275 Polly Drive Amendment

THE PRESERVE

PHASE THREE
URBAN DESIGN BRIEF

Fourth (Final) Submission: December 21, 2016

Amended July 9, 2026

Based on: North Oakville Urban Design and Open Space Guidelines

Prepared by: NAK Design Strategies

NAK design strategies

Q4 ARCHITECTS

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This document serves as an Amendment to the approved Urban Design Brief (UDB) for the subject lands, previously dated December 21, 2016. The primary objective of this amendment is to incorporate the detailed design vision and architectural parameters for Remington Group Inc.'s 275 Polly Drive. This supplement ensures that the specific built form and site-level refinements for 275 Polly Drive remain consistent with the overarching design principles established in the original UDB.

New or refined pages are indicated by the '275 Polly Drive Amendment' text box. For amendments specific to 275 Polly Drive, refer to the following pages:

- **p. 3 - Development Site Context: 275 Polly Drive within Phase Three**
- **p. 7 - Concept Plan: 275 Polly Drive Key Plan**
- **p. 28-31 - 275 Polly Drive Concept Plan**
- **p.46 - Focal Lot Dwellings**

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Purpose of the Urban Design Brief 1
1.2 Development Site Context 1
1.3 Planning and Urban Design Documents 4
1.4 The Preserve Urban Design Brief 5
1.4.1 Community Goals 5
1.4.2 Neighbourhood Objectives 5
1.4.3 Surrounding Land Uses 5
1.4.4 The Preserve Overall Development Summary 6

2.0 URBAN DESIGN CONTEXT 7

2.1 Concept Plan 7
2.2 Development Vision 8

3.0 URBAN DESIGN FRAMEWORK 9

3.1 Structuring Elements 9
3.1.1 Development Edges 9
3.1.2 Street Hierarchy 10
3.1.3 Neighbourhood Centre Area 15
3.1.4 Neighbourhood Activity Node 16
3.1.5 Gateways 17
3.2 Open Space Features 18
3.2.1 Village Square 18
3.2.2 Trail Network 20
3.2.3 Walkway Blocks 21
3.2.4 Natural Heritage System (NHS) 22
3.2.5 Stormwater Management Pond 23
3.3 Streetscape Design and Tree Planting 25
3.3.1 Streetscape Design and Tree Planting 25

4.0 BUILT FORM 26

4.1 Single-Detached Dwellings 27
4.1.1 275 Polly Drive 29
4.2 Townhouse Dwellings 32
4.3 Live-Work Townhouses 34
4.4 Stacked Townhouses 35
4.5 Mid-Rise Condominium Apartments 35
4.6 Mixed-Use Built Form 36

5.0 ARCHITECTURAL DESIGN CRITERIA 37

5.1 Character and Image 37
5.2 Architectural Variety 38
5.3 Massing within the Streetscape 39
5.4 Architectural Elements 40
5.4.1 Porches 40
5.4.2 Exterior Materials and Colours 40
5.4.3 Architectural Detailing 40
5.4.4 Fenestration 41
5.5 Roof Form 42
5.6 Garages 43
5.6.1 Street-Accessed Garages 43
5.6.2 Rear-Accessed Garages 44
5.7 Utility and Service Elements 45
5.8 Site Grading Conditions 45
5.9 Focal Lot Dwellings 46
5.9.1 Corner Dwellings 47
5.9.2 View Terminus Dwellings 47
5.9.3 Gateway Dwellings 48
5.9.4 Upgraded Rear and Side Architecture 48
5.9.5 Park Facing Dwellings 48

6.0 SUSTAINABILITY 49

6.1 Sustainable Development Practices 49
- 6.1.1 Hardscaping 49
- 6.1.2 Softscaping 50
- 6.1.3 Water Conservation and Management 50
- 6.1.4 Walkability / Transportation Alternatives 51
- 6.1.5 Lighting 51

7.0 IMPLEMENTATION 52

7.1 Architectural Control Process 52
7.2 Preliminary Review 52
7.3 Final Review and Approval 52
- 7.3.1 Working Drawings 52
- 7.3.2 Site Plans 52
- 7.3.3 Streetscape Drawings 53
- 7.3.4 Exterior Colour Packages 53

7.4 Submission Requirements 53
7.5 Town of Oakville Approval 53
7.6 Monitoring For Compliance 53

8.0 CONCLUSION 54

9.0 APPENDIX 55

1.1 PURPOSE OF THE URBAN DESIGN BRIEF

This Urban Design Brief outlines the planning and design rationale for Phase Three of The Preserve, in the context of the Town's approved North Oakville East Secondary Plan and associated Master Plan, and North Oakville Urban Design and Open Space Guidelines. More specifically, this document examines how the proposed subdivision plan for Phase Three of the development meets the objectives of the Town's Secondary Plan and Draft Urban Design Guidelines. Considering that the urban design intent and approach for Phase Three is similar to that for Phase One and Two, this document may be viewed as a companion to the approved The Preserve Phase One and Phase Two Urban Design Brief.

The primary objective of this study is to:

- Describe and illustrate the design principles established for Phase Three of The Preserve for the benefit of the Town in its review and assessment of the plan;
- Review compliance with policies and design strategies that promote the Town's vision as outlined in the following relevant planning and urban design documents:
  - North Oakville East Secondary Plan;
  - North Oakville Master Plan (Appendix 7.3 – February 2008);
  - Draft North Oakville Urban Design and Open Space Guidelines;
  - The North Oakville Sustainability Checklist;
  - The North Oakville East Trails Plan.

The guidelines outlined in this document provide the framework that will guide the design of the public realm and built form within Phase Three of The Preserve. Some of the images and graphics included in the following pages are conceptual in nature and are only intended to illustrate design principles or communicate the intended character of the development. As the subject site is immediately adjacent to Preserve Phase One and Two lands, information from these two phases remain visible on many of the diagrams in this urban design brief.

This amendment to the Preserve Phase Three UDB is required as part of the OPA/rezoning submission to create six (6) - 45' lots with single detached dwellings within 275 Polly Drive.

1.2 DEVELOPMENT SITE CONTEXT

The proposed development is located within the North Oakville Secondary Plan Area (also referred to as North Oakville East) in the Town of Oakville. North Oakville East is bounded by Dundas Street to the south, Highway 407 to the north, Tremaine Road to the west and Ninth Line to the east.

The development site for Phase Three of The Preserve is located between Neyagawa Blvd. and Sixth Line, north of North Park Drive, comprising the northern extent of the three phases which combine to form The Preserve lands. It is generally bounded by the future North Park Drive and Phase Two to the south, Natural Heritage System (NHS) lands to the north, Phase One lands to the east and the proposed development by Lower Fourth Ltd./Pendent Development Ltd. to the west. Refer to the diagram on the following page, which illustrates The Preserve development site within the context of the North Oakville Master Plan.



Figure 1.2a - North Oakville and The Preserve in the context of the Town of Oakville.

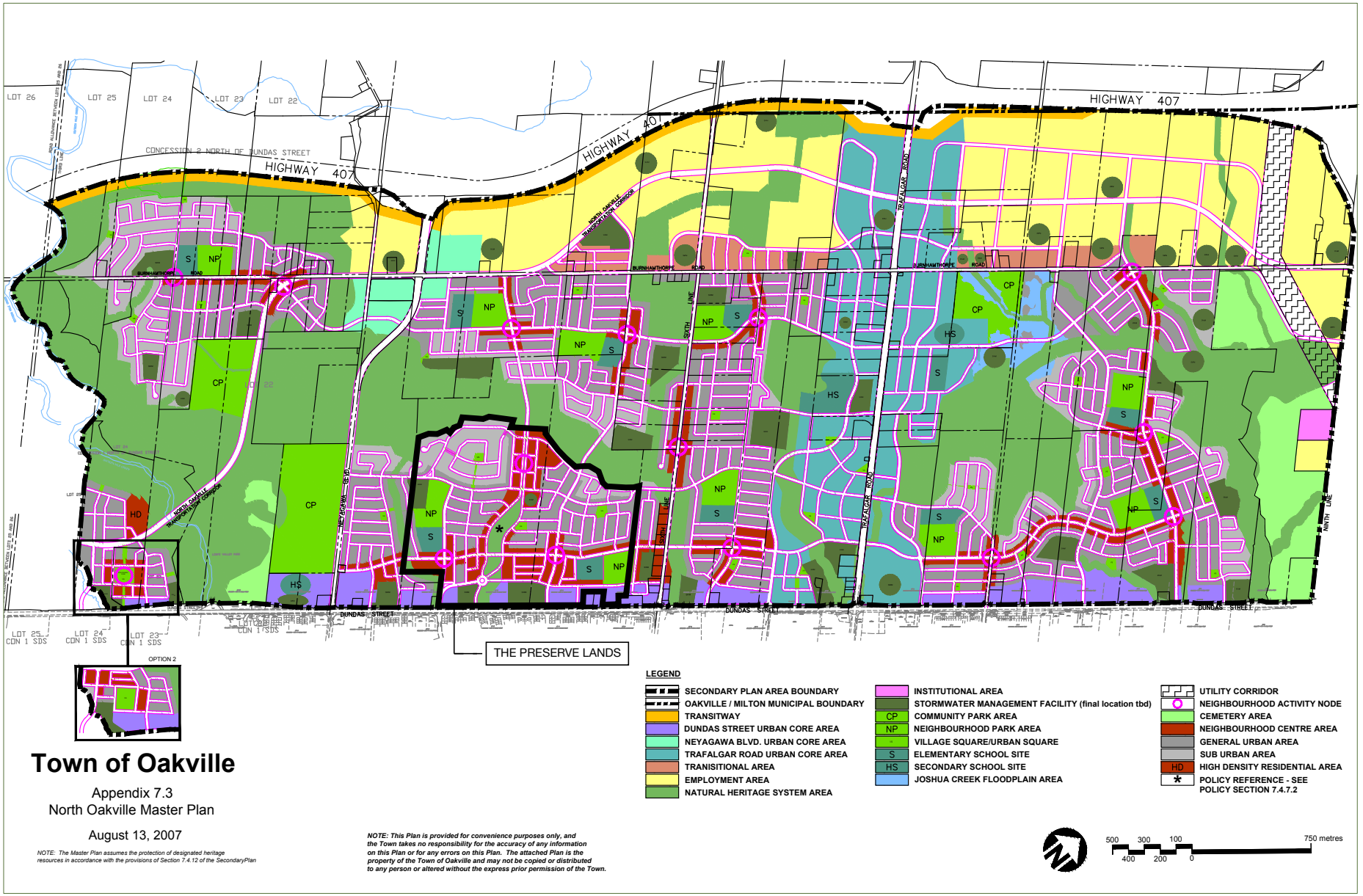


Figure 1.2b - Plan depicting The Preserve Lands within the North Oakville Master Plan (Appendix 7.3 - February 2008).

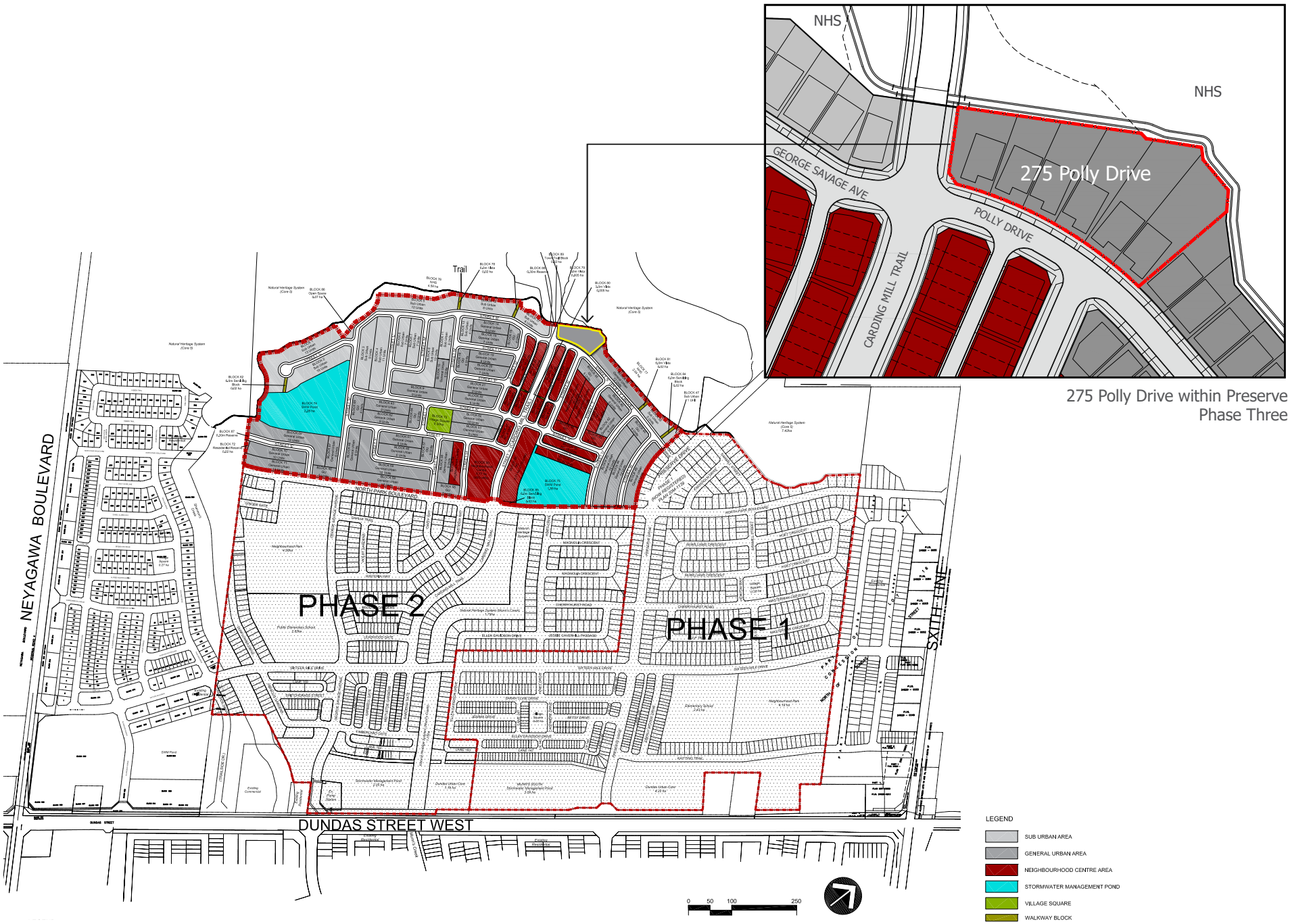


Figure 1.2c - Plan depicting The Preserve Phase Three development within the overall Preserve Lands.

