

North Oakville East

DOCASA GROUP LTD.

Urban Design Brief



Prepared for:
Docasa Group Ltd.

Prepared by:



Job No.: W-2377

Revised Date: July 27, 2022



TABLE OF CONTENTS

1.0	DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES	1			
1.1	Introduction	1			
1.2	Design Vision	2			
1.3	Community Guiding Principles & Objectives	3			
1.3.1	Community Guiding Principles	3			
1.3.2	Neighbourhood Objectives	3			
2.0	CONTEXTUAL ANALYSIS	4			
2.1	Study Area	4			
2.2	Existing Natural Features, Topography & Vegetation	5			
2.3	Surrounding Land Uses & Built Form Character	5			
2.4	Views & Vistas from the Site	5			
2.5	Gateways & Landmarks	5			
2.6	Transportation Networks	5			
3.0	POLICY CONTEXT	6			
3.1	North Oakville East Secondary Plan	6			
3.2	North Oakville Master Plan	6			
3.3	North Oakville Urban Design and Open Space Guidelines	8			
3.4	Livable By Design Manual	8			
3.5	North Oakville Urban Forest Strategic Management Plan	8			
3.6	North Oakville Sustainability Checklist	8			
3.7	North Oakville Trails Plan	9			
4.0	DEVELOPMENT FRAMEWORK	10			
4.1	Boundary Interface / Future Adjacent Residential Community	10			
4.2	Pattern of Land Uses	10			
4.3	Street Network	12			
4.4	Open Space Network	13			
			4.4.1	Natural Heritage System (NHS)	13
			4.5	Future Adjacent Development	13
		5.0		DEVELOPMENT MASTER PLAN	14
		6.0		DETAILED DESIGN DIRECTION	15
		6.1		Open Spaces and Connections	15
		6.1.1		Neighbourhood Park	16
		6.1.2		Trail Network	18
		6.1.3		Views and Vistas	19
		6.2		School Site	20
		6.3		Neighbourhood Activity Node	21
		6.4		Streetscape Design	22
		6.4.1		Minor Collector Road	23
		6.4.2		Local Roads	24
		6.4.3		Laneway	25
		6.4.4		Burnhamthorpe Road	26
		6.5		Built Form	27
		6.5.1		General Built Form Guidelines	27
		6.6		Built Form Typologies	28
		6.6.1		Single Detached Dwellings	29
		6.6.2		Semi-Detached Dwellings	30
		6.6.3		Street Townhouse Dwellings	31
		6.6.4		Rear Lane Townhouse Dwellings	32
		6.6.5		Mid-Rise Apartment Buildings	33
		6.6.6		School Building	35

7.0	ARCHITECTURAL DESIGN CRITERIA	36	9.0	IMPLEMENTATION	51
7.1	Character and Image	36	9.1	Architectural Control Process	51
7.2	Architectural Variety	37	9.2	Control Architect	51
7.3	Massing Within the Streetscape	38	9.3	Draft Plan of Subdivision and Implementation	51
7.4	Architectural Elements	39	9.4	Preliminary Review	52
7.4.1	Porches	39	9.5	Final Review and Approval	52
7.4.2	Exterior Materials and Colours	39	9.5.1	Working Drawings	52
7.4.3	Architectural Detailing	39	9.5.2	Site Plans	52
7.4.4	Fenestration	40	9.5.3	Streetscape Drawings	52
7.4.5	Roof Form	41	9.5.4	Exterior Colour Packages	53
7.5	Garages	42	9.6	Submission Requirements	53
7.5.1	Street-Accessed Garages	42	9.7	Town Of Oakville Approval	53
7.5.2	Rear-Accessed Garages	43	9.8	Monitoring For Compliance	53
7.6	Utility and Service Elements	44			
7.7	Site Grading Conditions	44			
7.8	Priority Lot Buildings	45			
7.8.1	Corner Lot Dwellings	46			
7.8.2	View Terminus Dwellings	47			
7.8.3	Upgraded Rear and Side Architecture	47			
7.8.4	Park Facing Dwellings	48			
8.0	SUSTAINABILITY	49			
8.1	Sustainability Features	49			
8.1.1	Low Impact Development Methods	49			
8.1.2	Active Transportation	49			
8.1.3	Community Safety	50			

1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

1.1 Introduction

The Docasa Group Ltd. subdivision (Part of Lot 17, Concession 1, North of Dundas Street, Geographic Township of Trafalgar, Town of Oakville) is located on the south side of Burnhamthorpe Road West, between Neyagawa Boulevard and Sixth Line, 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, park, school, Neighbourhood Activity Node and residential areas (General Urban and Neighbourhood Centre 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.



Fig. 1.1 - Study Area Location Plan

1.2 Design Vision

Reflective of planned surrounding developments and the overall North Oakville community objectives, the Docasa Group Ltd. development will be planned as a compact, pedestrian-oriented community, containing a range of housing opportunities (including a mid-rise apartment building with potential for ground floor commercial uses), a school site, a neighbourhood park and 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 neighbourhood within North Oakville.



Fig. 1.2 - Conceptual Design Vision for the Docasa Group Ltd. development

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 provide residential densities and potential commercial uses to support the use of transit and reduce vehicular trips.
- **Create compact pedestrian-scaled neighbourhoods** through public and private realm design initiatives that encourages community interaction and fosters a sense of place for the neighbourhoods and surrounding North Oakville development areas.
- **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 and Neighbourhood Activity Nodes within the study area and within the adjacent future developments surrounding the site. Together, these features provide a community-wide focus for residents.

1.3.2 Neighbourhood Objectives

A set of key neighbourhood objectives has been established as part of the Docasa Group Ltd. study. These are summarized as follows:

- **Neighbourhood Activity Node** - create opportunities for greater residential density and potential for commercial uses along 'main streets' within the 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.
- **Neighbourhood Park** - 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 forms in proximity to transit routes.
- **Streets** - 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 proposed developments.
- **Diversity** - provide a range of housing opportunities, including commercial opportunities within the Neighbourhood Activity Node, 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 Docasa Group Ltd. subdivision is proposed on an irregular shape parcel that has an area of 18.489 hectares (45.687 acres). The subject lands will have approximately 268.74m of frontage along Burnhamthorpe Road West.



View of the study area from Burnhamthorpe Rd. W.



View of Existing Wooded Area, Part of the NHS located East of the Study Area



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



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



View of Existing Rural Residences West of the Study Area



View of Lands West of the Study Area from Burnhamthorpe Rd. W.

2.2 Existing Natural Features, Topography & Vegetation

Existing topography and vegetation includes generally level farmland with existing hedgerows along site perimeters and within the centre portion of site running east-west, and pockets of vegetation in the southwest and southeast portions of the site. The northeast portion of the site contains a small segment of a significant existing natural feature, which includes a heavily treed area that extends eastwards to Sixth Line. The removal of tableland vegetation 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 and further north are existing agricultural lands, to the east is an existing NHS feature (wooded area) and agricultural lands, to the south are agricultural lands and to the west are existing rural residences and agricultural lands. Land uses in proximity to the study area consist of proposed developments with residential and employment uses, parks, schools, stormwater management facilities and open space, as demonstrated in Figure 1.1. Built form in the 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 land within the northeast portion of the study area creates opportunities to preserve and enhance the views and vistas to this feature. The NHS will directly inform the proposed road network and views 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 the Docasa Group Ltd. development.

2.5 Gateways & Landmarks

Since the Docasa Group Ltd. development is intended to be integrated into the surrounding residential communities, traditional landscape gateway elements such as masonry entry features are not suggested



Fig. 2.5a - Distinctive built form will serve to signify the entrances into the community

to be a component of this proposed development. Distinctive built form will serve to signify the entrances into the community where Streets A and G intersect with Burnhamthorpe Road W. and the features of open spaces and park frontage will contribute to the feel and identity of the development.

2.6 Transportation Networks

The proposed Docasa Group Ltd. development will enable convenient linkages through the configuration of local and minor collector road connectors, in addition to Burnhamthorpe Road W. to the north.

Currently, there are no transit networks running through the study area, however, in time bus services will be implemented along nearby Sixth Line and the planned William Halton Parkway, which is located north of the site and ties into an existing portion of the Burnhamthorpe Road W. ROW to the west. Existing bus routes are located to the south along Sixth Line, Neyagawa Boulevard, Dundas St. 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 Docasa Group Ltd. 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, including potential commercial uses, and densities are proposed, accessible to transit and within walking distance to activities and amenities. The following key elements within the Docasa Group Ltd. 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 subdivision plan for Docasa Group Ltd. 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 development is based on a modified grid road system with the orientation responding to the topography and the NHS features in the northeast corner of the subject lands. 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 rear lane townhouses (6.1m), street townhouses (7.5m), semi-detached dwellings (7.8m/ unit, single detached dwellings (10.7m - 12.5m lots) and mid-rise residential apartment buildings with potential for ground floor commercial.*

3.2 North Oakville Master Plan

The North Oakville East Master Plan forms the basis for the Docasa Group Ltd. draft plan. The design and structure of the Docasa Group Ltd. 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;
- Neighbourhood Centre - predominantly more dense residential with opportunities for mixed uses;
- Neighbourhood Activity Node - concentrated around the intersection of Streets A and B this area will become a hub for neighbourhood activity and social interaction with more dense residential uses, commercial opportunities and school site.
- Neighbourhood Park;
- School Site;
- 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.

3.4 Livable By Design Manual

The Livable by Design Manual (LBDM), updated May 12, 2019, 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 the subject lands, 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.

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 Docasa Group Ltd. subdivision incorporates these broader best-practice guidelines as outlined in the following categories:

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

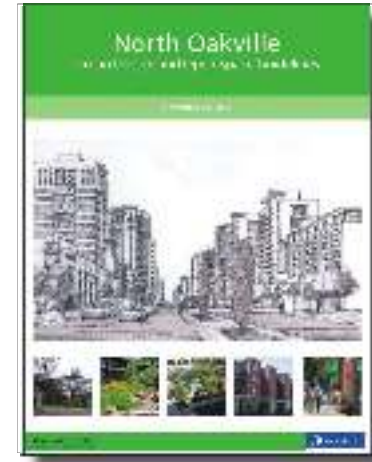


Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines



Fig. 3.4 - Livable by Design Manual

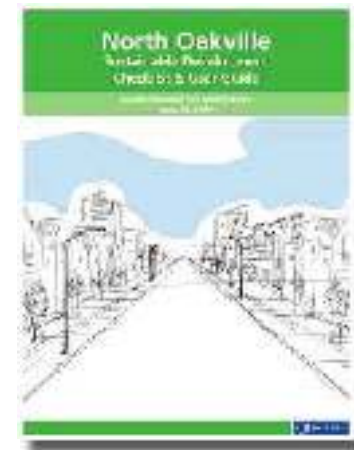


Fig. 3.6 - North Oakville Sustainability Checklist

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.

