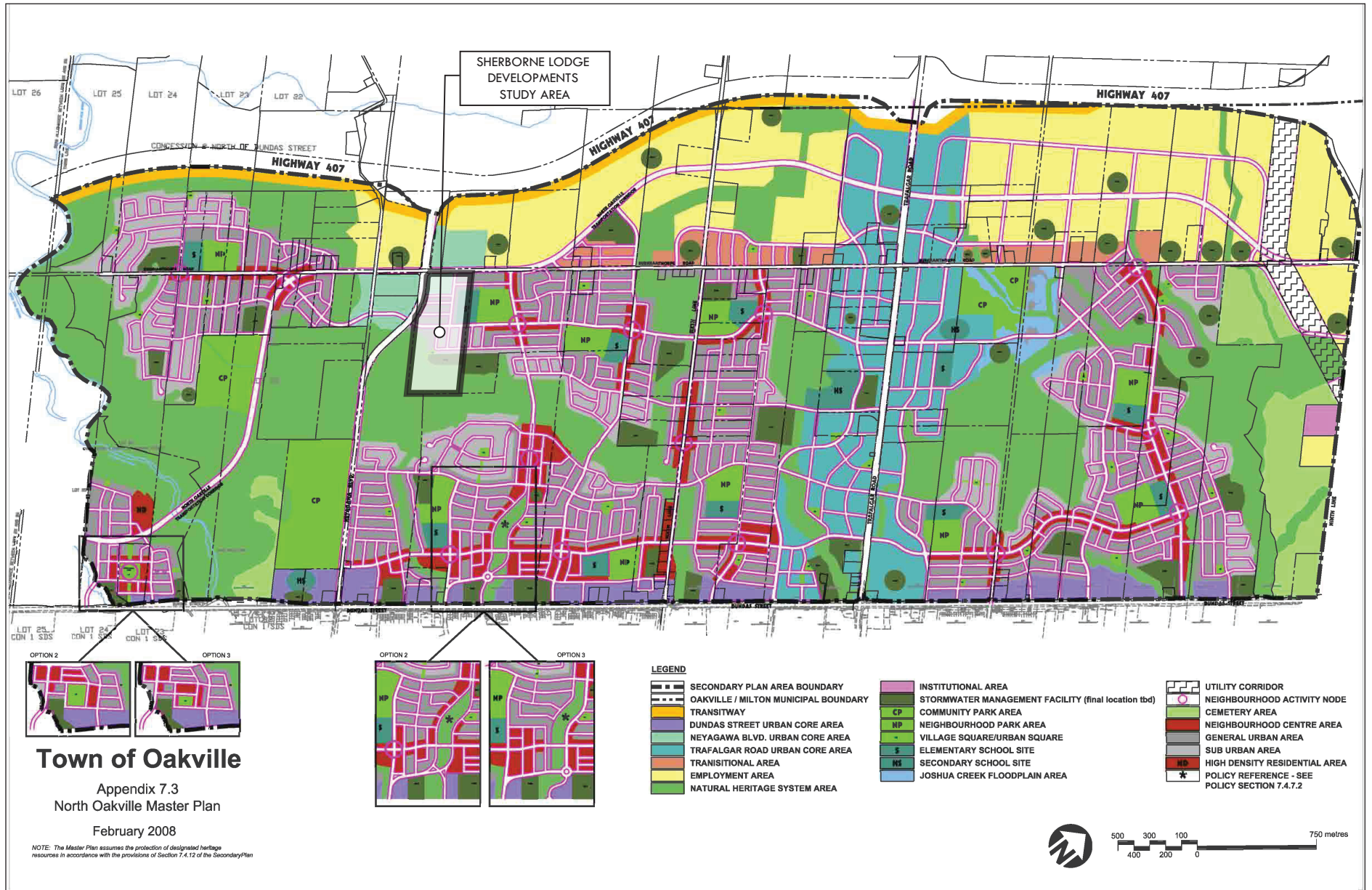


Fig. 3.2 - Study Area Context within the North Oakville Master Plan

- Village Square;
- School Site;
- Storm Water Management Pond;
- Natural Heritage System Area.

3.3 North Oakville Urban Design and Open Space Guidelines

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

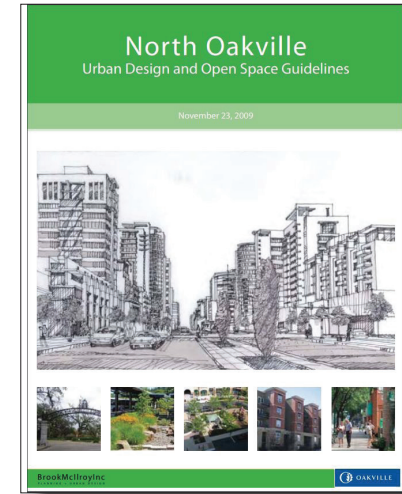


Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines

3.4 Livable By Design Manual

The Livable by Design Manual (LBDM) applies to all development proposals that are subject to approval by the Town. The purpose of the LBDM is to visually articulate the strategic direction and design objectives of the Livable Oakville Plan and North Oakville East and West Secondary Plans (collectively referenced as the Town's Official Plan). Part A and C of the manuals apply to Sherborne Lodge Developments, with Part A providing detailed design direction for the public realm, built form, and site development, and Part C establishing the Site Design and Development Standards for Oakville.

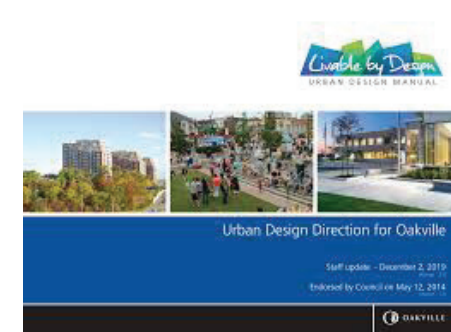


Fig. 3.4 - Livable by Design Manual

3.5 North Oakville Urban Forest Strategic Management Plan

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

3.6 North Oakville Sustainability Checklist

The North Oakville Sustainability Checklist is an important tool for assessing the sustainability of planned developments. Based on North Oakville Secondary Plan policies, the checklist is meant to be a tool to encourage sustainable development practices. The planning and design of the Sherborne Lodge Developments

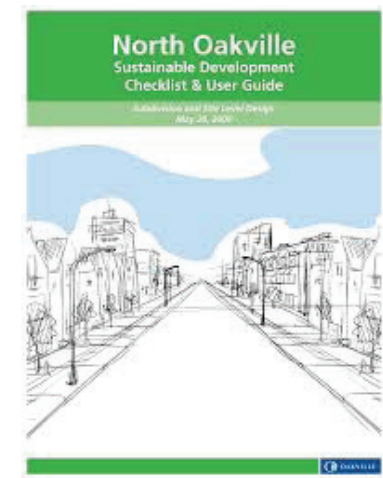


Fig. 3.6 - North Oakville Sustainability Checklist

subdivision incorporates these broader best-practice guidelines as outlined in the following categories:

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

3.7 North Oakville East Trails Plan

The North Oakville Trails Plan is a key component of transportation strategy for the Town's Vision 2057 and Secondary Plan area, recognizing that trails are an essential part of linking new communities, reducing reliance on roads, encouraging walking and cycling, and controlling access into the NHS system. The hierarchy of trails in the area of the subject lands includes multi-use trails, major trails and minor trails, as well as a network of on-road cycle lanes and bike routes. Refer to Fig. 6.1 Active Transportation Plan for more details on the proposed location of these trails in the development master plan.

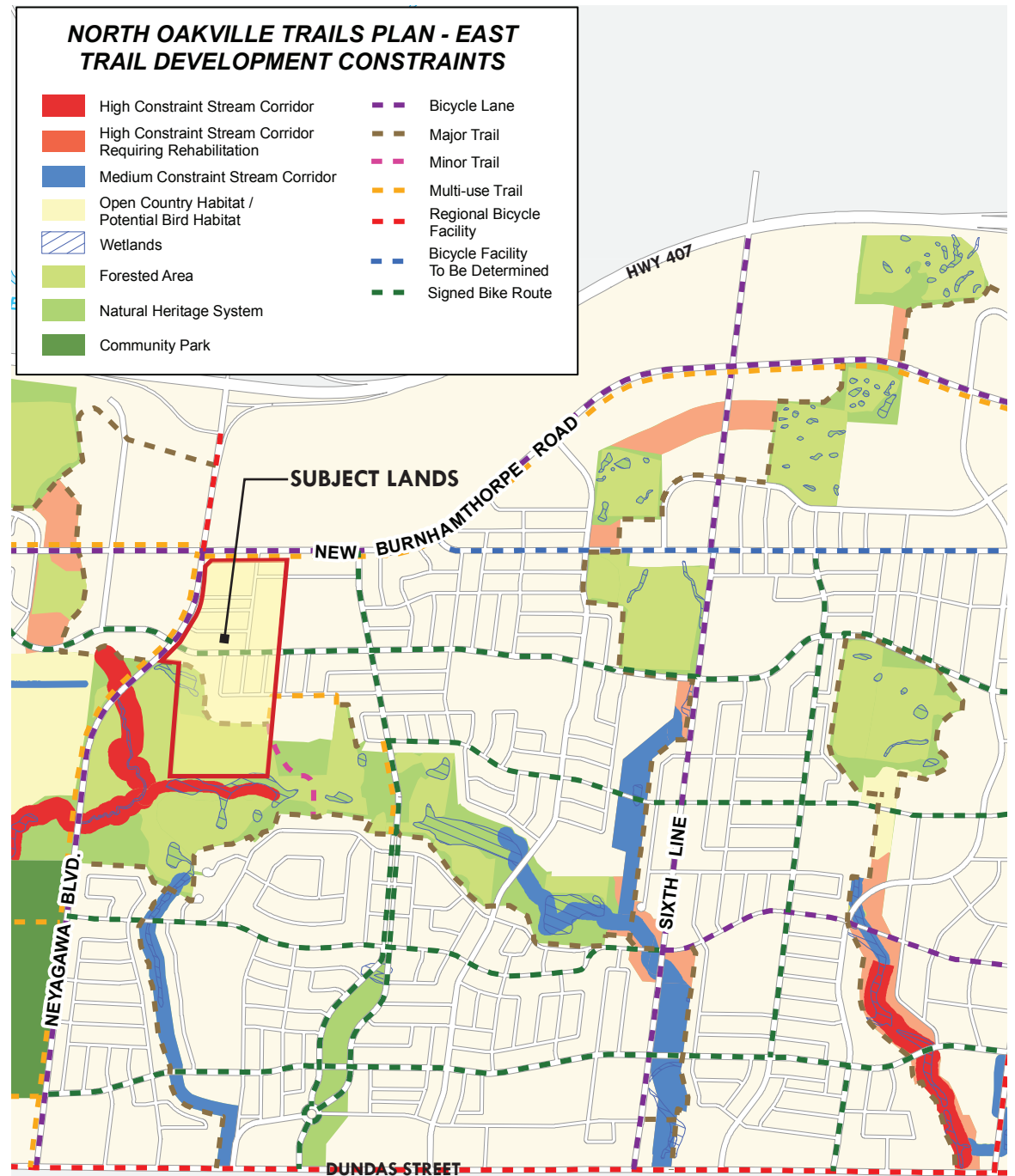


Fig.3.7 - Location of Subject Lands within the North Oakville Trails Plan - East

4.0 DEVELOPMENT FRAMEWORK

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

4.1 Boundary Interface / Future Adjacent Residential Community

The existing NHS in the southern portion of the site, existing residential (Davis-Minardi Phase 2) on the west side of Neyagawa Boulevard, the future Neyagawa Boulevard Urban Core Area planned on the north side of Burnhamthorpe Road W. and the adjacent residential development planned to east (Eno Investments) will interface with the Sherborne Lodge subdivision and have directly influenced its structure and layout. Consistent with the North Oakville East Secondary Plan, the proposed land uses and street network within the subject site have been coordinated and integrated with the planned surrounding development .

4.2 Pattern of Land Uses

The Sherborne Lodge subdivision will be characterized by a mix of land uses that will define the character and function of this neighbourhood within the North Oakville Community. These uses include:

- **Neyagawa Boulevard Urban Core Area** - provides an opportunity to create an active mixed use node that will accommodate transit-supportive residential forms and a range of commercial uses to serve the larger community.
- **General Urban Area** - residential uses will include single-detached, street townhouses, dual frontage townhouses, back-to-back townhouses and an apartment building;
- **Sub Urban Area** - residential uses will include single-detached dwellings;
- **School Site** - a centrally located school will be located adjacent to

the proposed neighbourhood park, also part of the development to the east.

- **Village Square** - located in the southwest portion of the site adjacent to the NHS and SWM Pond to provide a passive recreational feature, increase the sense of connected open space in this portion of the community and contribute to the neighbourhood's social focus;
- **Natural Heritage System** - the NHS occupies a significant portion of the site and contains wooded areas and wetlands that extend into the adjacent developments to the south, east and west.
- **Storm Water Management Pond** - located in the southern portion of the site, adjacent to the NHS, this feature will form part of the larger SWM Pond block in the adjacent development to the east contributing to a prominent, visually-linked open space system.



Fig. 4.2a - Conceptual Image of the Neyagawa Boulevard Urban Core Area

Residential forms (single detached dwellings, street townhouses, dual frontage townhouses, back-to-back townhouses and apartment buildings) will comprise the majority of the developable land area within the study area. Single detached and townhouse forms will occur on lots of varying frontages, with garages and driveways accessed from the public street network. The proposed residential apartment building (Block 105) should be oriented to front onto Burnhamthorpe Road W. and Street B and should have the primary parking area located underground, with limited surface parking located at the rear of the building away from street view. In addition to the proposed residential forms, the site will include a commercial site, school site, village square, SWM Pond and NHS area to reinforce the character envisioned for this new neighbourhood as described in the following sections.



Fig. 4.2b - Conceptual Image of Street Townhouses

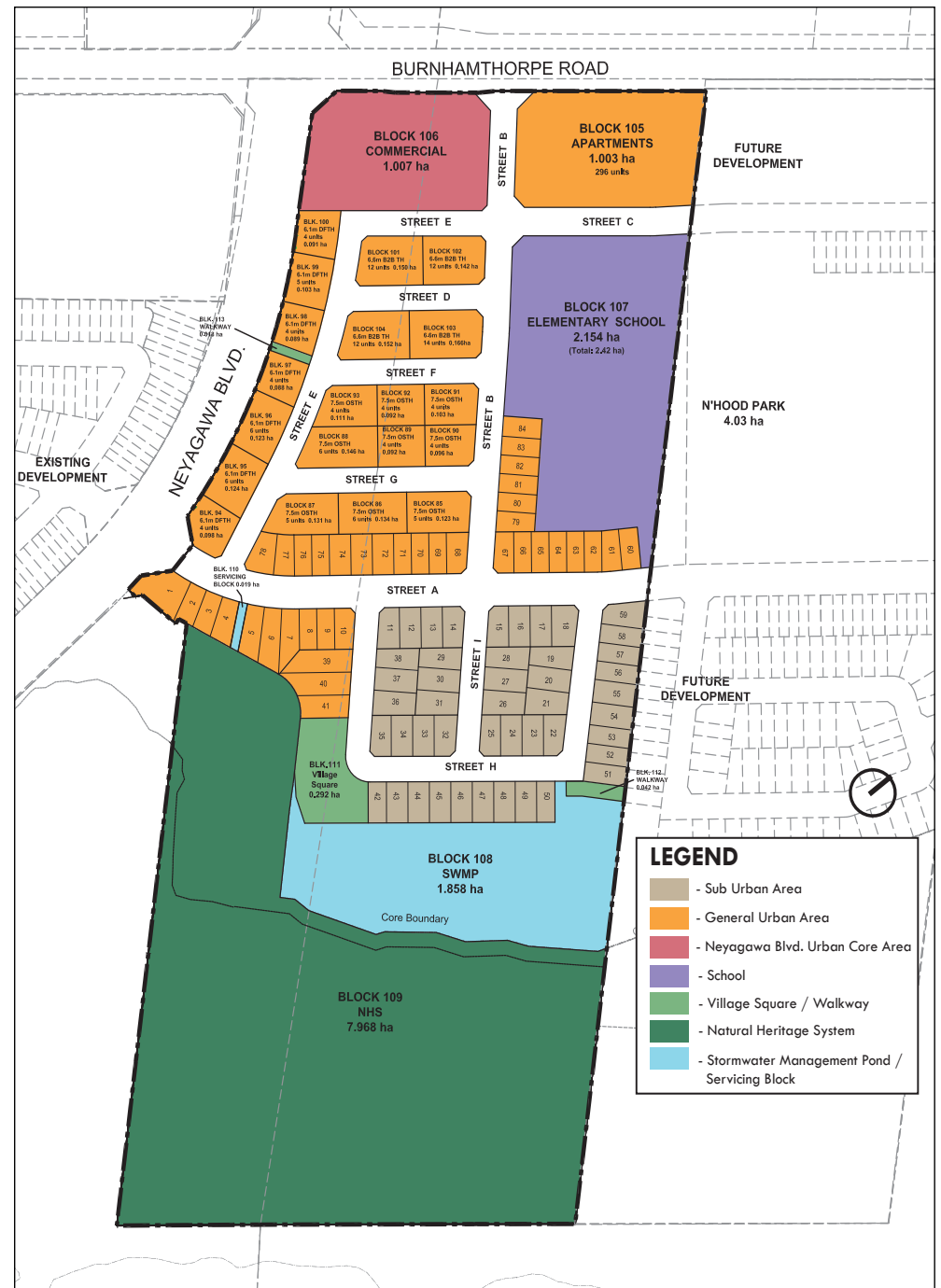


Fig. 4.2c - Land Use Plan

4.3 Street Network

The proposed subdivision plan has direct frontage onto existing arterial roads (Burnhamthorpe Road W. and Neyagawa Boulevard). The remaining road network will be defined by the proposed street pattern established in the North Oakville Master Plan and the adjacent future/ existing developments to the east and west.

The primary roads within the study area are: Street A (Settlers Road), which is classified as Minor Collector Road / Transit Corridor that provides an east-west linkage through the site; and Street B, which is classified as Minor Collector Road / Transit Corridor that provides a north-south linkage between Street A and Burnhamthorpe. Together these roads provide linkages to the surrounding neighbourhoods. This neighbourhood will be serviced by future transit located within a 5 minute walk to all area residents.