1.3 PLANNING AND URBAN DESIGN DOCUMENTS

The proposed development is subject to several planning studies and processes. This brief outlines a set of guidelines consistent with the objectives of the following documents:

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 the community 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.

North Oakville Master Plan

The design and structure of all phases of The Preserve shall comply 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.

North Oakville Urban Design and Open Space Guidelines

The North Oakville East 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.

North Oakville East Trails Plan

The North Oakville East Trails Plan outlines the Conceptual North Oakville East Trails Network, as part of the Town's objective of developing a functional transportation system that recognizes all modes of transport. Implementation of the trails plan is regulated through submission of subdivision applications.

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.

Preserve Phase One and Two Urban Design Brief

The Preserve Phase One and Two Urban Design Brief outlines the planning and design intent for the development of these phases. The Preserve Phase Three Urban Design Brief stands as a 'companion document' to the Phase One and Two brief.

1.4 THE PRESERVE URBAN DESIGN BRIEF

The Preserve Phase Three Urban Design Brief builds on the information presented in The Preserve Phase One Urban Design Brief, dated September 21, 2012, and Phase Two, dated October 2, 2014. The following is a general summary of the goals and objectives upon which the design vision is based.

1.4.1 Community Goals

The Preserve is intended as a model community that is designed to be an integral part of the larger communities of North Oakville, the Town of Oakville and Halton Region. In order to achieve this, the following community goals have been established:

- To create a sustainable natural and open space system - recognizes the importance of the natural environment within, which links to the larger NHS beyond The Preserve, and the need to protect and capitalize on these existing resources to benefit future generations.
- Provide access and visibility to open space - recognizes the importance of developing physical and visual access to open spaces such as green campuses and a green entry; these spaces are supportive of family life and provide recreational opportunities for residents.
- To create a sustainable transportation network - recognizes the importance of intensifying land uses in specific areas, such as the village core and along Dundas Street West, to support the use of transit and reduce the length of vehicular trips.
- To create compact, walkable mixed-use development - recognizes the importance of creating walkable, pedestrian-scaled neighbourhoods through public and private realm design initiatives that encourage community interaction and foster a sense of place for The Preserve.
- To encourage a variety of housing - recognizes the importance of implementing a variety of housing types, styles and densities that contribute to the character of distinct neighbourhoods.
- To preserve and extend residential enclaves and cultural heritage - recognizes the importance of creating well-planned neighbourhoods that promote the character of the site, contributing to a unique sense of place.
- To provide a vital setting - recognizes the importance of mixed-use buildings, especially within the urban core, to provide a social environment for residents.

1.4.2 Neighbourhood Objectives

A set of core neighbourhood objectives have been established as part of The Preserve Urban Design Brief study. These are as follows:

- Dundas Street West - this area will be characterized by medium-density residential uses with potential for mixed commercial-residential use. This higher-density built form, along with the two community entrances, shall serve to reinforce the integration and prominence of Dundas Street West.
- Natural Heritage and Open Space System - The Preserve recognizes and enhances the Natural Heritage and Open Space systems by providing visually and physically interconnected open spaces throughout all 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 were all designed with neighbourhood accessibility in mind.
- The Green Campus - schools, parks, channels, entry features and stormwater management ponds are adjacent to each other where feasible to provide large continuous open spaces.
- Diversity - the Neighbourhood Centre and Dundas Street West provide a range of socio-economic opportunities within their neighbourhoods and the community.

1.4.3 Surrounding Land Uses

The lands to the south of the Preserve are fully urbanized up to Dundas Street West and consist of low and medium density residential uses. The primary interface along the south side of Dundas Street West includes a 15-metre wide landscaped berm with the accompanying subdivision design being a mix of window streets or flankage conditions. To the west, north and east, the lands are mostly bounded by agricultural uses.

1.4.4 The Preserve Overall Development Summary

It is proposed that The Preserve lands be developed with a range of residential and open space uses, with potential for some commercial uses, consistent with the Secondary Plan and associated Master Plan. Proposed residential uses consist of single detached dwellings, townhouses (front-loaded, rear lane, back-to-back, stacked), live work units and mid-rise condominium apartments. Other built form uses include mixed-use commercial and institutional.

Primary access to the overall Preserve development is from Dundas Street West at two locations: 1) the extension of Towne Boulevard, and 2) Preserve Drive. These entrances guide the visitor to the two north-south community spines, which are intended to offer an interesting visual experience comprised of landscape spaces, some lane-based dwellings in key locations, urban townhouses and live-work units and limited commercial uses as you move north toward North Park Boulevard. Carding Mill Trail extension from North Park will also integrate Neighbourhood Center residential blocks to frame the gateway into the Phase 3 lands.

Along Dundas Street West, medium-density built form may be located at the Dundas Urban Core, with townhouses and back-to-back townhouses located closer to Dundas Street, transitioning to single-detached homes as one moves north along Preserve Drive. Open space blocks along Dundas Street shall include urban stormwater management ponds and a channel feature. Surrounding these open spaces will be a variety of townhouses, 2-3 stories in height.

The majority of the neighbourhood in between will consist of single-detached dwellings. On prominent streets, such as the main spine roads, homes will feature a combination of front-loaded garages with some rear-lane configurations in key areas.

A centrally located Village Square is proposed to serve Phase Three of the Preserve development, within walking distance of all residents within this phase. The Village Square is situated at the view terminus of a north-south local road, which extends from North Park Boulevard to the south. The Village Square is a component of the overall park strategy for The Preserve, in which residents of Phase Three will have reasonable walking distance access to the Neighbourhood Park proposed within the Phase Two lands.

The proposed development recognizes and preserves existing natural heritage features, while integrating views, vistas and pedestrian links where possible. Portions of the development are designated 'Natural Heritage System Area', the naming of which identifies and protects portions of Shannon and Munn's Creeks, which are rendered as open space channels on the current draft plan of subdivision (within Phase Two lands).

2.0 URBAN DESIGN CONTEXT

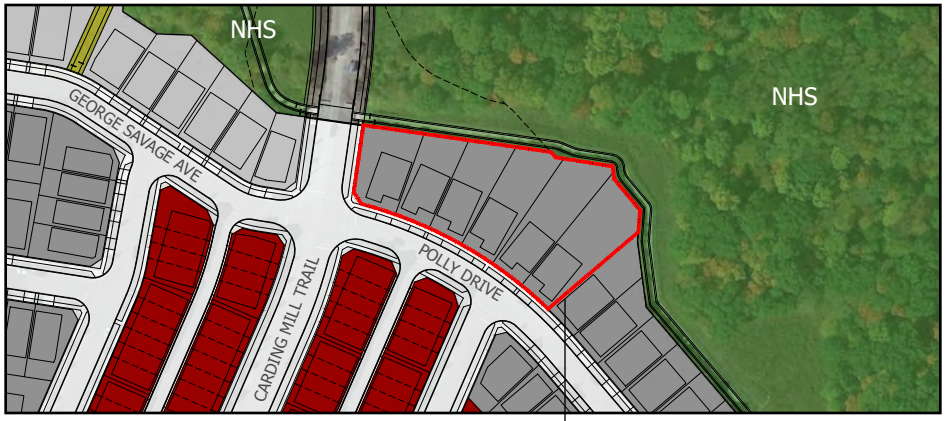
2.1 CONCEPT PLAN

The concept plan for the proposed Phase Three development, as with Phases One and Two, is consistent with the intent of the North Oakville Master Plan with respect to the hierarchy and configuration of the street network, integration with the natural heritage system, the provision of recreational opportunities and accessible open space at key locations, and coordination with the Dundas Urban Core.

The Preserve Phase Three shall establish and emphasize those elements that will help create an innovative, pedestrian friendly, transit-oriented community with mixed-uses, a variety of housing types and densities and a priority on creating, preserving and enhancing the Natural Heritage System.

The Concept Plan integrates the following land uses and features:

- Natural Heritage System - including the Munn's Creek Corridor. The NHS is designed to meet the environmental objectives required to create a long-term sustainable NHS in an urbanized setting.
- Residential - a variety of housing types as a reflection of the Sub Urban, General Urban and Neighbourhood Centre categories described in the Secondary Plan.
- Mixed-Use Commercial / Institutional (designated Neighbourhood Centre) - frames the gateway into Phase 3 from North Park Boulevard and may include uses such as a place of worship, ground floor commercial and/or daycare facility.
- Village Square - a neighbourhood-scaled gathering space with opportunities for active and passive recreation that serves as the focus for the surrounding sub-neighbourhood areas.
- Stormwater Management Ponds - in addition to primary water quality and quantity control functions, the ponds complement the parks and open space system, provide desirable view opportunities and potential community amenity space.



275 Polly Drive Key Plan

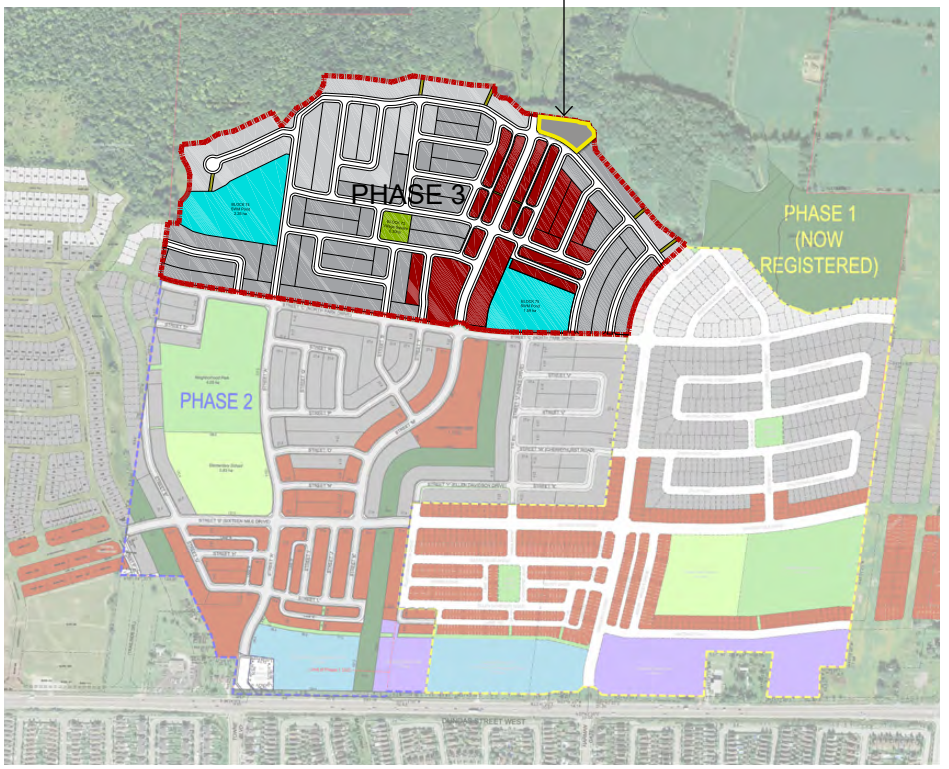


Figure 2.1a - The Preserve Phase 3 Concept Plan

LEGEND:

- SUB URBAN
- GENERAL URBAN
- NEIGHBOURHOOD CENTRE
- VILLAGE SQUARE
- SWM POND

2.2 DEVELOPMENT VISION

Like Phase One and Two of The Preserve, Phase Three 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. To this end, the following goals have been established:

- **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 a sustainable transportation network**
  Recognize the importance of intensifying land uses in specific areas, such as along Dundas Street, to support the use of transit and reduce the reliance on vehicular connections for all areas of The Preserve.
- **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 character of neighbourhoods.
- **Preserve/extend residential enclaves and cultural heritage**
  Recognize the importance of creating well-planned neighbourhoods with identifiable character, contributing to the unique sense of place.
- **Provide logical connections with adjacent existing and future communities**
  Recognize the importance of ensuring all phases of The Preserve are part of a well-connected and cohesive community framework with strong links to adjacent future residential neighbourhoods.