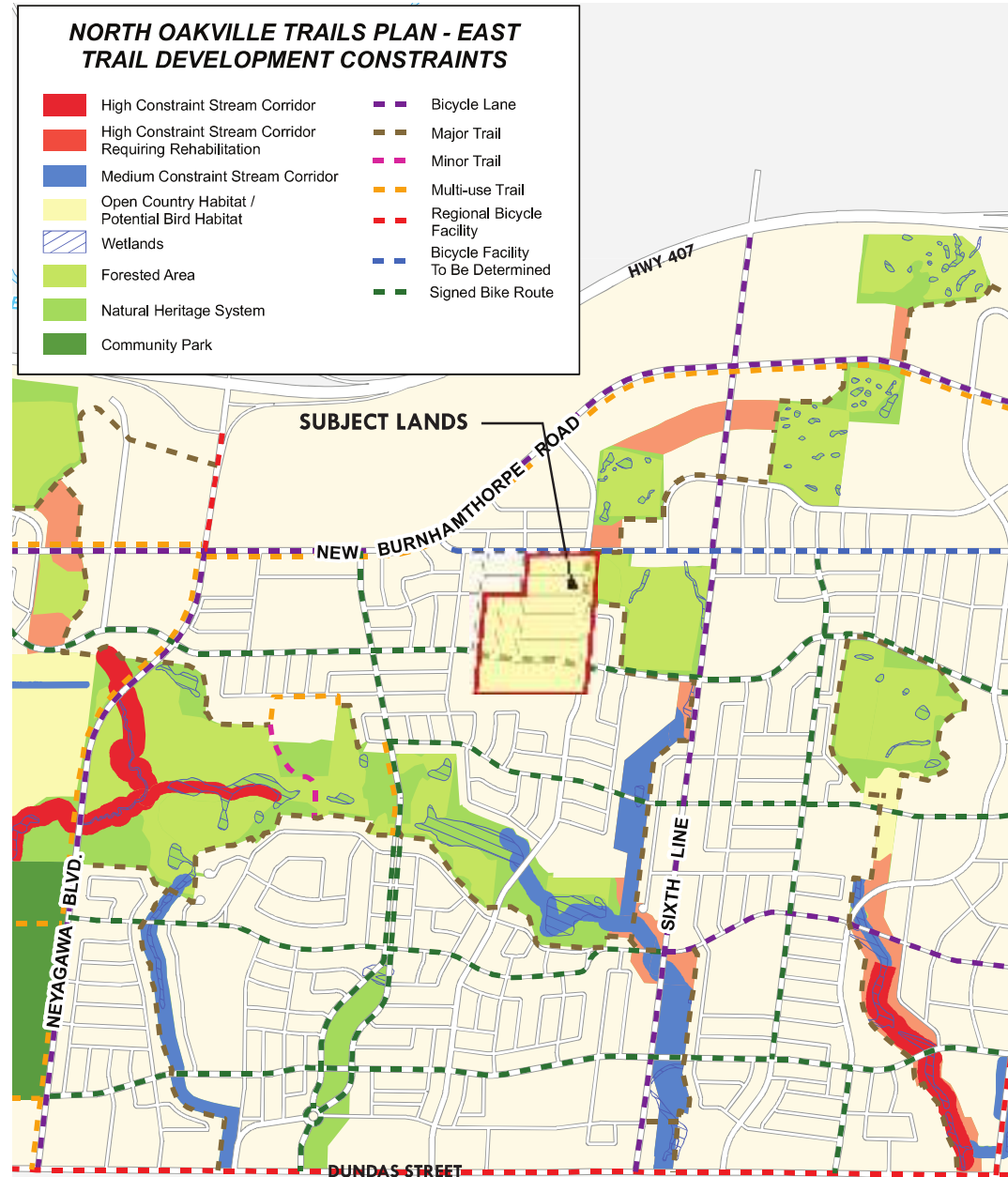


Fig.3.7 - Location of Subject Lands within the North Oakville Trails Plan - East

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 Docasa Group Ltd. development. The following section describes these key structuring elements.

4.1 Boundary Interface / Future Adjacent Residential Community

The existing NHS at the northeast corner of the site and future adjacent residential developments planned to the north, south east and west will interface with the Docasa Group Ltd. development and have directly influenced its structure and layout. Planned as an integrated community, residential land uses and the street network within the subject site reflect a coordinated pattern for all surrounding development, consistent with the North Oakville East Secondary Plan.

4.2 Pattern of Land Uses

The Docasa Group Ltd. development 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:

- **Neighbourhood Activity Node** - creates opportunities for greater residential density along 'main streets' within the community and creates a central community focus. Commercial uses are proposed on the ground floor of the future mid-rise building at the northwest corner of Street A (Preserve Drive) and Street B (Settlers Road).
- **Neighbourhood Centre Area** - street townhouse dwellings and mid-rise residential forms with a ground floor commercial component;
- **General Urban Area** - single-detached, semi-detached, street townhouse and rear lane townhouse dwellings will comprised the largest area of the neighbourhood;
- **School Site** - situated adjacent to the proposed Neighbourhood Park and on the west side of Street A (Preserve Drive), will form part of the larger school site with the adjacent development to the south.

- **Neighbourhood Park** - strategically located adjacent to the school site to increase the sense of connected open space in the heart of the community and contribute to the neighbourhood's social focus, and,
- **Natural Heritage System** - occupying a small segment of the northeast corner of the site. The NHS will feature contains a wooded area that extends into the adjacent Star Oak (Ph. 2) development to the east and will also extend northwards on the north side of Burnhamthorpe Road W.

Low and medium density residential forms (single detached, semi-detached, street townhouses and rear lane townhouses) will comprise the majority of the developable land area within the study area. Single, semi and street townhouse forms will occur on lots with varying sizes, with front facades, front-loaded garages and driveways accessed from the public street network. Rear lane townhouses will have the garages accessible from the proposed laneway. The proposed mid-rise residential buildings (Blocks 171 & 172) will be oriented to front onto Street A (Preserve Drive) and use a combination of surface parking (at the rear of the buildings) and underground parking. Parking areas will be accessible through a shared access from Streets B and F. Block 172, at the northwest corner of Streets A and B, will have opportunities for ground floor commercial. In addition to the proposed residential forms, the site will include a school site, neighbourhood park and NHS area to reinforce the character envisioned for this new neighbourhood as described in the following sections.



Fig. 4.2a - Conceptual image of Neighbourhood Activity Node

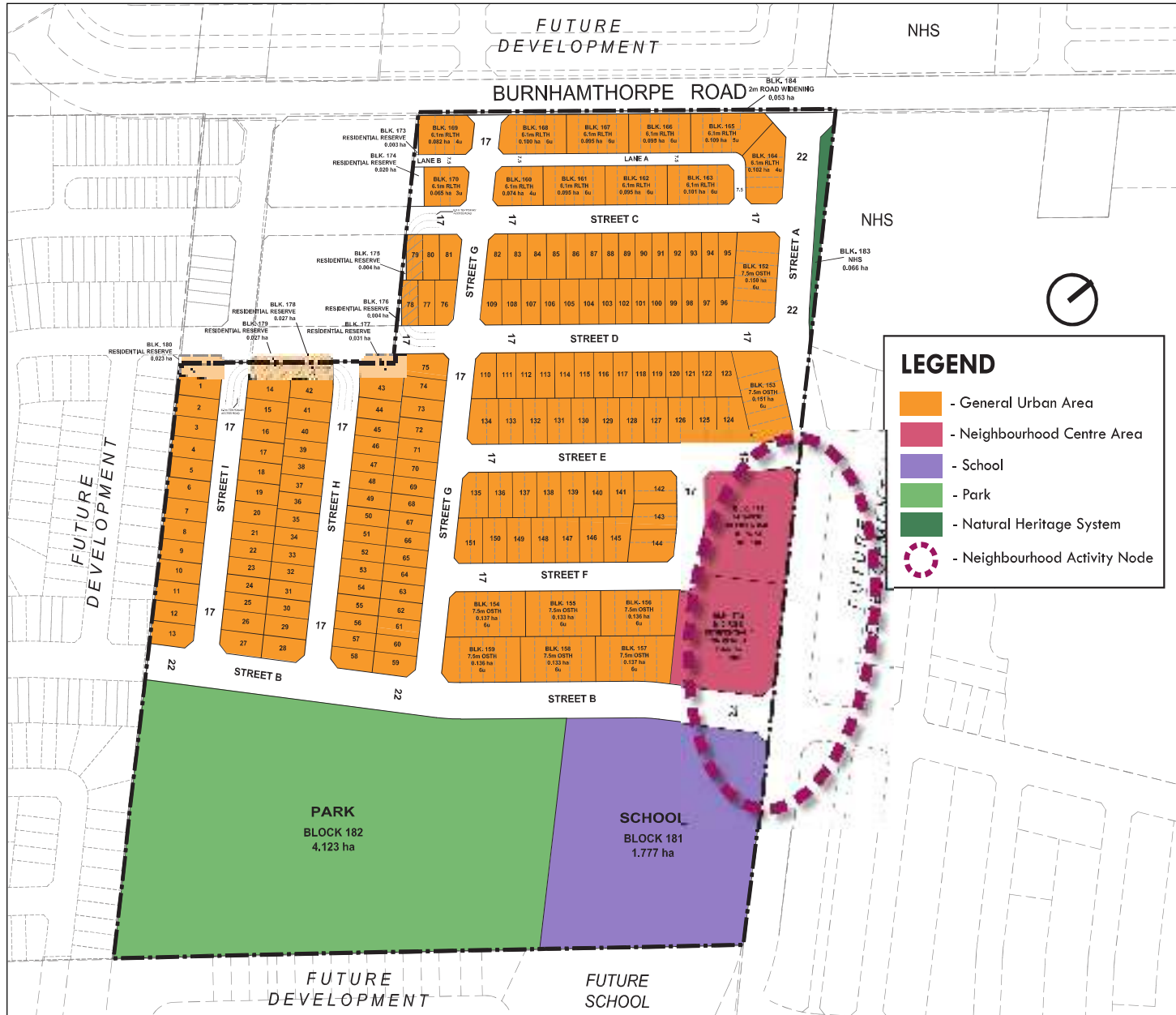


Fig. 4.2b - Land Use Plan

4.3 Street Network

The proposed subdivision plan has direct frontage onto existing Burnhamthorpe Road W. The remaining road network will be defined by the proposed street pattern established in the North Oakville Master Plan and the adjacent future developments to the north, south, east and west.

The primary roads within the study area is Street A (Preserve Drive), which is classified as Minor Collector Road / Transit Corridor that provides a north-south linkage through the site and Street B (Settlers Road), which is classified as Minor Collector Road / Transit Corridor that provides a east-west linkage through the site. Together these proposed primary roads, together with existing Burnhamthorpe Road provide linkages to the surrounding neighbourhoods. This new neighbourhood will be well-served by a future transit corridor 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):

- **Minor Arterial Road** - Burnhamthorpe Road West borders Docasa Group Ltd. lands to the north;
- **Minor Collector Roads** - 22.0m R.O.W. /a north-south street (Street A) and an east-west street (Street B) that link to planned residential developments surrounding the Docasa Group Ltd. lands , including a connection to Burnhamthorpe Road W. via Street A/ 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- **Local Roads** - modified grid; 17.0m R.O.W. transportation corridors and neighbourhood social focus; and,
- **Laneway** - 7.5m R.O.W. / a double loaded lane with townhouse access in the northern portion of the site.