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

- **Arterial Roads** - Burnhamthorpe Road West and Neyagawa Boulevard;
- **Collector Roads** - 22.0m R.O.W. /an east-west street (Street A) and 19.0 R.O.W./ a north-south street (Street B) that link to existing/ planned residential developments surrounding the Sherborne Lodge Developments lands, including a connection to Neyagawa Boulevard via Street A/ 2 travel lanes, 2 parking lanes, 4.5m boulevard and connection to Burnhamthorpe Road W. via Street B/ 2 travel lanes, 1 parking lane, 4.5m boulevard; and,
- **Local Roads** - modified grid; 17.0m R.O.W. transportation corridors and neighbourhood social focus.

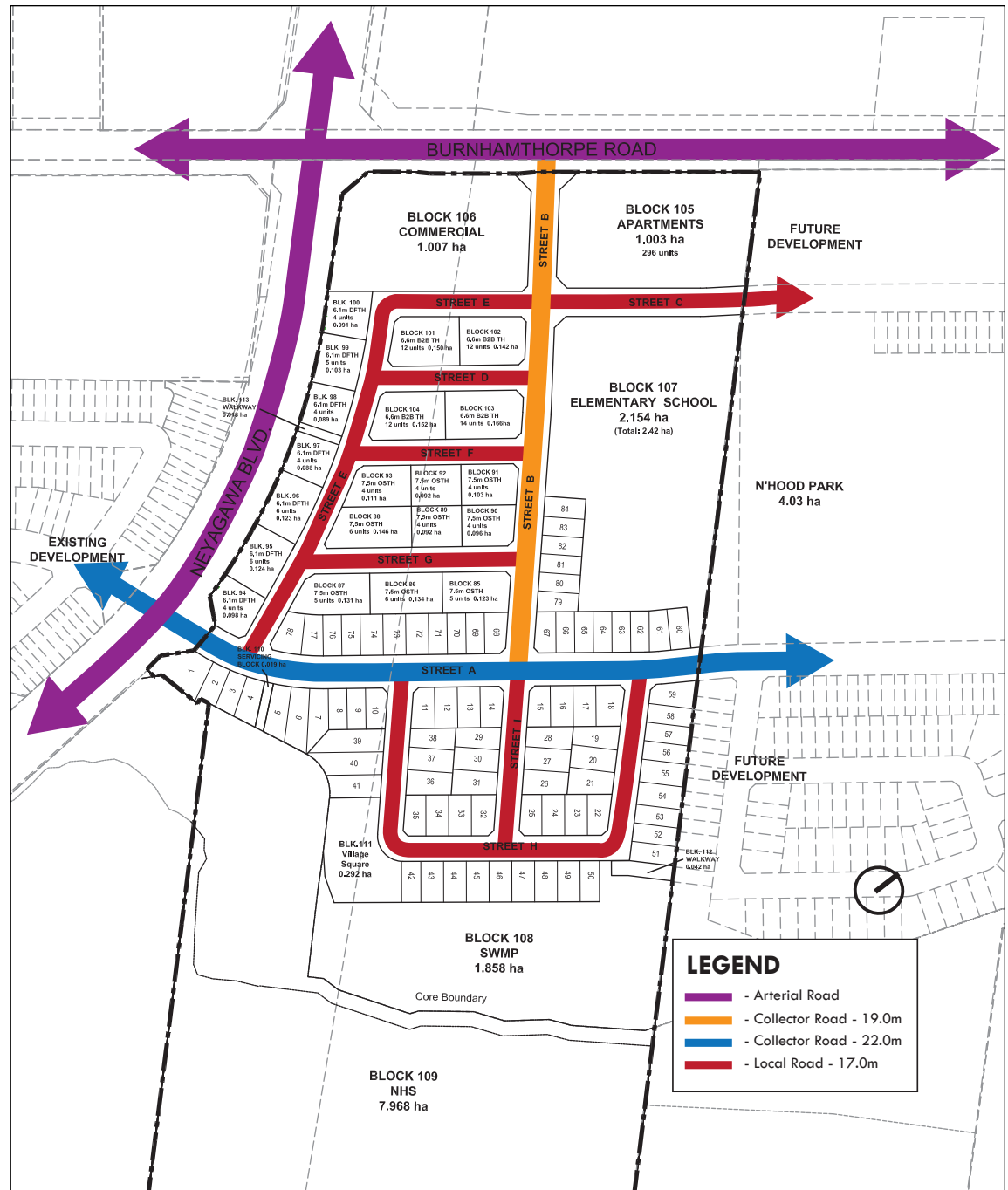


Fig. 4.3 - Conceptual Road Hierarchy Plan

4.4 Open Space Network

4.4.1 Natural Heritage System (NHS)

The proposed NHS will be conserved and designed to ensure an ecologically diverse, healthy and sustainable open space network within an urbanized setting. The primary goal is to preserve the qualities of the existing natural environment of the area and to achieve multiple objectives and targets related to aquatic and terrestrial habitat, connected natural areas and features, community diversity, and water management, all in a way that will be both balanced and implementable.

The proposed land use fabric, including streets, residential areas and buffer elements, have evolved in part from the context of the NHS lands. The NHS will provide important vistas and trails within walking distance of all dwellings in this neighbourhood. The Village Square, oriented towards the NHS, affords views and visual connection to the surrounding open space, and provides physical connection via connections to the NHS buffer trail. Access to the proposed trail system to be integrated into the NHS shall be limited and controlled. The NHS will have a significant presence within the community, enhancing the scenic value and providing an open space setting.

4.5 Future Adjacent Development

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

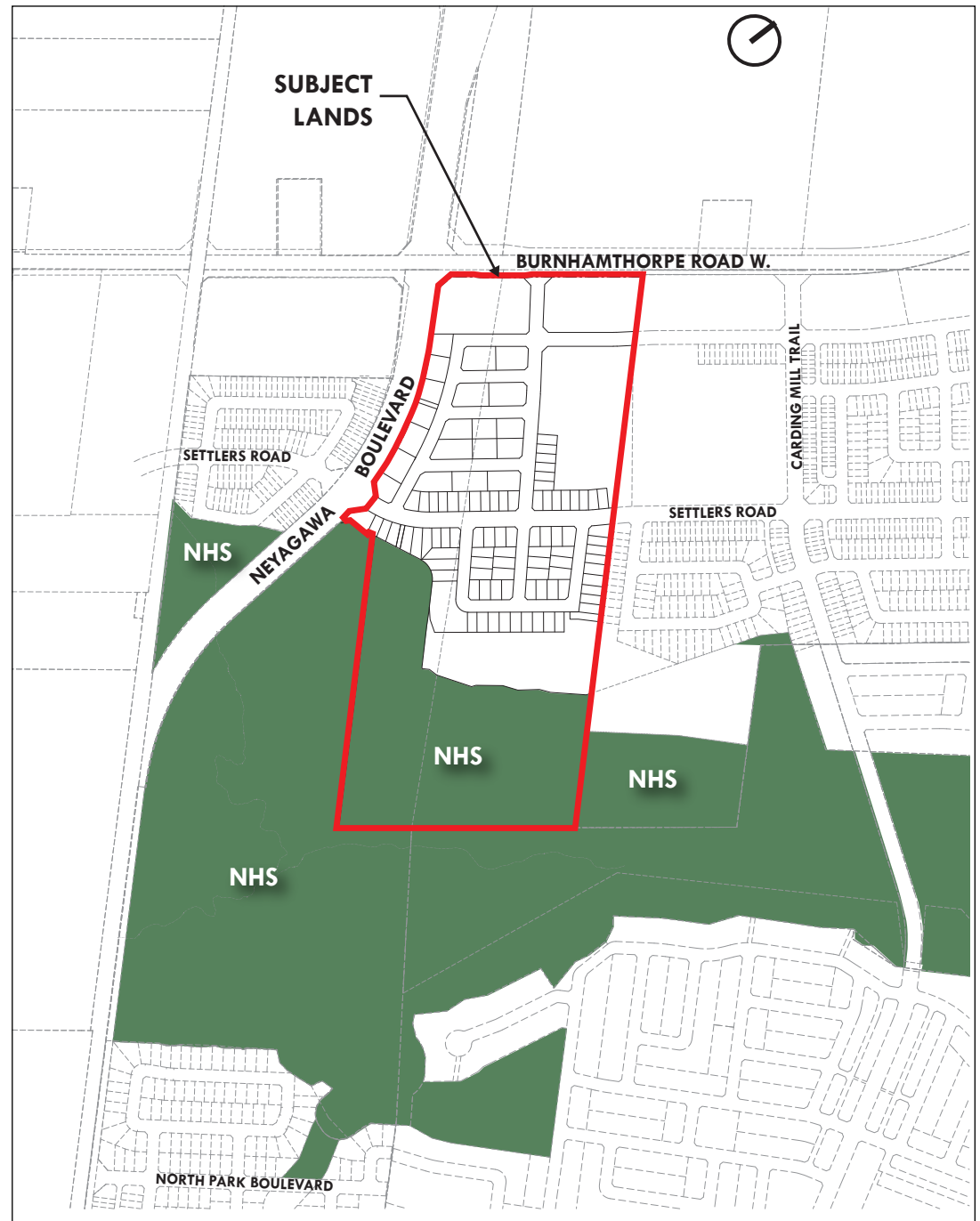


Fig.4.4b - Natural Heritage System

5.0 DEVELOPMENT MASTER PLAN

The Sherborne Lodge subdivision will be developed with a range of residential, commercial, institutional and open space uses, consistent with the Secondary Plan and associated Master Plan. The proposed development plan has been coordinated with adjacent planned developments to ensure a cohesive neighbourhood.

Proposed residential uses and built form types fall within the General Urban and Sub Urban classifications and will consist of single-detached dwellings, street townhouses, dual frontage townhouses, back-to-back townhouses, apartment buildings. The Neyagawa Boulevard Urban Core Area will consist of a commercial site (Block 106) located at the southeast corner of Neyagawa Boulevard and Burnhamthorpe Road W. The school site, located in the eastern portion will require coordination with the adjacent development to the east (Eno Investments Limited) and may be accessible from Streets A, B and C, together with the proposed Neighbourhood Park, part of the proposed development to the east.

Primary access to the study area will occur from Neyagawa Boulevard via Street A (Settlers Road) and from Burnhamthorpe Road W. via Street B. The road network and development parcels will seamlessly connect with adjacent developments.

The proposed development recognizes and preserves existing NHS features, while strategically integrating views, vistas and active transportation linkages through the trail network. The proposed Village Square within the site and the proposed Neighbourhood Park in the adjacent development to the east provide passive and active recreational features within a 5 minute walking distance for a majority of the residents.

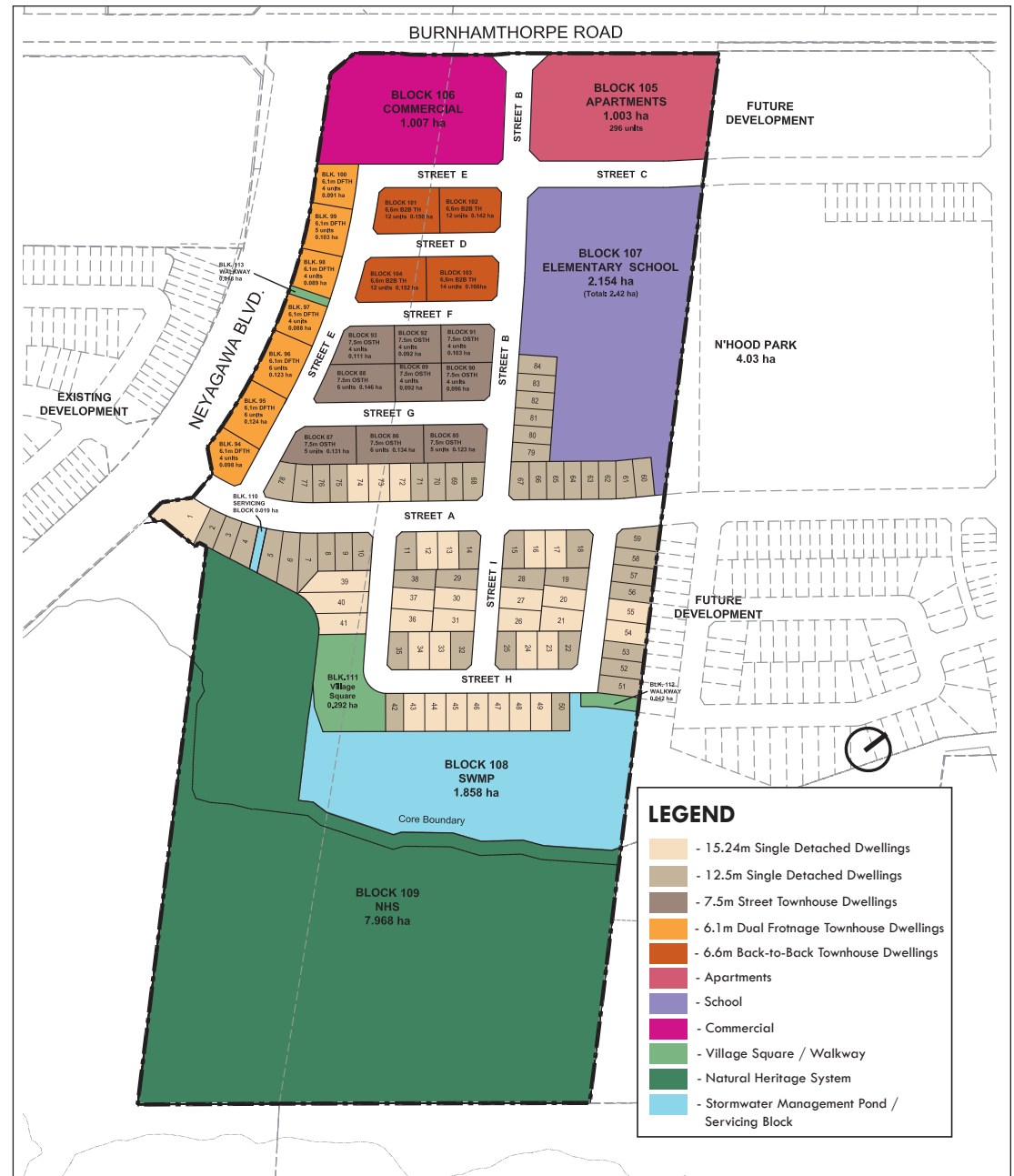


Fig. 5.0a - Development Master Plan for Sherborne Lodge Developments Limited

6.0 DETAILED DESIGN DIRECTION



Fig. 6.1a - Open Space Context Plan

6.1 Open Spaces and Connections

An interconnected network of open spaces is proposed within the development, including a valuable interface of NHS that connects with the broader NHS, a Village Square and a SWM Pond. These features offer opportunities for trail connectivity to natural areas and strategic views toward open space features from the public realm. They will also facilitate passive and active recreational opportunities that will benefit all area residents.



Fig. 6.1b - Sherborne Lodge Developments Limited Open Space Plan

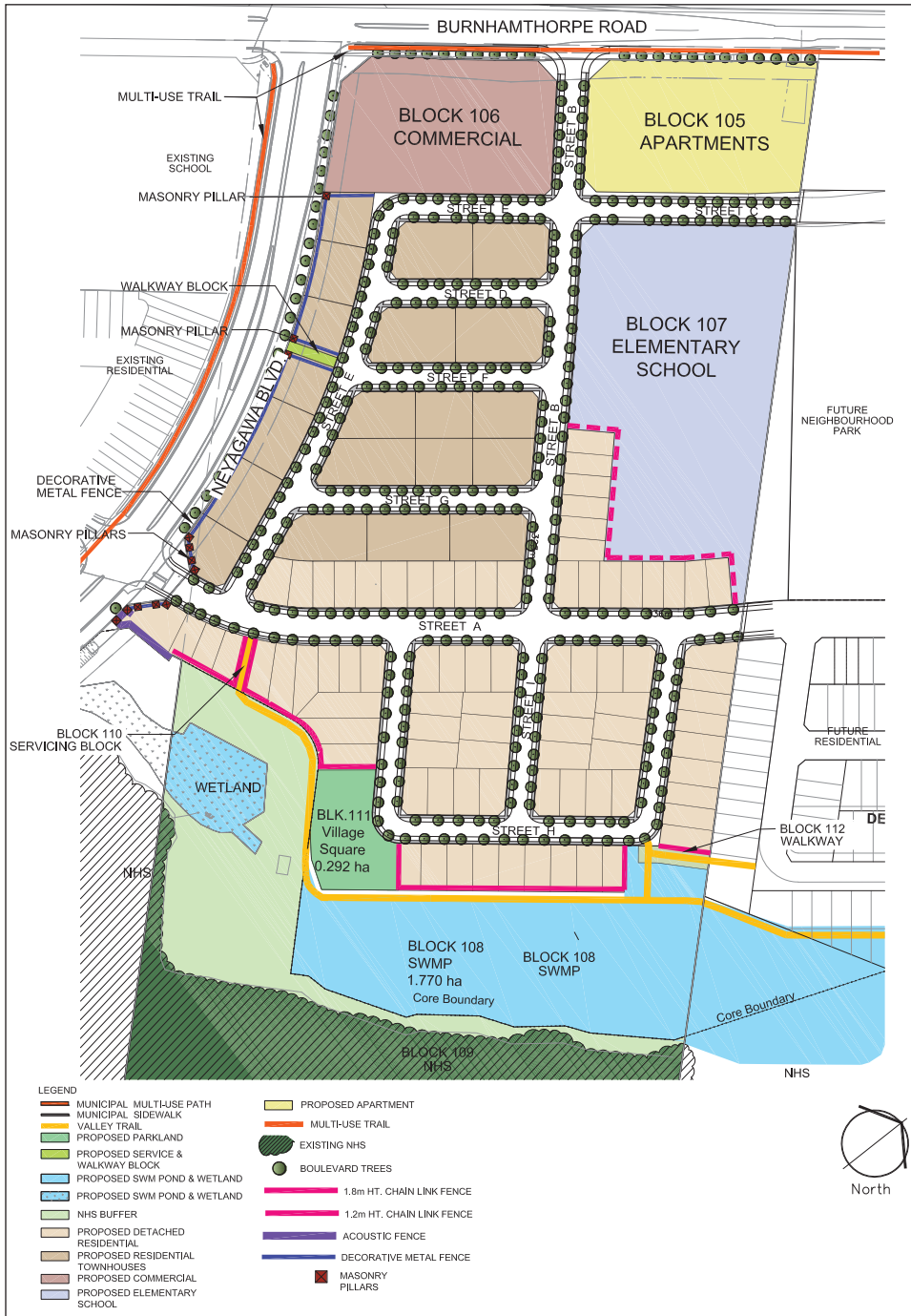


Fig. 6.1c - Sherborne Lodge Developments Limited Landscape Master Plan

6.1.1 Village Square

A 0.29 hectare (0.72 acres) Village Square is situated within the south-central portion of the study area. The Village Square will provide a focal point for the neighbourhood and will be characterized by a mix of open green spaces for passive and active play, seating amenities with a shade structure, and a variety of recreational features. The following guidelines should be considered:

- The Village Square provides a central green space that will serve as a key recreational and gathering space that services the immediate neighbourhood.
- Entry points shall be strategically located to ensure convenient access and should be consistent with neighbourhood themes (i.e. surrounding architectural styles and gateways).
- The shade structure and playground should be unique in character and designed as major focal elements for the park.
- Ensure that all aspects of the park design reflect the goals of integrated, inclusive programming and universal accessibility through barrier-free design wherever practicable
- Lighting shall be provided for facilities and pathways, as required and shall be in accordance with Town of Oakville requirements and standards.