3.0 URBAN DESIGN FRAMEWORK

3.1 STRUCTURING ELEMENTS

3.1.1 DEVELOPMENT EDGES

Broadly speaking, edges of the proposed Phase Three development are defined by the Natural Heritage System to the north, Phase One to the east, Phase Two to the south and future residential development by Lower Fourth Ltd./Pendent Development Ltd. to the west. The Dundas Urban Core defines much of the Dundas Street W. north interface, with existing residential development located south of Dundas Street W.

- Interface development edges occur where the proposed Phase Three development abuts future development to the south, east and west. As described, The Preserve Phase One and Two development areas are located to the east and south, respectively. These phases contain a mix of single detached, semi-detached and townhouse dwellings with provisions for live-work, commercial and office located primarily towards the southern boundary in proximity to Dundas Street W. To the west is future proposed residential development by Lower Fourth Ltd. / Pendent Development Ltd.
- It is intended that the urban fabric of all future phases of development shall be coordinated to ensure the strategic mix of land uses and a logical, efficient road structure is achieved consistent with the Town's approved North Oakville East Secondary Plan and associated Master Plan, and North Oakville Urban Design and Open Space Guidelines. As such, the layout of Phase 3 lands will effectively function as an extension from neighbouring phases and developments, including the road network, with single detached dwellings primarily defining the interface on all 3 sides of the development.
- The primary development edge occurs where proposed development interfaces with Dundas Street W. (Phases One and Two). Referred to as the Dundas Urban Core, this edge is intended to permit a full range of residential products and densities, with potential for some commercial uses. The Neighbourhood Centre is located along the north side of this area.
- The Neighbourhood Centre residential designation within Phase 3 is centred by the Carding Mill Trail extension from the south within Phase 2. This land use category will consist of street-oriented, urban built form featuring a range of residential uses including front-loaded and lane accessed townhouses, Mid-Rise Condominium Block and Mixed-Use / Commercial / Institutional Block with land use opportunities consistent with the urban design guidelines established for North Oakville.

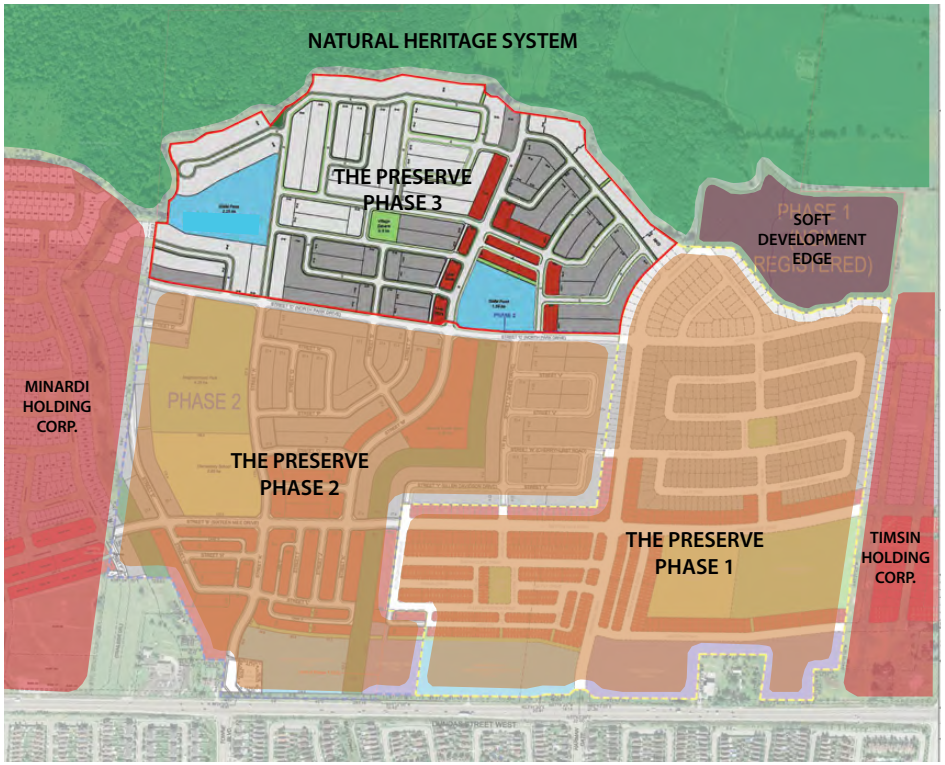


Figure 3.1.1 - Plan depicting Phase Three with interfacing lands.

3.1.2 STREET HIERARCHY

The layout, hierarchy and structure of streets for The Preserve Phase Three is a reflection of the North Oakville Master Plan (Appendix 7.3 – February 2008). The North Oakville East Urban Design and Open Space Guidelines present detailed cross sections of the various street types, which are described and illustrated in the following.

Streets located within the proposed Phase Three development consists of Avenue/Transit Corridor, Connector/Transit, Local Road and Laneways. These roadways generally extend beyond the Phase 3 boundary and provide required north-south and east-west connections to the wider North Oakville East area. The pattern of streets is expected to support all modes of transport, including cycling. The street hierarchy is as follows:

- **Avenue / Transit Corridor (22.0m ROW)**

  The Avenue / Transit Corridor, identified as Street 'M' or the extension of Carding Mill Trail, runs north-south through Phase 3, extending from Sixteen Mile Drive to the south (within Phase 2). This route provides direct access to the Neighbourhood Centre land use area that frames the gateway at the intersection with North Park Boulevard. The Avenue / Transit Corridor has been designed to accommodate local transit with connections to Regional transit at strategic intersections with arterial roads.

  The Avenue / Transit Corridors will be designed as character streets for the community, with boulevard treatments that are appropriate to adjacent land uses, including options for urban, hardscape treatments (decorative paving accents, street furniture), special street lighting, decorative crosswalk treatment and on-street parking.

  The following describes some of the proposed streetscape elements:

  - 22.0m right-of-way which serves as a primary entry point into the community.
  - Shall allow for 2 travel lanes with dedicated on-street parking on one side.
  - Consists of a 4.55m boulevard, with a tree planting zone width (edge of sidewalk to inside curb) of 2.55m. Where a bus transit stop is located, the 2.55m width shall be hard surfaced to accommodate transit-related facilities, such as a bus shelter, bench, waste receptacles, newspaper boxes, etc.
  - Minimum 1.5m width sidewalk provided on both sides.
  - Street trees will generally be situated within grass boulevards, between sidewalk and curb.
  - Apart from bus transit locations and where appropriate to the adjacent land use type and function, a more urban boulevard condition may be considered. This generally provides a greater extent of paving to facilitate increased pedestrian traffic and easier access from curb-side parked cars. It also provides more flexible space to integrate outdoor furniture.
  - Urban boulevard conditions may consider urban tree planting technologies (modular and aggregate suspended pavement systems, tree grates, raised planters) that are conducive to heavy pedestrian traffic, while achieving appropriate soil volumes.
  - Pedestrian crossings at key intersections, with enhanced paving or pavement markings, shall be installed as an attractive feature and to reinforce a safe, walkable environment.
  - Street trees shall consist of primarily native, coarse textured street trees.
  - Planting conditions, such as appropriate soil volumes and rooting area, shall promote long term growth of street trees.
  - 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.

- **Connector / Transit Corridor (19.0m ROW)**

  Corresponding with North Park Boulevard along the south perimeter of the Phase 3 boundary, the Connector / Transit Corridor serves as an intra-neighbourhood connector which can accommodate local transit service and distribute traffic to and from arterial and avenue corridors. Boulevard treatment shall reflect the adjacent land use, with opportunities for urban streetscape elements, where appropriate.

  The following describes some for the proposed streetscape elements:

  - 19.0m right-of-way with 1.5m sidewalks on both sides.
  - Shall allow for 2-way travel with dedicated on-street parking on one side.
  - Consists of a 4.55m boulevard, with a tree planting zone width (edge of sidewalk to inside curb) of 2.55m. Where a bus transit stop is located, the 2.55m width shall be hard surfaced to accommodate transit-related facilities such as a bus shelter, bench, waste receptacles, newspaper boxes, etc.
  - Minimum 1.5m width sidewalks provided on both sides.
  - Street trees will generally be situated within grass boulevards, between sidewalk and curb.

- Pedestrian crossings at key intersections shall be installed with enhanced paving or pavement markings as an attractive feature and to reinforce a safe, walkable environment.
- Street trees shall consist of primarily native, coarse textured street trees.
- Planting conditions, such as appropriate soil volumes and rooting area, shall promote long term growth of street trees.
- 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.

- **Local Road (17.0m ROW)**

  Local roads provide access to individual homes and serve neighbourhood travel demands. The plan recognizes that beyond their transportation function, streets play a vital role as social spaces and provide opportunities for informal interaction and public gathering. Local streets shall be pedestrian-scaled with opportunities for on-street parking, and will typically be characterized by street trees in grass boulevards with sidewalks separating boulevards from front yards.

  The following describes some of the proposed streetscape elements:

  - 17.0m right-of-way with minimum 1.5m sidewalks on both sides.
  - Shall allow for 2-way vehicular travel with on-street parking on one side.
  - Consists of a 4.05m boulevard, with a tree planting zone width (edge of sidewalk to inside curb) of 2.25m.
  - Street trees will generally be located within the public grass boulevard between sidewalk and curb.
  - Street trees within private front yards are encouraged to supplement the tree canopy coverage, providing a more shaded sidewalk and attractive streetscape appearance.
  - Planting conditions, such as appropriate soil volumes and rooting area, shall promote long term growth of street trees.
  - 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.

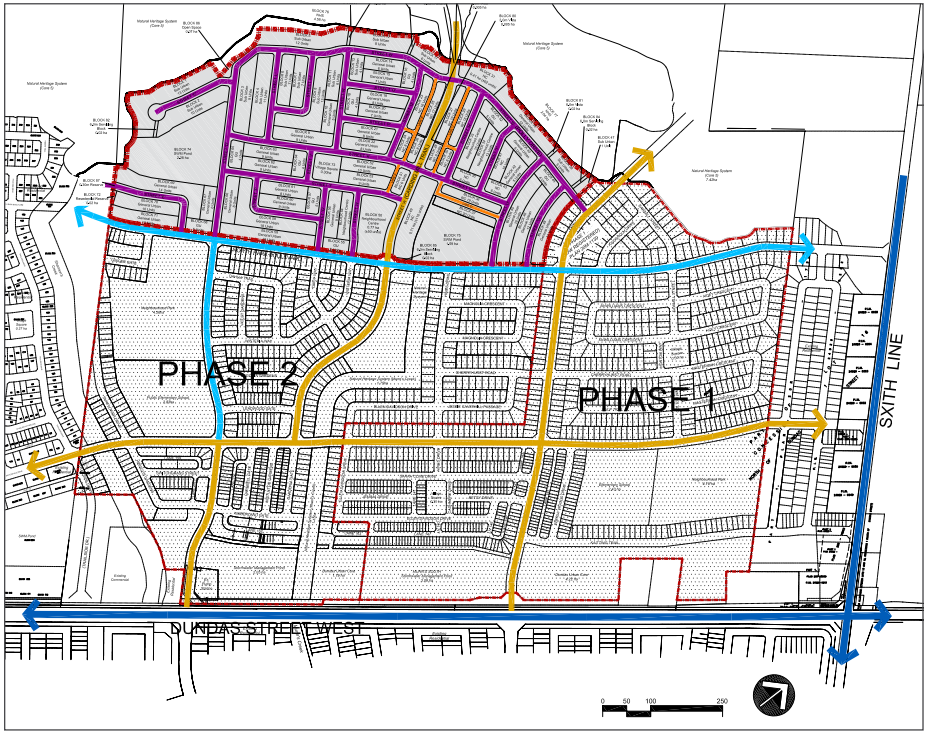
- **Laneway (7.5m and 11.0m ROW)**

  Laneways reflect a traditional urban form that benefits the parallel local street environment in many ways. Lane-based townhouse dwellings may be integrated as part of the street network to provide an urban front door interface with the local street, achieve variation in the built form product and enable some efficiencies in block layout to achieve a more compact urban village environment. As well, lanes reduce interruptions to the street curb edge, resulting in the minimizing of driveways and allowing for continuous rows of street trees with a larger rooting area.

