



ARGO WEST MORRISON

URBAN DESIGN BRIEF

Prepared by:
NAK Design Strategies

Prepared for:
Argo Development Corp.



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1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

The Argo West Morrison study area consists of a combined 31.06 acres (12.57 ha) of land that is designated as part of the North Oakville Secondary Plan Area. The community development's design vision and guiding principles are rooted in the Town's North Oakville East Secondary Plan, reflecting North Oakville's "*distinct historical roots and small-town heritage and Trafalgar Township's village rural heritage, with nodal development, prestige industry, and green linkages continuing to define Oakville's unique landscape.*"

1.1 Design Vision

Reflective of the surrounding developments, such as the adjacent Preserve community, the Morrison Spring community, and the North Oakville community, Argo West Morrison will be planned as a compact, pedestrian-oriented community, containing a range of housing opportunities with an integrated natural heritage and open space system.

1.2 Community Guiding Principles & Objectives

The Argo West Morrison community is designed to be an integral part of the larger North Oakville, the Town of Oakville and Halton Region communities. In order to achieve this, the following community goals and objectives have been established:

1.2.1 Community Guiding Principles

Argo West Morrison shall be designed and developed to fit seamlessly within the framework provided by the North Oakville Master Plan, and will become an integral part of the larger communities of North Oakville East, the Town of Oakville and Halton Region. The established goals for the community include the following:

- **Create a sustainable natural heritage and open space system**
Meet the environmental objectives required to create a long-term sustainable natural heritage system (NHS) in an urbanized setting. A responsibly conceived land use fabric that is derived from a robust NHS will enhance the livability of the community.
- **Provide access and visibility to open space**
Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability while maintaining the integrity of all environmental systems.
- **Create compact, walkable mixed-use development**
Recognize the importance of creating walkable, pedestrian-scaled neighbourhoods through public and private realm design initiatives, including appropriately scaled streets and accessible open space features, that will encourage community interaction and foster a sense of place.

- **Encourage a variety of housing types**
Recognize the benefits of integrating a variety of housing types, styles and densities that animates the street and contributes to the community character.
- **Provide logical connections with adjacent existing and future communities**
Recognize the importance of ensuring Argo West Morrison is part of a well-connected and cohesive community framework with strong links to adjacent future residential neighbourhoods.

1.2.2 Neighbourhood Objectives for Argo West Morrison

A set of core neighbourhood objectives have been established as part of The Preserve's planning and design. The following apply to the Argo West Morrison subject lands described in this UDB:

- **Natural Heritage and Open Space System** - The Argo West Morrison community recognizes and enhances the Natural Heritage System (NHS) bisecting site, and linking to the adjacent Preserve community, by providing visually and physically interconnected spaces throughout the medium and low density residential neighbourhoods.
- **Transit Supportive Development** - pedestrian accessible environments are created using a modified grid street pattern with block lengths generally not exceeding 250 metres. Sidewalks, cycling allowances, lane configurations and trails are all designed with neighbourhood accessibility in mind.
- **Diversity** - The mixed-use block in the Neighbourhood Activity Node will aim to provide a range of socio-economic opportunities within the community through the introduction of higher density mixed-use development.

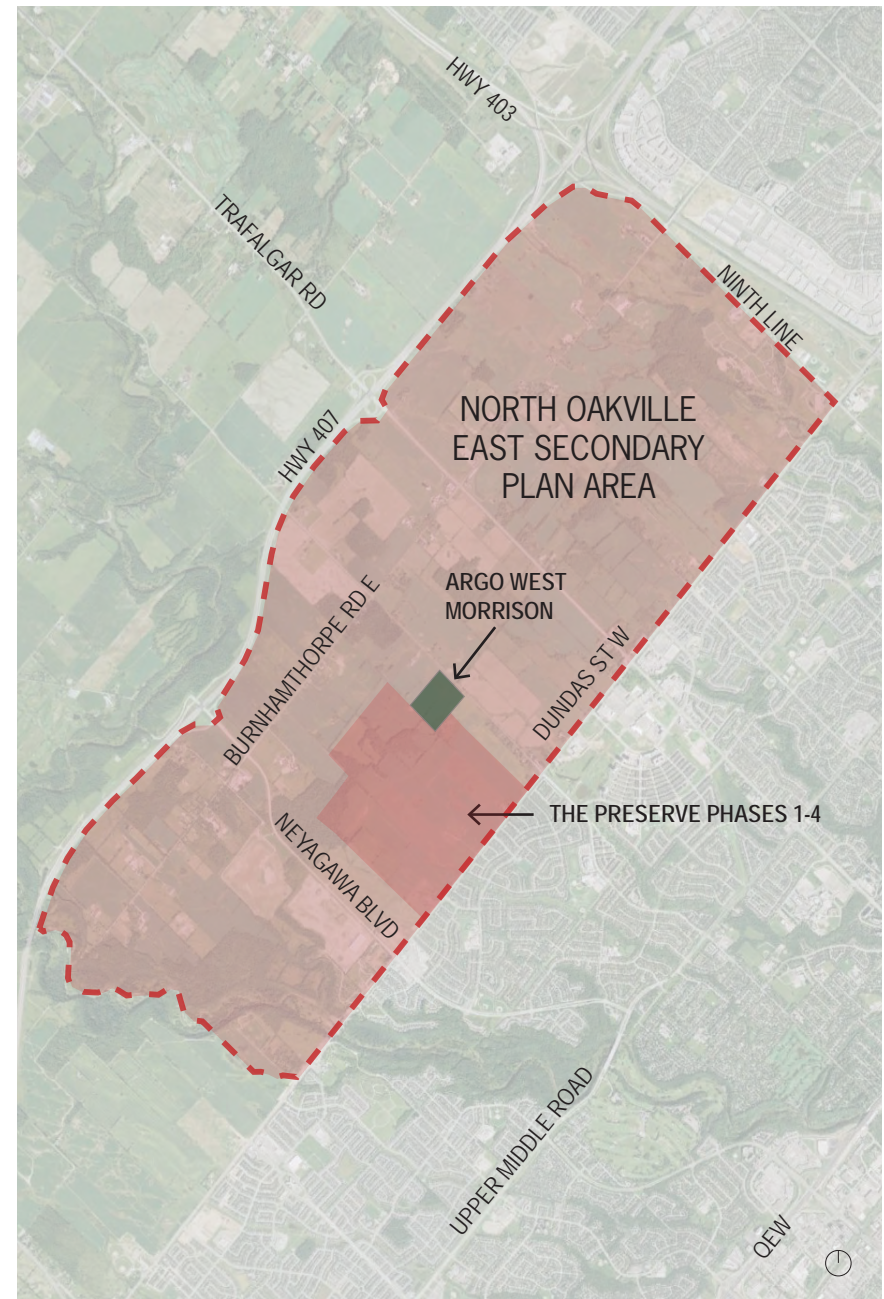


Fig. 1.0 - The Argo West Morrison lands within the North Oakville East Secondary Plan Area

2.0 CONTEXTUAL ANALYSIS

The development site for Argo West Morrison is situated north of Dundas St., south of Burnhamthorpe Rd, west of Sixth Line, and east of Preserve Drive.

2.1 Existing Natural Features, Topography & Vegetation

The existing topography and vegetation of the subject lands is that of gently rolling farmland, hedgerows, and wooded areas. NHS lands, including woodlots and wetlands, are a significant natural feature, with an east-west NHS corridor located south of the site and proposed channel extending north through the centre of the subject lands.

2.2 Surrounding Land Uses & Built Form Character

The Argo West Morrison lands are surrounded by future residential developments, and bounded by the future extension of Preserve Drive on the west and Sixth Line on the east. NHS lands are located along the majority of the site's southern boundary and a proposed channel will extend north through the centre of the West Morrison community. Built form in the surrounding future residential developments will include a variety of single detached homes and townhouses. East of the subject lands along Sixth Line, rear lane townhouses and 6-8-storey mixed use built form contribute to the urban character of the Neighbourhood Centre Area and Neighbourhood Activity Node, providing amenities and services for the wider community.



South west view from Burnhamthorpe Rd. W. along Sixth Line, facing toward the Argo West Morrison lands.



Future development east of the Argo West Morrison subject lands, along Sixth Line.



Existing view facing south west into the Argo West Morrison site.



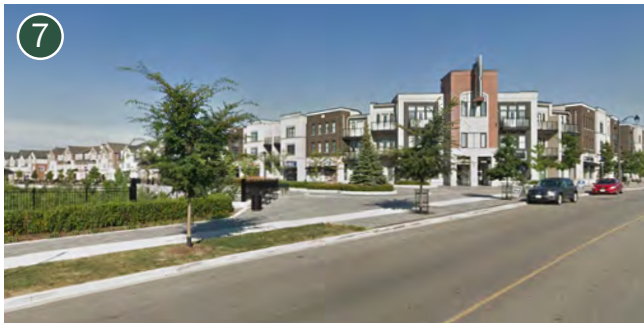
Existing view facing north west into the Argo West Morrison site.



Existing single detached houses on Preserve Drive, south west of the Argo West Morrison subject lands.



Existing single detached houses under construction backing onto NHS channel along east side of Sixth Line, south east of the Argo West Morrison subject lands.



Live-work units on Preserve Drive, travelling north from Dundas St. E.



Fig. 2.2f - Argo West Morrison Subject Lands

2.3 Views & Vistas from the Site

Given the extensive NHS lands south of the site and planned NHS channel through the centre of the site, there are opportunities to preserve the views and vistas to these features. The north-south NHS channel will directly inform the proposed road network and views will be maintained from streets and public open space where feasible. Refer to *Fig. 6.1.5 Views and Vistas* for potential viewsheds a view corridor opportunities for the Argo West Morrison development master plan.

2.4 Gateways & Landmarks

Since Argo West Morrison is intended to be integrated into the surrounding residential communities, landscape gateway features will not be a component of this proposed development. Enhanced built form may serve as a gateway into the community from the north east, at the intersection of Sixth Line and Marvin Avenue, where a 6-8-storey mixed use building and laneway townhomes are proposed. These buildings may be designed with enhanced architectural treatment to define the gateway (refer to *Fig. 6.5 - Priority Lot Plan*).



Fig. 2.3 - Views and vistas of the NHS along the trail south of the subject lands.

2.5 Transportation Networks

The development of Argo West Morrison will provide a logical extension of Marvin Avenue, between Preserve Drive and Sixth Line. This street will provide an important east-west link between the adjacent Preserve and North Oakville communities.