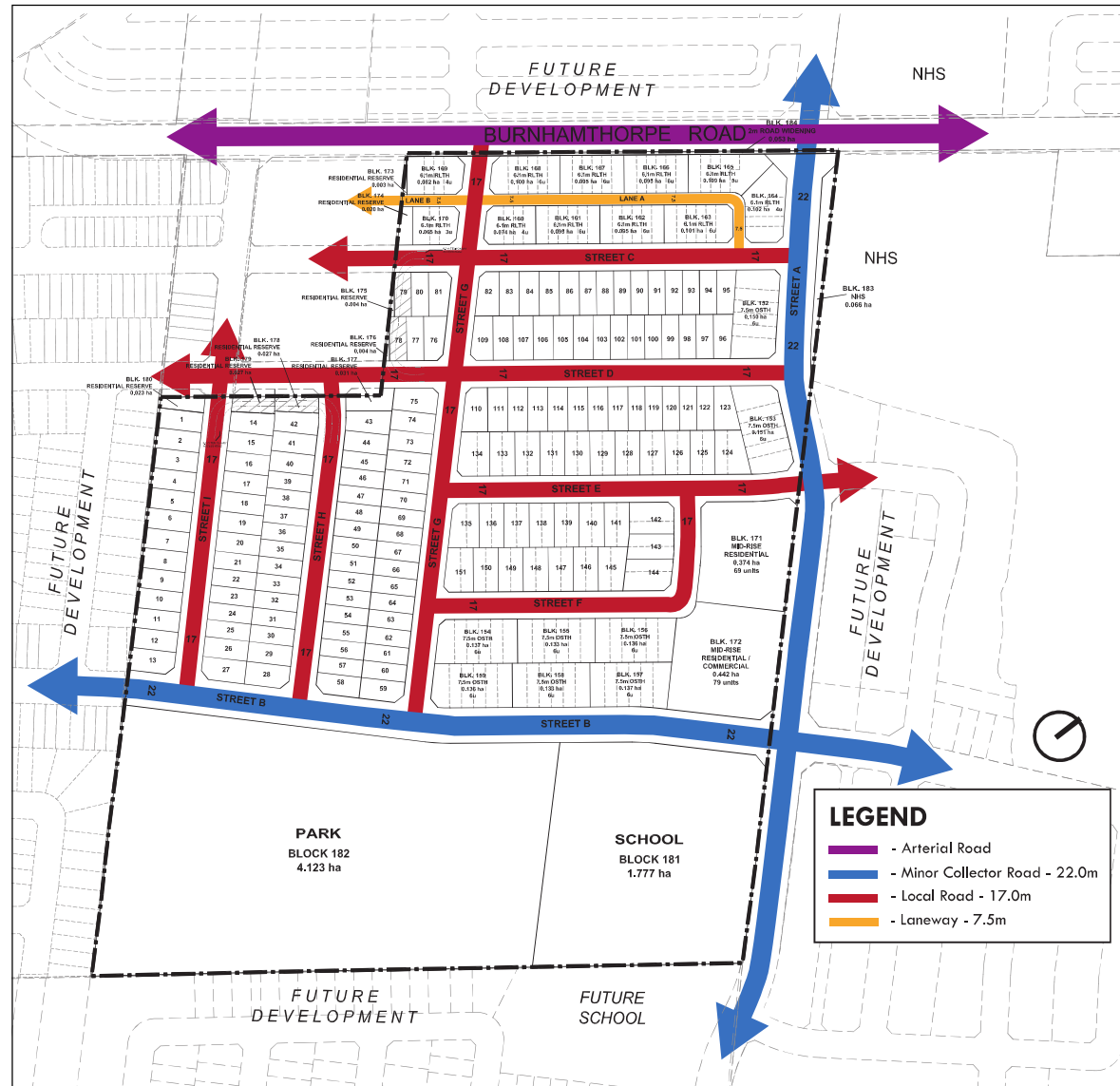


Fig. 4.3 - Conceptual Road Hierarchy Plan

4.4 Open Space Network

4.4.1 Natural Heritage System (NHS)

The proposed Natural Heritage System (NHS), a portion of which is situated in the northeast corner of study area, is conserved and designed to ensure an ecologically diverse, healthy and sustainable NHS in 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 and will provide important vista opportunities within walking distance of all dwellings within this neighbourhood. Access to the proposed trail system to be integrated into these features will occur from the adjacent subdivisions.

Physical access to environmentally sensitive woodlots and wetlands to the west shall be limited / controlled, however, these features will have a presence within the community through their scenic value and the visual access to these landscapes from streets within the plan.

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, a portion the NHS that extends north and east of the study area into the adjacent development area and the north side of Burnhamthorpe Road W., thereby necessitating a cohesive, integrated approach to the planning and design of the parcels.

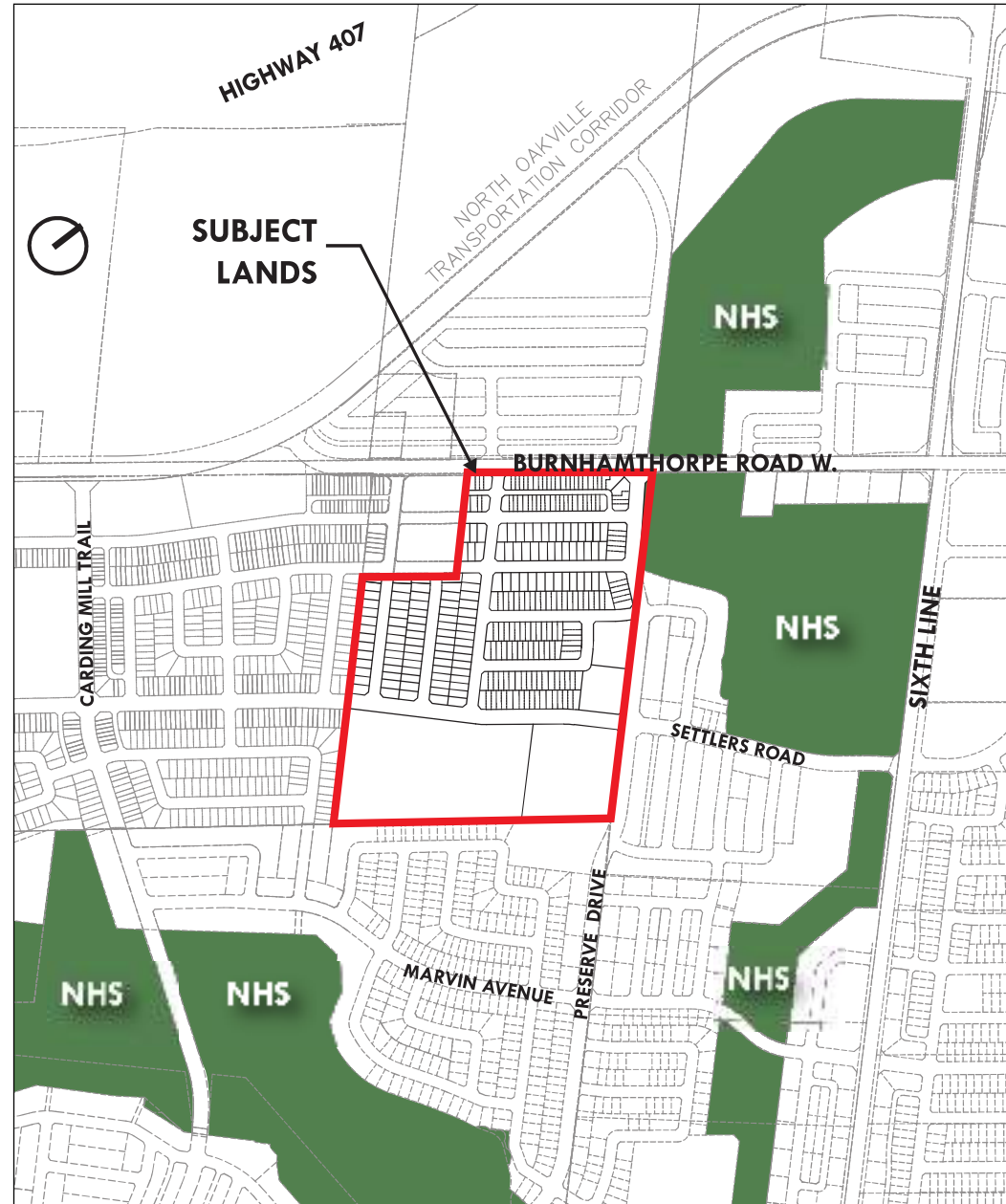


Fig.4.4b - Natural Heritage System

5.0 DEVELOPMENT MASTER PLAN

The Docasa Group Ltd. lands will be developed with a range of residential, potential 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 for a cohesive neighbourhood.

Proposed residential uses and built form types fall within the General Urban and Neighbourhood Centre classifications and will consist of single-detached dwellings, semi-detached dwellings, street townhouses, rear lane townhouses and mid-rise apartments with potential ground floor commercial use (for Block 172 only). Street townhouses are concentrated around and along Streets A (Preserve Drive) and B (Settlers Road), forming the Neighbourhood Activity Node where these streets intersect. The school site, located in the southeast portion of the site along Street A (Preserve Drive) will be accessible through the adjacent Star Oak Development subdivision to the east.

Primary access to the study area will occur from Burnhamthorpe Road W. via Streets A and G. The remaining portions of the site will rely on connections from the adjacent developments to the east and west.

The proposed development recognizes and preserves existing NHS features, while strategically integrating views, vistas and multi-use links through the trail network. The proposed Neighbourhood Park is located within less than a 5 minute walking distance for a majority of the surrounding residents.

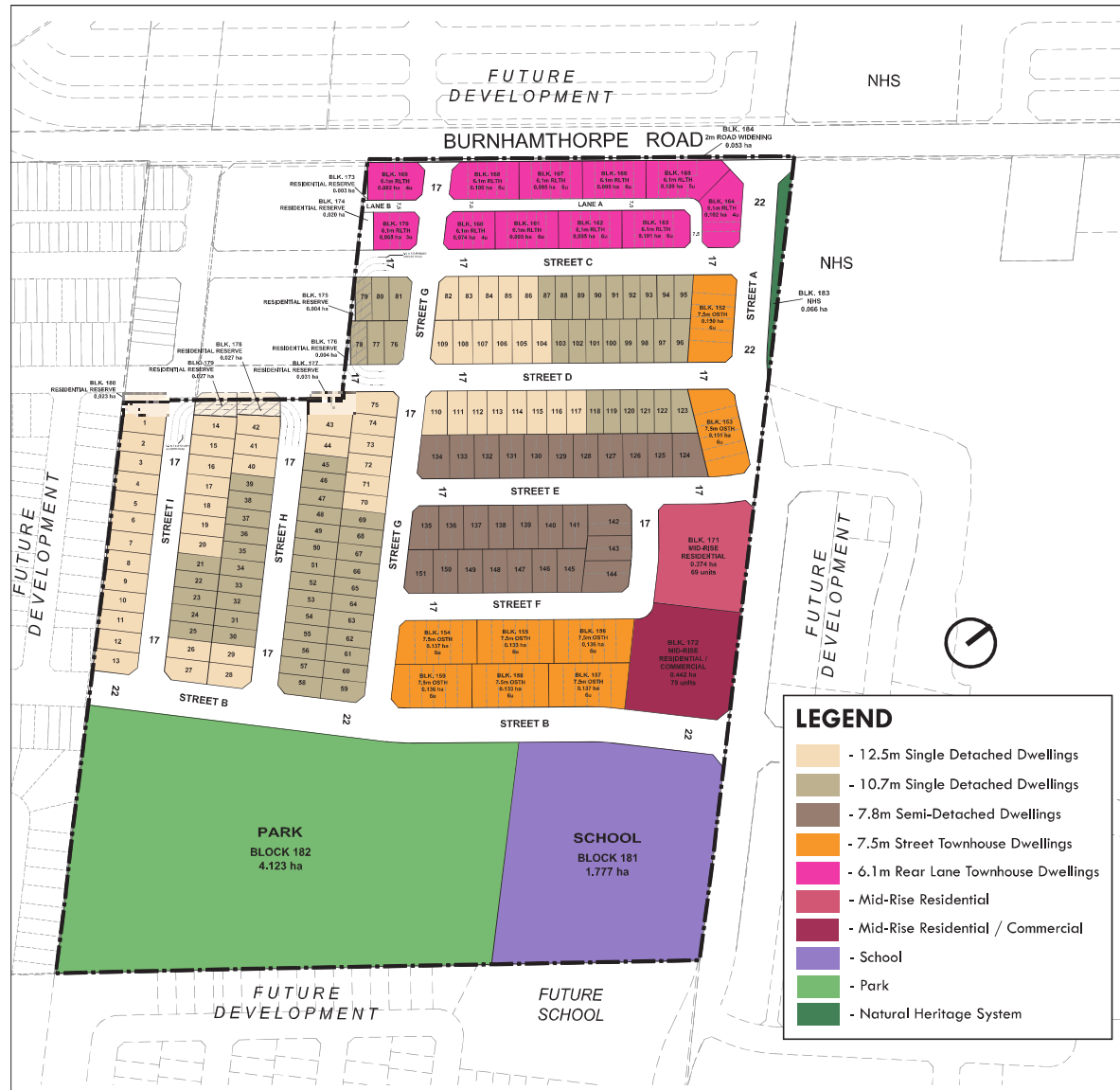


Fig. 5.0a - Development Master Plan for Docasa Group Ltd.