  The following describes some of the proposed streetscape elements:

  - Shall allow for 2-way vehicular travel with a paved apron on both sides.
  - Apron provides potential to locate utilities to the rear of dwellings and away from the local street right-of-way.
  - The appearance of the lane should be enhanced through thoughtful design and selection of the garage, garage door and fencing details.
  - The entry to the lane should be landscaped with grass, trees and shrubs where appropriate to enhance the streetscape perpendicular to the lane.

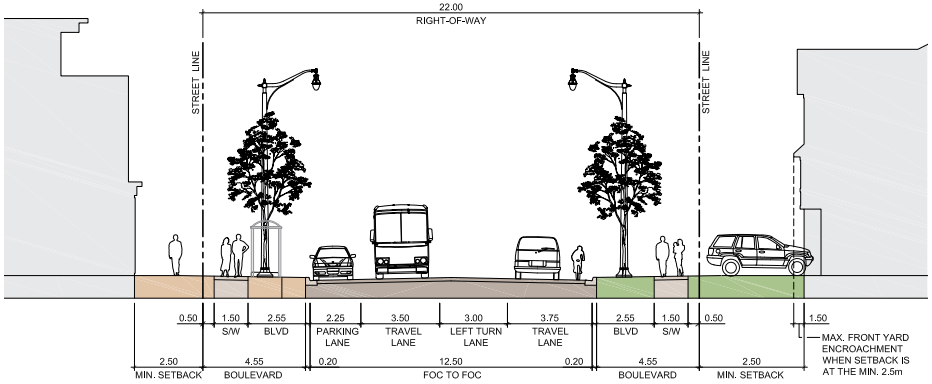
  Laneways shall be well lit and emphasize safety for pedestrians, cyclists and vehicles alike. Two right-of-way widths are attributed to laneways, including 7.5m and 11.0m options, and are situated in accordance with functional and servicing requirements.



LEGEND:

- ARTERIAL ROADS
- AVENUE / TRANSIT CORRIDOR
- CONNECTOR / TRANSIT
- LOCAL ROAD
- LANEWAY
- MULTI-USE TRAIL

Figure 3.1.2a - Plan depicting the proposed street hierarchy for The Preserve.



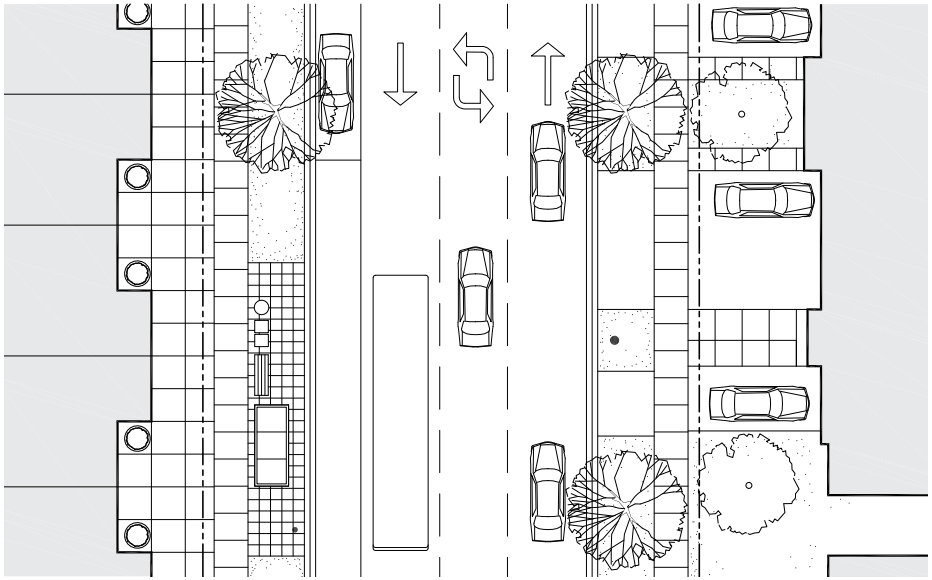


Figure 3.1.2b - Avenue / Transit Corridor - 22.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

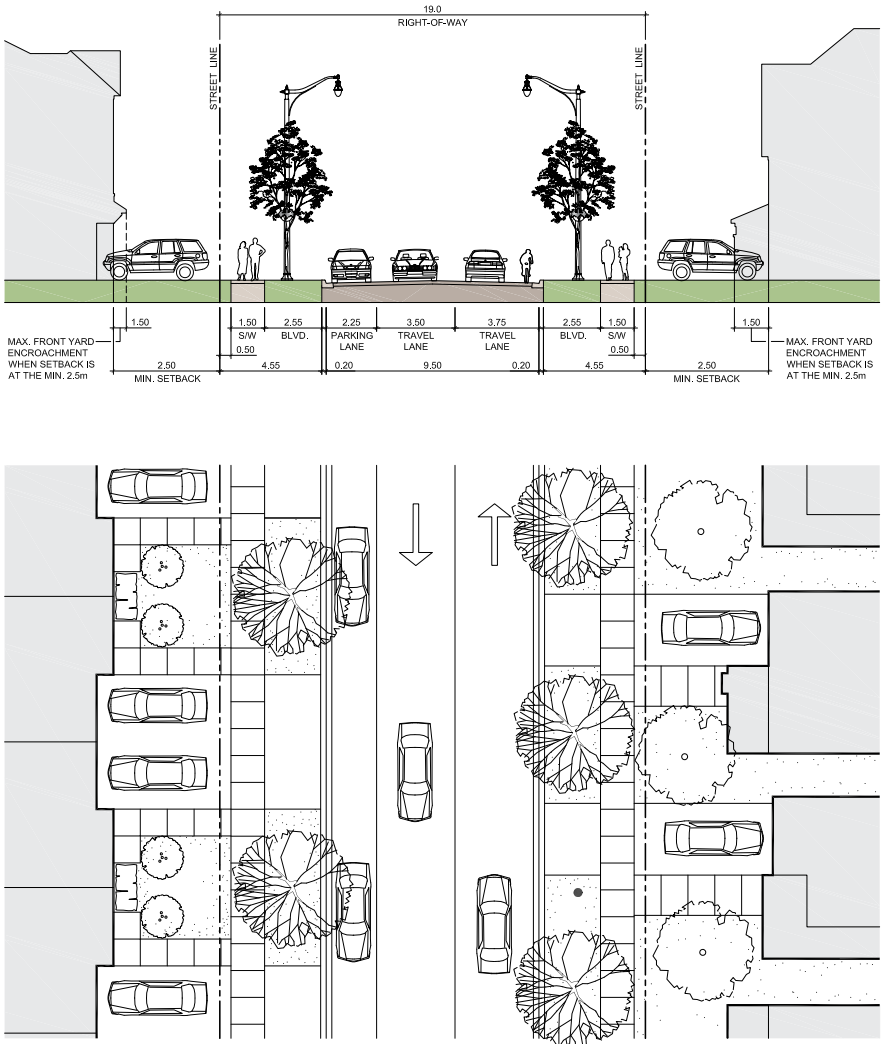


Figure 3.1.2c - Connector / Transit Corridor - 19.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.55m boulevard.

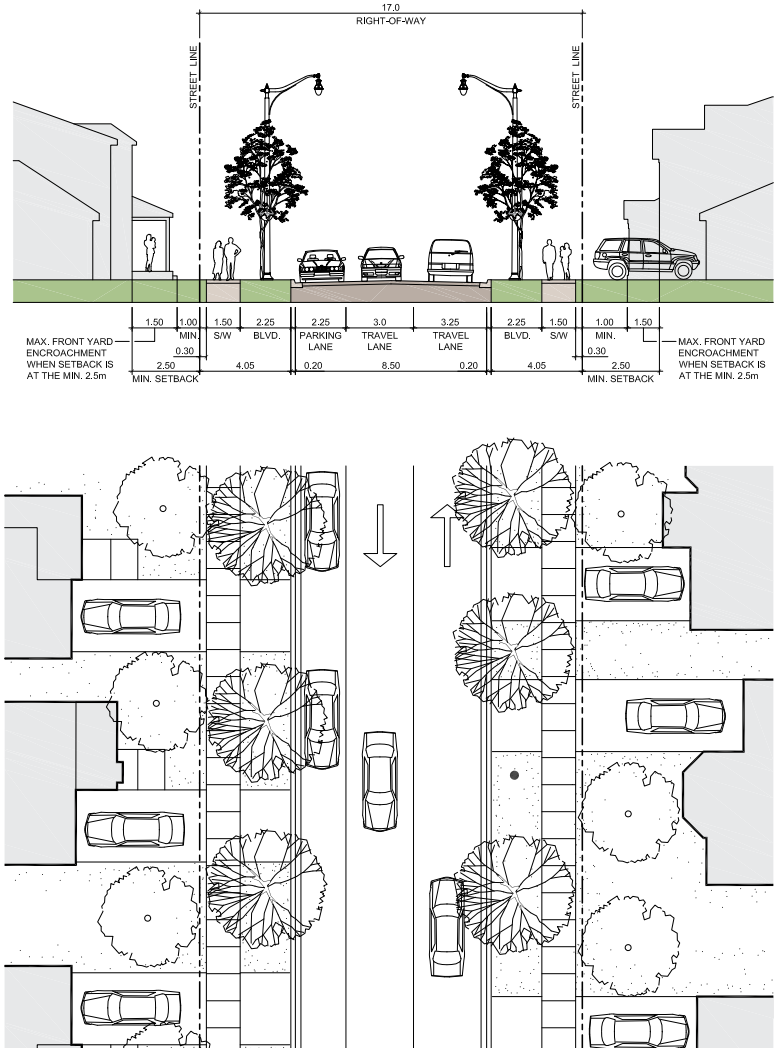
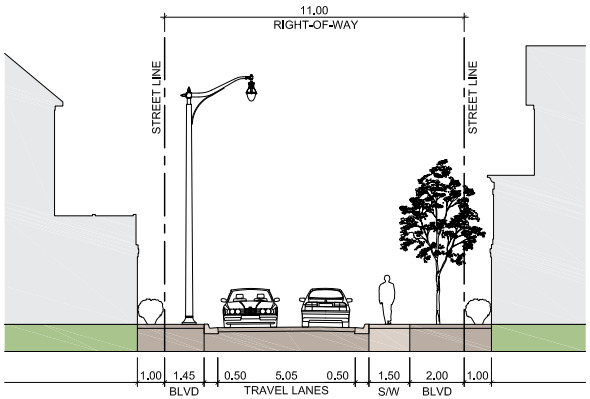


Figure 3.1.2d - Local Road - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.



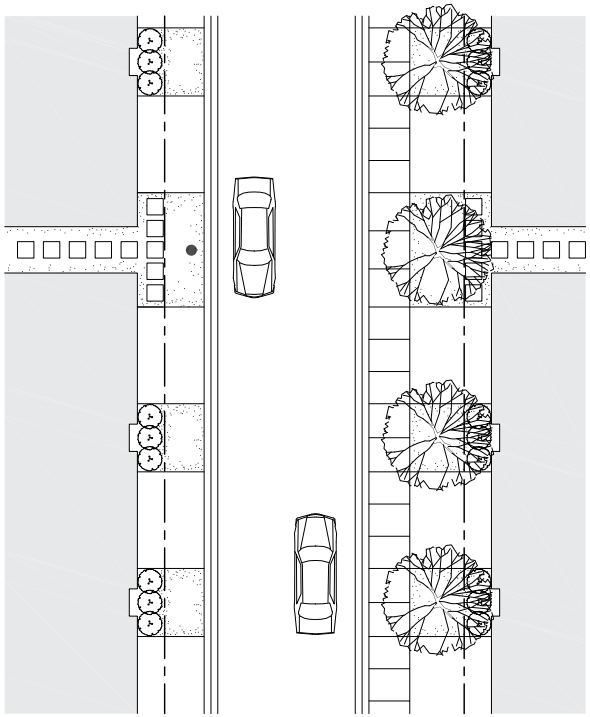
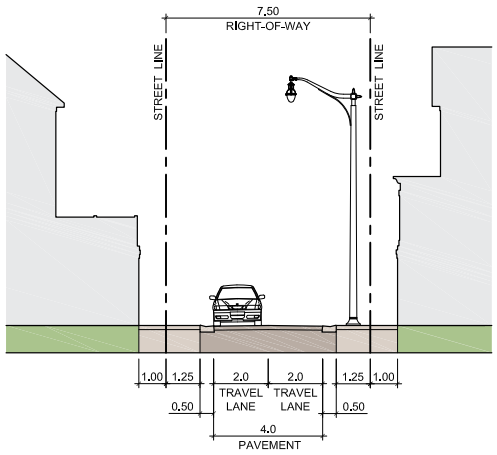


Figure 3.1.2e - Laneway - 11.0m R.O.W. / 2 travel lanes / sidewalk on one side / planted areas



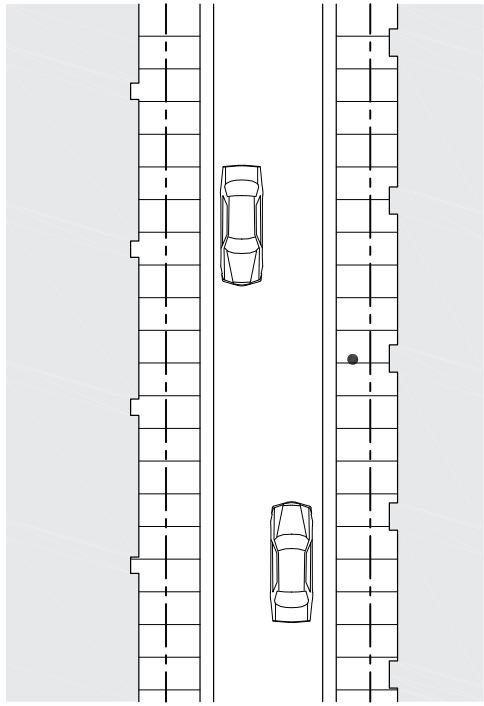


Figure 3.1.2f - Laneway - 7.5m R.O.W. / 2 travel lanes / paved apron.