There are currently no transportation networks running through the subject lands. East-west bus routes currently run south of the subject lands, on Sixteen Mile Drive and Dundas Street East, with a bus stop approximately 1km south at the intersection of Dundas Street East and Sixth Line. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater community.

South of the subject lands, a Major Trail running east-west has been recently constructed, consistent with the North Oakville Trails Plan - East.



Fig. 2.5 - Bus stop location at the corner of Dundas St. E and Sixth Line.

3.0 POLICY CONTEXT

The proposed development for Argo West Morrison 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 Master Plan

The design and structure of the Argo West Morrison complies with the North Oakville Master Plan (Appendix 7.3 - February 2008), which illustrates the structuring elements, land uses and overall design of the North Oakville Planning Area and setting out the policies and figures of the Secondary Plan to be implemented. Argo West Morrison is consistent with this master plan with respect to the general road structure and the allocation of land uses. These land uses are designated as follows:

- General Urban - predominantly lower density residential, development will be at lower densities than those found in the Neighbourhood Centre.
- Sub-Urban - primarily residential with typically the lowest density product;
- Neighbourhood Centre - predominantly more dense residential with opportunities for mixed uses;
- Natural Heritage System Area.

3.2 North Oakville East Secondary Plan

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 the Argo West Morrison lands recognizes and preserves natural heritage features, integrating views, vistas and pedestrian systems. A range of housing types and densities are proposed, accessible to transit and within walking distance to activities and amenities. The following key elements on the Argo West Morrison 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 plan for Argo West Morrison recognizes that the primary purpose of the NHS is to protect and preserve key ecological features and, where appropriate, enhance the 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, responding to the topography and the NHS south of the subject lands. As specified in the Secondary Plan, the proposed road network does not include cul-de-sacs.

7.5.12 NEIGHBOURHOODS

- Within Argo West Morrison, a range of lot sizes, building types, architectural styles and price levels is provided to accommodate diverse ages and incomes. The proposed development includes a mix of townhouses and single detached dwellings on 38'-45' lots.

3.3 North Oakville Urban Design and Open Space Guidelines

Argo West Morrison will reflect the North Oakville East Urban Design and Open Space Guidelines that outline the physical design components necessary for the development of a high quality, sustainable and integrated community. The planning and design of this new community is based on the Town's detailed set of objectives, illustrated recommendations and guidelines that will impact urban living, employment and recreation, implementing the broad policies of the North Oakville East Secondary Plan.

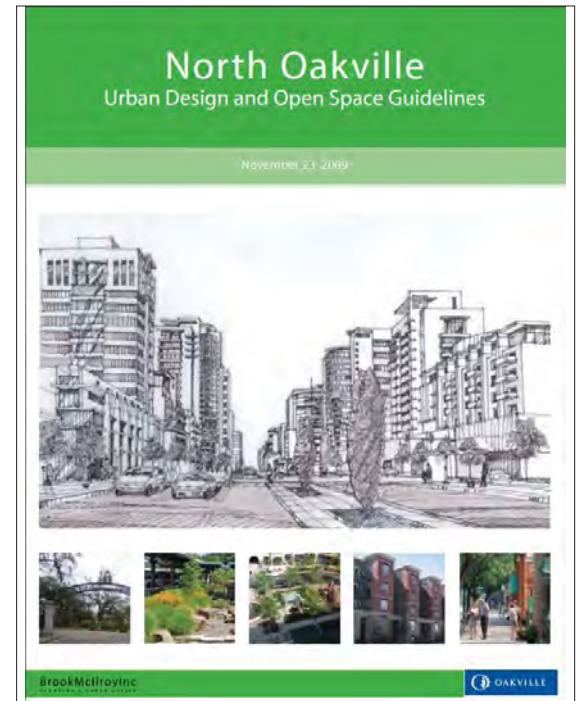


Fig. 3.3 - North Oakville Urban Design and Open Space Guidelines will serve as the basis for the site planning and detailed design of Argo West Morrison

3.4 North Oakville 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 includes multi-use trails, major trails and minor trails, as well as a network of on-road cycle lanes and bike routes.

The trails plan for Argo West Morrison adheres to the general trail network including:

- A signed bike route along Marvin Avenue;
- A north-south major trail located through the eastern edge of the NHS at the rear of lots.

Refer to *Fig. 6.1.3 Trail Network Plan* for more details on the proposed location of these trails in the development master plan.

3.5 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 Argo West Morrison incorporates these broader best-practice guidelines as outlined in the following categories:

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



Fig. 3.4 - The location of Argo West Morrison 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 Argo West Morrison. The following section describes these key structuring elements.

4.1 Boundary Interface / Future Adjacent Residential Community

The future adjacent residential development planned beyond the north, south, east and west interfaces of Argo West Morrison has directly influenced the structure and layout of the community through the continuation of the street network. Planned as an integrated community, residential land uses within Argo West Morrison reflect a coordinated pattern of land uses for all surrounding development, consistent with the North Oakville East Secondary Plan.



Fig. 4.1 - Plan showing land uses on the Argo West Morrison subject lands, within the surrounding residential development

4.2 Pattern of Land Uses (Community and Private)

The Argo West Morrison community will be characterized by a mix of land uses that will define its character and function, corresponding with the Town's land use designations planned for this site. The uses within the subject lands include:

- Neighbourhood Centre - Predominantly street fronting towns and back-to-back towns, with some rear lane, and a 6-8-storey mixed use building;
- General Urban Area - One (1) unit at the south east corner of the

subject lands is categorized as the general urban area land use.

- Sub Urban Area - Single detached residential, predominantly 38', 41' and 45' lots;
- NHS Channel - Located through the centre of the subject lands, extending north from the SWM pond;
- SWM - Connecting with the NHS south of the subject lands and the NHS channel bisecting the subject lands.



Fig. 4.2 - Argo West Morrison Land Use Plan

4.3 Street Network

Extending through the north of the Argo West Morrison community from Sixth Line (31m arterial) to Preserve Drive (22m collector), Marvin Avenue serves as the main east-west collector road within the community with a 19m right-of-way. All other streets within Argo West Morrison are local roads with 17m right-of-ways or laneways with 11m right-of-ways.

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

- Arterial Road - 31.0m R.O.W. / borders Argo West Morrison to the east

- Collector Road - 22.0m R.O.W. / borders Argo West Morrison to the west, 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- Minor Collector Road - 19.0m R.O.W. / an east-west street that links to the future residential development to the east and west of Argo West Morrison / 2 travel lanes, 2 parking lanes, 4.5m boulevard;
- Local Street - 17.0m R.O.W. / transportation corridor and neighbourhood social focus;
- Laneway - 11.0m R.O.W. / with townhouse frontage along the west side.

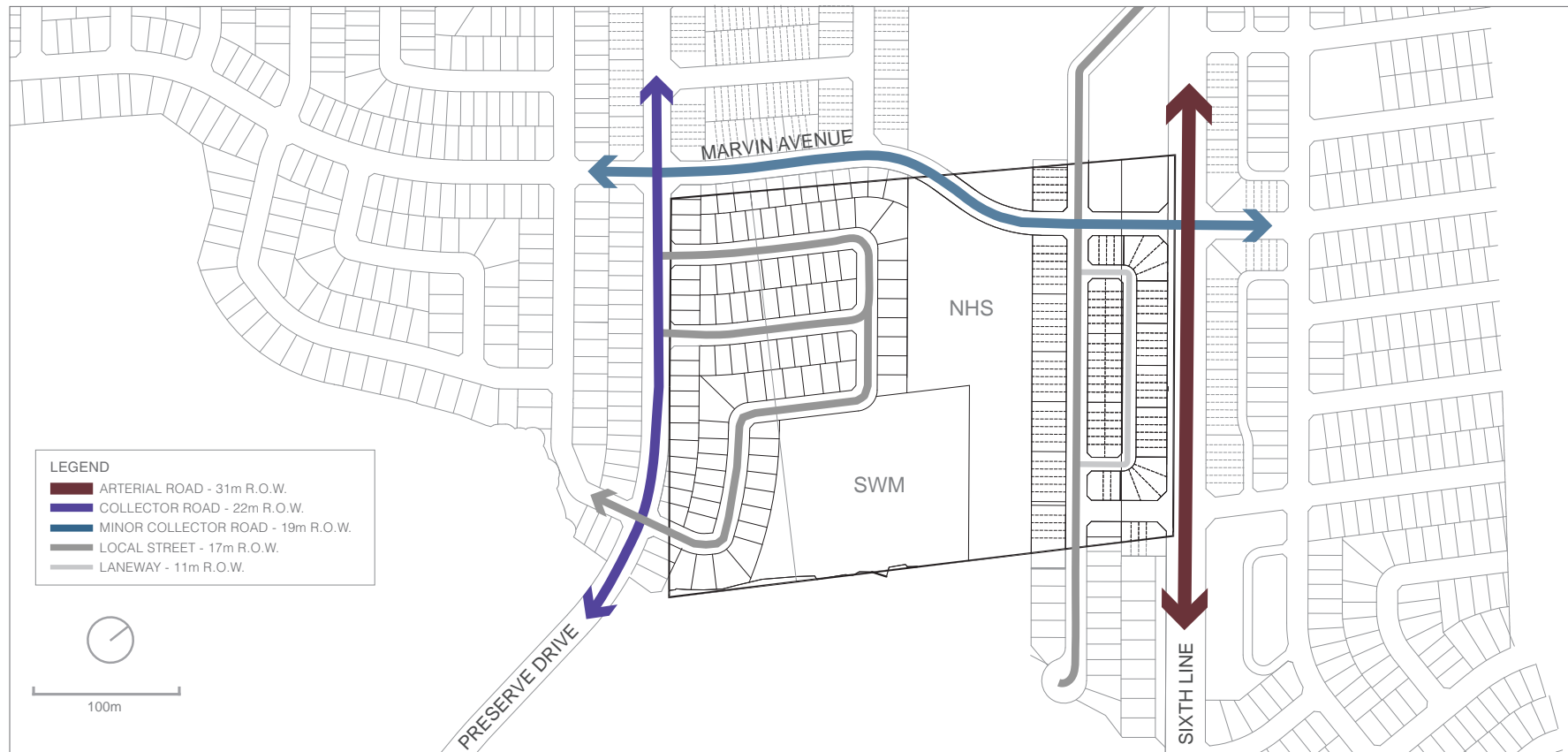


Fig. 4.3 - Road Hierarchy Plan for Argo West Morrison within the surrounding community.

4.4 Natural Heritage System

Protecting the NHS along the east and south extent of the study area will help to ensure an ecologically diverse, healthy and sustainable open space system in an urbanized setting. The primary objective is to preserve the existing natural environment and provide corridor connections to achieve multiple environmental objectives and targets related to wildlife habitat, community diversity, and water management, etc., that will be balanced and implementable.