6.0 DETAILED DESIGN DIRECTION

6.1 Open Spaces and Connections

An interconnected network of open spaces is proposed within the development, including a valuable interface of NHS within the northeast portion of the subdivision connecting with the broader NHS system, and a Neighbourhood Park / School complex. These features offer opportunities for trail connectivity to natural areas and strategic views toward open space features from the public realm, and for passive and active recreational facilities that will benefit all area residents.

6.1.1 Neighbourhood Park

A 4.12 hectare (10.19 acres) Neighbourhood Park is situated within the southwest portion of the study area. The Neighbourhood Park, combined with the adjacent school site to the east, will be the primary community-use open space and focal point for the surrounding neighbourhood. It will be characterized by a mix of open green spaces for passive and active play, seating amenities with shade structures, and a variety of recreational features.

The following guidelines should be considered:

- Predominantly soft landscaped allowing for a variety of active and passive use opportunities that serve the surrounding neighbourhoods.
- Provides a central green space that will serve as a key recreational and gathering space for neighbourhood residents.
- Services the broader community, as well as 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).



Fig. 6.1 - Docasa Group Ltd. Open Space Plan

- Shade structures and playgrounds 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
- 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.
- Lighting shall be provided for facilities and pathways, as required.
- Provide reasonably level and functional open play areas for passive recreation use.
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Tree planting may reflect largely an informal layout with some more formal groupings of trees contained within lawn areas to facilitate shaded passive use.
- Potential features may include junior and senior play structures, multi-use trails, multi-purpose play courts, splash-pad, skateboard park, shade structure and seating, formal entries and seating, unprogrammed open space, structured sports field and parking facility.
- Incorporate CPTED design principles of access control, territorial definition and natural surveillance, into site plan and landscape design.



Fig. 6.1.1a - Conceptual Images of Neighbourhood Park



Fig. A.1.1a - Conceptual facility FIT Plan for Neighbourhood Park (Carter + Gibson Landscape Architects)

6.1.2 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 Docasa Group Ltd. study area will provide access to the NHS from the adjacent Star Oak Developments (Phase 2) subdivision to the east via Street A (Preserve Drive). In doing so, the 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.

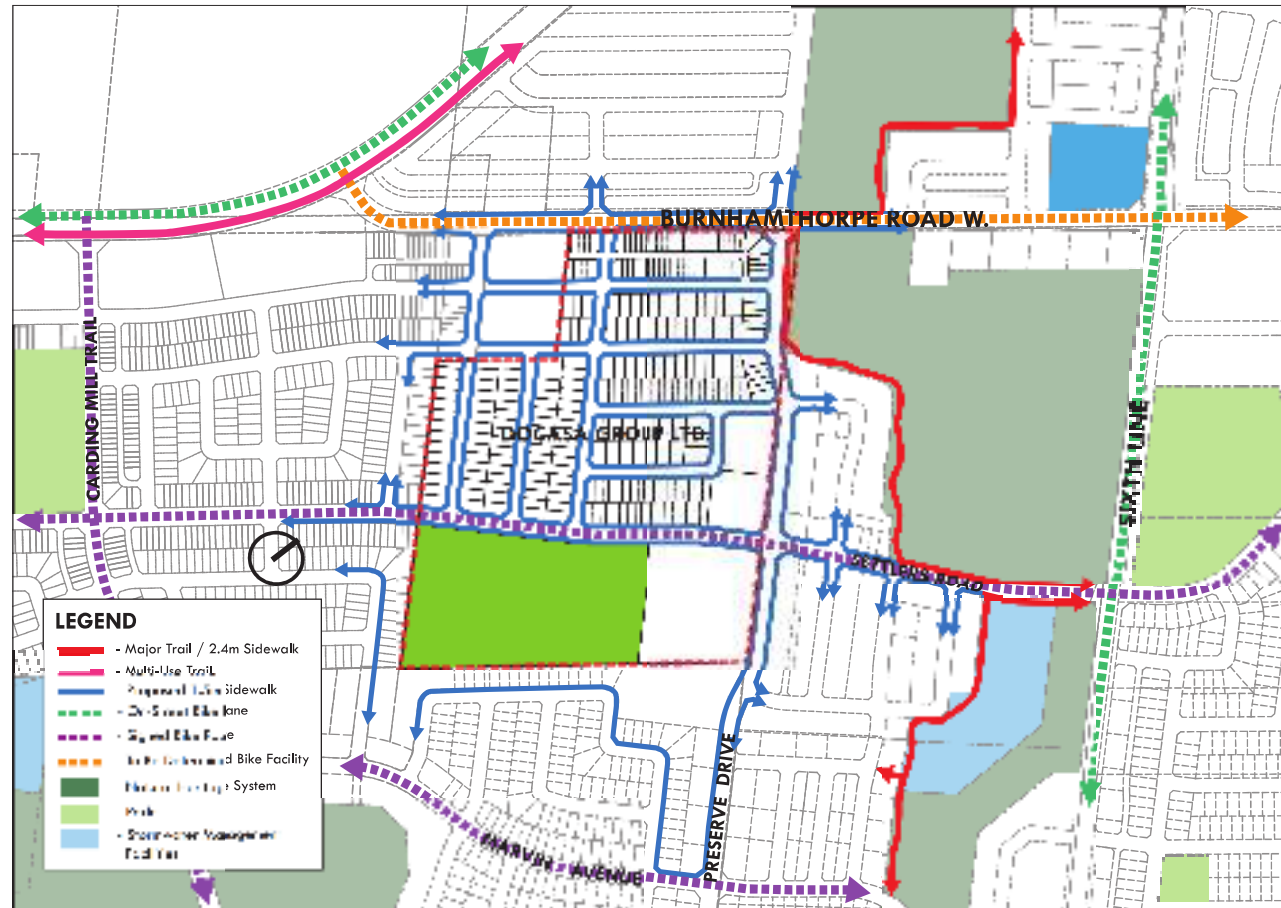


Fig. 6.1.2a - Conceptual Active Transportation Plan depicting proposed sidewalk, trail and bicycle facilities locations within and around the Docasa Group Ltd. area. Plan is subject to change pending approval of a new trails plan.

6.1.3 Views and Vistas

Opportunities to provide strategic views and vistas towards the existing and proposed open space features (NHS and Neighbourhood Park) within the Docasa Group Ltd. neighbourhood 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 the intersections of local roads with street A and Street B.



Fig. 6.1.3a - Views and Vistas Plan in the Docasa Group Ltd. Community

6.2 School Site

The 1.777 hectare (4.39 acres) school block situated within the southeast portion of the study area will form a portion of the dedicated school block together with the future development lands to the south. The school, together with the adjacent Neighbourhood Park, 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 corner 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 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 Street A (Preserve Drive) and Street B 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 6.6.5 for built form guidelines.



Fig. 6.2a - Conceptual Image of School Building

6.3 Neighbourhood Activity Node

Consistent with the North Oakville East Master Plan, a Neighbourhood Activity Node has been identified at the intersection of Street A (Preserve Drive) and Street B (Settlers Road). The Neighbourhood Activity Node will comprise street townhouses, mid-rise residential buildings (with the building on Block 172 containing ground floor commercial space) and the school site. Together with the proposed street and lane based townhouse forms within the adjacent Star Oak Developments (Phase 2) subdivision to the east, this area will function as an Activity Node.

The streetscape treatment will be upgraded to anticipate the intensity of pedestrian use associated with ground floor retail, higher density residential types and proximity of the school site, potentially including decorative paved boulevard treatments, urban street tree planting features (tree grates, curbed planters, etc.), as well as street furniture (benches, waste receptacles, bicycle racks, etc.).

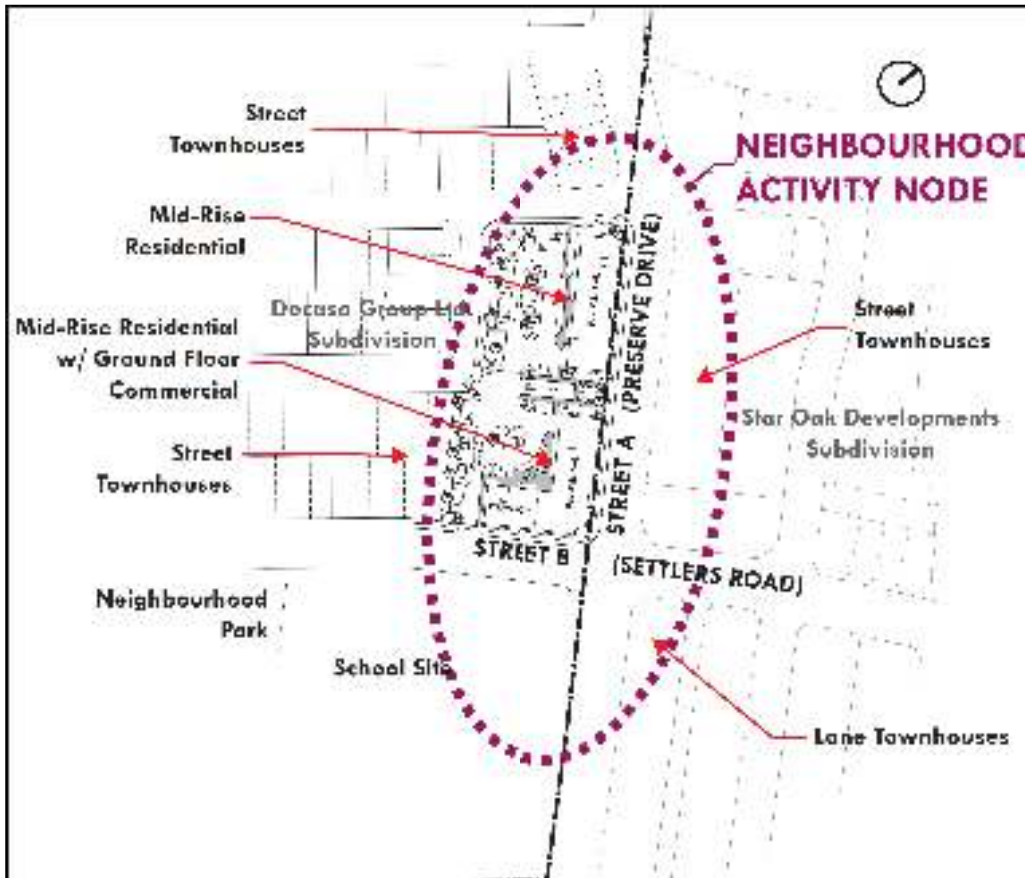


Fig. 6.3a - Anticipated Location of a Community Activity Node at the intersection of Street A (Preserve Drive) and Street B (Settlers Road), defined by the mid-rise residential with ground floor commercial planned within the Docasa Group Ltd. Subdivision (Note: Building footprint and site layout is shown conceptually only)



Fig. 6.3b - Example of an Upgraded Streetscape Treatment Provided to Anticipate the Intensity of Pedestrian Use Associated with Ground Floor Retail within an Activity Node



Fig. 6.3c - The Neighbourhood Activity Node within the Docasa Group Ltd. Subdivision will comprise a combination of street townhouses, mid-rise residential with ground floor commercial and school building

6.4 Streetscape Design

Streetscape design and treatment of built form shall become the primary elements in communicating the character of the Docasa Group Ltd. 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.