3.1.3 NEIGHBOURHOOD CENTRE AREA

Neighbourhood Centre Areas are 'main street' driven development areas that are typically characterized by varying degrees of residential density, with the potential for integrated retail or civic functions. They are largely distinguished by a low to mid-rise built form type and use, with a strong focus on architectural treatment, open space and streetscape presence. Neighbourhood Centres play a key role in strengthening the urban structure and defining the character of surrounding neighbourhoods. They reflect an emerging typology within the Town of Oakville that strives to achieve an increase in the livability of new residential communities through an emphasis on the use of public transit and walkability, leading towards a more sustainable, functional and healthy environment.

Consistent with the North Oakville East Master Plan, a Neighbourhood Centre Area is planned for The Preserve Phase 3 community, principally alongside the extent of Carding Mill Trail and areas further east. This Neighbourhood Centre Area shall be designed with the following objectives and parameters:

- May typically comprise a combination of low-rise built form, including townhomes (front or rear-loaded), with options for stacked townhouses and potential live/work units (Block 72) at key intersections, as well as mid-rise apartment buildings of up to 12-storeys (Blocks 31, 50 and 72).
- Built form shall have a strong orientation to the street with at grade entrances where feasible.
- Prominent building massing and architectural treatment shall be provided at the street edge to create street animation and enable access to dwellings and establishments from adjacent sidewalks.
- Lane accessed townhouses will be provided for a significant portion of the Neighbourhood Centre Area, particularly those units fronting onto Carding Mill Trail.
- Building scale and architectural styles shall be provided in a manner that reinforces an attractive, active, human-scaled street environment and promotes an urban village main street character.
- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- Any potential retail use should be concentrated towards the intersection of the neighbourhood activity node for convenient pedestrian connections, accessible by public transit.

For additional built form criteria specific to each built form type, refer to sections 3 Built Form and Section 4 Architectural Design Criteria.



Figure 3.1.3 - Neighbourhood Centre Areas will allow for a combination of low to mid-rise built form, including live-work units.

3.1.4 NEIGHBOURHOOD ACTIVITY NODE

The provision of community amenities at the neighbourhood level and within walking distance is key to creating a vibrant community life. The design vision for the Neighbourhood Activity Node is to create a community focal point within walking distance of all neighbourhoods that provides an impetus for residents to visit, congregate and interact.

Situated at the primary entry into the Phase 3 from North Park Boulevard along the extension of Carding Mill Trail, the node will be characterized by Neighbourhood Centre built form, potentially integrating rear-lane townhouses, live-work units, mid-rise mixed-use buildings and/or mid-rise apartment or stacked townhouses, with an adjacent urban streetscape treatment. Additionally, the node will be located in close proximity of the Village Square, which will serve as a community gathering space for passive and active uses, as well as a proposed lookout feature for the SWM pond to the east, along the North Park Boulevard interface. As such, it can combine higher density residential with retail, service and recreation amenities that will attract from the broader The Preserve community, establishing a neighbourhood and social focus in a more animated, vibrant urban environment that reflects the character and identity of the community.

The following guidelines shall be considered:

- Streetscape design components shall reinforce the activity node area, potentially through hard and soft landscape elements, such as decorative paved crosswalks, masonry markers, street furniture and planters, etc.
- Adjacent streetscape treatment shall reflect a more urban approach, with more expansive sidewalks for easier pedestrian access, paved boulevards to accommodate access from on-street parking and the option to integrate street furniture that will complement adjacent retail/service functions.
- Entry to the node will be demarcated by a secondary gateway designation located at the intersection of Carding Mill Trail extension and North Park Boulevard, where higher density residential dwellings established in Phase Two will continue northward into Phase Three, as part of the proposed Neighbourhood Centre blocks, in the form of townhouses, live-work units, mid-rise apartments and mixed-uses.
- Limiting front garages accessed from Carding Mill Trail will allow for a more interesting built form character, as well as a continuous streetscape treatment with a greater flexibility to accommodate a variety of functions, reinforcing the pedestrian and walkability as the primary function within the public realm.

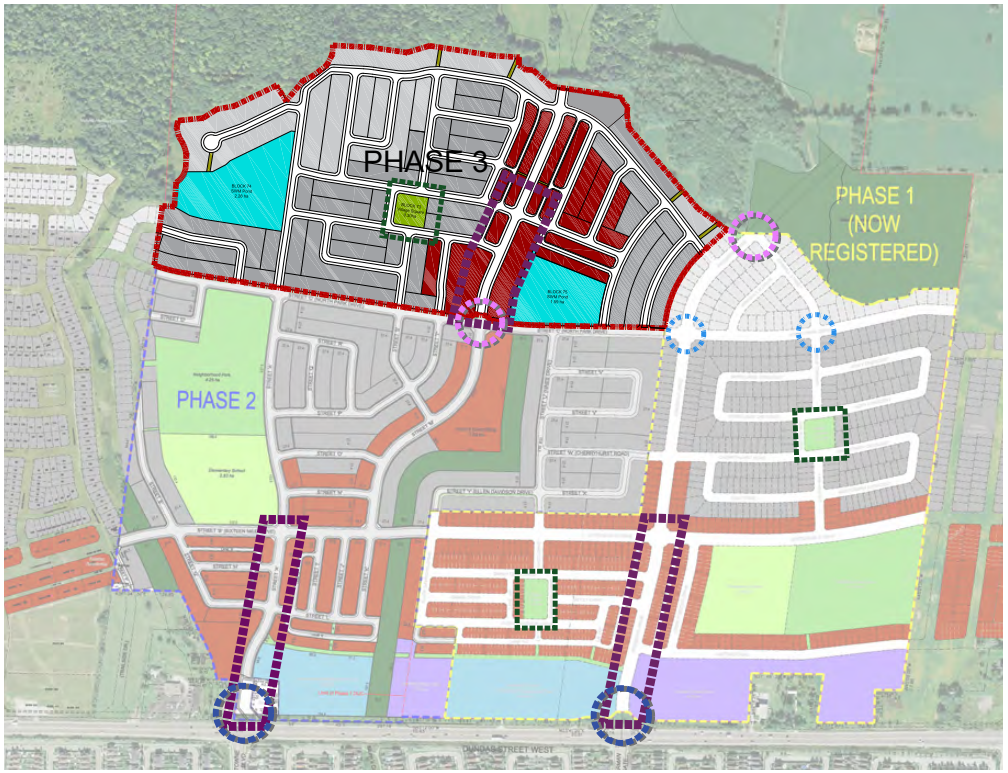


Figure 3.1.4a - Plan depicting proposed community gateways and nodes for The Preserve.

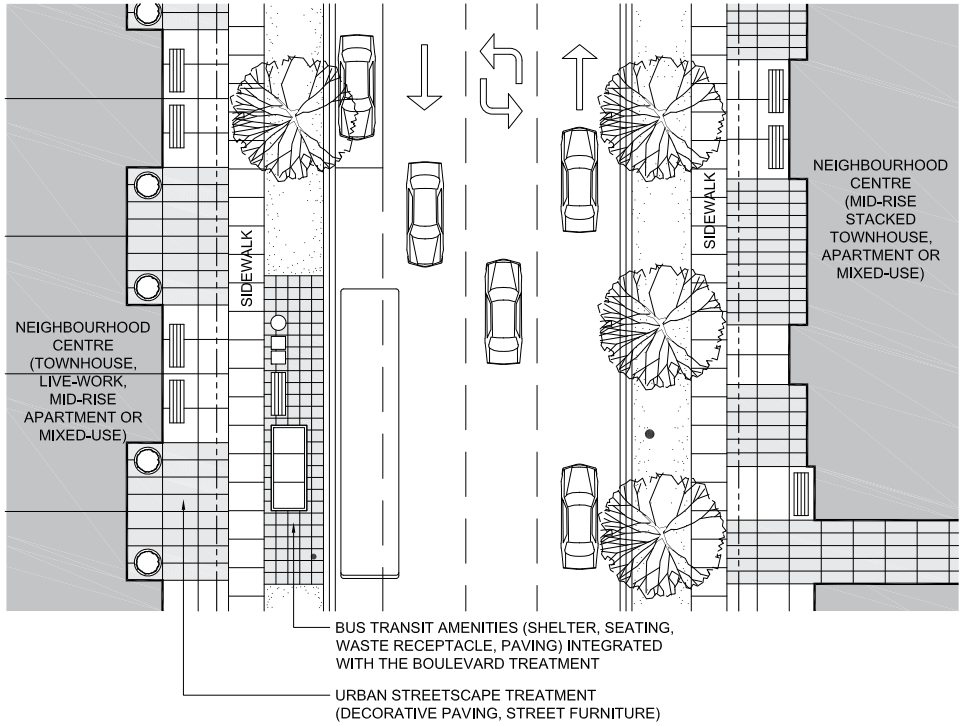


Figure 3.1.4b - Conceptual plan depicting a potential urban streetscape treatment along Carding Mill Trail, within the designated Neighbourhood Activity Node.



Figure 3.1.4c - Crosswalks at key intersections within the Neighbourhood Activity Node may be distinguished by an enhanced paving treatment.

3.1.5 GATEWAYS

Through an emphasis on built form massing, design and orientation, the Neighbourhood Activity Node and gateway are an effective tool in creating a sense of entry into a discernible, cohesive community. Gateways are an important identifier that provides opportunities for community branding as a reflection of the character and theme of the neighbourhood.

A secondary gateway location has been designated for the intersection of North Park Boulevard and the extension of Carding Mill Trail, where it will be framed by the proposed Neighbourhood Centre built form.

The following guidelines shall apply in formation of the gateway:

- Community gateways shall be primarily defined by the adjacent built form architectural treatment and orientation.
- Landscape planting may be provided at the corner to complement the built form and better identify the location as a gateway.
- Gateways shall reinforce the character of the community through a complementary material palette that picks up on the prevailing architectural style and materials.
- Gateways shall enable safe and logical pedestrian entry into the community. Planting associated with the gateway shall not impede critical visibility paths.
- Planting, if considered, should consist of a limited variety of tree, shrub, grass and perennial species to minimize maintenance requirements.
- All above ground utility boxes should be sited away from the gateway area when possible.



Figure 3.1.5 - Image example of where built form massing, architectural treatment and orientation defines a gateway into a community.

3.2 OPEN SPACE FEATURES

3.2.1 VILLAGE SQUARE

A 0.30 ha. (0.74 ac.) Village Square has been proposed for the Phase Three community at the view terminus of the Local Road Street 'S'. The Village Square will be the primary open space and focal point for the surrounding neighbourhoods. Centrally located for convenient walkable access by all residents, the park will provide an opportunity for the community to distinguish itself through the use of a distinct palette of design elements and plantings, contributing to the character of The Preserve Phase Three.

The Village Square will be characterized by predominantly soft landscaping, allowing for a variety of active and passive use opportunities that serve the surrounding residents. It will be complemented by the more extensive facilities provided by the proposed Neighbourhood Park located in Phase Two.

The following guidelines should be considered:

- Provide a central green space that will serve as a key recreational and gathering space for neighbourhood residents.
- Pedestrian entry points shall be designed as upgraded corner feature areas with consideration for enhanced paving, decorative walls, seating and ornamental planting.
- Provide pathways that reflect and direct park use and desire lines.
- Lighting shall be provided for facilities and pathways, as required.
- The design of hard and soft landscape elements and features should be consistent with neighbourhood themes (surrounding dwelling and other open space components).
- Playground facilities should be designed as major focal elements for the park and should include structures appropriate to, both, junior and senior play.
- Integrate a shade structure, preferably adjacent to the playground facility, to provide user comfort and serve as a focal element.
- 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 shall largely reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- On-street parking for adjacent local roads should be situated on the park side to allow for safe and convenient access to the park.