Fig. 6.1.1a - Conceptual Image of Village Square

- Provide reasonably level and functional open play areas for informal active and passive recreational use.
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions and exhibit disease and pest resistance, with an emphasis on native and non-invasive species, where feasible.
- Tree planting may reflect largely an informal layout with more formal groupings of large canopy deciduous trees contained within lawn areas to facilitate shaded passive use areas.
- Potential features may include junior and senior play structures, multi-use trails, shade structure and seating, formal entries and seating, unprogrammed open space.
- Children's play areas shall be accessible and accommodate activities appropriate for ages 2-12 years.
- Incorporate CPTED design principles of access control, territorial definition and natural surveillance, into site plan and landscape design.



Fig. 6.1.1b - Conceptual Facility Fit Plan for the Village Square

6.1.2 Storm Water Management Pond

In addition to their primary water quality and control functions, storm water management (SWM) facilities may be designed to maintain the environmental and ecological integrity of the adjacent NHS and to provide a net benefit to the environmental health of the development area, to the extent practical.

The SWM Pond facility has been situated in relation to existing drainage patterns of the site and, given its proximity to the existing NHS features, will augment the extent of the natural areas and provide viewshed opportunities to and through the NHS. This facility shall be designed to appropriately fit within the context of the residential use area.

The design of the pond shall have regard for the following:

- Naturalized planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond (dry) condition, with an emphasis on native species, in accordance with Conservation Halton standards.
- Pedestrian trails shall be integrated to provide connections from the street/ village square pond entry to adjacent NHS trail networks.
- Trails within the pond will be combined with maintenance access roads in common locations to minimize non-vegetative surfaces, while facilitating important pedestrian linkages.
- Provide information signage at the pond entry to inform the public of the importance, function and treatment of the stormwater management pond as a complementary natural open space feature.
- Black vinyl chain link fence will be required to separate proposed residential lots from the SWM pond.
- Architectural upgrades to rear elevations backing onto the SWM Pond will be required, since these dwellings will have a high degree of public visibility.
- Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built features, as necessary.
- Shallow slopes shall be considered to accommodate public access to areas of the pond that are appropriate for pedestrian connections and viewing opportunities.

- Dense planting should be used to discourage access to sensitive landscape areas or those inappropriate for public use.
- Landscape planting for the pond shall comply with the North Oakville Urban Forest Strategic Management Plan (NOUFSMP) tree canopy coverage target.
- The design of the SWM pond shall require approval from the Town of Oakville and Conservation Halton and the Ministry of the Environment.



Fig. 6.1.2a - Image Examples of a SWM Pond Facility Adjacent to Existing Natural Heritage Features and Residential Use.

6.1.3 Trail Network

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with Figure NOE4 of the Secondary Plan and Figure 1 of the North Oakville Trails Plan (May 2013), the trails system proposed for the Sherborne Lodge study area will provide access to the NHS / SWM Pond from servicing blocks at Street A (Settlers Road) and Street H. Opportunities for connections through the Village Square will be explored in the detailed design stage. This major trail will connect to planned pathways throughout the broader community as a comprehensive pedestrian linkage network. The trail design shall comply with the North Oakville East Urban Design and Open Space Guidelines and satisfy the objectives of the North Oakville East Trails Plan. The following guidelines shall apply:

- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use.
- Trails may vary in size to allow two-way cycling, based on Town standards.
- Trail lighting requirements, pending the direction of the Town, may take into consideration night-time use, disturbance of natural areas, adjacent land uses, dark-skies compliance, asset management and lifecycle maintenance requirements.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with adjacent street sidewalks to encompass the pedestrian and cycling network for the community.
- All trails shall be appropriately set back from adjacent residential rear lot lines and in keeping with the standards established for similar trail systems in Oakville.
- Trail design elements may include trailhead markers, seating areas and information signage.
- Trails located within natural features should be linked with other pathway classifications, such as signed bike routes, in order to establish a more comprehensive, interconnected system of active transportation.

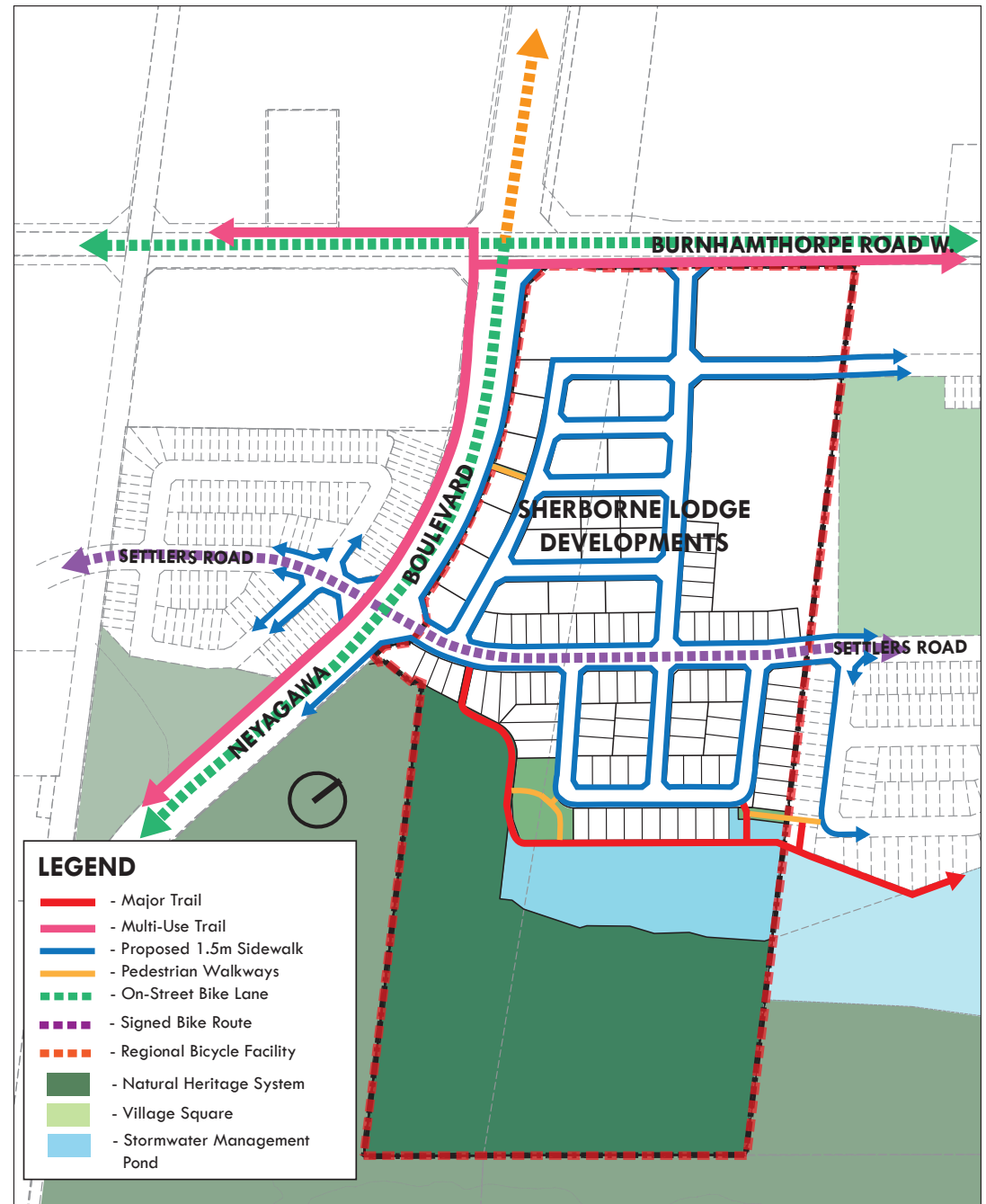


Fig. 6.1.3a - Conceptual Active Transportation Plan (subject to change pending approval of a new trails plan).

6.1.4 Views and Vistas

Opportunities to provide strategic views and vistas towards the existing and proposed open space features (NHS, Village Square and SWM Pond) within the Sherborne Lodge development should be considered where practical and integrated into the proposed street and block framework. These views and vista opportunities are provided through the location of open street frontage immediately adjacent to these open space features and the clear vistas to open spaces offered from Neyagawa Boulevard and Street H.

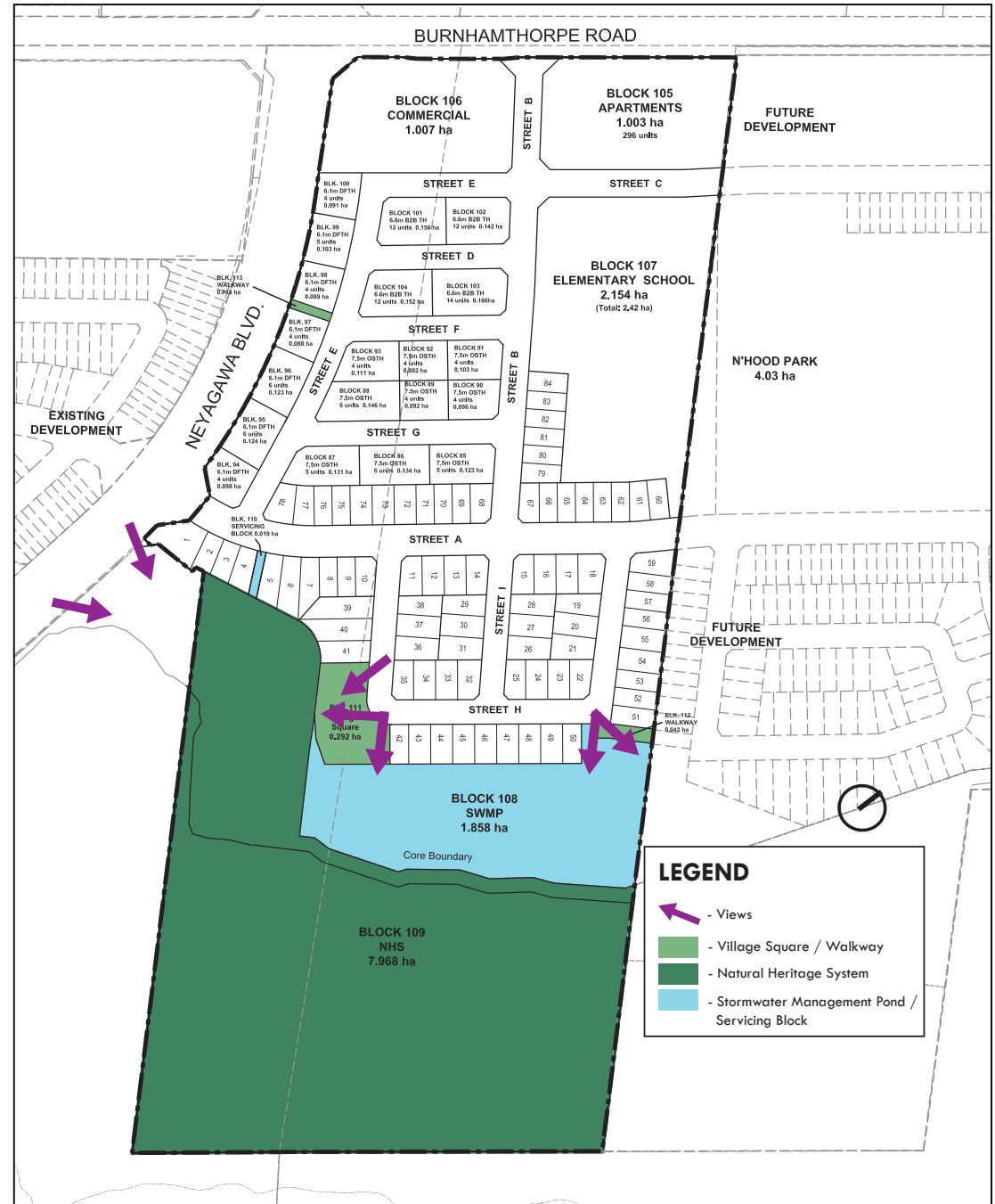


Fig. 6.1.4a - Views and Vistas Plan

6.1.5 Tree Canopy Cover

The Town of Oakville is committed to preserving and enhancing its tree canopy, recognizing the environmental, economic, and social benefits offered by healthy tree growth within a community. In compliance with the Livable Oakville Plan, the proposed subdivision will contribute towards the Town's urban forest and town-wide 40% canopy coverage target.

The proposed subdivision, located south-east of the Burnhamthorpe Road West and Neyagawa Boulevard intersection, is situated within the North Oakville Secondary Plan Area. In accordance with the regulations, standards, and guidelines prescribed in the North Oakville Urban Forest Strategic Management Plan (NOUFSMP) & Livable By Design Manual, a Canopy Cover Plan and calculation chart will be provided as part of the application for subdivision. The Canopy Cover Plan and accompanying calculation chart will demonstrate how the current and projected tree canopy for the development will meet the Town's canopy coverage targets.

The Town has prescribed the following minimum canopy coverage targets by land use area:

- Residential land use 20%
- Commercial land use 15%

- Institutional 25%
- SWM blocks 15%
- Parks & Open Space 50%
- Arterial Roads & Collector Roads 34%



Fig. 6.1.5a - Image Examples of Tree Canopy Coverage

The following strategy will be implemented throughout the subdivision to ensure the required canopy coverage targets are achieved:

- Large stature trees (14m + spread) @ minimum 14m spacing
 - planted along arterial roads, collector roads, and main streets
 - one tree per residential lot to be provided within the boulevard where spacing between driveways and utilities allow
 - Park, SWM Pond, and Open Space blocks
 - Commercial block where space permits
 - School block
- Medium stature trees (10-13m spread) @ 10m spacing
 - Along townhome frontages
 - In locations where space is constricted by driveways, utilities, built form, etc.
- Small stature trees (3-9m spread) @ 5m spacing
 - Along townhome frontages
 - In locations where space is constricted by driveways, utilities, built form, etc.

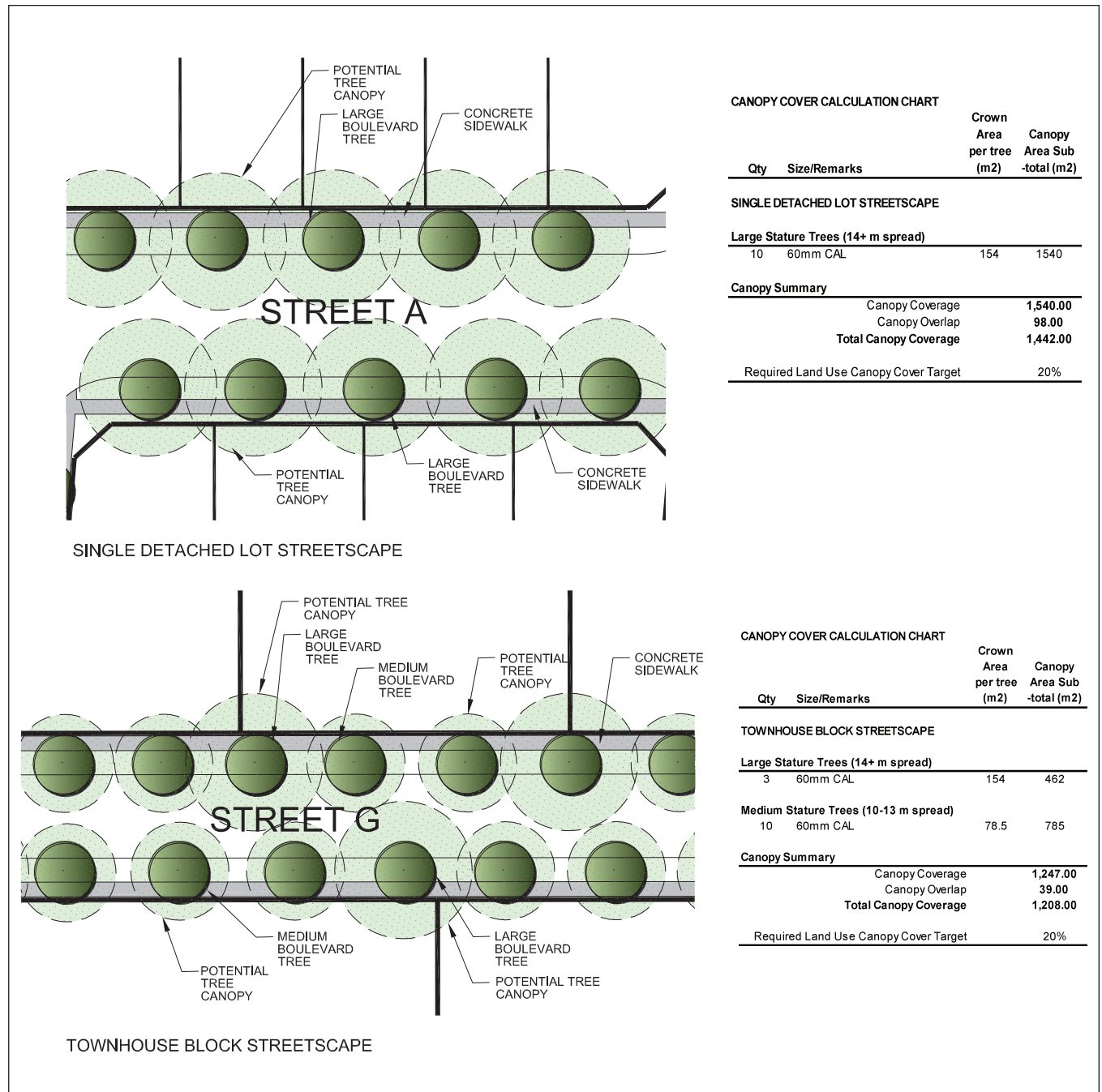


Fig. 6.1.5b - Sample of Canopy Coverage Calculations for Single Detached Lots and Townhouse Block Streetscapes

The NOUFSMP outlines the Town's current tree planting and management practices which provide direction to minimize the removals and potential damage to existing trees and to optimize growing conditions for new tree plantings. The implementation of the following best practices for the planting of new trees within the proposed subdivision will ensure that targeted tree canopy coverage targets are achieved:

- Thirty cubic metres of soil is to be available for each new tree. This soil will allow for optimal root growth and absorption of nutrients, water, and air once the resources within the planted rootball have been exhausted.
- Fifteen cubic metres of soil may be provided for each tree in areas where soil volume is shared. Continuous soil trenches provided within boulevards provide opportunities for linkage of soil areas which can be shared by multiple trees.
- Planting beds are to be excavated to a maximum depth of 900mm. Subsoil shall be scarified prior to installation of topsoil.
- Breakout zones which allow roots to access topsoil beyond the tree pit, shall be provided for trees in areas where 30 cubic metres of soil cannot be provided.
- Hardy trees with smaller canopy and rootball sizes shall be specified in planting areas where access to the required soil volumes cannot be provided. Smaller trees which are hardy to the growing conditions can thrive in reduced soil volumes resulting in sustainable canopy coverage throughout the subdivision.
- Tree species shall be selected for hardiness and resistance to pests and disease.
- A variety of tree species shall be specified to contribute to increased biodiversity within the development and surrounding community.
- The specification of hardy native tree species is encouraged where feasible.
- Tree plantings shall conform with current Town of Oakville standard planting details.