The proposed land use fabric for Argo West Morrison, including streets, and residential land uses, has evolved from the prominent NHS lands to the south. As part of the comprehensive open space system, a trail network reflecting the North Oakville Trails Plan - East has been integrated through the NHS channel extending to the north (refer to 6.1.2 Trail Network). View opportunities of NHS have also been identified in 6.1.4 Views and Vistas.



Fig. 4.4 - Natural Heritage System defines the structure of the Argo West Morrison lands.

5.0 DEVELOPMENT MASTER PLAN

Primary access to the proposed Argo West Morrison development is from the 31m right-of-way arterial road, Sixth Line, and the 22m right-of-way collector road, Preserve Drive. Sixth Line guides the residents and visitors to the neighbourhood centre located along the eastern edge of the development, which is intended to offer an interesting visual experience comprising higher density residential and mixed uses. The main east-west linkage in Argo West Morrison is provided by Marvin Avenue, which runs along the north of the community.

Consistent with the land use patterns in the North Oakville Master Plan, the proposed plan of subdivision has higher densities designated in the Neighbourhood Centre Area block, located on the west side of Sixth Line.

Single detached residential shall comprise the eastern portion of the land area within Argo West Morrison. These are typically front-loaded dwellings on lots with varying widths and depths, with front elevations and driveways accessed from the local street network. Townhouses and a 6 to 8-storey mixed use building shall comprise the eastern portion of the plan.

A series of public open spaces (SWM and NHS) with trail connections are proposed in Argo West Morrison, strategically located within reasonable walking distances for all residents. The proposed development recognizes and preserves existing NHS features, while integrating views, vistas and multi-use links through a trail network.

There are 4 key elements that characterize Argo West Morrison and form the overall development master plan: NHS lands, residential land uses, trail connections, and the SWM.

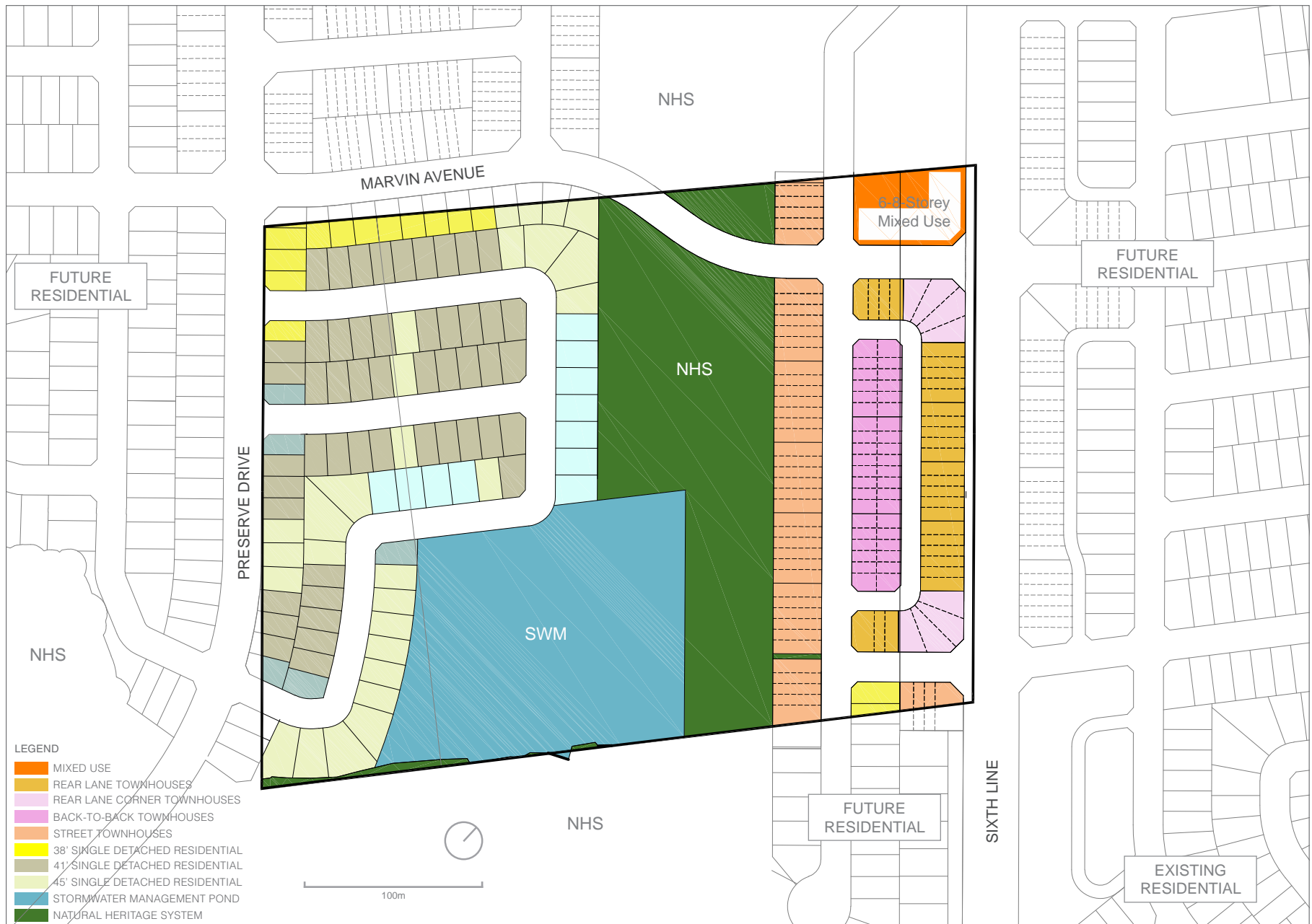


Fig 5.0 - Development Master Plan for Argo West Morrison

6.0 DETAILED DESIGN DIRECTION

6.1 Open Spaces and Connections

As part of the Argo West Morrison overall planning and coordination of amenities, a series of open spaces and connections are proposed within the development.

As a significant component of the West Morrison subject lands, the NHS and SWM block offer opportunities for trail connectivity to natural areas and strategic views toward open space features.



Fig. 6.1.1 - Argo West Morrison Open Space Plan

6.1.1 SWM Pond / NHS Corridor

The proposed stormwater management pond and NHS drainage corridor are interconnected facilities that will function as, both, water quality and quantity control for the community, and as publicly accessible community open space amenities. These facilities have been located in relation to existing natural drainage patterns of the site, will augment the extent of natural areas and will provide passive recreation opportunities with trail connections and viewshed opportunities. A single 2.13 ha. (5.26 ac.) pond is proposed within the Argo West Morrison lands. To better integrate the stormwater functions with its surrounding land uses, the design of this feature shall have regard for the following:

- The design of the pond shall appropriately address its street frontage along the west side to enhance its visibility within the community as a valuable open space amenity.
- A regular spaced row of coarse-leaved, native canopy trees shall be provided along the street frontage in combination with areas of naturalized planting.
- The integration of a lookout may be considered at the pond entry or further towards the NHS (south) interface as a public amenity that may provide seating and decorative features (decorative paving, information signage, shade structure, formal planting) at these desirable view opportunities.
- Naturalize planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with Conservation Halton standards.
- Pedestrian trails shall be integrated to provide connections from the pond street entry. This trail will be contained within the pond boundary and it may be combined with the maintenance access road to minimize non-vegetative surfaces, while providing opportunities for pedestrian interaction.
- Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built feature, as necessary.
- Provide information signage at the pond entry / lookout area to inform the public of the importance and treatment of the stormwater management pond as a functioning natural open space feature.
- The design of the SWM pond shall require approval from the Town of Oakville, Conservation Halton and the Ministry of Environment.

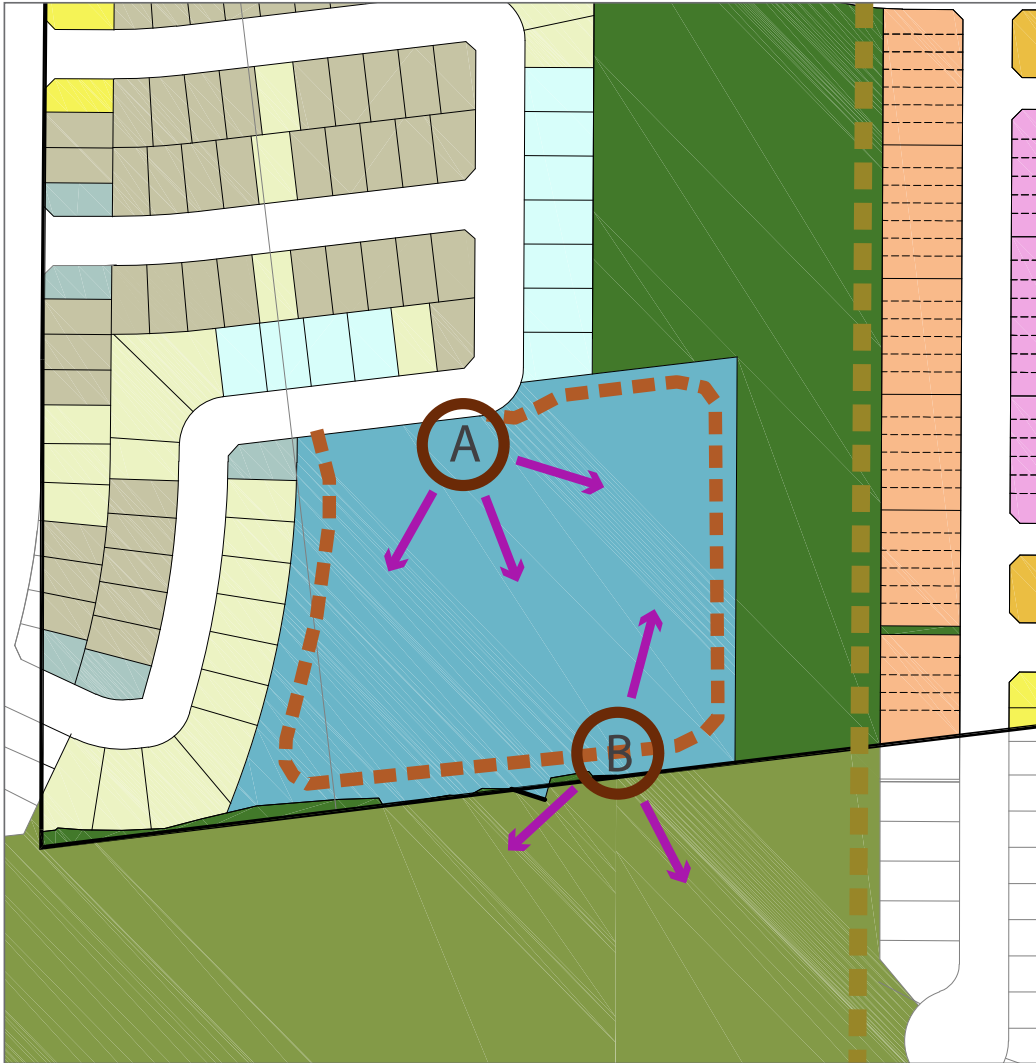


Fig 6.1.1a - Conceptual SWM pond layout showing intended location of trail / service access road and potential siting of lookout amenity features.