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

6.4.1 Minor Collector Road

Typical roadway cross-sections for the 22.0m collector road right-of-ways (Streets A and B) 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 neighbourhoods / developments.
- Driveways may be paired or unpaired.

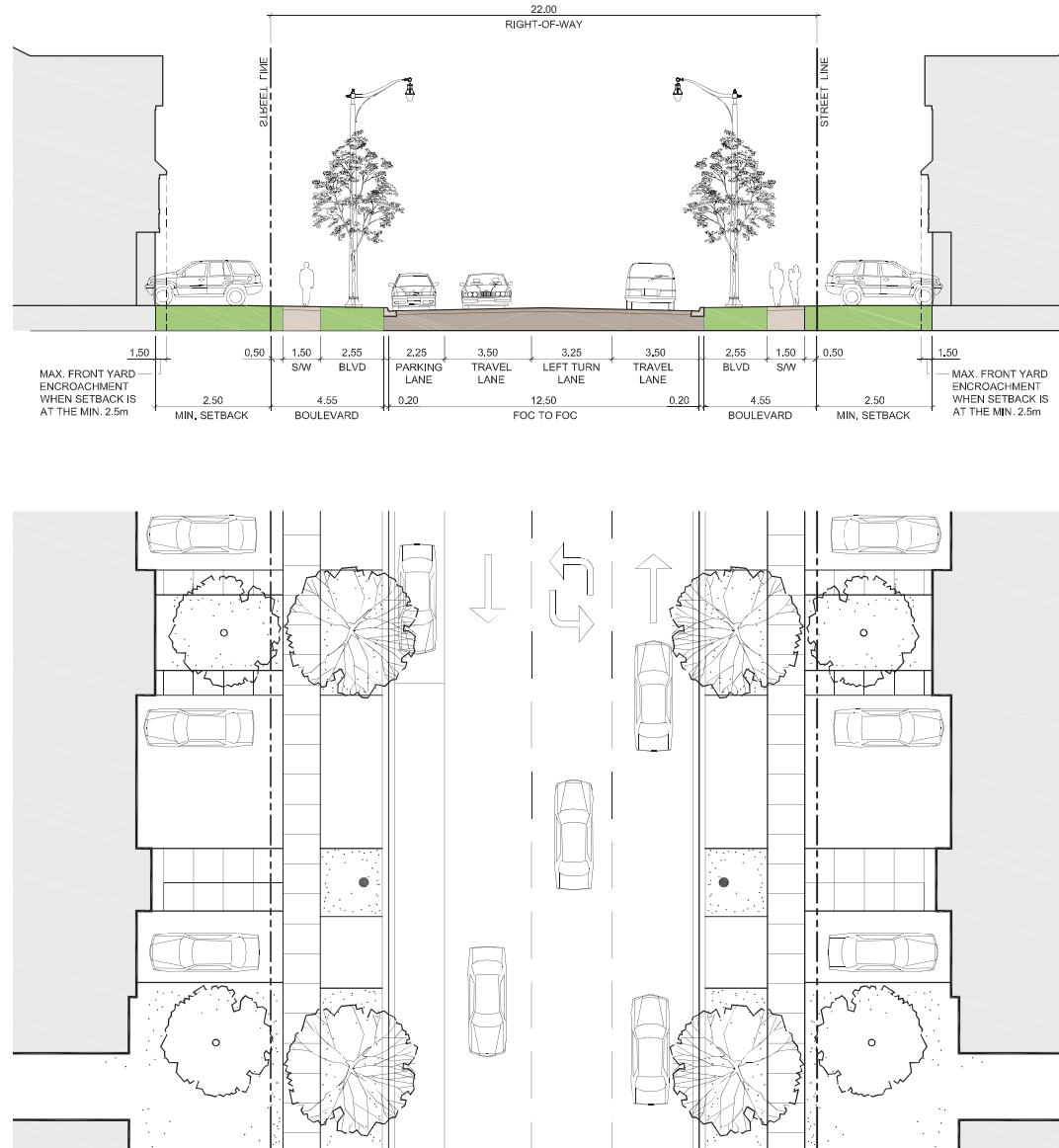


Figure 6.2.1 - Minor Collector Road - 22.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

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.
- Driveways may be paired or unpaired.

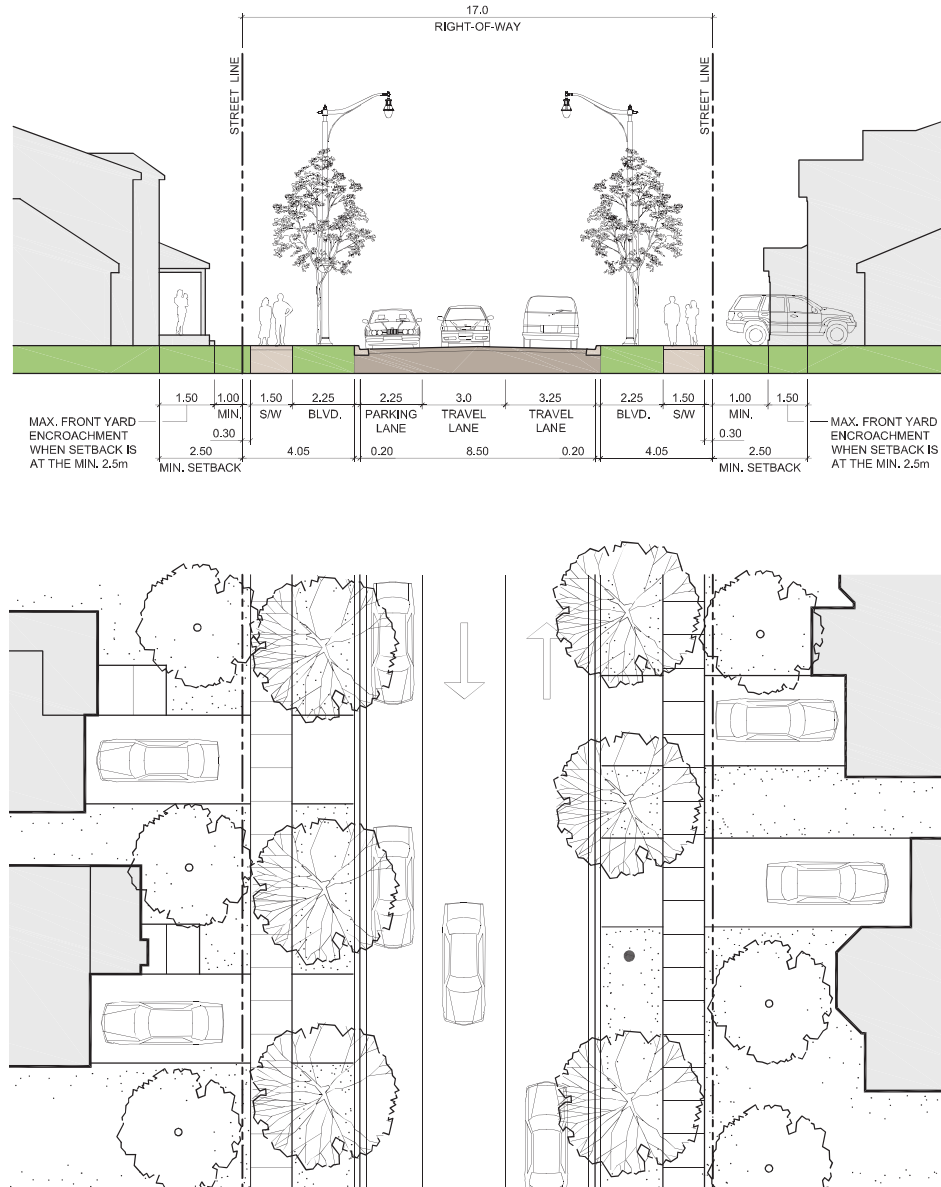


Figure 6.4.2 - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

6.4.3 Laneway

Typical roadway cross-sections for the 7.5m laneway right-of way includes:

- One lane in each direction;
- Buffer setback on both sides;
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities;
- The proposed laneway will be double-loaded to provide access to the rear garages of the townhouses fronting onto Burnhamthorpe Road, Street A and Street C.

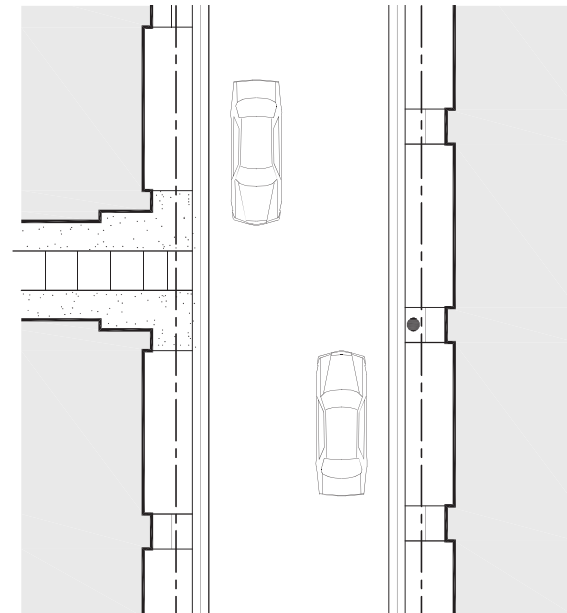
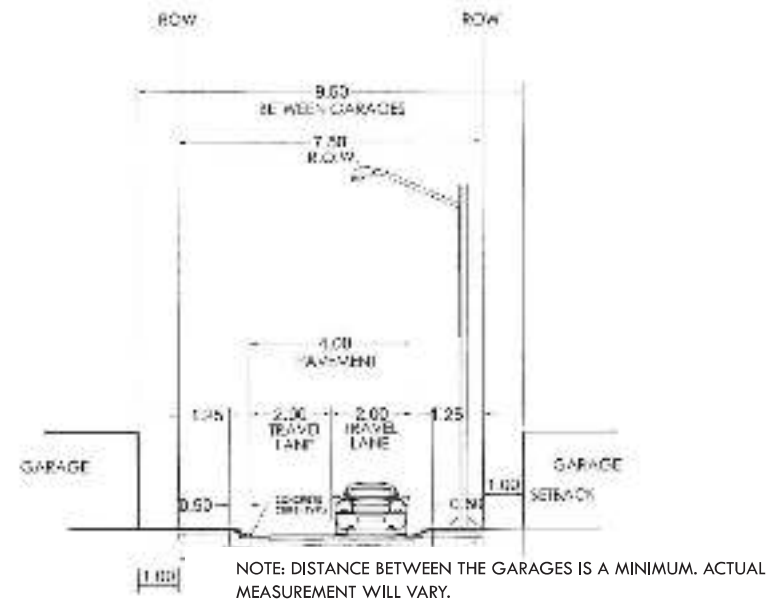


Figure 6.4.3 - Laneway - 7.5m R.O.W. / 2 travel lanes / buffer setback on both sides

6.4.4 Burnhamthorpe Road

The Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment (Dec. 2014) provides recommendations for the future road and streetscape design for the section of Burnhamthorpe Road that will remain once William Halton Parkway is completed and will replace its regional road function. Burnhamthorpe Road is envisioned to transition into a vibrant and pedestrian-friendly street as development evolves. Factors determining the appropriate preferred design include the consideration of urban design, context sensitive design, transit provisions, future traffic capacities, active transportation provisions, parking provisions, urban forestry, utility and municipal servicing requirements, and SWM provisions.

A portion of Burnhamthorpe Road runs along the north portion of the Docasa Group Inc. study area and is identified as part of the Transitional Section of the Burnhamthorpe Road Corridor, which allows for a range of low/medium density uses. This portion of Burnhamthorpe Road is presently a two-lane road with a rural cross-section (ditches /

no sidewalks) but is envisioned to be reconstructed to an urban cross section as described below.

The Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment recommends the use of the “Transitional 2” road cross section adjacent to the subject lands. The recommendation includes a 24-metre right-of-way with two through lanes of traffic and bump out parking on both sides. Bike lanes are provided, with a painted buffer that provides separation from parked cars in areas with on-street parking, and from moving traffic in areas without parking. 4.2-metre wide boulevards are provided on each side. The Docasa Group Ltd. draft plan of subdivision currently proposes rear lane townhouses along Burnhamthorpe Road, however, front yard parking and driveway access from Burnhamthorpe Road is permitted as indicated in Figure 6.4.4 below.

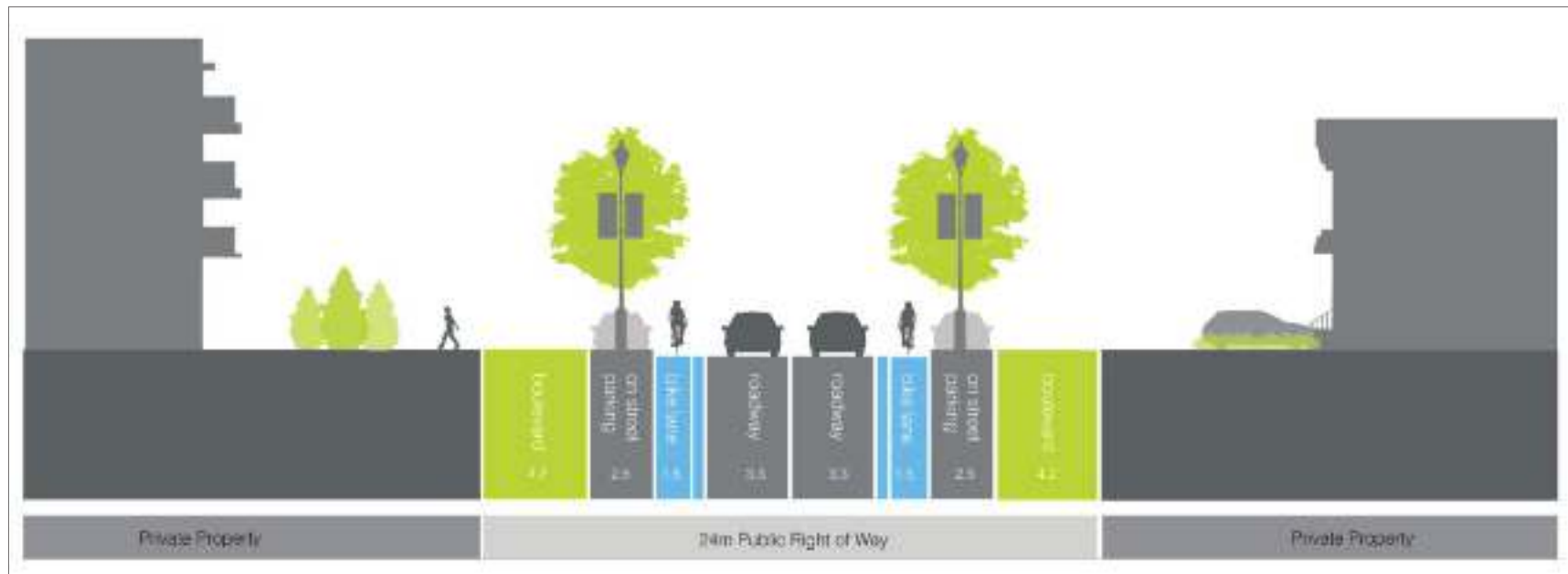


Figure 6.4.4 - Excerpt from Burnhamthorpe Road Character Study & Municipal Class Environmental Assessment showing “Transitional 2” road cross section

6.5 Built Form

Built form within the subject lands will include residential uses consisting of single detached, semi-detached, street townhouses, rear lane townhouses and mid-rise residential apartments with limited ground level commercial space and institutional use consisting of a school building. 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 “Livable by Design Manual “, 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.
- 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.



Single Detached Dwellings



Semi-Detached Dwellings



Rear Lane Townhouse Dwellings



Street Townhouse Dwellings



Mid-Rise Residential



School Building

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.

- 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.
- Given the lot sizes, not all dwellings will be able to accommodate ground level fenestration. Where ground level fenestration is not possible, glazing will be provided in the front doors (including full-height glass + transoms) to facilitate overlook of street and allow light penetration into the dwelling.

consisting of 148 residential units + ground floor commercial space.

Non-Residential Built Form:

- School Building.

6.6 Built Form Typologies

Proposed building types will consist of the following:

- Residential Built Form:
 - 123 Single Detached Dwellings (70 units on 10.7m lot frontage, and 53 units on 12.5m lot frontage);
 - 56 Semi-Detached Dwellings (7.8m lot frontage);
 - 48 Street Townhouse Dwellings (7.5m lot frontage);
 - 56 Rear Lane Townhouse Dwellings (6.1m lot frontage); and,
 - 2 Mid-Rise Residential Blocks

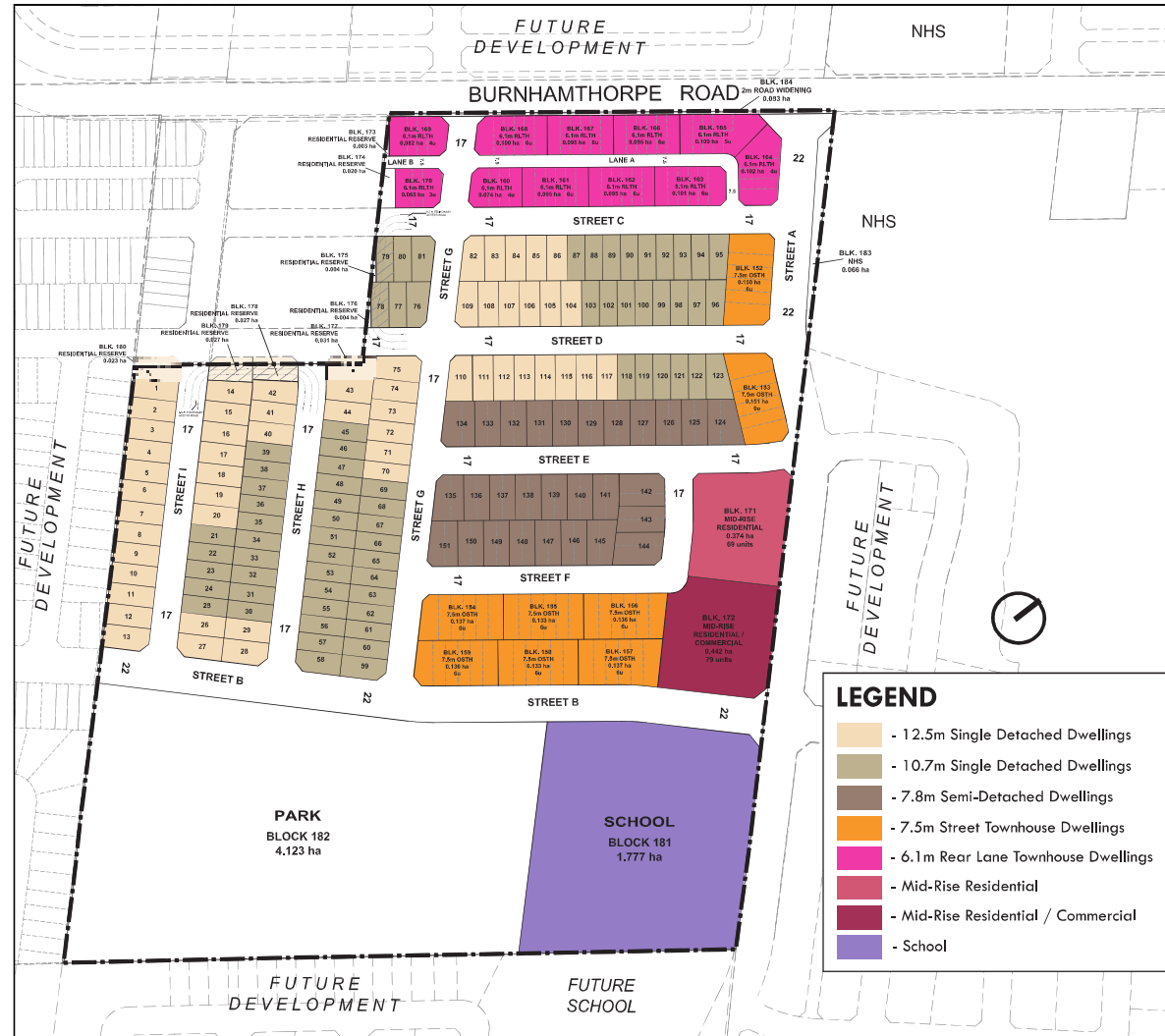


Fig. 6.6 - Built Form Typology Plan

6.6.1 Single Detached Dwellings

Single-detached dwellings, on minimum lot frontages of 10.7m and 12.5m are generally located on the peripheries of the neighbourhood centre area in the north and western portions for the study area. All single detached dwellings will have street-accessed 2-car 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.

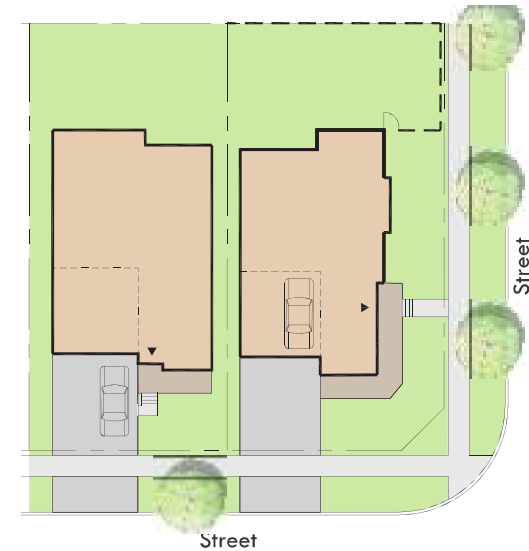


Fig. 6.6.1a - Conceptual Siting of Single Detached Dwellings



Fig. 6.6.1b - Examples of Single-Detached Dwellings

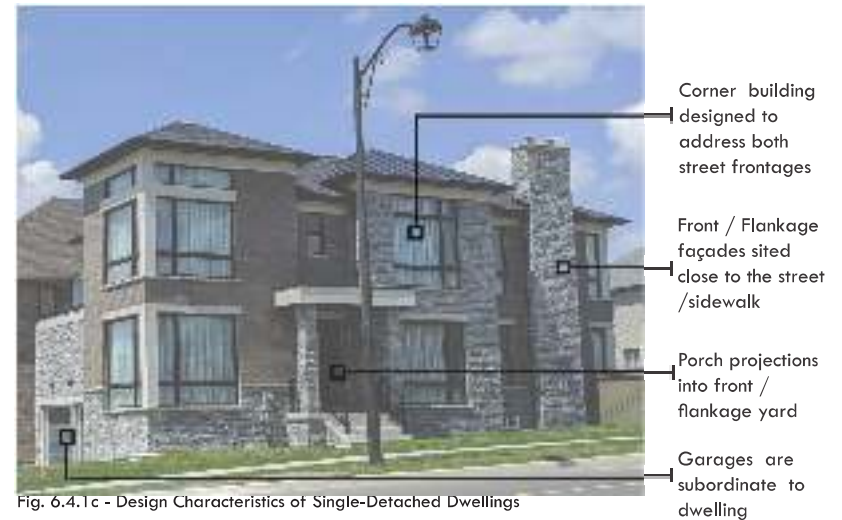


Fig. 6.4.1c - Design Characteristics of Single-Detached Dwellings

6.6.2 Semi-Detached Dwellings

Semi-detached dwellings will occur on lots with frontages of 7.8m within the central portion of the Docasa Group Ltd. neighbourhood. Semis can contribute to the mix of housing types in the development and add to the diversity of housing choice and streetscape character.