6.2 Elementary School Site

The 2.15 hectare (5.31 acres) elementary school block situated within the eastern portion of the study area will form a portion of the dedicated school block together with the future development lands to the east (Eno Investments Limited). The school, together with the adjacent Neighbourhood Park within the adjacent development to the east, will act as a landmark focal area within the community. The site has been strategically located based on several factors including: a location that promotes maximum accessibility by pedestrians, cyclists and motorists; a location that provides maximum visibility from adjacent areas such as major roads and intersection; and, a location that provides linkages with the open space system through pairing with neighbourhood park. The site planning and development of the school site will primarily involve the District School Board and the municipality. Through the Site Plan Approval process, the respective parties will have the opportunity to address their design objectives.

To the extent that community and urban design criteria affect the development of the school site, the following design criteria are provided for consideration:

- The location of the proposed school immediately adjacent to the park will allow for shared-use facilities, such as a parking lot, and access to both sites.
- A strong built form relationship with the Streets B and C should be created through minimum building setbacks and accessibility to the main entry from adjacent sidewalks. Main entrances should be directly visible from the street and be given design emphasis.
- The building should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. This may include shared access with the adjacent park, where feasible.
- Main parking areas should be located to the side or rear of the building. Vehicle circulation at the front of the school should be limited to drop off zones and visitor parking. Where parking is visible from the street, it should be screened through the use of edge landscaping and/or architectural elements.
- Pedestrian routes should be well defined and provide easy, direct and barrier-free pedestrian accessibility to school entrances.
- Parking areas, driveways and walkways should be adequately

illuminated with low level, pedestrian-scaled lighting.

- Paved surfaces on school sites should be provided in accordance with School Board requirements for parking and free play areas.
- Lighting for school buildings should be integrated into the architecture. Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties and be dark skies compliant.
- Landscaping which screens parking areas and focuses attention on the school is encouraged.
- Streetscape elements established for the neighbourhood should be provided along the street frontages for institutional uses to maintain a consistent community character.
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Incorporate CPTED design principles of access control, territorial definition and natural surveillance, into site plan and landscape design.
- Refer to Section 8.2 for built form guidelines.



Fig. 6.2a - Conceptual Image of School Building

6.3 Neyagawa Boulevard Urban Core Area

Consistent with the North Oakville East Master Plan, the southeast corner of Neyagawa Boulevard and Burnhamthorpe Road W. is identified as being part of the Neyagawa Boulevard Urban Core Area. The Neyagawa Boulevard Urban Core will comprise of a 1.007 hectare (2.49 acres) commercial site (Block 106) that is permitted to have a range of office, commercial including retail and service commercial, accommodation and health and medical uses. Other permitted uses under the Secondary Plan may include institutional, and medium and high density residential uses. At the time of writing this Urban Design Brief, the proposed site layout and uses had not been determined. It is anticipated that the site will have a variety of retail and service commercial uses within stand-alone buildings or within the ground floors of mixed use buildings.

Commercial development should reinforce a positive community identity through appropriate architecture, building location and landscaping that promotes a pedestrian friendly atmosphere and creates a vibrant built form street edge. The following design criteria are provided for consideration:

Built Form Guidelines

- Commercial buildings should have a height and mass that frames key intersections into North Oakville, such as at the intersection of Neyagawa Boulevard and Burnhamthorpe Road W.
- Buildings should be located and designed to have a positive relationship to the street, with the primary façade designed to appropriately address, define and relate to the adjacent street frontages (i.e. Neyagawa Boulevard and Burnhamthorpe Road W.).
- Gateway corner locations should be reinforced through a combination of site planning and prominent building design as well as enhanced landscaping elements that reinforce the character of the neighbourhood. Enhanced landscape elements may include: planters, accent planting, decorative fencing with masonry columns, decorative paving, lighting and signage.
- For multiple-building sites, buildings should employ a complementary and coordinated approach to materials, roof lines, colours and signage which reinforces the community character while respecting corporate branding initiatives.
- Corner buildings should be sited close to the intersection and address both street frontages in a consistent manner. This should include enhanced architectural design features and increased massing to create a landmark building.



Fig. 6.3a - Conceptual Images of Commercial Built Form within the Neyagawa Boulevard Urban Core Area

- Buildings located adjacent to low-rise residential areas should incorporate façade setbacks, modulation and/or height reductions on portions of the building to achieve greater compatibility by reducing the appearance of height and massing.
- Parking should be located to the side or rear of the buildings or screened through the use of edge landscaping and/or architectural elements.
- Main entrances to the building(s) should be grade-related and given design emphasis. Pedestrian accessibility to shops should be barrier-free.
- Glazed areas should be maximized along building elevations facing street frontages and main parking areas to encourage comfortable and safe pedestrian use.
- Light standards and fixtures should be provided that reinforce the character envisioned for the Neyagawa Boulevard Urban Core Area.
- High quality signage, characteristic of the neighbourhood's identity should be provided.
- Pedestrian and vehicular conflicts shall be avoided in the design of on-site traffic routes. Pedestrian connections to off -site sidewalks and transit stops shall be provided.
- Loading, service and garbage areas should be located to the rear of buildings away from public view along Neyagawa Blvd. and Burnhamthorpe Road W. Utility meters, transformers and HVAC equipment should also be screened or located away from public view.
- Refer to Section 8.1 for built form and architectural design guidelines.

Open Space / Streetscape Guidelines

Within the Neyagawa Boulevard Urban Core Area, it is envisioned that an urban streetscape be provided along Burnhamthorpe Road W., a portion of Neyagawa Boulevard, and extended to portions of Streets B and C, supported through building design and landscape treatments.



Fig. 6.3b - Conceptual Images of Streetscape Treatments within the Neyagawa Boulevard Urban Core Area

- Boulevard treatment shall reflect adjacent building use. For example, commercial and apartment building forms will benefit from more urbanized boulevard treatments such as decorative paving, raised planters, street furniture, etc. Adjacent to low-rise forms may be characterized by a grass boulevard with street tree placement between curb and sidewalk.
- Where required by specific uses, ensure provisions for accessible pedestrian connections from the street level are integrated into the boulevard design.
- Where it is deemed feasible and beneficial to adjacent land uses, strategically integrate lay-by or on-street parking allowances. Where on-street parking is provided, curb extensions may occur at intersections in order to provide additional boulevard space.
- Where applicable, bus stop locations should be integrated with the streetscape treatment, including the sizing of shelters that are appropriate to the boulevard width and respond to the street level uses of adjacent built form and driveway locations.
- Crosswalks at key intersections may be distinguished by an enhanced paving treatment.
- Street furniture, where considered, shall reflect current Town of Oakville standards, unless otherwise directed by the Town. All streetscape furnishings will be selected based on their durability, maintenance requirements, accessibility and aesthetics to provide a comfortable pedestrian environment that has a strong degree of connection to adjacent developments and the public R.O.W. This may include: gathering tables, benches, litter receptacles, bike rings, and pedestrian scale lighting fixtures.
- Concrete planter curbs may be provided adjacent to commercial and apartment sites to support tree, shrub and perennial plantings that will act to reduce heat island affect, enhance site aesthetics and provide a comfortable microclimate for site users.
- Walkable surfaces and plazas should compromise of highly durable light coloured unit paving which attributes to an aesthetically pleasing and long lasting pedestrian streetscape treatment. Concrete paving may also be incorporated into the streetscape design for site sidewalks and to provide added durability in high traffic areas. All areas of paving should aim to provide direct, durable connections to the streetscape to reinforce site wayfinding and identity. The use of light coloured, large format pavers are encouraged, with aesthetics to be reviewed and adjusted to suit adjacent development and building character.
- Above-ground utilities should be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow.
- The Burhamthorpe Road W. and portion of Neyagawa Boulevard streetscapes will be enhanced in accordance with the Halton Region Transportation Master Plan - Regional Right-of-Way Guidelines (Final Report July 2011) to include widened sidewalks, street tree plantings, unit paving plazas and sidewalk connections, urban tree and plaza plantings in raised planters, pedestrian scale lighting and various high-quality site furnishings (benches, waste receptacles, bike rings). The proposed streetscape treatment will aim to strengthen the public realm, contribute to Oakville's active transportation network, achieve guidelines set in the North Oakville Urban Forest Strategic Management Plan (NOUFSMP), and provide a sustainable urban landscape that strengthens the identity of the site and greater Oakville. Furthermore, the streetscape design is to be coordinated with the neighbouring developments to ensure design continuity and reinforcement of site identity. Refer to the "C(2) Urban (35m)" and "C(3) Urban (42m)" Cross-Sections on the following page.

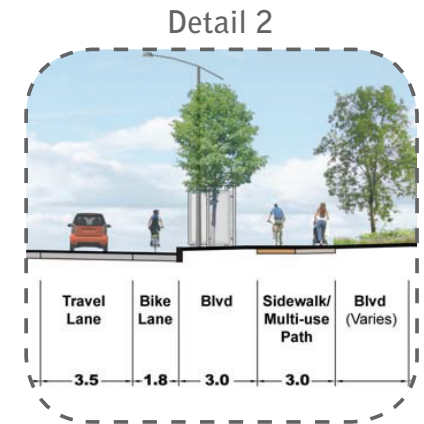
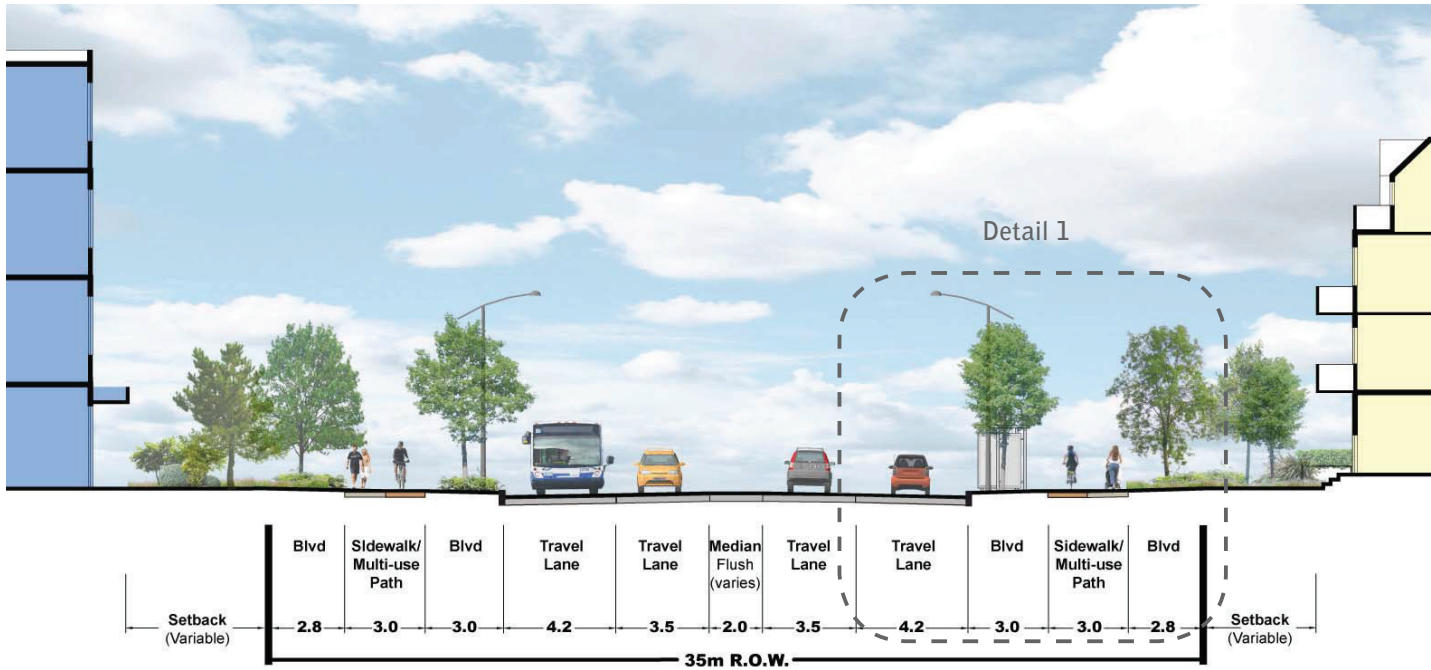


Fig. 6.3c - The Halton Region Transportation Master Plan - Regional Right-of-Way Guidelines classifies Burnhamthorpe Road W. as a "C(2) Urban (35m)" Right-of-Way

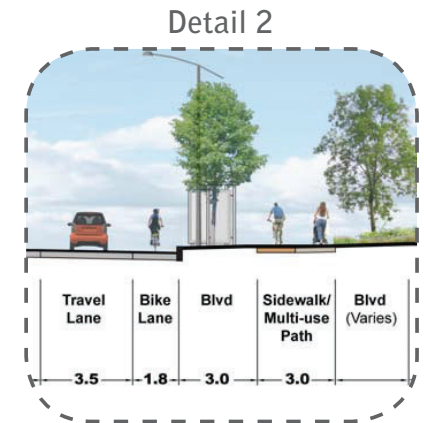
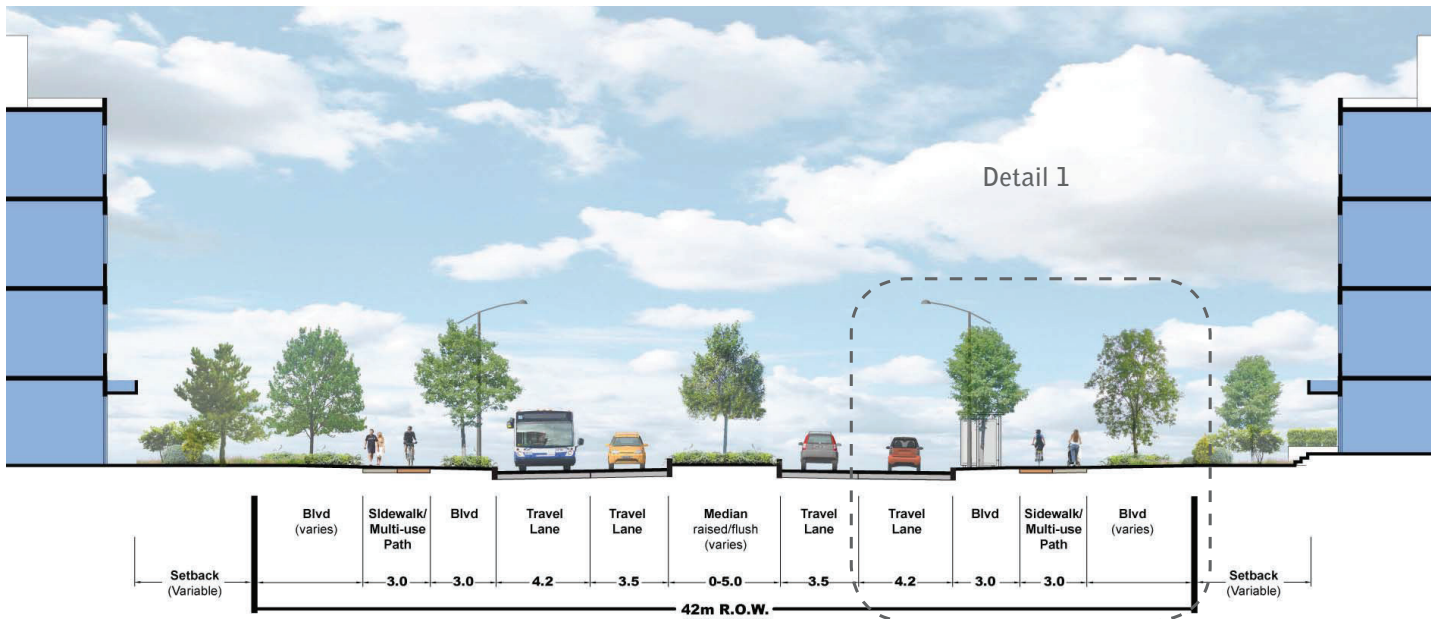


Fig. 6.3d - The Halton Region Transportation Master Plan - Regional Right-of-Way Guidelines classifies Neyagawa Boulevard as a "C(3) Urban (42m)" Right-of-Way

6.4 Streetscape Design

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

6.4.1 Collector Roads

Typical roadway cross-sections for the 19.0m (Street B) and 22.0m (Street A) collector road right-of-ways include:

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



Fig. 6.4a - Examples of Typical Streetscape Conditions Established Within North Oakville