Fig 6.1.1b - Example of a SWM pond that functions as an important ecological and community amenity through a naturalized planting strategy and controlled pedestrian interaction.



Fig 6.1.1c - Example of a SWM pond lookout amenity feature directly accessed from an adjacent street.

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, the trails system proposed for Argo West Morrison will provide access to the NHS from the adjacent streets of the development. The trail will connect to planned or existing pathways throughout the broader community as a comprehensive pedestrian linkage network. Where feasible, trails should be accessible and visible from adjacent streets.

In compliance with the North Oakville East Trails Plan the following trail types are proposed within Argo West Morrison:

- **Major Trail** - A north-south trail along the rear of the street townhouses, through the NHS channel, connecting with the proposed major trail to the north and south.
- **Bicycle Lane** - Providing a north-south connection along Sixth Line, connecting with other bike routes and major trails.
- **Signed Bike Route** - Located along the length of Marvin Avenue, providing an east-west connection to adjacent communities.

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 to Argo West Morrison:

- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use. It is expected that both asphalt and screenings will be considered.
- Trails may vary in size to allow two-way cycling, based on Town of Oakville standards.
- Trail lighting requirements shall be determined on a site-by-site basis and take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- 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.
- The entry to the Major Trail from Marvin Avenue, linked with the signed bike route, may include a trailhead amenity feature consisting of seating, waste receptacle and information signage, to signify an important entry point for West Morrison and the surrounding community.



Fig. 6.1.2a - A Major Trail located south of the subject lands will be connected to the trail network proposed in Argo West Morrison.



Fig. 6.1.2b - Information signage situated at strategic trailheads can inform users of the important functions, regulations and wayfinding related to the NHS.



Fig. 6.1.2c - Trail network plan depicting proposed trail locations within Argo West Morrison and surrounding neighbourhoods. Plan based on 2008 North Oakville East Trails Plan (subject to change pending approval of a new trails plan).

6.1.3 Views and Vistas

Opportunities to provide strategic views and viewsheds towards the existing NHS to the south and introduced NHS channel and SWM pond within Argo West Morrison shall be integrated into the proposed street and block framework. These views and viewshed opportunities are primarily provided through the location of street frontage immediately adjacent to these open space features and facilities, as well as the Major Trail proposed along the east side of the NHS.

Figure 6.1.4 illustrates these opportunities.



Fig. 6.1.4 - Views and Vistas Plan in Argo West Morrison.

6.2 Neighbourhood Centre Area

A portion of the community's Neighbourhood Centre Area is concentrated along Sixth Line within the subject lands. The proposed townhouses / mixed-use building and the resulting higher density in this block are consistent with the North Oakville East Master Plan, as this area is intended to be a 'main street' driven development area, characterized by the potential for varying levels of residential, retail, and civic functions. It plays a key role in strengthening the urban structure and defining the character of the surrounding neighbourhoods through walkable and transit-supportive built form and open space design.

The following guidelines shall apply specifically to the design of streetscape and built form within the Neighbourhood Centre Area in Argo West Morrison:

6.2.1 Streetscape

The arterial road (Sixth Line) along the Neighbourhood Centre Area / townhouse and mixed-use block provides an important north-south connection between the community and the Neighbourhood Activity Node to the south. Street trees within the Neighbourhood Centre Area shall be appropriately spaced to create an effective tree canopy and strong streetscape presence that will reduce the perceived scale of Sixth Line and provide a more comfortable pedestrian experience.

Typical roadway cross-sections for the 31m right-of-way arterial road include:

- Sidewalks on both sides of the street;
- Proposed bicycle lanes;
- Single vehicular lane in each direction;
- Single row of trees in grass boulevards between sidewalk and curb;
- 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.

Street-accessed townhouses and back-to-back townhouses will front onto the 17.0m local road. As illustrated in section 6.3.1, the local road will include sidewalk on both sides, on-street parking on one side and street tree planting within the boulevard between the sidewalk and curb.

The same back-to-back townhouses noted above will front to the east onto an 11.0m laneway. This laneway will also be fronted by dual-frontage townhouses along the opposite side to ensure compatible elevations are provided to frame the laneway. The laneway will have a sidewalk on one side (back-to-back townhouse side) and setback buffers that may allow for narrow crown/small stature tree planting in between garage access locations. Refer also to section 6.3.1 Laneway.

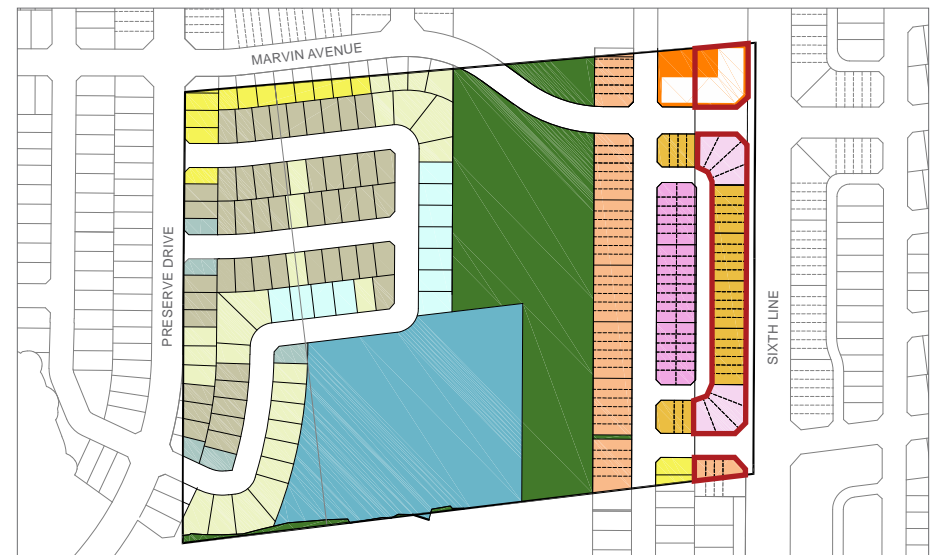


Fig. 6.2a - Location of mixed-use building and townhouses as a component of the Neighbourhood Centre Area to the east, along Sixth Line.

6.2.2 Mixed-Use Building

Located on the north-west corner of Sixth Line and Marvin Avenue, the streetscape fronting the mixed-use building should reflect its unique urban condition within the community, while at the same time providing a cohesive character along Sixth Line and the larger Neighbourhood Centre Area. Boulevards adjacent to the building should incorporate typically urban features such as an extensive hard surface treatment to facilitate higher pedestrian traffic and retail/service functions. On-street parking shall be provided on both street frontages.

Consistent with the guidelines for a mixed-use use land designation, the following describes the planned built form:

Orientation & Setbacks

- Built form shall have a strong orientation to the street corner, address both street frontages, and shall have minimal setbacks from the property line to animate the street edge.

Height & Massing

- Built form shall allow for a 6 to 8-storey mid-rise building, providing an urban character without overshadowing nearby smaller-scale dwellings.
- Building design and siting shall give careful consideration to overall form, massing, proportions, and rhythm of repeating elements to achieve a streetscape that relates to the desired pedestrian scale.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to the building from adjacent sidewalks.

Architectural Elements and Materials

- Given the prominence of this corner location, built form shall be distinct, reflect a well-conceived architectural style, and incorporate high quality materials.
- Building design shall be visually attractive with articulated facades, ample fenestration, interesting roof lines, and a prominent grade-related main entrance.
- Weather protection for the building shall be incorporated into the building design to provide a comfortable pedestrian experience.

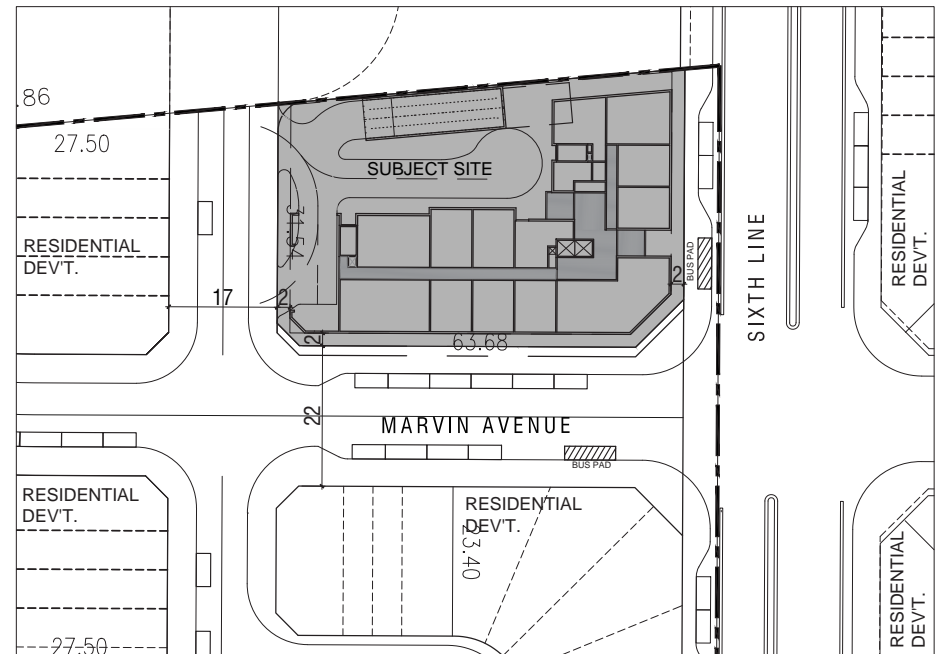


Fig. 6.2.2a - Proposed Mixed-Use Building Site Plan (source: Q4 Architects)

Shadow Study Analysis

A Shadow Study has been undertaken by Q4 Architects to identify the impact of shadows for the proposed development along Sixth Line and the surrounding community. The shadow study was conducted using the days prescribed per criterion by the Shadow Impact Analysis Guidelines published by the Town of Oakville - April 21, June 21, September 21, and December 21. The shadow modeling is performed in 1-hour increments between 1.5 hours after sunrise to 1.5 hours before sunset. An excerpt from each month is provided in the appendix of this UDB. Please refer to the Study for the complete set of diagrams and analysis.