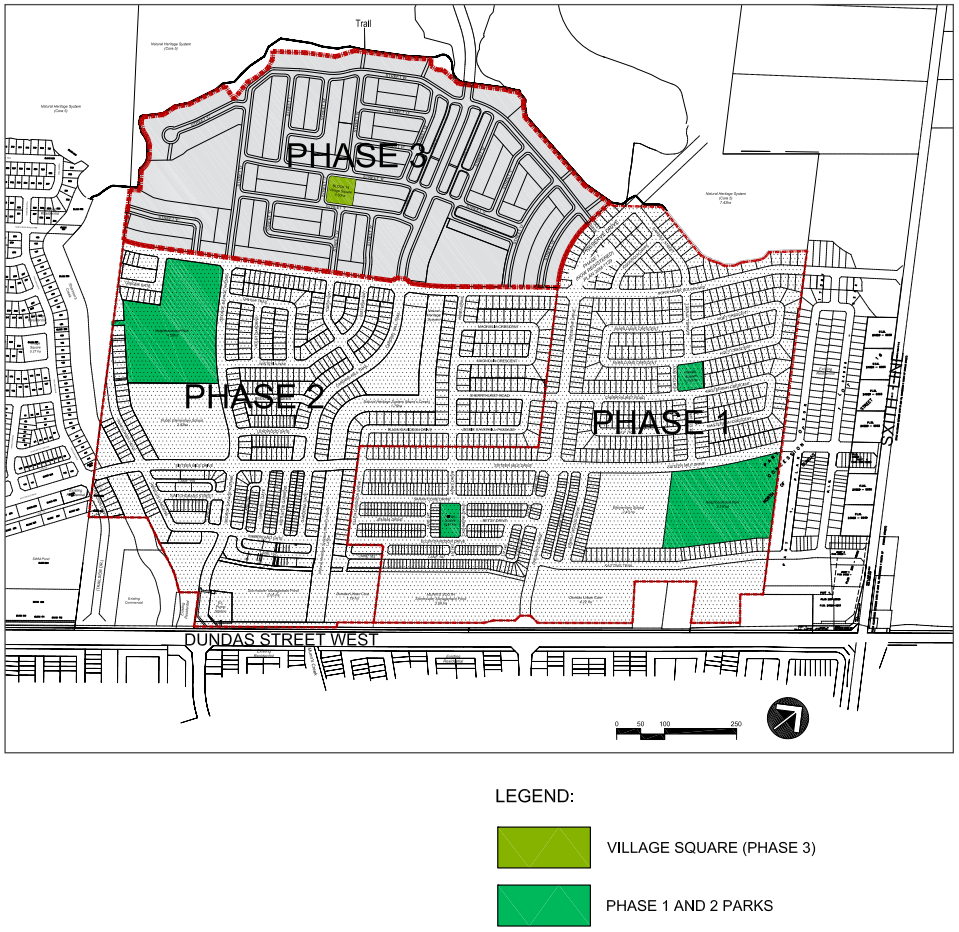


Figure 3.2.1a - Plan depicting proposed park distribution for The Preserve.

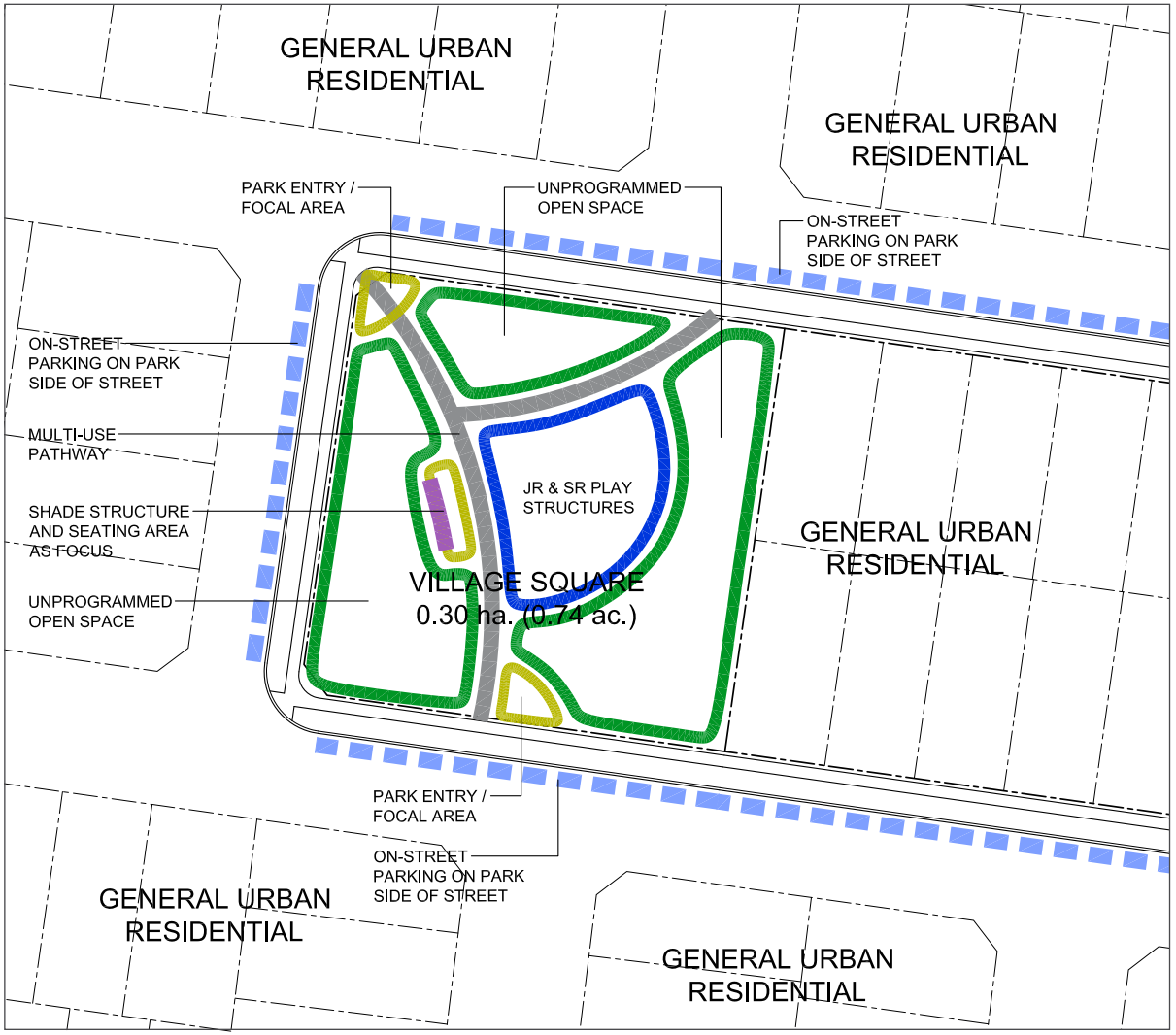


Figure 3.2.1b - Conceptual Village Square Facility Fit Plan. Final programming to be coordinated with Town staff at the detailed landscape design stage.



Figure 3.2.1b - Image examples of Village Square landscape treatment and park elements.

3.2.2 TRAIL NETWORK

The North Oakville Secondary Plan calls for the development of an extensive recreation trail system. Consistent with the North Oakville Trails Plan, May 2013, the trail system proposed for The Preserve study area will provide access to the NHS from the adjacent streets of the development. In doing so, the trail will connect to planned or existing pathways throughout the broader community as part of a comprehensive pedestrian linkage network.

The Preserve trail is situated outside the north boundary of the Phase 3 lands within the designated Natural Heritage System and is planned as a 2.1-2.4m width multi-use trail.

The following guidelines shall apply:

- The material composition of the trail shall be appropriate to the surrounding natural features and anticipated type and frequency of use.
- The trail shall be sited to mitigate impacts to sensitive environments and conditions.
- Trails may vary in size to allow two-way cycling, based on Town standards.
- Trail lighting requirements shall be determined on a site-by-site basis and take into consideration issues related to night-time use, disturbance of natural areas, impacts on adjacent residential land uses, maintenance requirements, etc.
- Where possible, trails should be accessible and visible from adjacent streets.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with other open space features and the 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.
- Trail design elements may include trailhead markers, seating areas and information signage for wayfinding and community / Regional cycling network.
- Given that the trail is located within natural features, it shall be linked with other pedestrian and cycling pathways and connections in order to help achieve a comprehensive, interconnected pedestrian and cycling network.

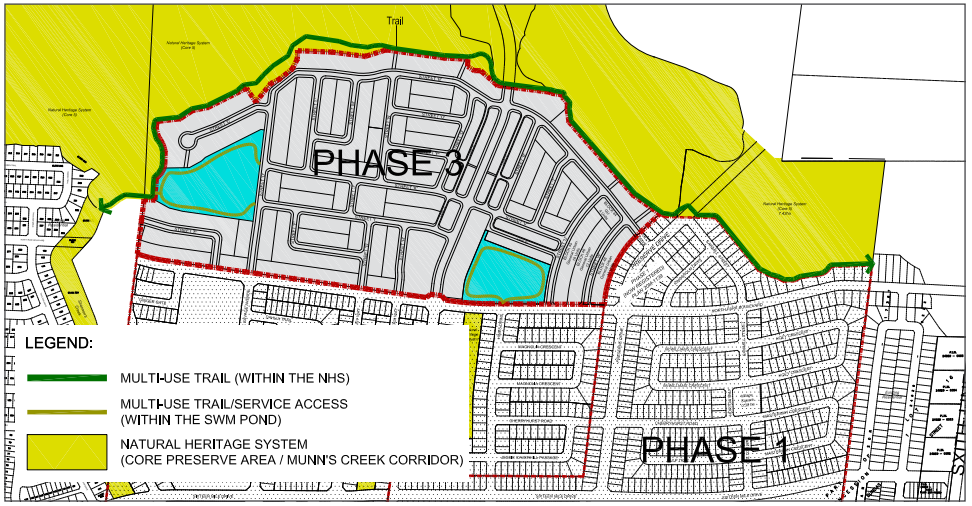


Figure 3.2.2a - Plan depicting the location of the proposed trail along the north perimeter of the Phase 3 lands.





Figure 3.2.2b - Image examples of trails integrated into buffer corridors within a Natural Heritage System.

3.2.3 WALKWAY BLOCKS

Walkway blocks have been strategically placed within the street network to allow for convenient and accessible pedestrian connections that will reinforce walkability as a fundamental goal for The Preserve Phase 3 community.

The walkway blocks are primarily located to provide connections to the Natural Heritage System and the integrated trail network, particularly where the block configuration would otherwise result in extended walking distances for residents.

The following guidelines shall be considered:

- Given a walkway block width of 6.0m, a 2.4m-3.0m paved multi-use path shall be integrated.
- The path shall be composed of asphalt, concrete or unit paver material.
- Planting on either side of the path shall not obstruct views through the walkway block. Only low maintenance plant material shall be selected and planted in a simple arrangement with a limited palette of species.
- The property line between the walkway block and the adjacent residential lot shall consist of a combined 1.8m ht. chainlink fence along the front portion of the lot and a 1.8m ht. wood privacy fence adjacent to the rear yard.
- Where connected to major trails, the walkway block may incorporate trailhead markers at the front to identify a linkage to the overall trail network.



Figure 3.2.3a - Image example of a typical walkway block treatment.

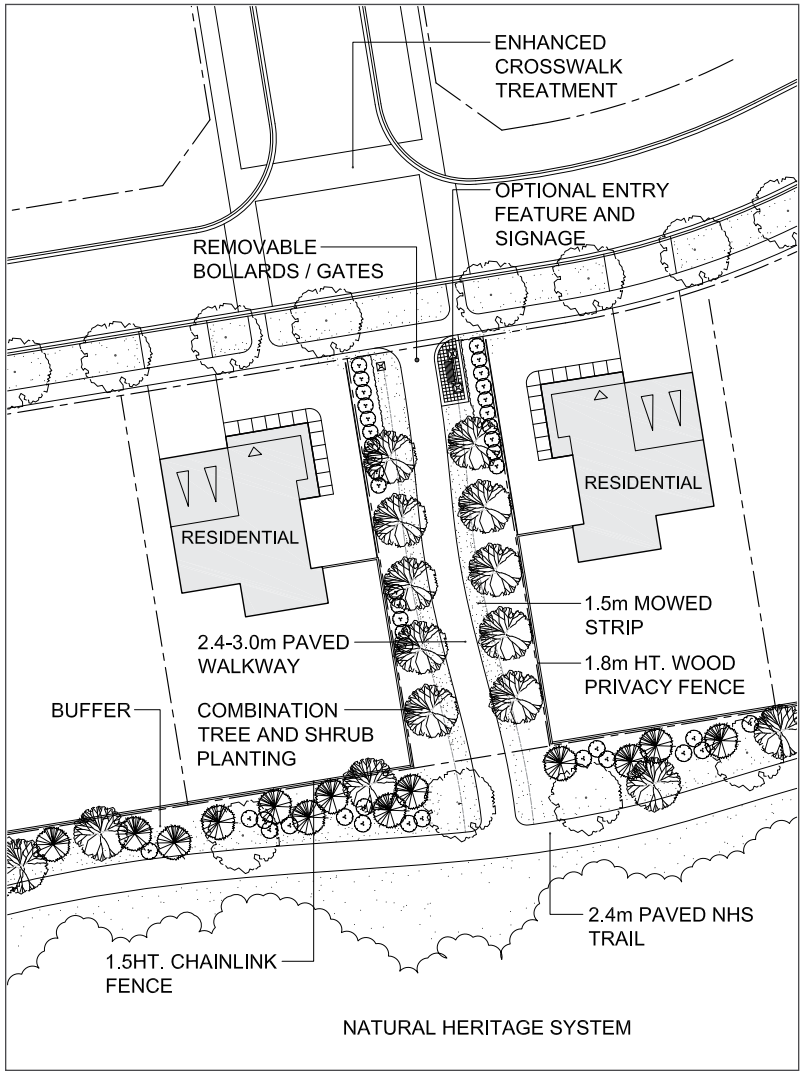


Figure 3.2.3b - Conceptual plan of a typical walkway block treatment with connections to the NHS trail network.