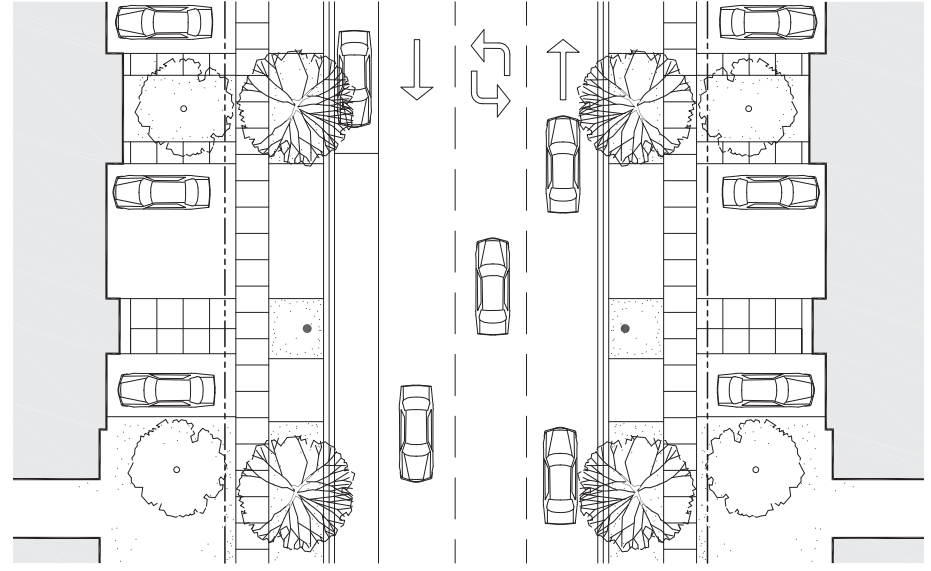
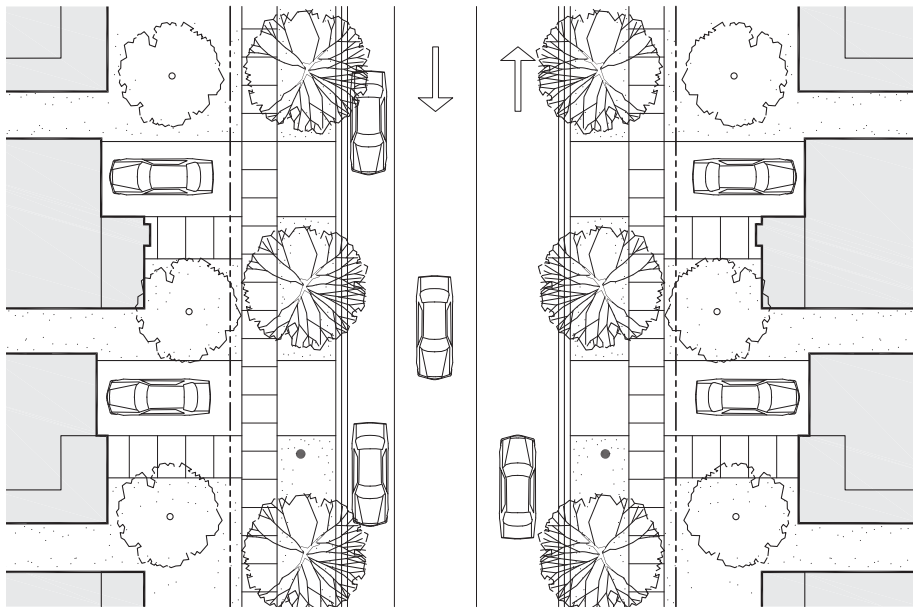
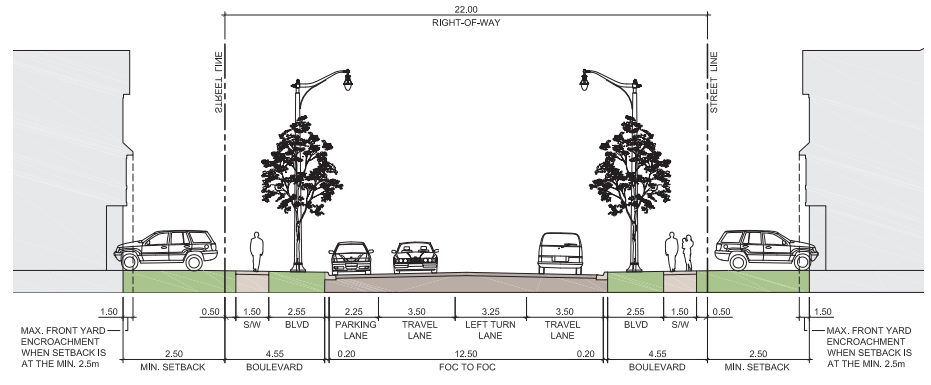
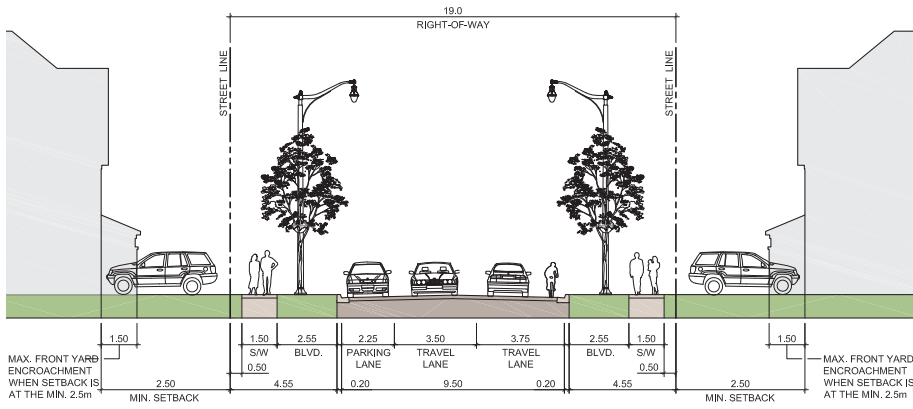


Figure 6.2.1a - Collector Road - 19.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

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

6.4.2 Local Roads

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

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

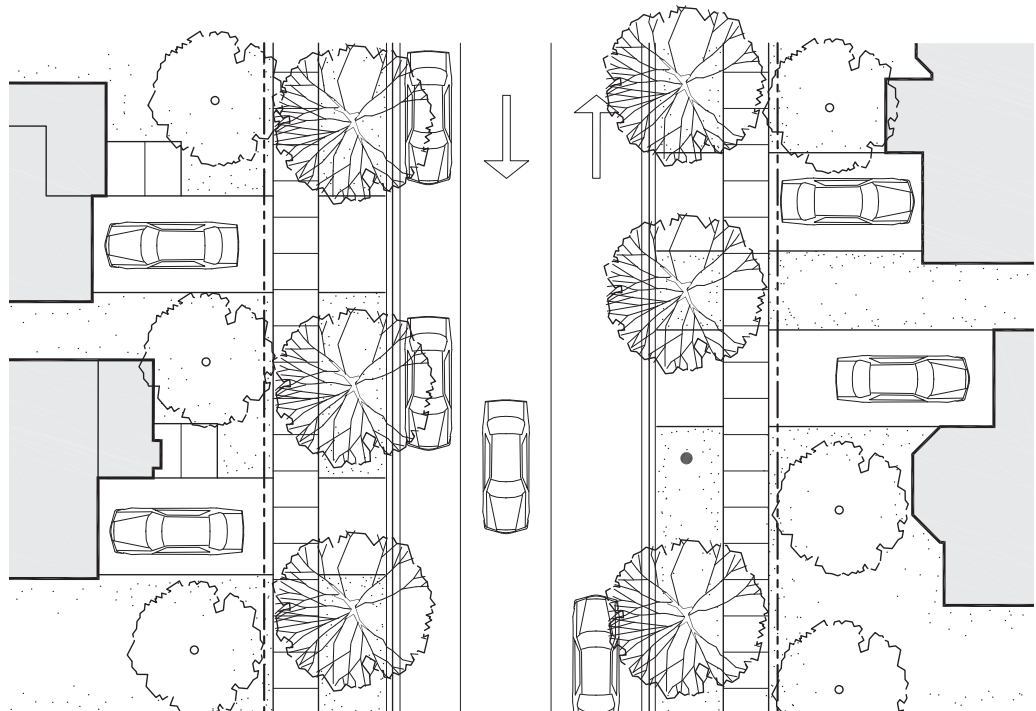
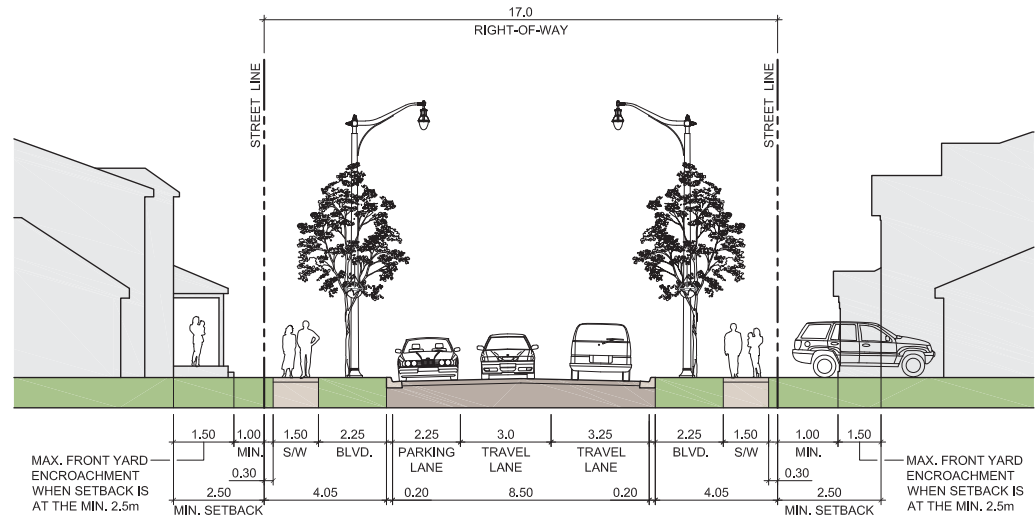


Figure 6.4.2 - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

6.5 Built Form

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

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

6.5.1 General Built Form Guidelines

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

- Architectural design shall support creative expressions, encouraging variation within a consistent program of design.



Single Detached Dwellings



Street Townhouse Dwellings



Dual Frontage Townhouse Dwellings



Back-To-Back Townhouse Dwellings



Residential Apartments



School Building



Commercial Buildings

Fig. 6.5 - Built form within the neighbourhood will include a variety of residential and institutional uses that may utilize both contemporary and traditional architectural styles and themes.

- Both contemporary and tradition-based architectural influences may be used to define and street blocks and assist with place-making initiatives.
- Built form located adjacent to public open spaces, street intersections and/or exposed to important view termini shall have architectural emphasis / enhancement to create visual interest.
- Built form shall be designed and oriented to respond appropriately to its context within the community, with respect to priority lot locations and public realm landscape design intentions.
- Height and massing appropriate to the street type and width shall be provided to promote a pedestrian-friendly, comfortably scaled street environment.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.
- Architectural styles, design proposals and location criteria for low-rise residential built form shall be evaluated through the Town of Oakville's architectural control approval process.

6.6 Built Form Typologies

Proposed building types will consist of the following:

- Residential Built Form:
 - 84 Single Detached Dwellings (51 units on 12.5m lot frontage, and 33 units on 15.24m lot frontage);
 - 42 Street Townhouse Dwellings (7.5m lot frontage);
 - 33 Dual Frontage Townhouse Dwellings (6.1m lot frontage);
 - 50 Back-to-Back Townhouse Dwellings (6.6m lot frontage); and,
 - Residential Apartments Block consisting of 296 residential units.

Non-Residential Built Form:

- Commercial Buildings; and,
- School Building.

Refer to Section 8.0 for Non-Residential Built Form Guidelines.

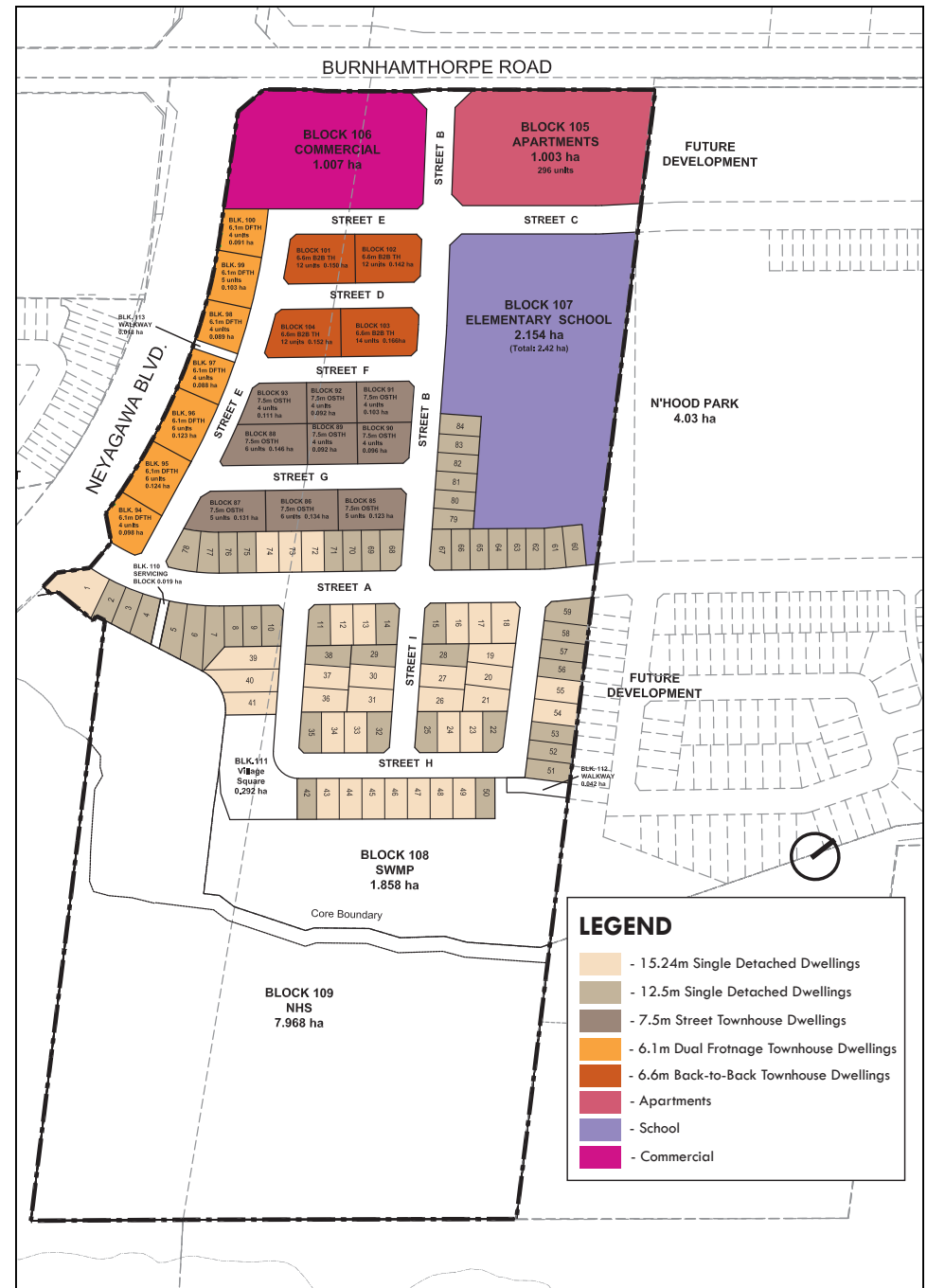


Fig. 6.6 - Built Form Typology Plan

6.6.1 Single Detached Dwellings

Single-detached dwellings, on minimum lot frontages of 12.5m and 15.24m are generally located in the central portion of the study area. All single detached dwellings will have street-accessed 2-car attached garages.

DESIGN GUIDELINES:

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

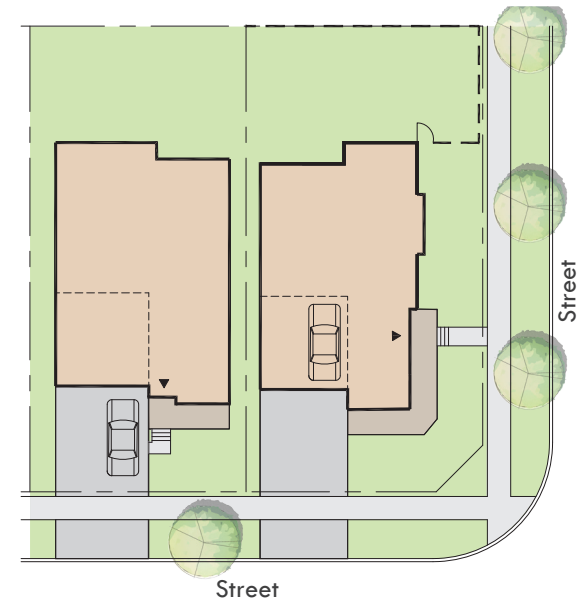


Fig. 6.6.1a - Conceptual Siting of Single Detached Dwellings



Fig. 6.6.1b - Examples of Single-Detached Dwellings

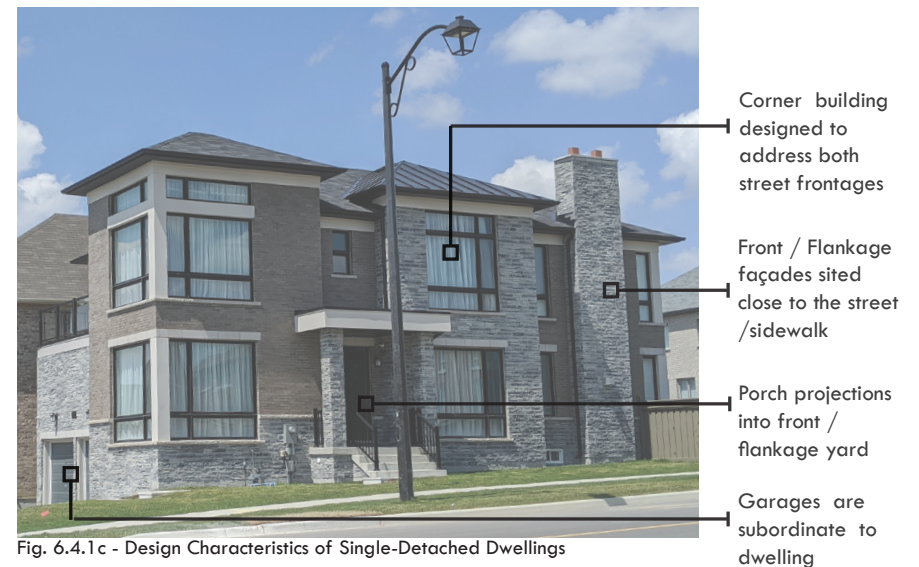


Fig. 6.4.1c - Design Characteristics of Single-Detached Dwellings

6.6.2 Street Townhouse Dwellings

Street townhouses are along Streets F and G. This form of housing contributes positively to the built form character and streetscape appearance in this portion of the neighbourhood by providing a street edge presence that is more urban in character as a result of the contiguous massing. Townhouse building forms make efficient use of land, reduce energy consumption and increase the diversity of built form within a community.