As described in Q4's report summary, the overall shadow impact of the proposed mixed-use building on adjacent future developments is minor. In most of the criteria, if not all, the proposed development permits the required sun exposure. The minor impacts observed in some of the surrounding future blocks can be mitigated by several design solutions such as using different floor plate shapes, selection of building materials and colours, and landscape treatments. These can all be explored and addressed in more detail during the design phase.



Fig. 6.2.2b - Proposed front elevation of the mixed-use building demonstrating a distinct, well-conceived architectural style (source: Q4 Architects)



Fig. 6.2.2c - Proposed side elevation of the mixed-use building demonstrating a prominent grade-related main entrance (source: Q4 Architects)



Fig. 6.2.2d - Rendering of proposed mixed-use building oriented toward the corner, with ample fenestration and architectural elements that reinforce the pedestrian scale (source: Q4 Architects)

6.2.3 Residential Built Form

The Neighbourhood Centre Area's built form should be designed with regard to its prominent location within the Argo West Morrison community. Consistent with the guidelines for this land use designation, the following describes the planned built form for this specific block in Argo West Morrison:

Building Types

- A block of rear lane townhouses are proposed on the west side of Sixth Line, along the eastern edge of the West Morrison Community.

Orientation

- Built form shall have a strong orientation to the street with minimal setbacks to provide the appropriately scaled street edge along this 31m R.O.W. Arterial road.

Height & Massing

- Built form shall allow for 2 to 3-storey townhouses and a 6 to 8-storey mixed use building.
- Building scale and architectural styles shall be provided in a manner that reinforces an attractive, active, human-scaled street environment.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to buildings from adjacent sidewalks.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated facades, ample fenestration, interesting roof lines, and prominent entrances.
- Building design for the corner location abutting the school site, shall reflect an architectural treatment appropriate to this highly visible location.
- Ample fenestration shall be provided along building sides fronting onto the streets to visually connect with the streetscape.



Fig. 6.2.3 - Existing street townhouses located on Carding Mill Trail, south of Argo West Morrison.

- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Given the prominence of this Neighbourhood Centre Area within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style, and incorporate high quality materials.

Services / Utilities

- Utility functions shall be incorporated into the architecture of the buildings, where possible.

6.3 Low Density Residential

Low density residential areas comprise the area west of the NHS in Argo West Morrison. The proposed development master plan is intended to permit a range of single residential products along local roads with easy direct connections to the NHS and SWM pond. A diversity of architectural expressions and elevations in these areas is necessary to provide visual interest along the streetscape.

The following guidelines shall apply specifically to the design of streetscape and built form within the low density residential areas:

6.3.1 Streetscape

All streets within the low density residential areas are intended to provide a comfortable pedestrian experience, with local roads having relatively lower levels of local vehicular traffic. Similar to the Neighbourhood Centre Area, street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.

Major Collector Road

Typical roadway cross-sections for the 22.0m collector road right-of-way (Preserve Drive) 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;
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

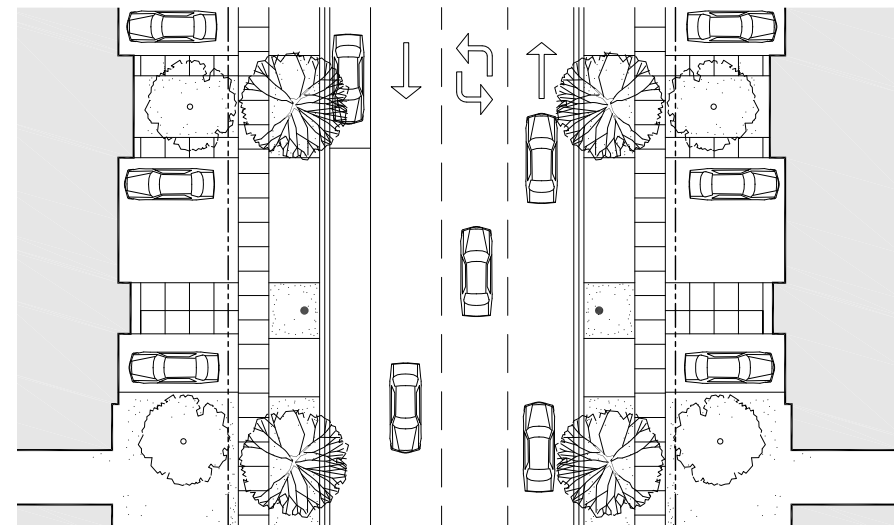
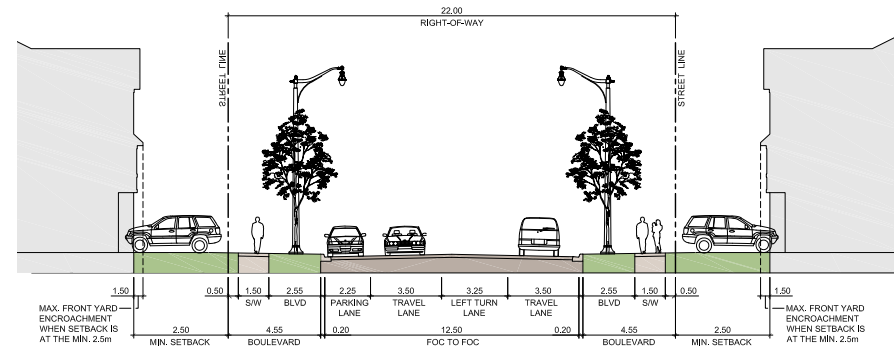


Figure 6.3.1a - Avenue / Transit Corridor - 22.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

Minor Collector Road

Typical roadway cross-sections for the 19.0m collector road right-of way (Marvin Avenue) includes:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street;
- Proposed signed bike route;
- Single row of trees in grass boulevards between sidewalk and curb.
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

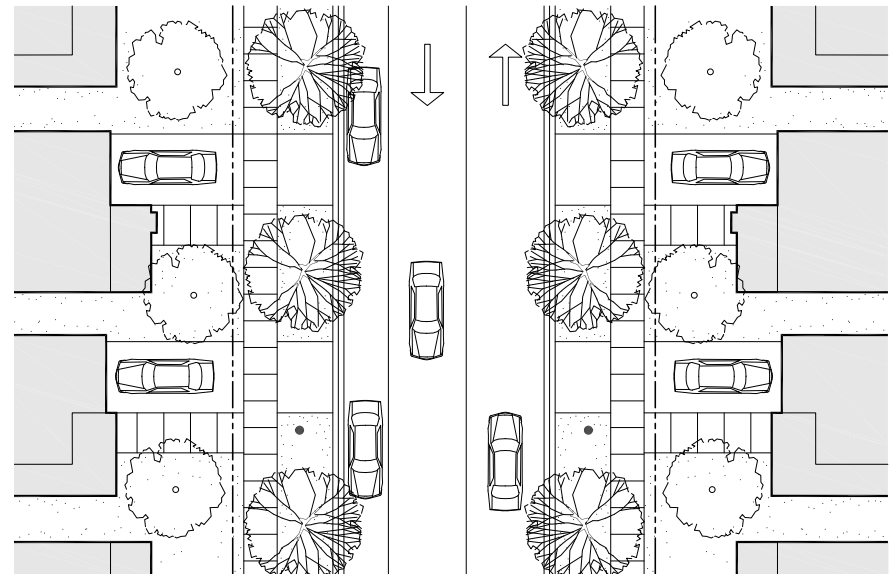
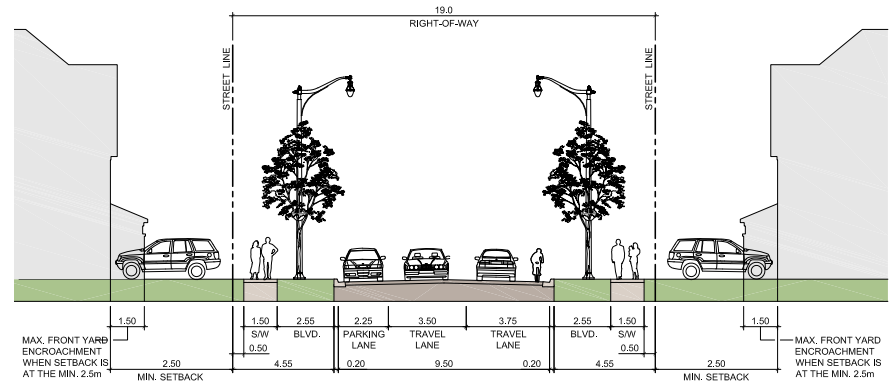


Figure 6.3.1b - Low Density Residential / Collector Road Streetscape - 19.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

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.
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