3.2.4 NATURAL HERITAGE SYSTEM (NHS)

Identified in the North Oakville East Secondary Plan, the Natural Heritage System (NHS) and Munn's Creek Drainage Corridor provide the framework for new development in North East Oakville. It will be designed and protected to meet the environmental objectives required to establish a long-term sustainable NHS in an urbanized setting. It shall achieve multiple objectives (protect natural habitats, connect natural areas and features, protect ecological diversity) and will be balanced and implementable.

Lands forming the entire north boundary of Phase Three have been designated as NHS (Core Preserve Area 5). Extending from this Core Preserve Area is the Munn's Creek Corridor, located along a portion of the western boundary of Phase Three and extending south into Phase Two. While the Munn's Creek Corridor and NHS lands immediately to the north are not intended as a recreational amenity, opportunities for views from surrounding built form abound. Careful consideration shall be given to the design of built form and associated public realm elements at the interface with these features, with built form rear facades integrating upgraded architectural treatments. Refer to Section 4.0 Architectural Design Criteria for more information regarding built form.

A responsibly conceived land use fabric that is derived from a robust NHS will enhance the long term sustainability of the community. The following guidelines reflect the intention to preserve and enhance the environmental functions of the NHS and Munn's Creek Corridor and appropriately integrate it with the proposed community development:

- Recognize that the existing NHS features should be placed within public ownership for long-term protection, conservation and maintenance requirements, and should not be brought into a private open space boundary.
- Private open spaces should be designed to ensure that its features do not negatively impact any adjacent NHS areas (through invasive plant species, drainage impacts). As well, opportunities should be considered within these spaces to contribute to the NHS, particularly if they abut watercourses, corridors, woodlands, etc.
- The introduction of either public or private open space features, such as lookouts, should be designed, located and managed so as not to negatively impact the NHS features and functions. Adjacent uses will be designed to preserve the natural features, including existing vegetation, topography and natural drainage patterns.
- Where appropriate, signage should be provided to educate residents on the ecological function of the system and to warn of certain activities that may harm the natural features.

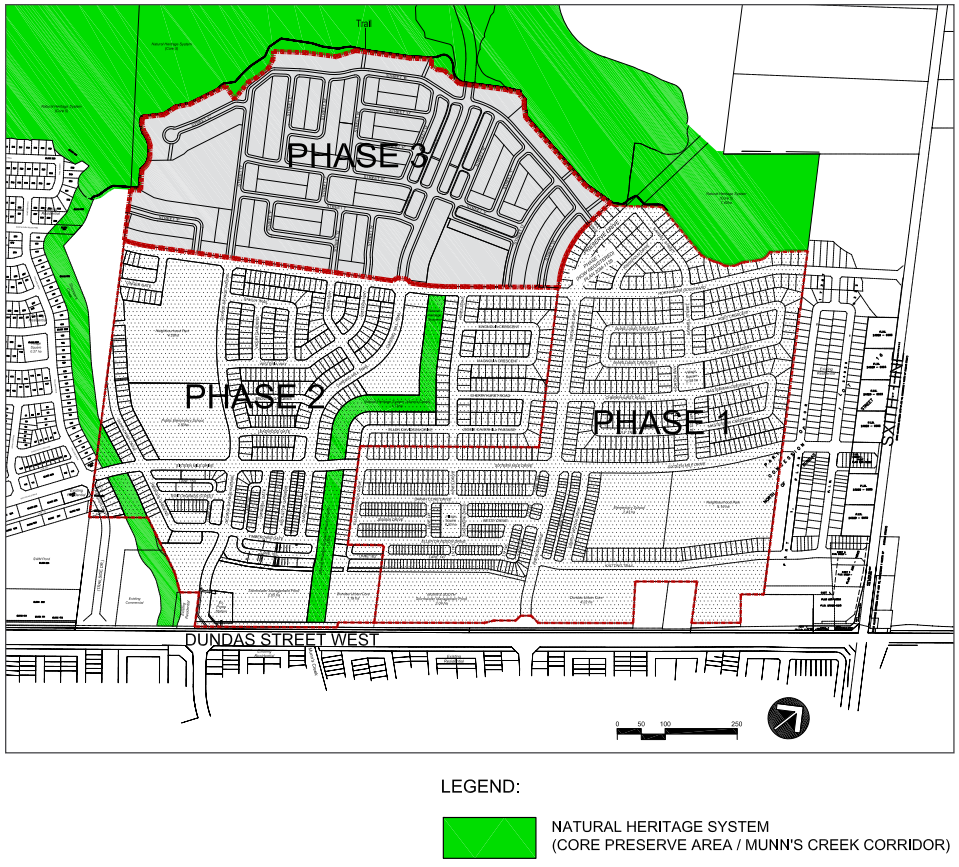


Figure 3.2.4 - Plan depicting the extent of NHS relative to The Preserve lands.

3.2.5 STORMWATER MANAGEMENT POND

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

Two SWM ponds are situated within the Phase Three lands, at the western limit adjacent to the NHS and towards the east adjacent to the Central Neighbourhood Area, fronting onto North Park Boulevard at the top of the proposed channel extending into Phase Two. These have been situated in relation to existing drainage patterns of the site and, given its proximity to the existing NHS features, will augment the extent of the natural areas and provide viewshed opportunities to and through the NHS and associated channel. The SWM facilities shall be designed to appropriately fit within the context of the employment use area.

To encourage a strong connection with the community, the design of the pond shall have regard for the following general guidelines:

- Naturalized 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.
- The integration of pedestrian paths should be considered, particularly where potential connections to a proposed NHS trail network is contemplated.
- Maintenance access roads may also function as pedestrian paths within the SWM block in order to reduce the amount of paved infrastructure and maximize the planted area.
- Potential areas for public viewsheds through the SWM pond shall be identified along adjacent streets.
- Lookout amenity/seating features shall be integrated at prominent locations to provide views into and through the ponds and towards adjacent NHS features.
- Lookout amenity feature may consist of decorative paving, shade structure, seating elements and pedestrian scale lighting.
- Should utility structures be placed within the SWM pond facility, they should be screened from public view with planting and fencing or other built features, as necessary.
- Provide information signage within areas of high visibility to inform the public of the importance and treatment of the stormwater management pond as a functioning natural open space feature.
- Careful consideration shall be given to the architectural design and scale of the built form located adjacent to the SWM ponds, in particular the Neighbourhood Centre townhouse blocks proposed along the north side of the centrally-located SWM pond.
- The design of the SWM pond shall require approval from the Town of Oakville, Conservation Halton and the Ministry of the Environment.

The following attributes are specific to each SWM pond:

A. West Pond

- Given the proposed residential rear yard interface along the north and south sides of the pond, the boundary and perimeter treatment along these sides should be defined by a 1.8m ht. wood privacy fence and associated buffer planting (situated within the pond lands), should publicly accessible trail connections be proposed within the pond. This is intended to screen the private rear yards from trail users.
- Should it be decided that a trail feature will not be integrated into the SWM pond, then the boundary with the residential rear yards may be defined by a 1.5m ht. chainlink fence and associated buffer planting (situated within the pond lands).

B. East Pond

- The defining characteristic for the east pond will be the unique interface of townhouse frontage (with rear-lane accessed garages) along the north side fronting directly onto the pond.
- This interface is expected to contain a private front yard treatment with a direct link to each individual unit front door from a sidewalk that runs parallel to the property line. Should a trail be integrated into the pond, intermittent connections between the sidewalk and trail may be contemplated.
- Fencing and associated buffer planting for the residential rear yard interface along the west side of the east pond shall follow the same considerations proposed for the west pond described above.

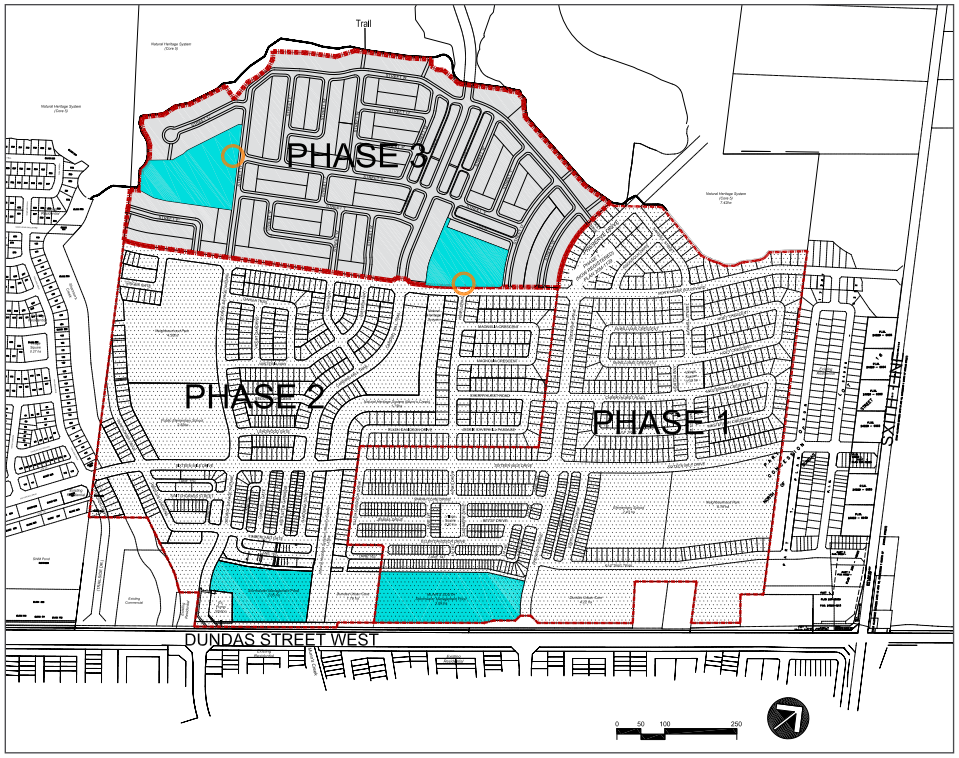


Figure 3.2.5a - Plan depicting the location of SWM ponds within The Preserve.



Figure 3.2.5b - Image example of a SWM pond lookout/seating amenity integrated at a prominent location.

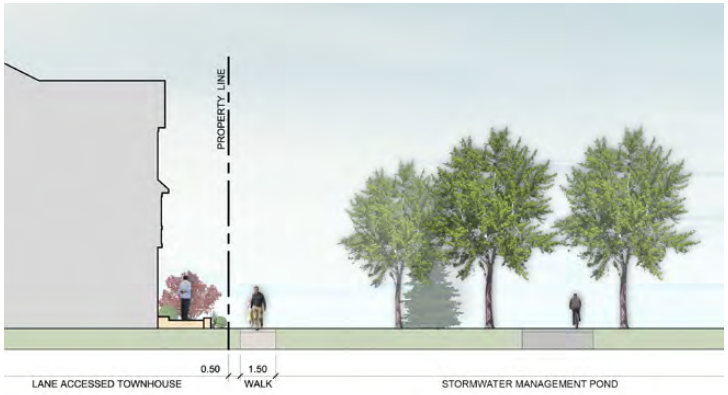




Figure 3.2.5c - Conceptual section and plan depicting a potential interface treatment for townhouses with direct frontage onto the pond, as characterized by the east pond.

3.3 STREETSCAPE DESIGN AND TREE PLANTING

Streetscape design and treatment shall be primary elements in communicating the character of Phase Three and the overall Preserve community. The following are some general guidelines that shall be considered in the design development of these components.