DESIGN GUIDELINES:

- Since townhouses are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage.
- Building compositions should ensure continuity of massing and design, while providing variety along the streetscape.
- Townhouses block sizes may range from 4 to 6 units.
- Adequate wall articulation is required to avoid large expanses of roof or wall planes. To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- Townhouses should feature 2- to 3-storey building massing.
- For corner dwellings, corner unit entries should be oriented to the flankage street, where feasible.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Attached garages accessed from the street should be single-car width.
- Garages shall be complementary to the main dwelling in terms of materials, massing, character and quality.
- Utility meters should be carefully placed and concealed from public view subject to local utility company requirements.

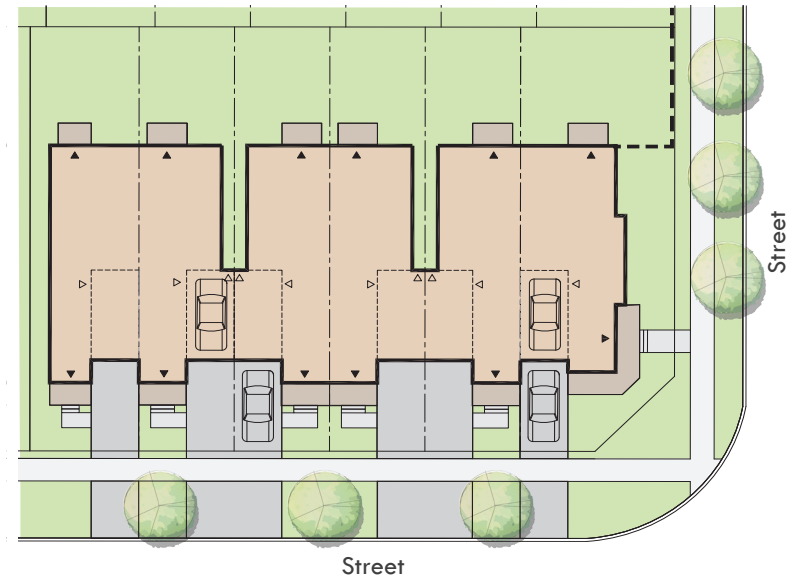


Fig. 6.6.2a - Conceptual Siting of Street Townhouses



Fig. 6.6.2b - Examples of Street Townhouse Dwellings



6.6.3 Dual Frontage Townhouse Dwellings

Dual Frontage Townhouses are located along the western limits of the study area where direct driveway access from Neyagawa Boulevard is not practical. These dwellings have their main front façades facing Neyagawa Boulevard and the rear of the dwellings, including garages, driveways and outdoor amenity areas, facing Street E. Dual Frontage Townhouses will provide an active street edge of building frontages along Neyagawa Boulevard, similar to the existing built form interface on the west side of this arterial road.

DESIGN GUIDELINES:

- Dual Frontage Townhouses require a high degree of architectural detailing on both front and rear elevations due to their heightened degree of public visibility.
- Dwellings should be sited close to Neyagawa Boulevard to encourage an attractive, pedestrian-friendly streetscape. A walkway connecting the front entrance directly to the public sidewalk is required. In addition, a secondary entrance or porch should be provided at the back of the dwelling. These entrances should be paired, wherever feasible, to maximize on-street parking opportunities.
- The height for Dual Frontage Townhouses is typically 3 to 3.5 storeys.
- Dwellings will have a single-car attached garage with an additional parking space on the driveway. Consideration may be given to the use of 2-car garages + additional 2 parking spaces on the driveway provided a high standard of architectural design quality is presented along the rear facade facing the public street.
- Garages / driveways should be paired, wherever feasible, to maximize on-street parking opportunities.
- Outdoor amenity space will typically take the form of an elevated terrace located at the rear of the dwelling overlooking Street E. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- The design of the habitable wall area above the garage should provide for ample fenestration and balcony

treatments to foster an active façade and “eyes on the street”.

- Utility services (i.e. gas / hydro) should be located at the rear of the building, where feasible. Utility meters shall be recessed and concealed from public view. Placement of meters shall comply with local utility requirements.
- Air conditioning (AC) units should not be located in the front, unless it is screened from public view or located on a balcony above the ground floor.
- Municipal address plaques should be provided in a well lit location on both the front and rear façades.

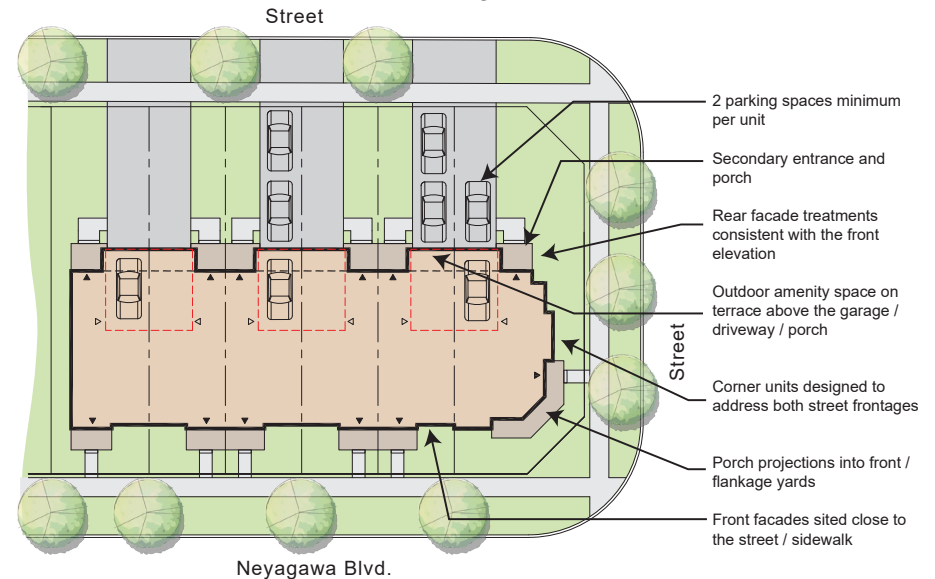


Fig. 6.6.3a - Conceptual Siting of Dual Frontage Townhouses



Fig. 6.6.3b - Examples of Dual Frontage Townhouse Dwellings (Front Elevation)



Fig. 6.6.3c - Examples of Dual Frontage Townhouse Dwellings (Rear Elevation)

6.6.4 Back-To-Back Townhouse Dwellings

Back-to-Back Townhouses are located in the northwest portion of the subdivision. Back-to-Back Townhouses are typically 3-storeys in height with front-facing garages accessed from a public road and provide a compact and more affordable housing form. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls.

DESIGN GUIDELINES:

- Back-to-back townhouse block sizes may range from 12 to 14 units. Mixing of townhouse block sizes along the street can help provide visual diversity of the streetscape.
- Private outdoor amenity space is typically provided in the form of a balcony or terrace typically located above the garage.
- Privacy screens should be provided between outdoor amenity spaces of adjoining units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low maintenance materials.
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs and/or rooftop terraces are permitted.
- Garages should not project beyond the front wall or porch face of the dwelling.
- Air conditioning units should be located discreetly on the balcony away from public view.
- Utility meters shall be recessed and concealed from public view. Placement of meters shall comply with local utility requirements.

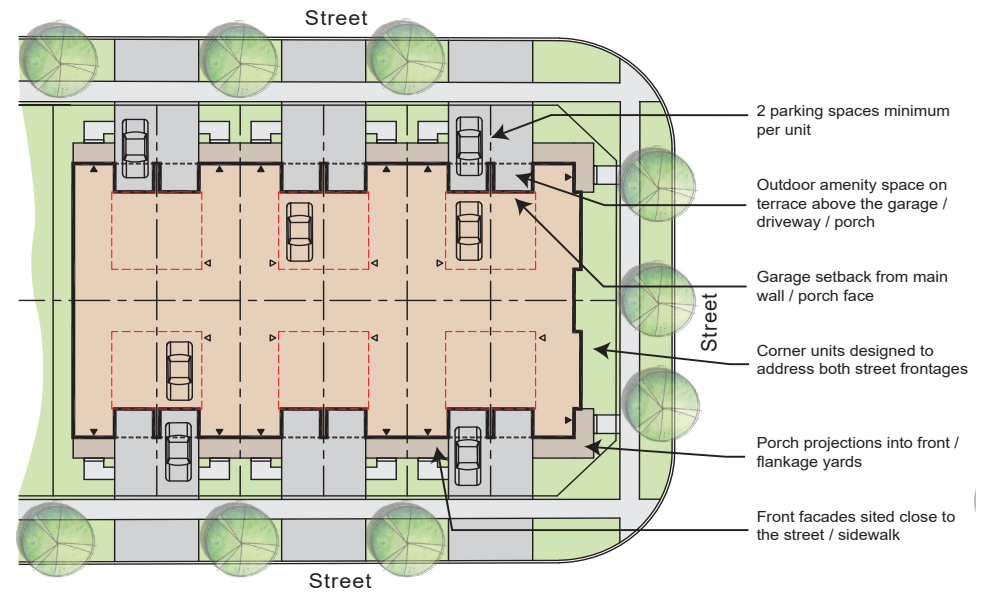


Fig. 6.6.4a - Conceptual Siting of Back-to-Back Townhouses



Fig. 6.6.4b - Example of Back-to-Back Townhouse Dwellings

6.6.5 Apartment Buildings

An apartment site (Block 105) is located at the southeast corner of Burnhamthorpe Road W. and Street B. Higher density, transit-supportive building forms are appropriate in establishing an active urban character along planned transit corridors where intensity of use is desired through emphasized height and massing. Apartment buildings will be reviewed and approved through a Site Plan Approval process based in part on the design merits of the proposal, compatibility with neighbouring buildings and its ability to appropriately fit within the local context of the neighbourhood.

DESIGN GUIDELINES:

- The apartment building should be in the order of 4-8 storeys. Final building heights and total number of dwelling units will be determined in consultation with the Town based upon density allowances, floor space index targets and compliance with the zoning by-law.
- Design excellence shall be exhibited to ensure a positive physical and aesthetic impact on the community public realm.
- Buildings should maximize street-facing conditions along Burnhamthorpe Road W. and Street B to create an active streetscape. Building setbacks at the street line should be minimized while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities.
- Publicly visible building elevations should incorporate appropriate massing, proportions, wall openings, fenestration and plane variation in order to promote a diverse and active streetscape.
- Buildings should be designed with regard for adjacent buildings with respect to scale, massing, orientation, façade treatment, materials, colours, setbacks, etc. to create smooth transitions and harmonious built form relationships.



Fig. 6.6.5a - Conceptual Images showing Apartment Built Form



- Distinctive building designs shall be provided at corner locations to emphasize the importance of the intersection while equally addressing both street frontages.
- Vehicular access should occur from the side street (Street B) or consolidated access driveways that provide connections to the building entrance and passenger drop-off areas, as well as to parking, servicing, loading and garbage pick-up areas.
- A well-conceived, internal network of sidewalks should be integrated into the site design to reinforce the vision of a pedestrian-oriented neighbourhood with multiple linkage opportunities.
- Main parking areas should be located underground or within an above-grade parking structure. Surface parking areas will be located in a non-obtrusive manner behind or to the side of the building and should be screened from street view.
- Opportunities for on-street parking in front of buildings should be considered, where feasible.
- Apartment buildings should be designed to establish distinct base, middle and upper portions in order to visually break down their vertical massing.



Fig. 6.6.5b - Distinctive building designs shall be provided at corner locations

- The base portion should reinforce a human scale environment at street level.
- The middle portion should contain the largest mass of the building and should reflect the architectural character of the community.
- The upper portion should be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward.
- Should a ground floor commercial component be provided, the following will be incorporated facing a public street or space:
 - a) A minimum first storey floor to ceiling height of 4.5m;
 - b) A minimum of 75% glazing on façade(s) to achieve visual interest and access to natural lighting; and,
 - c) Architectural treatments on all nontransparent surfaces.

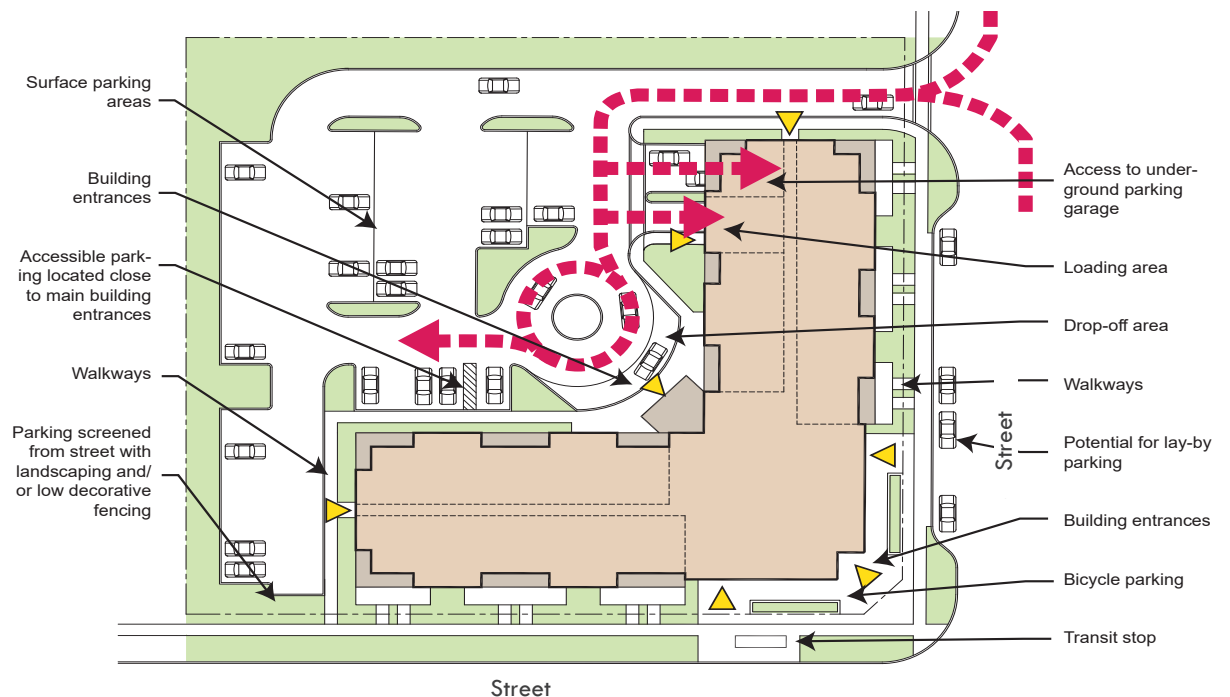


Fig. 6.6.5c - Conceptual Site Access and Circulation Plan

- High quality exterior building materials and architectural detailing will be required.
- Building entrances should be grade related, provide weather protection, and serve as a focal element.
- A range of outdoor amenity spaces should be incorporated into the design of the building to enhance quality of life for residents and visitors, including private balconies, terraces, courtyards and semi-public / common areas.
- Loading, service areas, garbage facilities and mechanical/utility equipment should be integrated into the design of the building and located away from highly visible areas.
- Dark sky compliant, energy efficient, full cut-off light fixtures should be utilized to reduce light pollution and avoid light spillage on nearby properties.
- Transformers and HVAC equipment should be located away from public views or appropriately screened with landscaping, where feasible.
- Ventilation shafts, vents, and other above-ground mechanical equipment or site servicing elements should be located away from public sidewalks and other public or private outdoor amenity areas.
- Rooftop mechanical and telecommunications equipment should be screened from public view and integrated into the design of the building.



Fig. 6.6.5d - Apartment Buildings should be Designed to Establish Distinct Base, Middle and Upper Portions



Fig. 6.6.5e - Conceptual Demonstration Plan For Apartment Building

7.0 RESIDENTIAL ARCHITECTURAL DESIGN CRITERIA

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

7.1 Character and Image

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



Fig. 7.1 - A variety of architectural influences will shape the character of the Sherborne Lodge community

7.2 Architectural Variety

Harmoniously designed streetscapes contribute to identity and are key to establishing attractive, vibrant and livable communities. Model variety, massing, height and repetition within a group of dwellings enhances the visual appeal of streetscapes. Each street should present a variety of architectural expressions.

- Dwellings should be designed with two highly differentiated elevations. Models for which there is high demand should have additional facade treatments to avoid the effect of monotony in the streetscape.
- Identical elevations should appear a maximum of three times per row of ten single-detached dwellings and shall not be permitted directly across the street; dwellings with the same exterior colour package may be repeated a maximum of every three dwellings. For visual diversity along each street, no fewer than two detached dwellings should be present between identical elevations.
- The above model repetition requirements do not apply to townhouse forms. Since this built form type is comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage. For example, repetition of the same elevation within a block of townhouses may be desirable.
- Identical colour packages should be avoided for dwellings located opposite from one another.
- No more than three alternative elevations of a same model may be sited alongside one another. At least two different model designs (with different building footprints and floor plans) should occur per group of ten dwellings, except at gateway lots.
- With regard to corner lots (except at gateway lots), flanking elevations must not be the same as those on lots abutting or directly opposite. Identical kitty-corner lot elevations are acceptable.