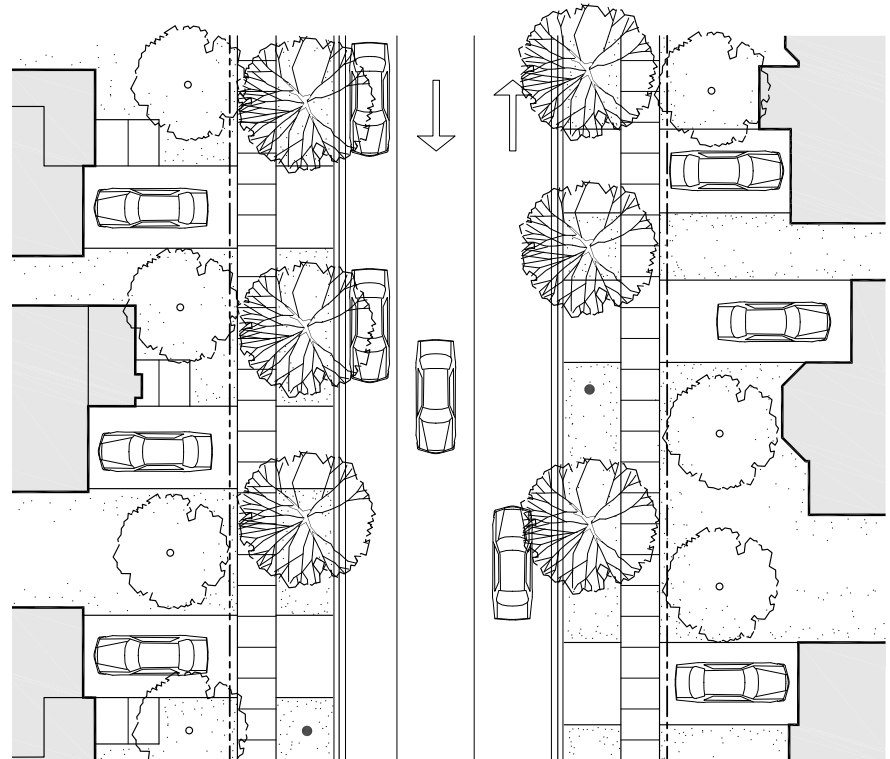
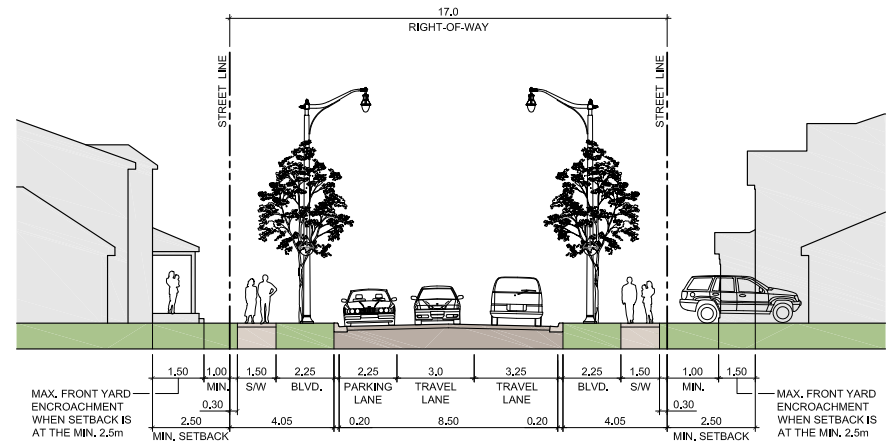


Figure 6.3.1c - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

Laneway

Typical roadway cross-sections for the 11.0m laneway right-of way includes:

- Sidewalks on one side of the laneway;
- One lane in each direction;
- Buffer setback on both sides - may include small stature/narrow crown street tree and foundation planting;
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with the North Oakville Urban Forestry Strategic Management Plan.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

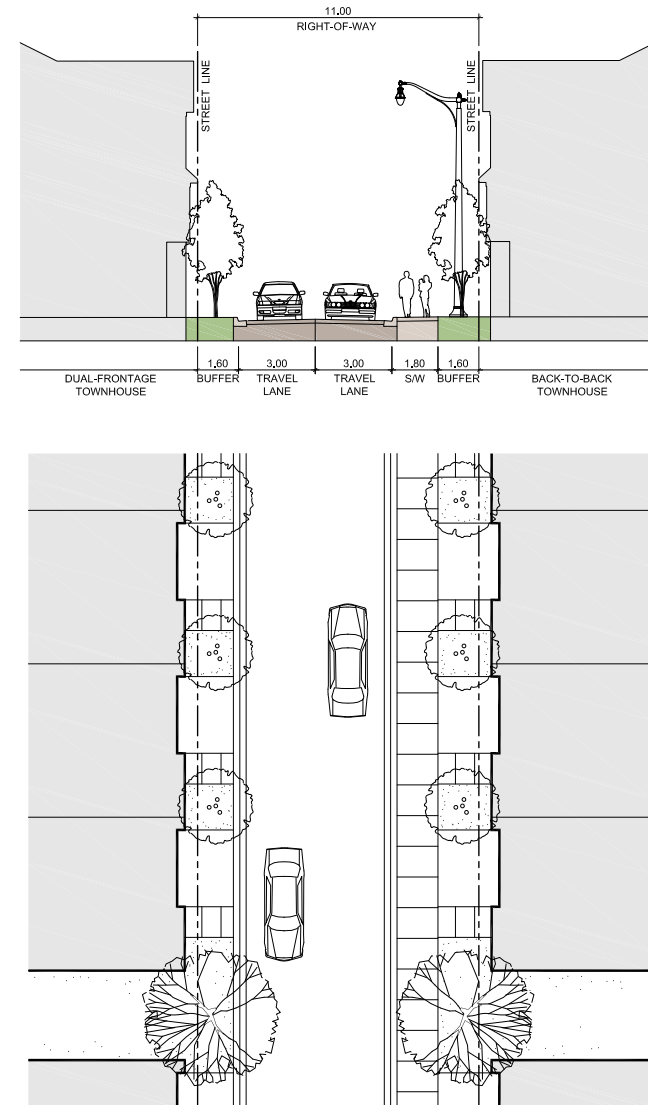


Figure 6.3.1d - Laneway - 11.0m R.O.W. / 2 travel lanes / sidewalk on one side / buffer on both sides

6.3.2 Built Form

The low density residential areas propose a range of single detached residential products. The built form in these areas should be designed to provide visual interest along the streetscape.

Building Types

- A combination of single detached dwellings are proposed, with lot sizes ranging from 38'-45'.

Height / Massing

- A variety of 2 and 3-storey buildings will be permitted. To ensure appropriate massing relationships, careful consideration shall be given to siting of dwellings.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided, such as:
 - Avoid siting 3-storey dwellings adjacent to bungalows, raised bungalows or 1-1/2-storey dwellings;
 - When 2-storey dwellings are sited among bungalows or 3-storey dwellings, they should be placed in groupings of at least 2 units;
 - When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.

Architectural Elements and Materials

- To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- The façade detailing, materials and colours of a dwelling should appear authentic and be consistent with the architectural style. Materials shall be of a high-quality.
- Architecture shall be complementary with the housing designed for the surrounding communities.
- Stylistic influences may be borrowed from traditional-period Ontario precedents, and may include Victorian, Georgian, French Chateau, English Manor, Craftsman, Tudor, Modern, Contemporary, Colonial, etc.



Fig. 6.3.2a - Image example of single detached dwelling in the adjacent community, south of Argo West Morrison.

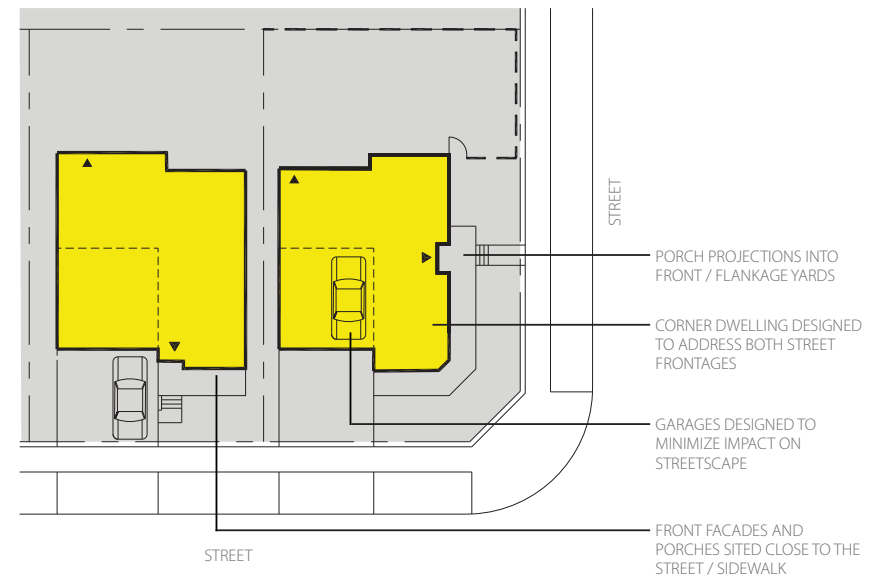


Figure 6.3.2b - Conceptual siting of single-detached dwellings and corner treatment considerations.

Architectural Variety

- Single detached-dwellings should be designed to contribute individually and collectively, to the character of the various neighbourhoods.
- 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.
- 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, flanking elevations must not be the same as those on lots abutting or directly opposite. Identical kitty-corner lot elevations are acceptable.

Porches

- Designs with covered front porches or porticos are desirable in so far as they are consistent with the architectural style.
- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches may be located closer to the street than garages.
- On corner lots, wraparound porches are encouraged where appropriate to the dwelling style.
- Where main dwelling entries are visible from the street they should be appropriately lit.
- To provide variety along the streetscape, some dwellings may feature side entries.
- Where porches are used, they should be functional and kept as open as possible.
- Where porticoes 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.

Garages

- 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, with limitations to their projection into the front or flankage yards.
- 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.

- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column 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 is encouraged, with a lamp style consistent with the architectural style of the dwelling.
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit. The following are some techniques that may be considered:
 - Lower the garage door and/or increase the roof pitch;
 - Add a decorative gable louvre or feature;
 - Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
 - Consider window treatments above the garage doors, as appropriate to the dwelling;
 - Provide wider and/or arched lintels over the garage door to reduce the massing;
 - Situate light fixtures above the garage door to break-up the massing.



Fig. 6.3.2c - Image example a variety of single detached homes on Carding Mill Trail, south of Argo West Morrison.

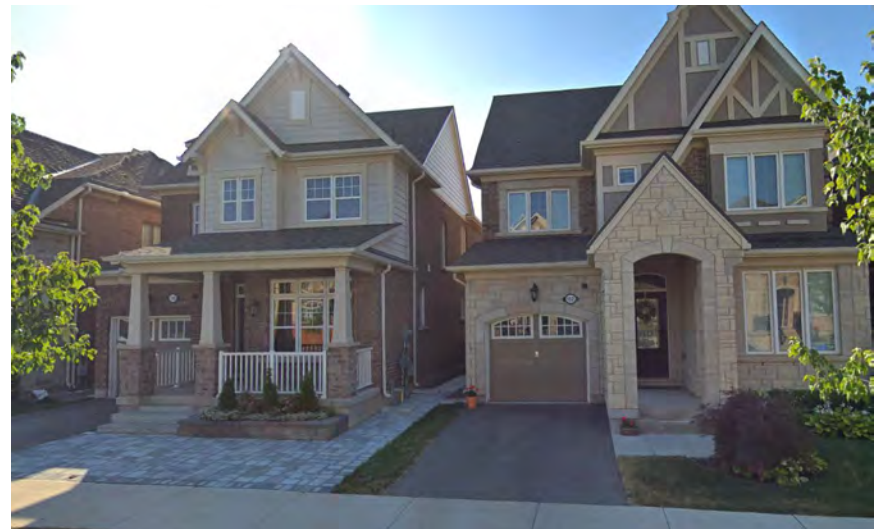


Fig. 6.3.2d - Image example of attached garages integrated into the main massing of the dwelling, behind the porch projection.