DESIGN GUIDELINES:

- The use of symmetrical and asymmetrical elevations are encouraged to generate streetscape massing variety. Both halves of the building shall be compatible in terms of design expression.
- 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.
- Semi-detached dwellings should have 2- to 3-storey massing. Bungalow forms are discouraged for this housing type.
- Dwelling designs with covered front porches or porticos are encouraged, where appropriate to the architectural style.
- Street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.

- Garages / driveways for semi-detached dwellings should be paired to maximize on-street parking opportunities.
- Semi-detached dwellings will have a single-car attached garage facing the street. However, the corner units of lots 89 and 108 will be permitted to have a double-car garage due to the increased lot frontage.

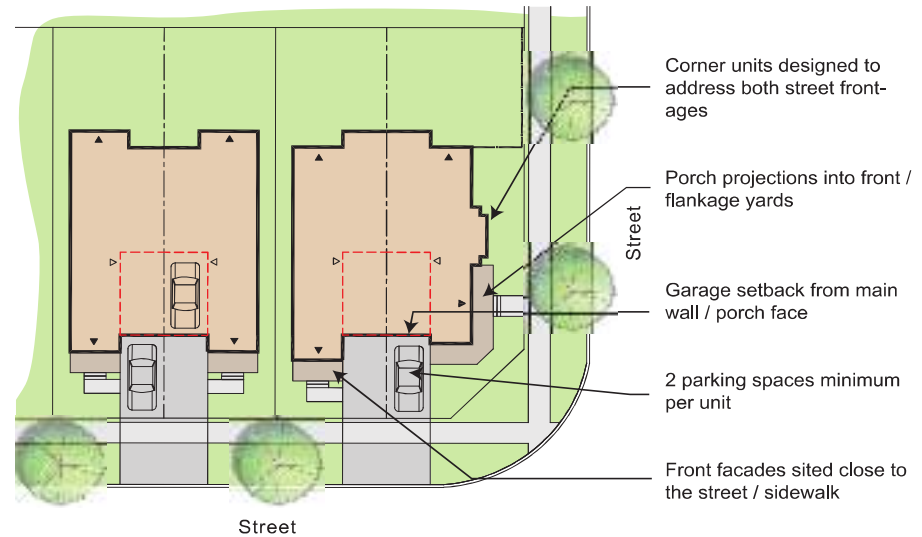


Fig. 6.6.2a - Conceptual Siting of Semi-Detached Dwellings



Fig. 6.6.2b - Examples of Semi-Detached Dwellings

6.6.3 Street Townhouse Dwellings

Street townhouses are generally concentrated around the Neighbourhood Activity Node Area and along the primary streets (Streets A and B) of the Docasa Group Ltd. subdivision. This form of housing contributes positively to the built form character and streetscape appearance in this portion of the neighbourhood by providing a strong uninterrupted 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 blocks may range in size, but generally contain 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.
- Elevated main entrances should be avoided wherever feasible for residential units directly accessed from the public realm. The use of sunken foyers may be required.
- 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.

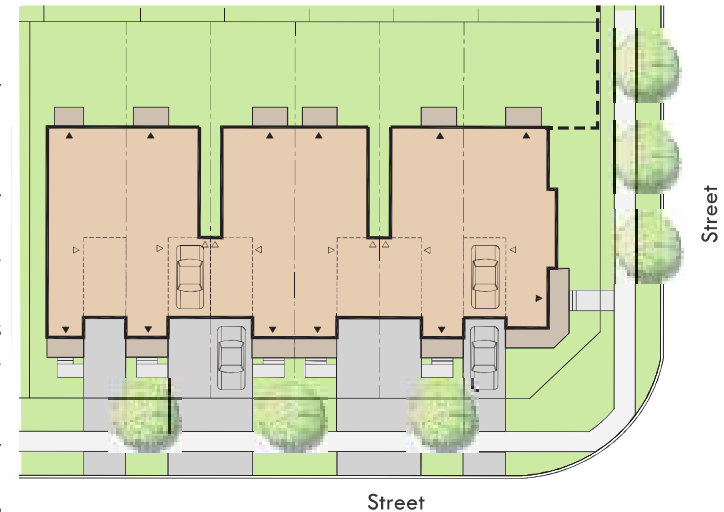


Fig. 6.6.3a - Conceptual Siting of Street Townhouses



Fig. 6.6.3b - Examples of Street Townhouse Dwellings



6.6.4 Rear Lane Townhouse Dwellings

Rear Lane Townhouses, with rear yard garages accessed from a public laneway, will occur on lot frontages of 6.1m (20') in the northern portion of the community along Burnhamthorpe Road, Street C and a portion of Street A. Rear Lane Townhouses contribute positively to the built form character and urban streetscape appearance of the community by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character. In addition to the relevant design guidelines for Street Townhouses described in Section 6.6.3, the following shall apply.

DESIGN GUIDELINES:

- Dwellings should be sited in close relation to the street with minimal setbacks, wherever feasible.
- Outdoor amenity areas for lane-based townhouses may take the form of a raised deck/terrace located above the garage or on the rooftop.
- A walkway linking the front door to the public sidewalk at the front of the dwelling shall be provided.
- Buildings shall be designed with active front and flanking façades, which include features to stimulate overlook of public areas and contribute to vital and safe public spaces, such as porches, ample fenestration and/or balconies.
- Garages accessed from a rear laneway will be attached to the dwelling. They shall be complementary in design to the principal dwelling.

- Rear Lane Townhouses will have double-car garages with additional parking spaces on the driveway in front of the garage, where feasible.
- Appropriate attention to the design of rear lane garages will be required to ensure an attractive laneway is provided. Refer to Section 7.5.2 for design requirements for rear lane garages.
- Utility meters should be carefully placed and concealed from public view. Placement of meters shall comply with local utility company requirements.

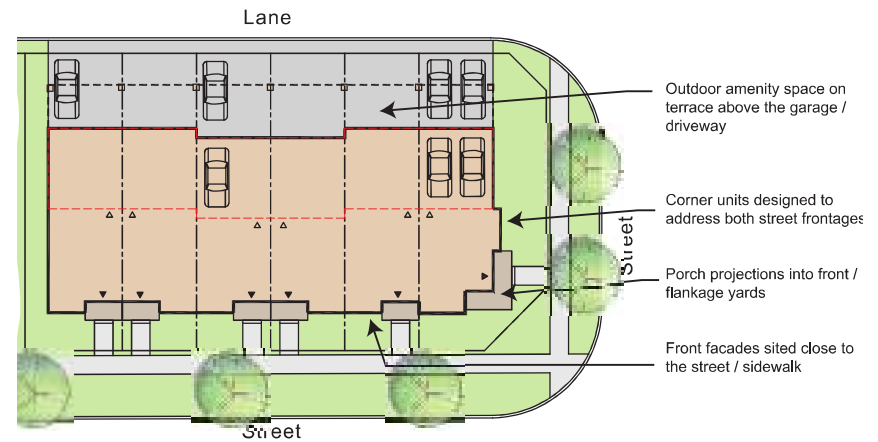


Fig. 6.6.4a - Conceptual Siting of Rear Lane Townhouse Dwellings



Fig. 6.6.4b - Examples of Rear Lane Townhouse Dwellings



6.6.5 Mid-Rise Residential Apartment Buildings

As part of the Neighbourhood Activity Node, on the west side of Street A (Preserve Drive) between Street B (Settlers Road) and Street E, two mid-rise residential blocks are proposed that will allow for residential apartment building forms. Proposed apartment buildings, with ground floor commercial space within Block 172 only, will establish an animated urban character within the Neighbourhood Activity Node. Development in this area should contribute to the creation of a positive community identity through careful consideration of architecture, building location and landscape treatment.

DESIGN GUIDELINES:

- Built form within this area may include residential apartment buildings up to 6 storeys with ground floor commercial space for the building at the corner of Preserve Drive and Settlers Road.
- Given the prominence of this area within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style and incorporate high quality materials.
- Building designs should be visually attractive with articulated facades, fenestration, interesting roof lines and prominent entrances, where possible.
- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- The design of buildings and siting should give careful consideration to overall form, massing, proportions and rhythm of repeating



Fig. 6.6.5a - Conceptual Images Showing Mid-Rise Apartment Built Form within the Neighbourhood Activity Node of the Docasa Group Ltd. Subdivision

elements to achieve a streetscape that relates to the desired pedestrian scale.

- Building heights should have an urban character without overshadowing nearby lower density forms.
- Built form shall have a strong orientation to the street corners and address both street frontages, with the architecture serving as a primary focal element within the Docasa Group Ltd. neighbourhood.
- Building designs for corner locations should reflect an architectural treatment appropriate to their landmark status.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to establishments from adjacent sidewalks.
- Provide fenestration along building facades fronting onto the streets to visually connect the street with the Neighbourhood Activity Node, and ensure commercial uses have windows facing onto the street.
- Building entrances should be grade related and designed as the principal character element for the architectural treatment where possible.
- Building design and materials should establish a base, middle section and top portion to help visually break up tall buildings.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- A majority of the required parking should be located within an underground parking structure. Where surface parking occurs, it should be unobtrusive and oriented away from primary streets. Where surface parking cannot be located behind built form, it should be screened from views through plantings and other landscape treatments.
- On-street parking is recommended along street frontages to support commercial uses.
- Loading, service areas, garbage facilities and mechanical/utility equipment should be integrated into the design of the building or hidden from focal areas.
- To reduce impact on adjacent uses, site lighting should have cut-offs to direct light inward and downward.



Fig. 6.6.5b - Main Entrances should be Designed as Focal Points for the Mid-Rise Buildings



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

6.6.6 School Building

Schools act as landmarks within the community and help to define the character of the neighbourhood. A portion of a School site is located within the study area adjacent to the Neighbourhood Park and forms part of the Neighbourhood Activity Node area. This site will be developed in conjunction with the future development located immediately south of the study area.

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 styles, 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. 6.6.6a - Examples of School Buildings

7.0 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 Docasa Group Ltd. 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 Docasa Group Ltd. 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 of significantly different colour schemes are acceptable.



Fig. 7.2a - Example of variety along the streetscape

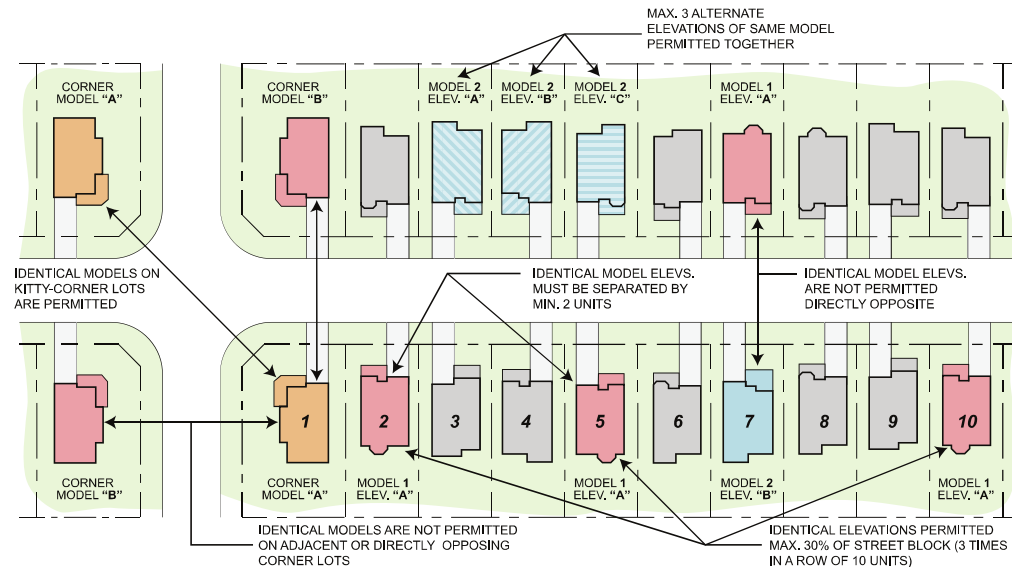


Fig. 7.2b - Diagram illustrating model variety criteria

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.
- 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.