Fig. 7.2a - Example of variety along the streetscape

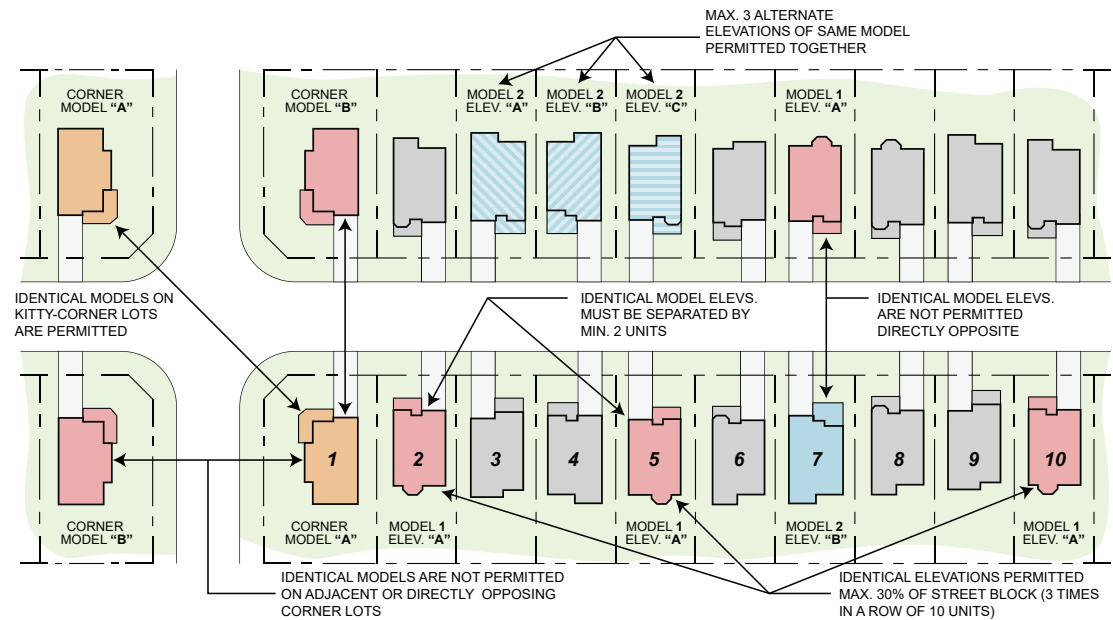


Fig. 7.2b - Diagram illustrating model variety criteria

7.3 Massing Within the Streetscape

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

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

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



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

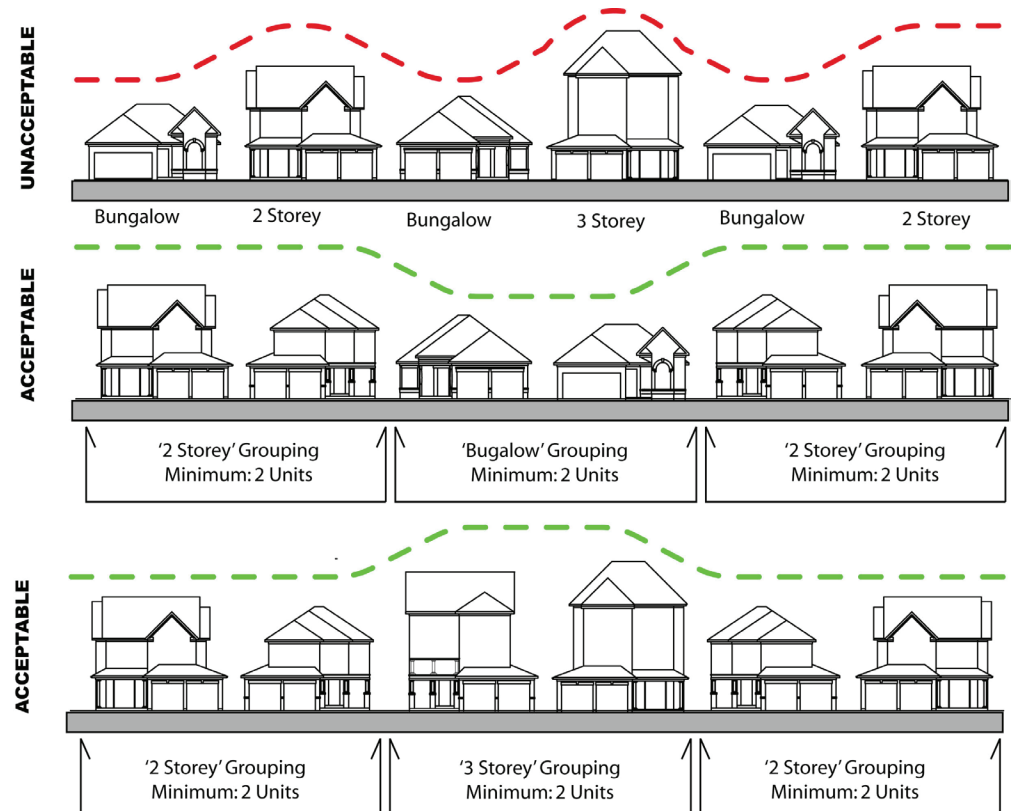


Fig. 7.3b - Diagram illustrating streetscape massing objectives

7.4 Architectural Elements

7.4.1 Porches

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



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

7.4.2 Exterior Materials and Colours

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



Brick

Stucco

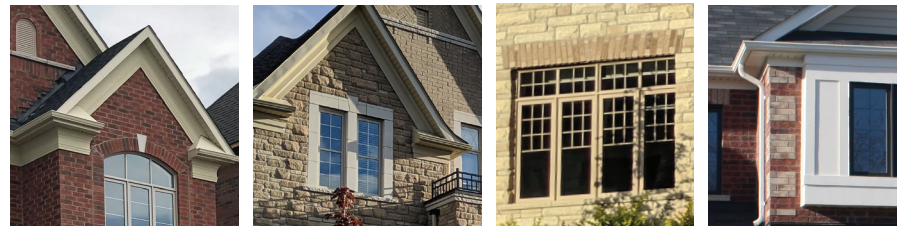
Siding

Stone

Fig. 7.4.2 - Examples of exterior main wall cladding materials

7.4.3 Architectural Detailing

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



Frieze board

Window surrounds

Lintel/headers

Quoining

Fig. 7.4.3 - Examples of exterior main wall cladding materials

7.4.4 Fenestration

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

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



Contemporary window configurations



Traditional window configurations

Fig. 7.4.4 - Examples of variety in window styles

7.4.5 Roof Form

Variation in roof types and forms are encouraged and may include gables, dormers, hips, ridges and mansards that are consistent with the given architectural style. Interesting roof lines should be emphasized for street facing or flanking dwellings.

- The use of upgraded or alternative materials may be considered to distinguish neighbourhoods or priority lots. Roofing materials, whether asphalt, metal, wood or composite materials shall be consistent with the architectural style.
- Roof forms should appropriately fit with neighbouring properties to establish a cohesive streetscape appearance.
- Minimum main roof slopes should be 7.9:12 pitch for side slopes and 5.9:12 for front to back slopes; Bungalows should have minimum 7.9:12 side slopes and front to back slopes.

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



Contemporary roof design



Traditional roof design

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

7.5 Garages

7.5.1 Street-Accessed Garages

- Garage size and placement shall comply with the applicable zoning by-law and Secondary Plan policies; the use of detached and rear yard garages shall be permitted.
- Where garages are attached, they should be integrated into the main massing of the dwelling with limitations to their projection into the front yard.
- Attached garages located within the front or flankage yards and accessed from the street shall be of a similar architectural style and proportional scale to the adjoining dwelling.
- Street facing garages should be minimized in scale in compliance with the vision for North Oakville. The following are considered acceptable design options for attached street facing garages:
 - Integrate the garage into the main massing of the dwelling, in line with the porch projection;
 - Integrate the garage into the main massing of the dwelling, in line with the main front wall;
 - Situate the garage to the side of the dwelling, set back from the main front wall
 - Provide a tandem garage;
 - Stagger the front facade of the garage.
- Street townhouses, dual frontage townhouses and back-to-back townhouses will have single-car garages. Consideration may be given to the use of rear-accessed 2-car garages for dual frontage townhouses that front onto Neyagawa.
- Single detached dwellings will have a two-car garages.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a pier is preferred, where possible. Where single 16ft (4.9m) wide garage doors are proposed they should be patterned to appear as 2 individual doors, where feasible.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments shall be utilized and shall be consistent with the architectural style of the dwelling.



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



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

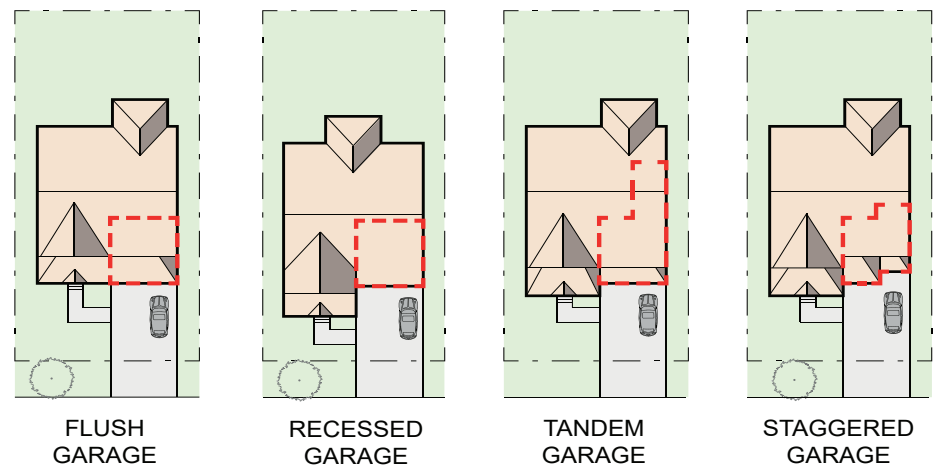


Fig. 7.5.1 c - Street-accessed front facing garage options

- Light fixtures mounted to the side or above the garage door shall be encouraged, with a lamp style consistent with the architectural style of the dwelling.
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit. The following are some techniques that may be considered:
 - Increasing the garage door height;
 - Lowering the garage soffit and/or increasing the garage roof pitch;
 - Add a decorative gable louvre or feature;
 - Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
 - Consider window treatments above the garage doors, as appropriate to the dwelling;
 - Provide wider and/or arched lintels over the garage door to reduce the massing;
 - Situate light fixtures above the garage door to break-up the massing.



Fig. 7.5.1d - Example of Street-facing rear garages for Dual Frontage Townhouses

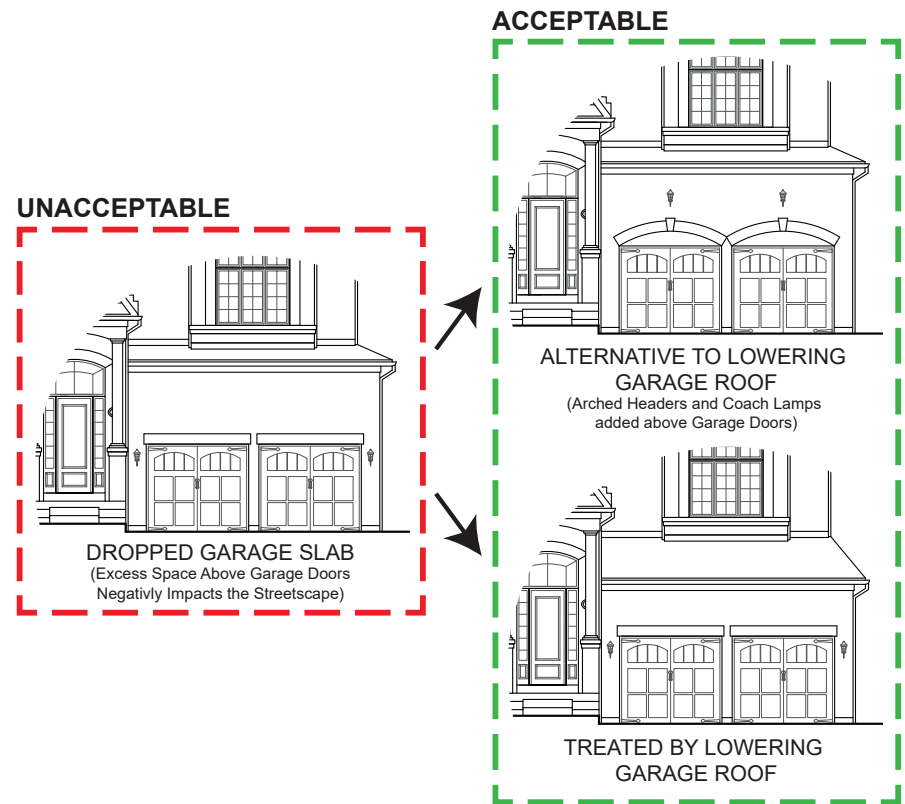


Fig. 7.5.1e - Design solutions for dropped garage conditions

7.6 Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard.
- Where this is not feasible, utility meters should be screened or recessed into the wall wherever possible, subject to local utility company requirements.
- The location of utility meters and method of screening shall at all times be in compliance with the requirements of the respective utility authority. It is the Builder's complete responsibility to ensure compliance with utility regulations in the design, placement and construction of these elements.

7.7 Site Grading Conditions

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

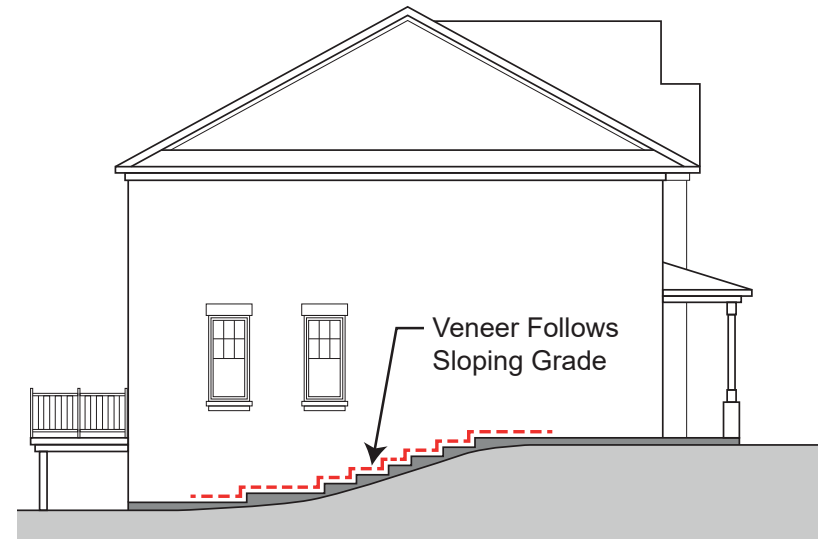


Fig. 7.7 - Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

7.8 Priority Lot Buildings

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

Within the Sherborne Lodge Developments neighbourhood, dwellings on the following priority lots will require special design consideration:

- corner lot dwellings;
- gateway / community edge buildings;
- view terminus lot dwellings;
- dwellings requiring upgraded rear and side architecture;
- park facing dwellings.

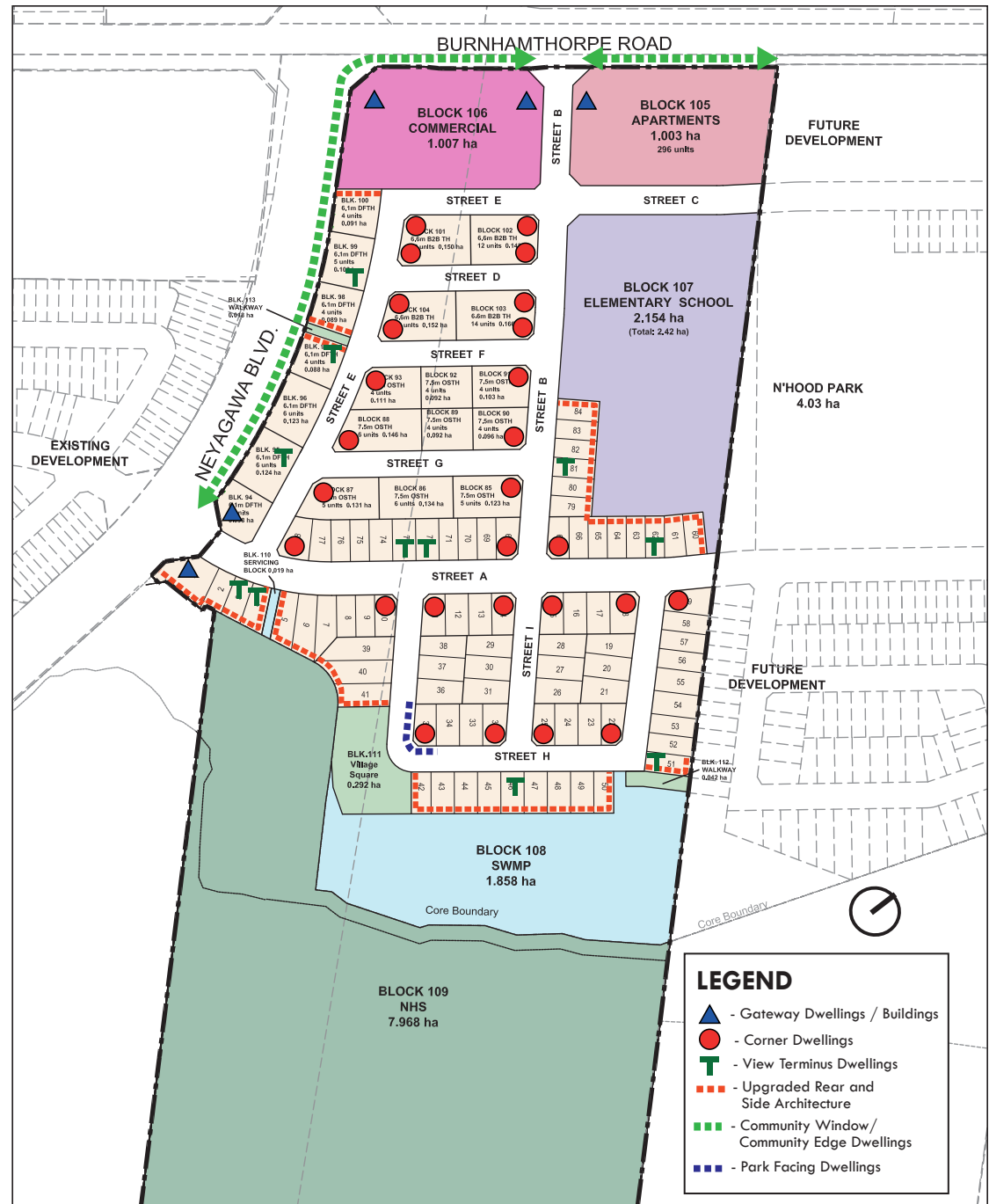


Fig. 7.8b - Priority Lot Plan

7.8.1 Corner Lots Dwellings

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

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

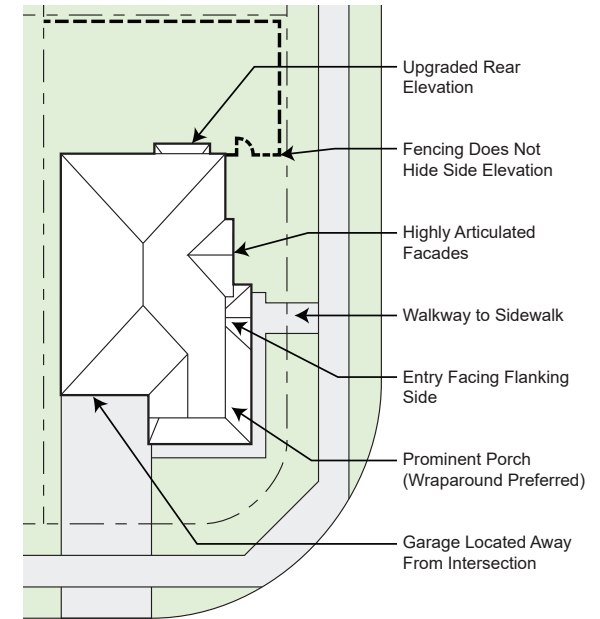


Fig. 7.8.1b - Conceptual plan view of Corner Lot Dwelling



Fig. 7.8.1a - Conceptual Images of Corner Lot Dwellings



7.8.2 Community Edge / Gateway Buildings

Community Edge Buildings are located along the northern and western perimeters of the site along Burnhamthorpe Road W. and Neyagawa Boulevard streetscapes. Gateway Buildings are located on corner sites at the main entrances into the community from Burnhamthorpe Road W. and Neyagawa Boulevard. Buildings in these area shall be designed to respect their prominence within the streetscape in order to express the image, character and high quality of the community.