6.4 Priority Lots

Priority lots are those located prominently within the community. 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.

The following priority lot plan for Argo West Morrison demonstrates the lot locations requiring special design considerations, corner lots, view terminus lots, and dwellings requiring upgraded rear and side architecture adjacent to the NHS and SWM pond.



Fig. 6.4 - Argo West Morrison Priority Lot Plan

6.4.1 Corner Lot Dwellings

Dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character and quality of the community.

- Dwelling designs must be appropriate for corner locations, with elevations that address both street frontages. Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner lot dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive architectural elements, such as wraparound porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encouraged on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling.
- A privacy fence shall enclose the rear yard portion of the corner lot dwelling. In order to minimize the length of the fence facing the flanking street, it shall begin as close as possible to the rear corner of the dwelling.
- Rear lane garages on corner lots shall have upgraded side elevations facing the street.
- At corner gateway locations, porches and main entries shall be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.



Fig. 6.4.1 - Image example of a corner lot dwelling in the adjacent community that addresses both street frontages with the long elevation facing the flanking street.



Fig. 6.4.2 - Image example of a view terminus dwelling in the adjacent community, with a prominent architectural entry at the terminus view

6.4.2 View Terminus Dwellings

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the lot, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.



Fig. 6.4.3 - Image example of an upgraded side architecture dwelling with units facing a school in the adjacent community.

6.4.3 Upgraded Rear and Side Architecture Dwellings

Where a dwelling's rear or side elevation is prominently exposed to the public realm, both the front and side/rear elevations shall be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc.

- The design of the applicable rear and/or side facade shall, therefore, acknowledge the prominent exposure to the public realm.
- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing (quoining, dichromatic), gables and dormers, wall articulations, etc.

6.5 Sustainability Features

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

Walkability is one of the cornerstones of sustainable community design. Open spaces and amenities within Argo West Morrison are located within comfortable walking distance of the majority of residents. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections.

Sustainability is supported by:

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

6.5.1 Low Impact Development Methods

The following sustainable development practices shall be considered

- 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.
- Emphasize the sourcing of local materials and manufactured components where possible.
- 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.
- Pedestrian trails shall be connected and integrated with the sidewalks in the community.

7.0 IMPLEMENTATION



Figure 7.0 - An extensive trail network connecting the overall North Oakville community is part of the sustainability strategy for a healthy, active community that will be implemented throughout all phases of development.

The UDB has addressed pertinent urban design issues as applied to Argo West Morrison’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 Argo West Morrison 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 West Morrison 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.

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 and with the North Oakville Urban Design and Open Space Guidelines.

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

- That the Owner finalize and submit a revised Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units;
- The Owner shall submit elevation drawings and typical lotting plans for all models on lots not subject to site plan control 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.

Architectural design and siting proposals for medium density residential (except freehold townhouses), mixed-use, 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.

7.1 ARCHITECTURAL CONTROL PROCESS

If a Control Architect is appointed to administer the implementation of the Argo West Morrison Urban Design Brief, the Control Architect shall have obtained proven experience in the field of architectural design within Ontario and the Greater Toronto Area, shall be member in good standing of the Ontario Association of Architects, and shall be deemed acceptable by the Town of Oakville to perform the required design control duties.

The architectural control review and approval process by the Control Architect will be undertaken in an expeditious and fair manner on behalf of the Town of Oakville. It shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder for any intended submissions;
- Model review and approval;
- Review and approval of exterior materials and colours;
- Review and approval of house sitings;
- Periodic site monitoring for compliance.

7.2 PRELIMINARY REVIEW

- Preliminary model design sketches which are in conformity with the Urban Design Brief /and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect or Town Urban Design Staff for review.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect or Town Urban Design Staff.
- Preliminary grading plans and streetscapes for individual lot sitings should be submitted to the Control Architect or Town Urban Design Staff for review prior to submission for final approval.

7.3 FINAL REVIEW AND APPROVAL

7.3.1 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 or Town Urban Design Staff as soon as possible after model approval has been given. These should be on 1 sheet per each dwelling type.

7.3.2 Site Plans

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

7.3.3 Streetscape Drawings

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

7.3.4 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.

7.4 SUBMISSION REQUIREMENTS

The Builder is required to submit the following to the Control Architect of Town Urban Design Staff for final review and approval:

- 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 Control Architect or Town Urban Design Staff 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 or Town Urban Design Staff 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 or Town Urban Design Staff.
 - 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 or Town's office, as necessary.

7.5 TOWN OF OAKVILLE APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect or Town Urban Design Staff 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 or Town Urban Design Staff and Project Engineer (site plans only).
- Approvals by the Control Architect or Town Urban Design Staff 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.

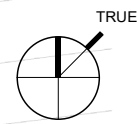
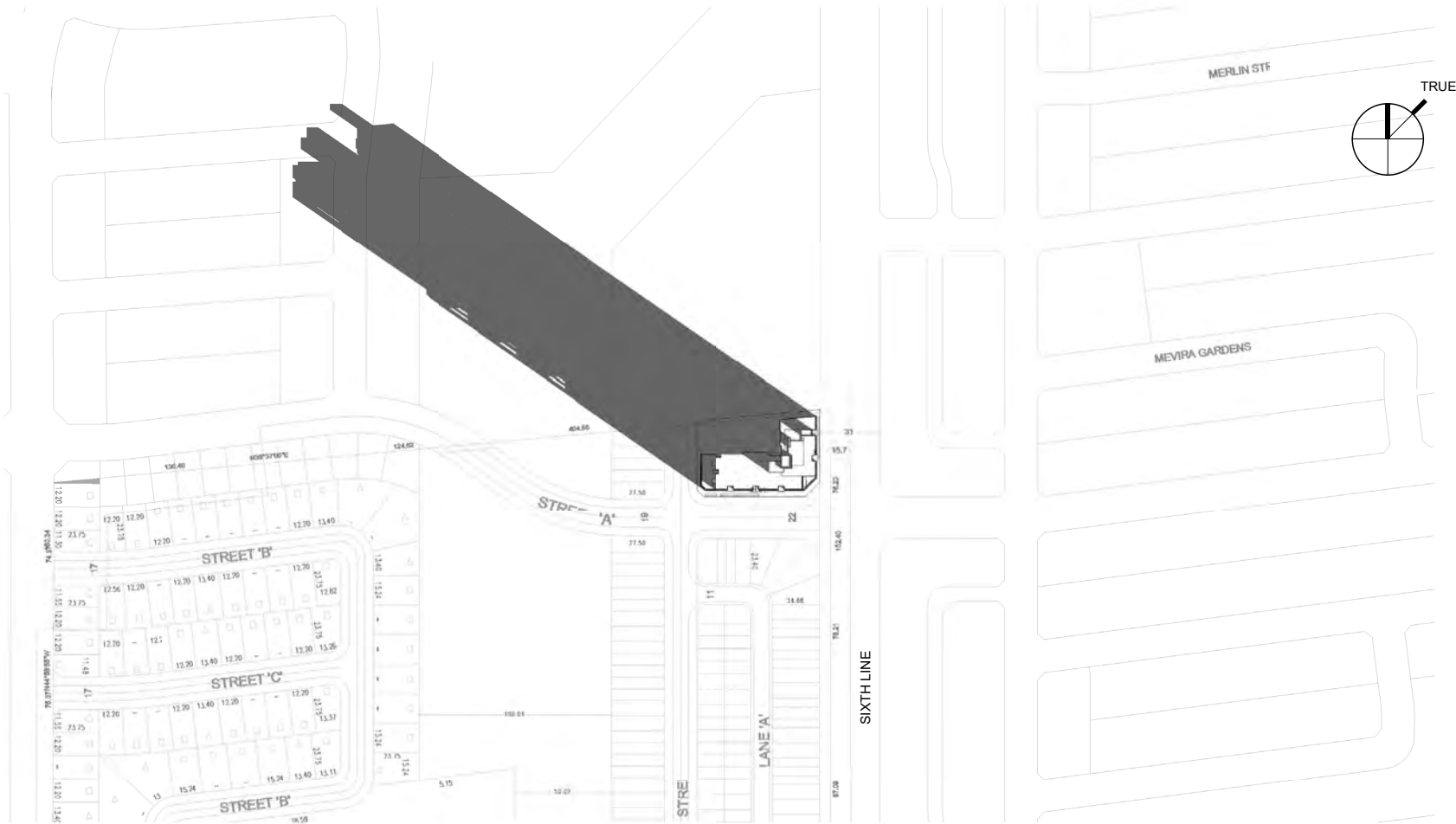
7.6 MONITORING FOR COMPLIANCE

- The Control Architect or Town Urban Design Staff 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 or Town Urban Design Staff to be in non-compliance with the Urban Design Brief will be reported in writing to the Builder.
- The Builder will respond in writing to the Control Architect or Town Urban Design Staff of their intention to rectify the problem, after which the Developer will be informed of the Builder's response.
- The Developer and/or Town may take appropriate action to secure compliance.
- In the event that a Control Architect is appointed and the Town is not satisfied with the performance of the Control Architect, it reserves the right to refuse acceptance of drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect, if necessary, to the satisfaction of the Town. The Developer will be responsible for all costs relating to architectural review and approval.