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, cement board and siding are suitable accent materials.
- The use of high quality stucco may only be used as an accent material.
- The use of decorative architectural detailing is encouraged.
- The selection of exterior materials that express heritage tones and textures is encouraged.

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.



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



Fig. 7.4.2 - Examples of exterior main wall cladding materials



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 and semi-detached dwellings will have a single-car garage.
- All single detached dwellings will have a two-car garage, where feasible.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a pier is preferred, where possible.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments shall be utilized and shall be consistent with the architectural style of the dwelling.
- Light fixtures mounted to the side or above the garage door shall be encouraged, with a lamp style consistent with the



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



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

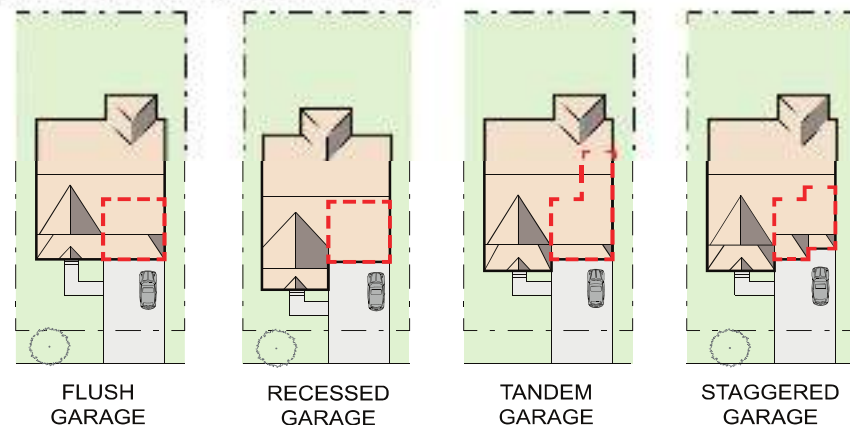


Fig. 7.5.1 c - Street-accessed front facing garage options

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.

7.5.2 Rear-Accessed Garages

- Rear-accessed garages for rear lane townhouses units will be accessed from a public laneway and will be attached to the dwelling.
- The design of garages shall be consistent with the architectural style of the principal building with respect to materials, massing, character and quality.
- Only sectional, roll-up type garage doors shall be considered.
- Habitable and/or amenity space above an attached/detached rear lane garage may be considered to animate the lane and provide a distinct character to certain neighbourhoods.
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling.
- Rear lane townhouses will have double car garages. Additional parking spaces on the driveway in front of the garage may occur where space permits.

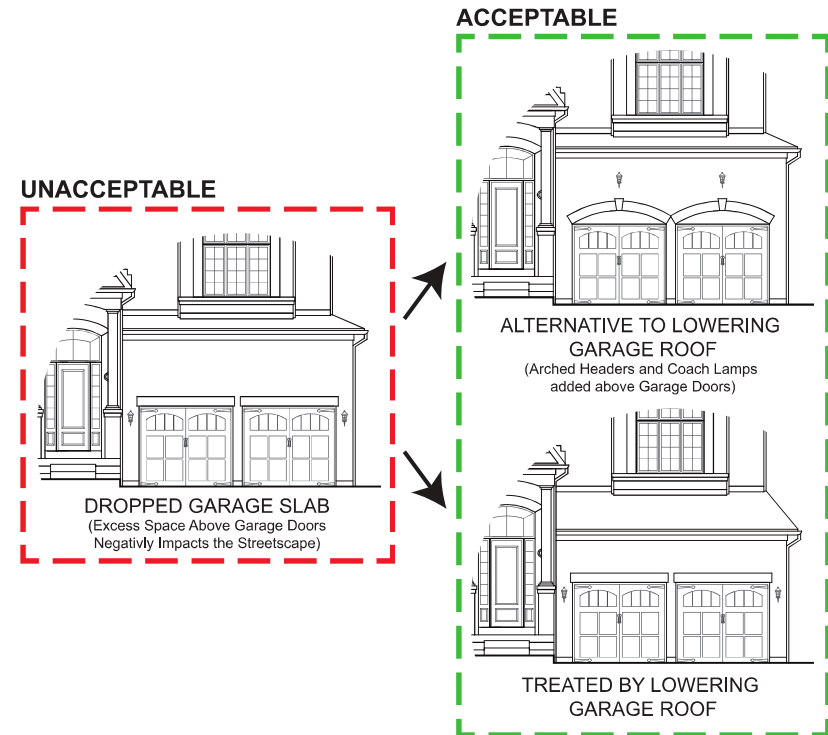


Fig. 7.5.1d - Design solutions for dropped garage conditions



Fig. 7.5.2 - Example of Rear-Accessed Garages

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.

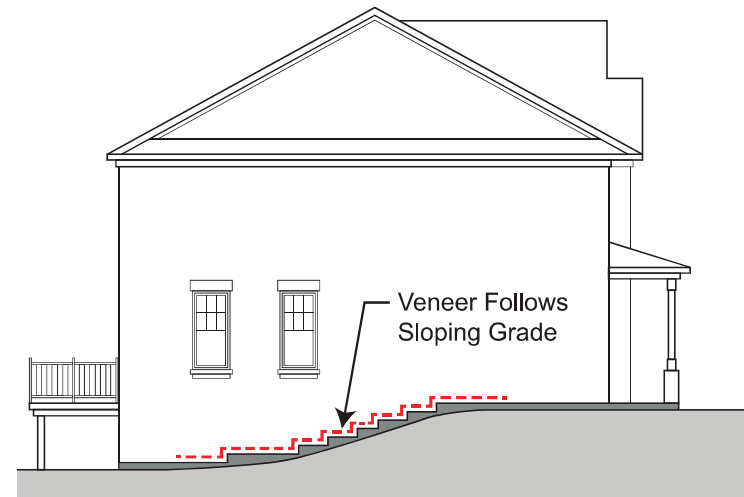


Fig. 7.7 - Veneer should be stepped to follow sloping grade to limit exposure of the foundation wall

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 Docasa Group Ltd. neighbourhood, dwellings on the following priority lots will require special design consideration:

- corner lot dwellings;
- view terminus lot dwellings;
- dwellings requiring upgraded rear and side architecture; and,
- park facing dwellings.



Fig. 7.8 - 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 flanking 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.

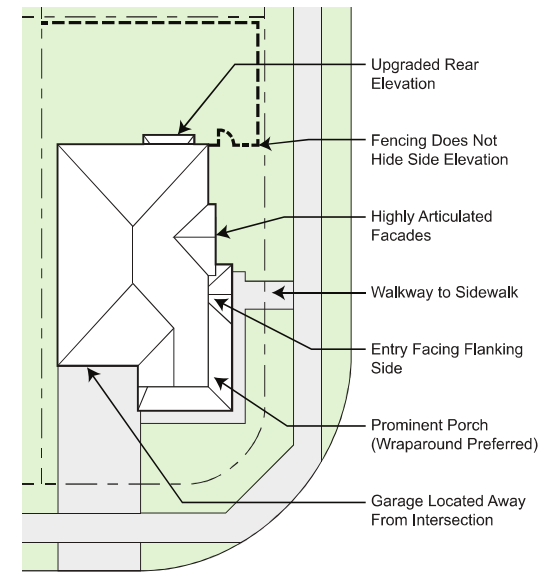


Fig. 7.8.1b - Conceptual plan view of Corner Lot Dwelling



Fig. 7.8.1a - Conceptual Images of Corner Lot Dwellings



7.8.2 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. 7.8.2 - Conceptual image of View Terminus Dwellings

7.8.3 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;
 - Gables, raised parapets or other means of roof form articulation; and,
- Use of varied façade planes (i.e. projections / recesses) is encouraged in the composition of publicly exposed rearscapes, including jogged and flush wall faces, in order to create visual interest.
- Upgrading will be required only for those portions of the dwelling located above the limit of solid fencing and exposed to public view.



Fig. 7.8.3 - Conceptual images of Upgraded Rear and Side Architecture

7.8.4 Park Facing Dwellings

Dwellings that face the proposed neighbourhood park located on the south side of Street B (Settlers Road) in the southwest corner of the Docasa Group Ltd. study area 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. 7.8.4a - Conceptual Image of Park Facing Dwellings

8.0 SUSTAINABILITY

8.1 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.

8.1.1 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.
- 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.



8.1.2 Active Transportation

Active transportation is one of the cornerstones of the Docasa Group Ltd. 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 and neighbourhood park 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 Docasa Group Ltd. development and surrounding neighbourhoods have been linked with the sidewalk network, offering convenient and enjoyable pedestrian and cycling connections.



Fig. 8.1.2 - Pedestrian-scaled streets and connectivity to trails will promote active transportation

8.1.3 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 be visible from the street and clearly defined.

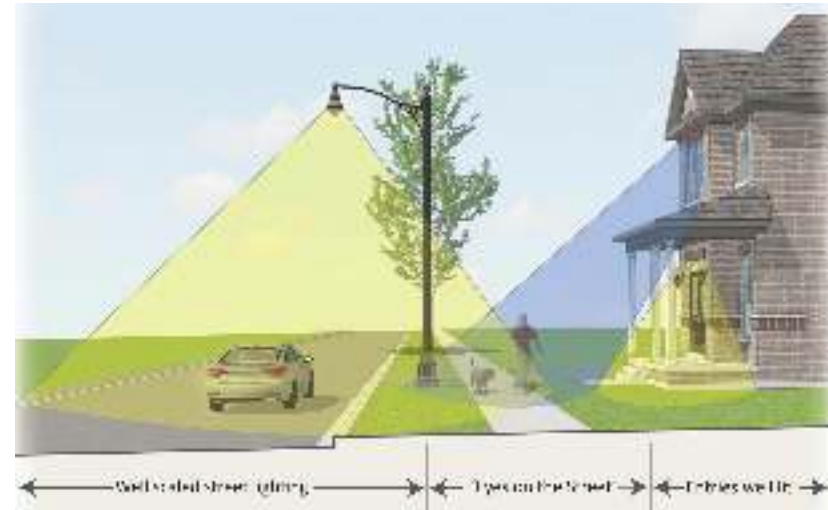


Fig. 8.1.3 - Buildings and Streetscapes Should be Designed to Promote an Active and Safe Community

9.0 IMPLEMENTATION

The UDB has addressed pertinent urban design issues as applied to the Docasa Group Ltd. development's overall community goals and objectives, land uses, structuring elements, streetscapes, open spaces, built form, sustainability and low-impact development strategies. The intended result is the development of a community that is reflective of the fundamental key design tenets of broader North Oakville planning area.

The Docasa Group Ltd. 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 North Oakville studies.

9.1 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 mid-rise residential and/or non-residential built form shall be evaluated through the Town of Oakville's Site Plan Approval process in accordance with the Town's Site Plan By-law. The Town may request that the Control Architect play an advisory role in the design review process.

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 as described in Section 9.3 Draft Plan of Subdivision and Implementation.

9.2 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.

9.3 Draft Plan of Subdivision and Implementation

Conditions to be satisfied prior to Marketing and Sales:

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.

9.4 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.

9.5 Final Review and Approval

9.5.1 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.

9.5.1 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.

9.5.3 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.

9.5.4 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.

9.6 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.

9.7 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.

9.8 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.