- These buildings will have the main front façade facing Burnhamthorpe Road W. and Neyagawa Boulevard with garages or parking areas accessed from the rear of the building and oriented away from these streets.
- Buildings should be sited close to the street to encourage an active and urban street edge.
- A walkway linking main building entrances to the public sidewalk shall be provided.
- Due to the high level of public exposure from Burnhamthorpe Road W. and Neyagawa Boulevard, these buildings will require enhanced architectural design qualities and landscaping treatments to ensure a distinct and attractive streetscape character.
- As noted in the North Oakville East Urban Design and Open Space Guidelines, prominent gateway entrances into North Oakville East should be demarcated through built form that is oriented to the corners rather than relying on hard landscaping features, such as entry walls.
- Distinctive architectural elements and dominant design features shall be employed to emphasize gateway buildings' landmark qualities. Corner buildings require special designs which addresses the flanking elevation in a manner consistent with the front elevation.



Fig. 7.8.2a - Conceptual Images of Community Edge / Gateway Buildings

7.8.3 View Terminus Dwellings

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

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



Fig. 7.8.3a - Conceptual image of View Terminus Dwellings

7.8.4 Upgraded Rear and Side Architecture

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



Fig. 7.8.4a - Conceptual images of Upgraded Rear and Side Architecture

7.8.5 Park Facing Dwellings

Dwellings that face the proposed Village Square on Street H shall be designed in a manner that appropriately responds to their importance within the streetscape and complements the design of this public open space area.

- These dwellings are very visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- The use of upgraded building materials, such as stone or precast detailing is encouraged to reflect the upscale nature of the community.
- Dwellings are encouraged to have wider and deeper porches which will promote 'eyes on the street' and will provide for an added safety feature and increase social interaction among neighbours.

- Park Facing Dwellings shall have a variety of model / elevation types and colour packages.
- Garages shall not project beyond the main wall of the dwelling for these units in order to promote a pedestrian friendly and well defined streetscape.



Fig. 7.8.5a - Conceptual Image of Park Facing Dwellings

8.0 NON-RESIDENTIAL BUILT FORM & ARCHITECTURAL DESIGN GUIDELINES

8.1 Commercial Development

The commercial site at Neyagawa Boulevard and Burnhamthorpe Road W. will form a component of the Neyagawa Boulevard Urban Core Area and may include stand alone commercial uses, in accordance with the zoning by-law, to serve the community.

8.1.1 Building Location

- Commercial / commercial mixed use buildings should actively address the perimeter roads in a manner that creates an engaging interface between the building and the street to create an active site edge.
- Building frontages should ideally occupy a minimum of 60% of the street frontage and extend in front of parking areas, where practical. Openings / passageways may be required to break up long buildings.
- Buildings should be arranged and sited in a coordinated manner to achieve a cohesive commercial development.
- Buildings should be designed with articulated and detailed façades located parallel to the roadway to add visual interest when viewed from the street.
- Corner buildings should be sited close to the intersection and address both street frontages in a consistent manner.
- Buildings should be designed and sited to minimize the impact of overshadowing onto residential properties.
- Buildings should be located to ensure good sight lines for all vehicular access

points and to create coherent on-site traffic circulation.

- Buildings should be sited in a manner that provides for pedestrian-friendly elements located at entry points to the site. This should include clearly marked pedestrian routes and amenities.
- Access for larger vehicles to loading and service areas should be located away from pedestrian routes.
- Open storage of goods and materials, including refuse area, will not be permitted. These items shall be contained within the building or in a separate building.

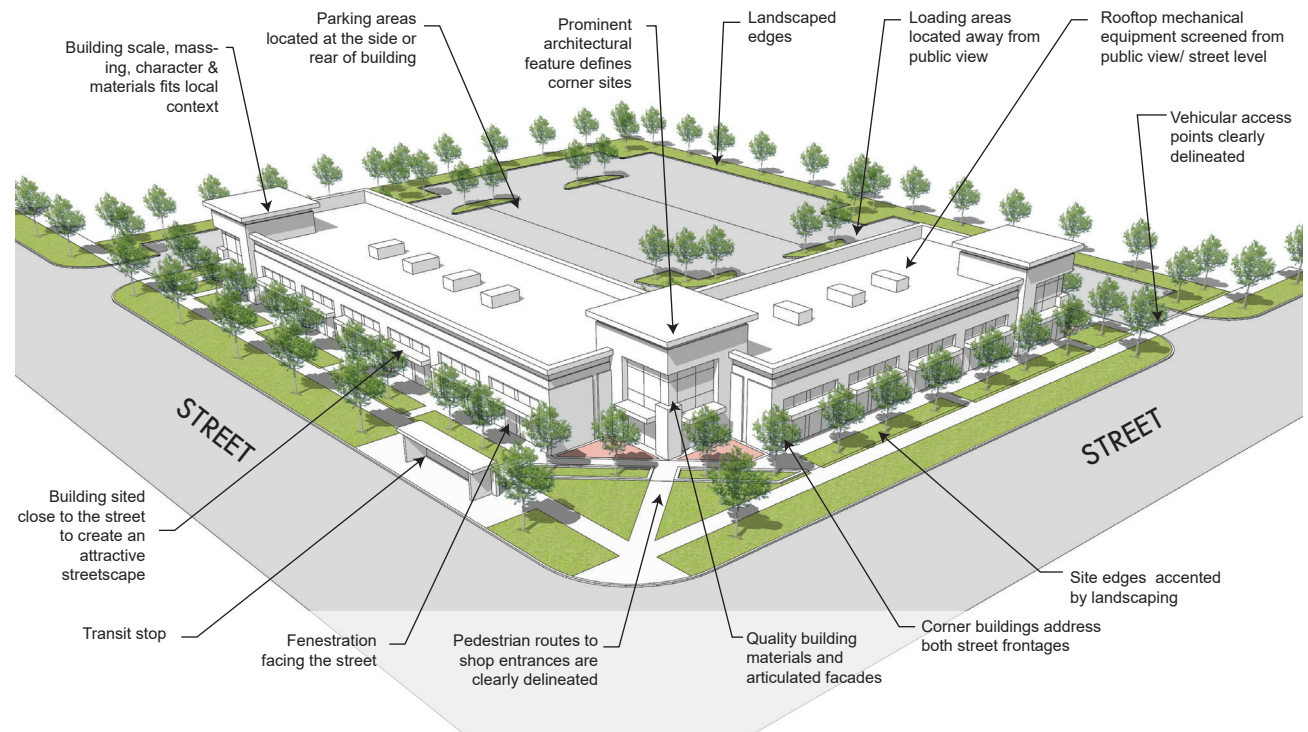


Fig. 8.1.1a - Conceptual Demonstration Plan For Commercial Site

8.1.2 Building Design

- Buildings should have public facing façades which express a high quality character. All buildings should have a strong architectural character appropriate to the local context, to convey a cohesive image.
- Architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing and character lighting) should be provided to avoid uninteresting façades.
- Distinctive building designs should be provided at corner locations and view termini within the commercial site to reinforce their landmark status in the streetscape.
- Main building entrances should be grade-related, given design emphasis and face the street and/or the internal parking areas. Weather protection should be provided at entries through the use of awnings, canopies, colonnades or wall recesses.
- Glazed areas should be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use.
- Non-street facing building façades exposed to public view (facing open spaces, parking areas, internal traffic routes or wide apertures in the streetscape) should provide visual interest through the provision of windows, wall articulation and/or architectural detailing similar to the main façade.
- Building designs are encouraged to incorporate pitched mansard roofs, roof parapets or cornice treatments to provide an interesting roof form.
- For multi-building sites, continuity of architectural character of buildings through complementary design elements such as style, wall finish, material and colour should be provided.
- Outdoor patios on private property should be considered in the design of the building where appropriate to its commercial use.
- The use of high quality building materials characteristic of the neighbouring residential community is required.



Fig. 8.1.2b - Buildings Should Have Public Facing Façades which Express a High Quality Character

8.1.3 Parking

- Surface parking areas should be located to the side or rear of the street facing building façades. Where visible from the street, parking areas should be screened through the use of edge landscaping and/or architectural elements, such as decorative fences



Fig. 8.1.2a - Glazed areas should be maximized along street frontages



Fig. 8.1.2c - Heightened Building Massing Should be Provided at Intersections

with masonry piers.

- Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways. Landscaped medians should terminate each parking aisle.
- Accessible parking spaces should have direct access to the building entrance and should not be placed across a drive aisle.

8.1.4 Pedestrian Circulation

- Clear and accessible pedestrian connections from the sidewalk to the front entrance of each building should be provided.
- Pedestrian routes should be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments.
- Walkways should be embellished with landscaping and lighting.
- Sidewalk depths should be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setbacks between building entrances and on-site traffic routes should be provided.

8.1.5 Loading, Service and Garbage Areas

- Loading and service areas should be placed away from street frontages and screened from view. Screening measures include landscaping and/or solid panel fencing. Loading and service areas should be buffered visually and as necessary for noise impacts, especially when located adjacent to residential areas.
- Utility meters, transformers and HVAC equipment should be located away from public views. Utility pipes should run internally for all commercial buildings, where feasible.
- Noise attenuation measures should be provided where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings/structures to reinforce the image of the community.
- Rooftop mechanical equipment should be screened from ground level view by integration into the roof or a parapet.



Fig. 8.1.2d - Outdoor Patios Assist in Creating a Pedestrian-Friendly Environment



Fig. 8.1.3d - The Scale Of Large Parking Areas Should Be Broken Down Through Landscaping And Pedestrian Routes



Fig. 8.1.3b - Parking Areas Visible From The Street Should Be Screened

8.1.6 Lighting, Signage and Site Furniture

- A consistent and compatible approach to signage should be provided throughout the commercial site as a means to establish a coordinated image.
- Signage should be designed to be characteristic of the architectural identity of the development while respecting the business community's desire for corporate logos.
- Signage shall be secondary to the architectural design and massing of the building.
- Signage may be internally or externally lit. Backlit box signage is not permitted; cut-out letter signage is preferred.
- All proposed signage shall comply with Town of Oakville signage by-laws.
- Light standards may include design elements that allow for hanging flower baskets and banners.
- Lighting for individual buildings should be integrated into the buildings' architecture.
- Parking areas, driveways and walkways should be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties.
- Full cut-off lighting is required.
- Development of the public realm within a site may include the provision of site specific elements, such as pedestrian scale lighting, signage, site furnishings or pedestrian amenities (seating, waste receptacles, bollards, bicycle racks, etc.), soft and hard landscaping and public art.
- Site furnishings should be incorporated on private property along pedestrian connections to provide amenities at convenient and comfortable locations, such as building entrances and gathering spaces.
- The placement of furnishings must be outside of the barrier-free path of travel.
- Site furnishings shall positively contribute to the site and the pedestrian experience and reflect the intended use of the space and expected number of users.
- Bicycle facilities shall be provided and incorporated into the site design in convenient locations.

8.1.7 Landscaping

- Landscaping which screens parking areas and focuses attention on the buildings is encouraged.
- Streetscape elements established for the community should be provided along the street frontages for commercial uses to maintain a consistent urban community character.



Fig. 8.1.6a - Signage, Lighting and Site Furniture Should Support a High Quality Pedestrian-Oriented Character

- Site fencing design should be complementary with the community fencing design where facing public streets.
- Provision of a continuous connection between the buildings and the street is encouraged in order to promote a pedestrian friendly environment along adjacent street frontages.
- The development of public spaces is encouraged at prominent locations such as street corners, building entry areas, forecourts and the central areas between buildings.
- Hard and/or soft landscaping shall be provided between the built form and the adjacent right of way that emphasizes the aesthetically pleasing views into development sites from the street frontage.
- Landscaping shall include the provision of boulevard trees within the public right of way adjacent to the site development; private property may augment planting conditions where space is available.
- Landscaping shall include hard and soft landscape elements, including planting, decorative walls / fencing, paving treatments, and pedestrian amenities.
- Landscape elements, such as planting arrangements should provide visual emphasis at the end of view corridors on development sites and vista terminations.
- Where development is located adjacent residential areas, landscaping has an important role in buffering potential negative impacts. Fencing, screen planting and berms are recommended at rear yards where additional height for a buffer may be warranted.



Fig. 8.1.7a - Streetscape elements established for the community should be provided along the street frontages for commercial uses to maintain a consistent urban community character

8.2 School Building

A school site is located within the study area with primary frontage along Streets B and C adjacent to the Neighbourhood Park within the planned development to the east.

DESIGN GUIDELINES:

- School buildings should appropriately address and define the street by generally being located close to the streetline.
- Buildings should be designed and sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties.
- Schools should incorporate prominent building features into their design which help to reinforce their landmark status by responding to their location and public views.
- Building facades should express a distinct visual identity while harmoniously blending into the neighbourhood fabric.
- Main entrances should be directly visible from the street and be given design emphasis.
- High quality, durable building materials shall be used. Materials and colours should be complementary with the character of the residential neighbourhood.
- Signage should be incorporated into the building architecture.
- Architectural style, materials and colours should relate to the character envisioned for the community. High quality building materials should be used.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Rooftop mechanical equipment should be screened from ground level view by integration into the roof or a parapet.



Fig. 8.2a - Examples of School Buildings

9.0 SUSTAINABILITY

9.1 Sustainability Features

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

9.1.1 Low Impact Development Methods

- Mitigate stormwater flow through the integration of nearby stormwater management ponds and drainage pools.
- Provide landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity.
- Provide drought tolerant, hardy, disease and pest resistant plant species.
- Emphasizing the sourcing of local materials and manufactured components where possible.
- Provide logical and convenient pedestrian connections and links to transit stops to promote a transit-oriented development.
- Ensure pedestrian trails are connected and integrated with the sidewalks in the community.
- Consider shading screens, eaves and overhangs to reduce heat absorption through windows.
- Utilize low-e glass and other energy efficient materials and construction methods.
- Consider introducing advanced technologies and practices into the building process where possible.
- Utilize recycled materials where possible, reducing the demand for new materials and increasing the market for recycling.

9.1.2 Active Transportation

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

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



Fig. 9.1.2 - Pedestrian-scaled streets and connectivity to trails will promote active transportation



9.1.3 Community Safety

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

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

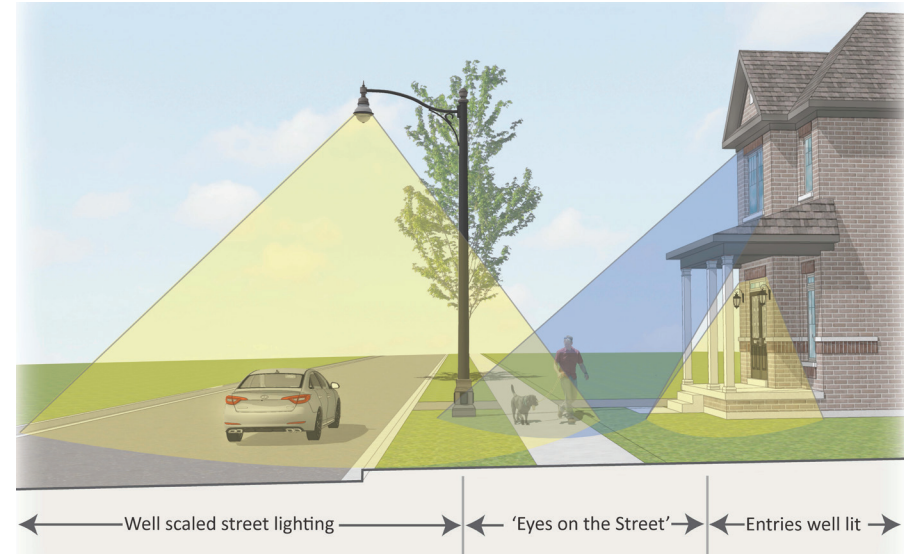


Fig. 9.1.3 - Buildings and Streetscapes Should be Designed to Promote an Active and Safe Community

10.0 IMPLEMENTATION

The UDB has addressed pertinent urban design issues applicable to the Sherborne Lodge Developments Limited subdivision with respect to overall community goals and objectives, land uses, structuring elements, streetscapes, open spaces, built form, sustainability and low-impact development strategies. The intended result is to ensure the proposed development of the subject lands is reflective of the fundamental key design tenets of the broader North Oakville planning area.

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

10.1 Architectural Control Process

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

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

1. That the Owner agrees to implement the Town approved Urban Design Brief for the subject lands to the satisfaction of the Town.
2. The Owner shall submit elevation drawings (all facades) and typical floor plans (all levels) for all models on lots not subject to Site Plan Approval to Planning Services Urban Design staff for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.

3. That the Owner shall select a control architect who shall ensure all development which is exempt from Site Plan Approval process, proceeds in accordance with the Town-approved Urban Design Brief. The Owner shall submit a letter to the Town from the selected control architect acknowledging the following:
 - i. a control architect has been retained for this subdivision and does not have any perceived or real pecuniary interests or conflicts with performing the required duties;
 - ii. the control architect acknowledges the final Urban Design Brief prepared for this subdivision and agrees to implement the same;
 - iii. the control architect is responsible for ensuring the Town-approved models, as appended to the Urban Design Brief, will be sited in accordance with the Urban Design Brief direction;
 - iv. the control architect will ensure that any sold units meet the design direction and criteria of the Town-approved Urban Design Brief, prior to submitting for building permit review;
 - v. the control architect will discuss with Town staff any identified issues; and the control architect will submit stamped/signed drawings with the building permit application in accordance with the foregoing.

10.2 Control Architect

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

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

- Orientation meeting with the Developer / Builder prior to any submissions.

- Model review and approval.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

10.3 Preliminary Review

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

10.4 Final Review and Approval

10.4.1 Working Drawings

- Working drawings must depict exactly what the Builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the Control Architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

10.4.1 Site Plans

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

9.4.3 Streetscape Drawings

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

10.4.4 Exterior Colour Packages

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

10.5 Submission Requirements

- The Builder is required to submit to the Control Architect for final review and approval, the following:
 - 6 sets of engineer approved site plans;
 - 4 sets of working drawings;
 - 3 sets of streetscapes;
 - 2 sets of colour schedules;

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

10.6 Town Of Oakville Approval

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

10.7 Monitoring For Compliance

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