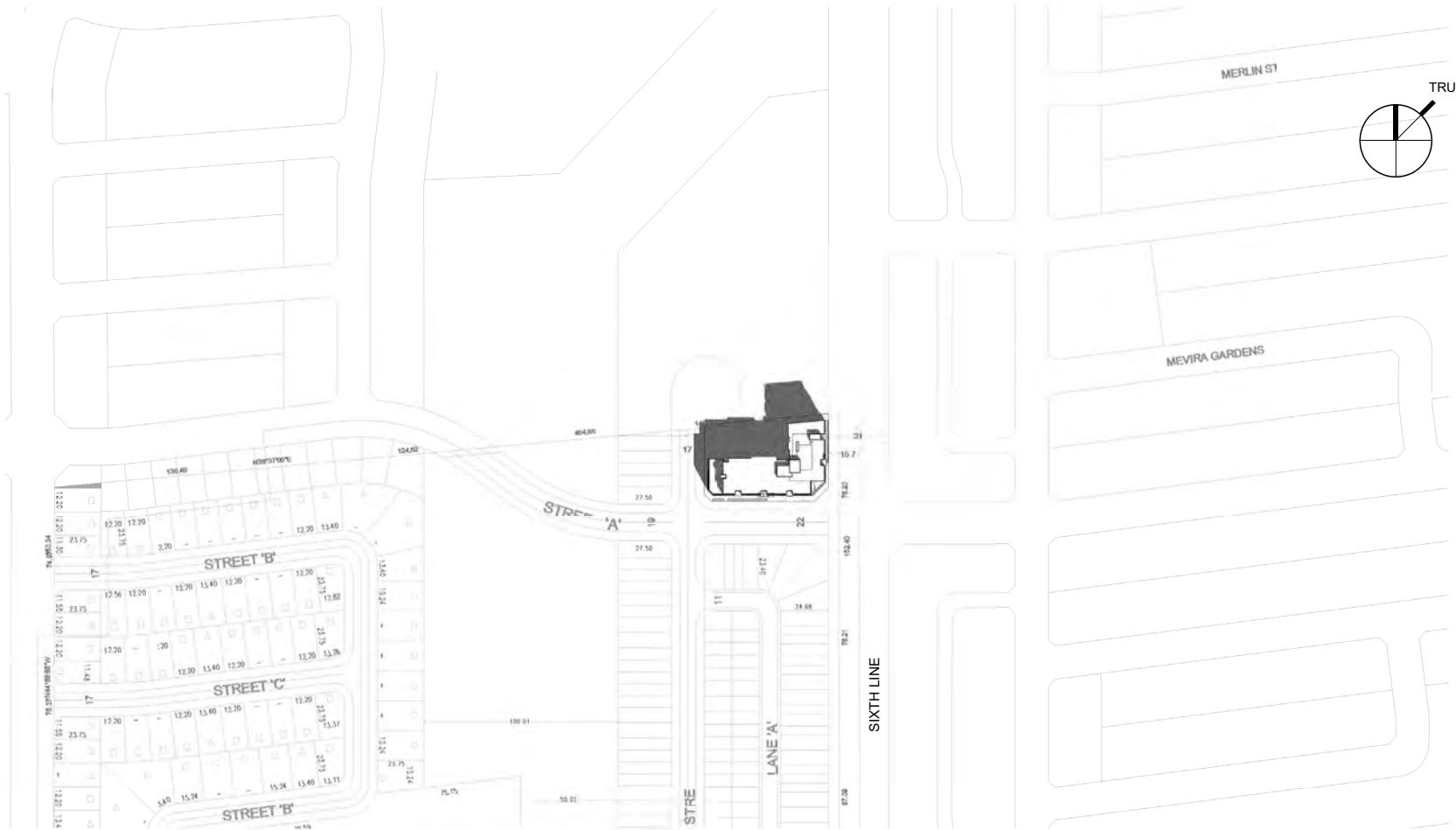
APPENDIX

SHADOW STUDY

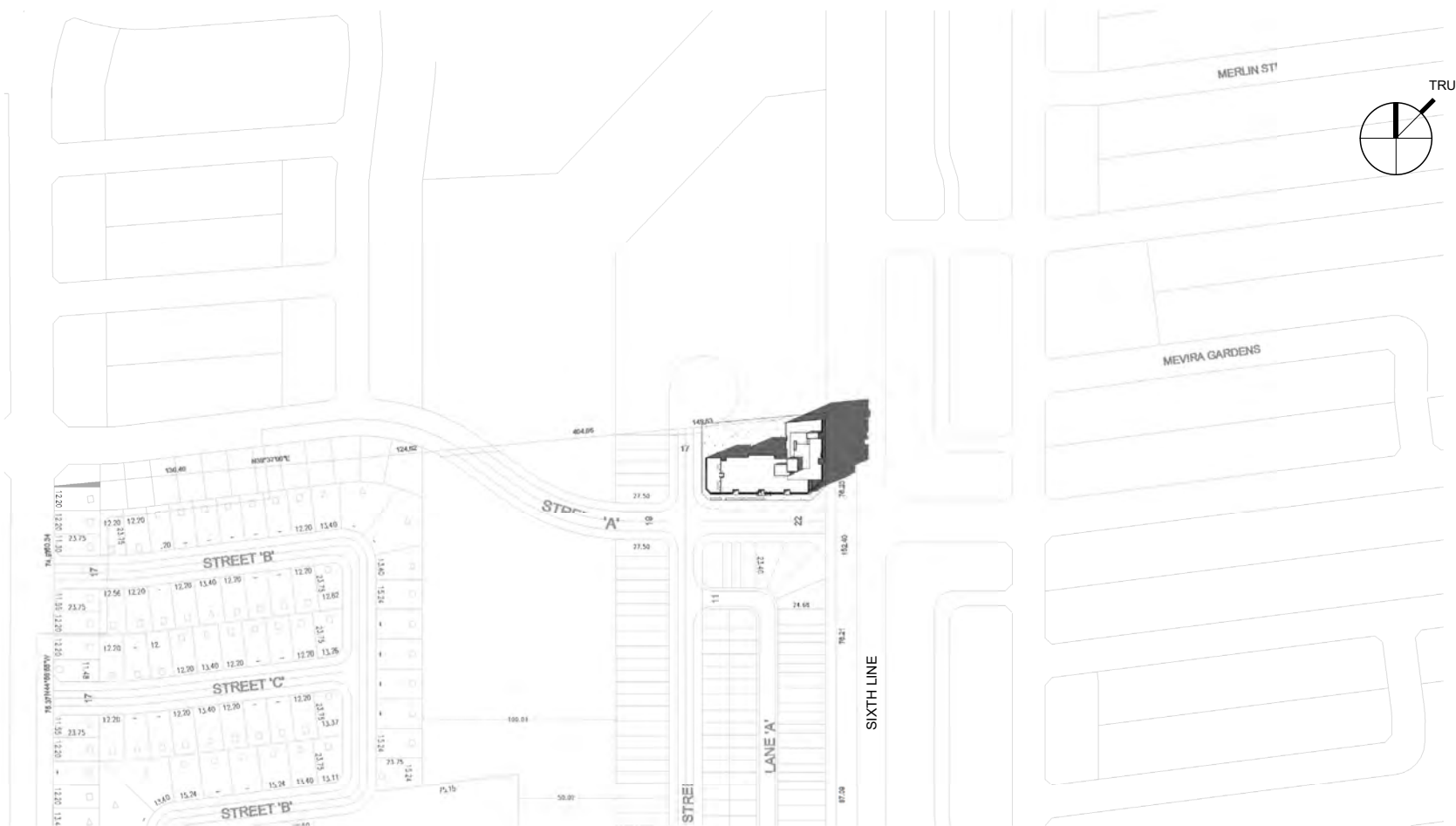
Note: The following pages provide an example of Q4's shadow analysis diagrams for April 21, June 21, September 21, and December 21, at different times each day. Refer to Q4's study for the complete set of diagrams and analysis.



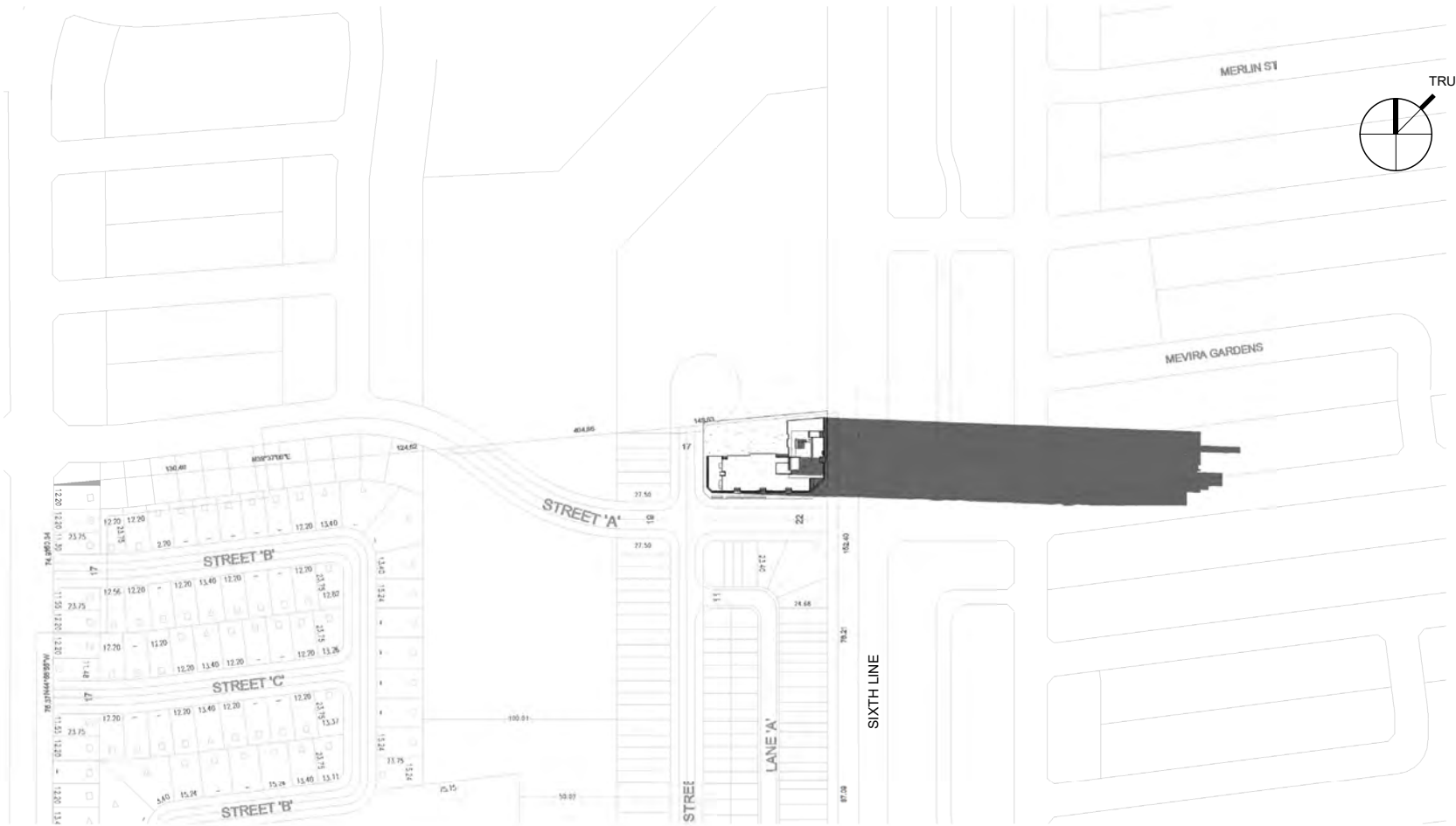
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① Shadow Study - June 21, 10.20hrs
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① Shadow Study - September 21, 14.12hrs
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① Shadow Study - December 21, 16.45hrs
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