3.3.1 STREETSCAPE DESIGN AND TREE PLANTING

Streetscape design shall address the following guidelines:

- Proposed streetscape treatment shall be appropriate to the street designation as established through the proposed street hierarchy.
- 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 and the North Oakville Urban Forestry Strategic Management Plan.
- Appropriate boulevard widths between sidewalk and curb shall be integrated into the right-of-way to promote healthy growing conditions.
- Street and pedestrian light poles and luminaires shall reflect approved Town standards and relate to the overall design theme of the community.
- Streetscape design along Avenue/Transit Corridor, Connector/Transit Corridor and Local Roads shall typically consist of a single row of trees in grass boulevards between sidewalk and curb, with sidewalks along both sides to encourage walkable connections.
- Streetscape design within or adjacent to Neighbourhood Centre areas may incorporate typically urban features to facilitate higher pedestrian traffic, retail/service functions and on-street parking, particularly adjacent to proposed live-work units. These features may include tree pit covers, street furniture, distinctive light standards, hanging flower baskets, banners, lay-by or on-street parking, enhanced crosswalk treatment, etc.





Figure 3.3.1a - Streetscape treatment typically comprising trees in grass boulevards and sidewalks on both sides of the street will significantly influence the character of The Preserve Phase Three community and promote walkable connections.



Figure 3.3.1b - Streetscape treatment within the Neighbourhood Centre area and adjacent to mixed use / commercial may incorporate typically urban features to facilitate higher pedestrian traffic.

4.0 BUILT FORM

The proposed Phase Three community will provide a variety of built form types, ensuring a harmonious mix of distinctive architecture that may reflect a combination of traditional, heritage and contemporary influences. Built form will be designed to complement the surrounding public realm (associated street hierarchy) and adjacent land uses and to project a high quality, attractive character envisioned for the community. Built form will be predominantly grade related with a strong street relationship.

Proposed residential neighbourhoods within Phase Three will reflect the following range of residential densities and product types, consistent with guidelines set forth in the North Oakville East Secondary Plan (February, 2008):

- Sub Urban - the lowest density category where housing can still be mixed, but will typically comprise small, medium and large lot single detached dwellings.
- General Urban - predominantly low-density residential, primarily comprising single detached dwellings, with provisions for townhouse and live-work opportunities.
- Neighbourhood Centre - predominantly more dense residential with opportunities for mixed-use, including live-work units and urban townhouses. The Neighbourhood Centre will be strategically located within walking distance of most surrounding residents to serve as a central activity node. Buildings shall be designed with architectural treatment and scale appropriate to the surrounding area.
- Mid-Rise Condominium Block - indicated as a component of the Neighbourhood Centre within Phase 3, may contain higher density residential dwellings including apartments, mixed-use or stacked townhouses.
- Mixed-Use / Commercial / Institutional - also indicated as a component of the Neighbourhood Centre, may contain uses such as ground floor commercial, place of worship and/or daycare facility.



Figure 4.0a - Image examples showing a variety of built form types that will comprise the Phase Three development.

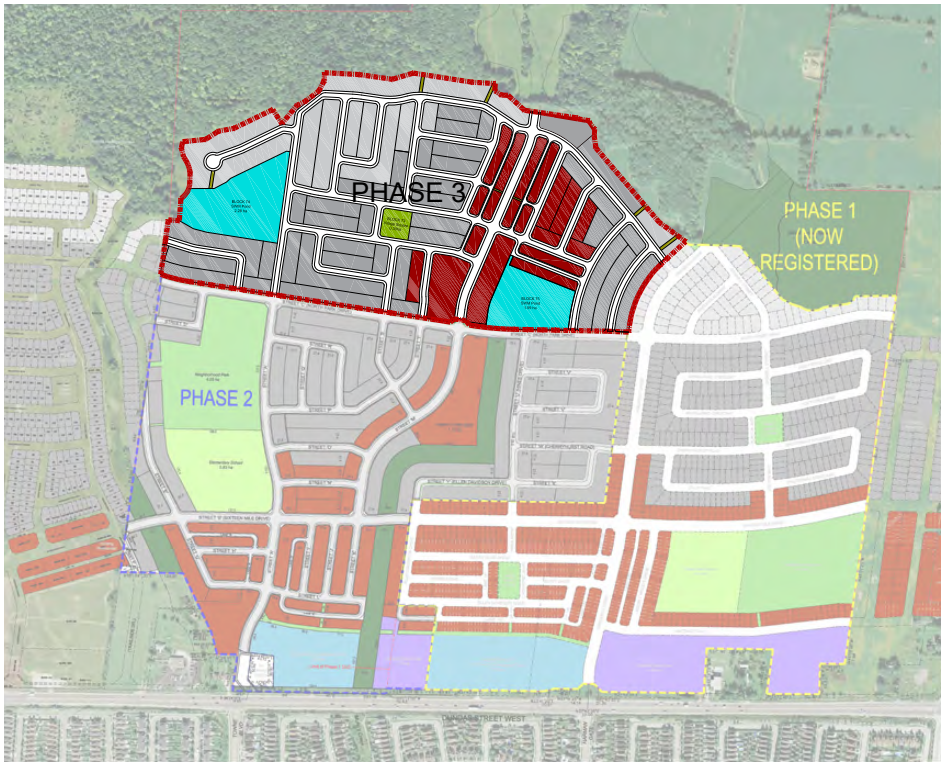


Figure 4.0b - Plan depicting proposed built form classification.

4.1 SINGLE-DETACHED DWELLINGS

Single detached dwellings, typically in the form of two and three-storey massing, are expected to encompass the majority of residential dwellings within the Phase 3 community lands.

Built form design should address the following guidelines:

- Single detached dwellings may have one to three-storey massing. Where a third storey is proposed, it should be incorporated into the roof massing.
- To ensure appropriate massing relationships and harmonious transitioning, careful consideration shall be given to the siting of dwellings. Significant variation in massing shall be avoided (i.e. bungalow forms beside three-storey dwellings).
- Garages will typically be attached and accessed from the street. The use of alternative garage options (i.e. detached, rear yard or tandem) may be explored where appropriate to the lotting configuration and adjacent garage types.
- Attached street facing garages shall be integrated into the main massing of the building. Dwelling designs with garages projecting beyond the front facade of the dwelling or porch are discouraged.
- Garage door size and placement within the architectural design shall not overpower the massing of the facing elevation and shall comply with the Town of Oakville general standard of not exceeding 50% of the total frontage of the dwelling. Refer also to section 4.6.1 Street Accessed Garages.
- Porches and bay windows should be permitted to encroach into the front flankage and rear yards to provide an interesting facade and animated streetscape.
- For corner units, the flanking side elevation and rear elevation shall be given a similar level of architectural detailing as the front elevation. Main entries for corner dwellings are encouraged to be oriented to the flanking lot line.

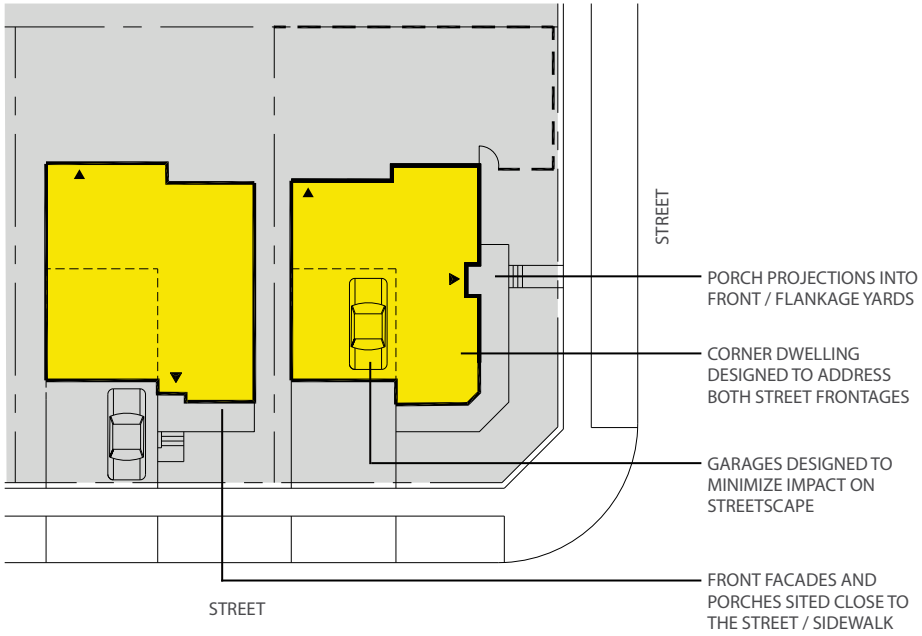


Figure 4.1a - Conceptual siting of single-detached dwellings and corner treatment considerations.



Figure 4.1b - Streetscape of single detached dwellings with appropriate massing relationships.

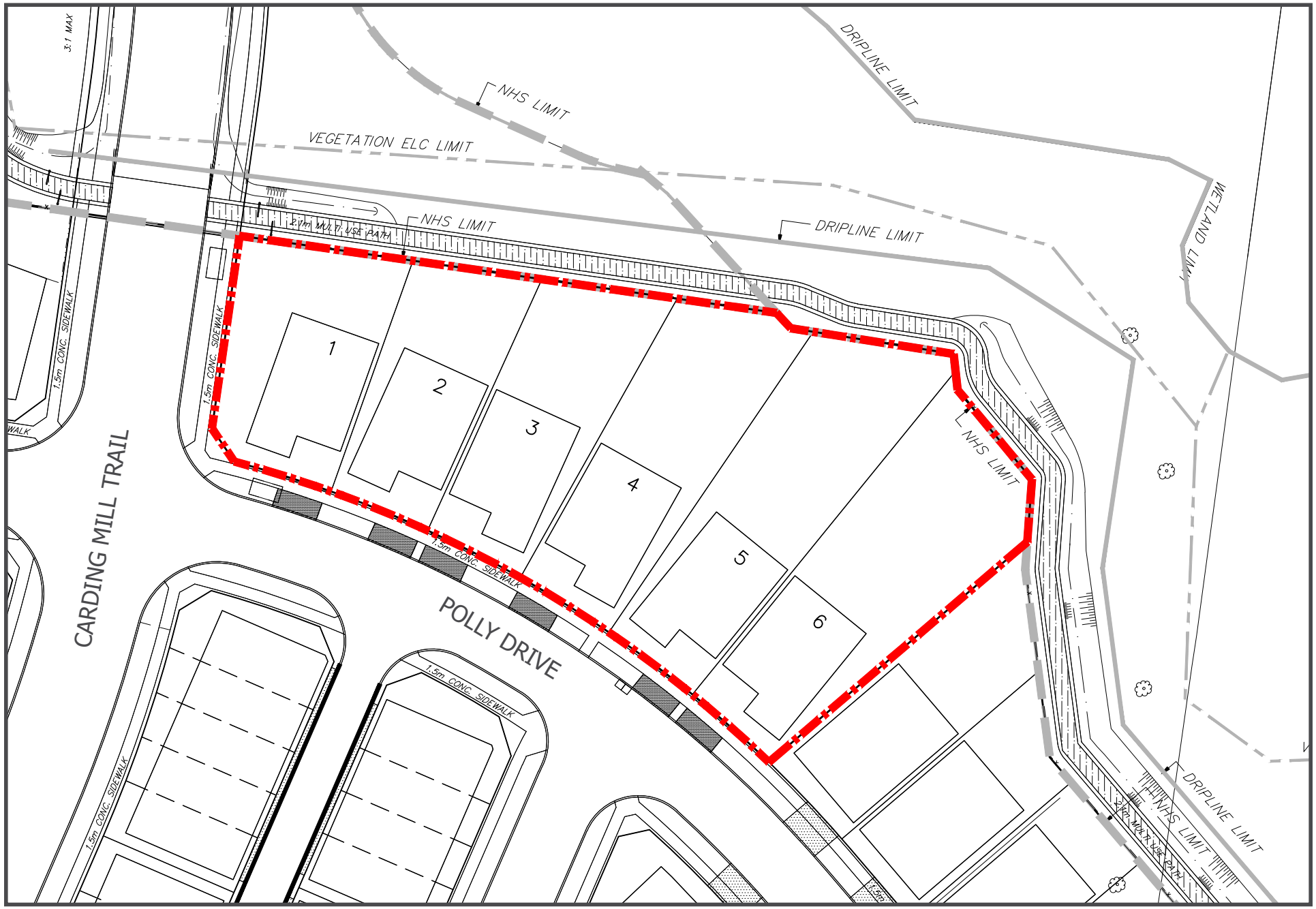


Figure 4.1c - 275 Polly Drive Concept Plan

4.1.1 275 POLLY DRIVE

Located at the northeast corner of Carding Mill Trail and Polly Drive, the concept plan for 275 Polly Drive comprises six (6) 45' single detached dwellings. The proposed dwellings are intended to seamlessly blend in with the surroundings, reinforcing the character of the new residential community, with built form, scale and architectural detailing that is consistent with the adjacent development.

Given the block's prominent corner siting and adjacency to the NHS and trail network, enhanced architectural treatment will ensure a cohesive and high quality contribution to the public realm.

As demonstrated in the preliminary elevations (Figures 4.1f-h), built form design within 275 Polly Drive is intended to align with the following guidelines:

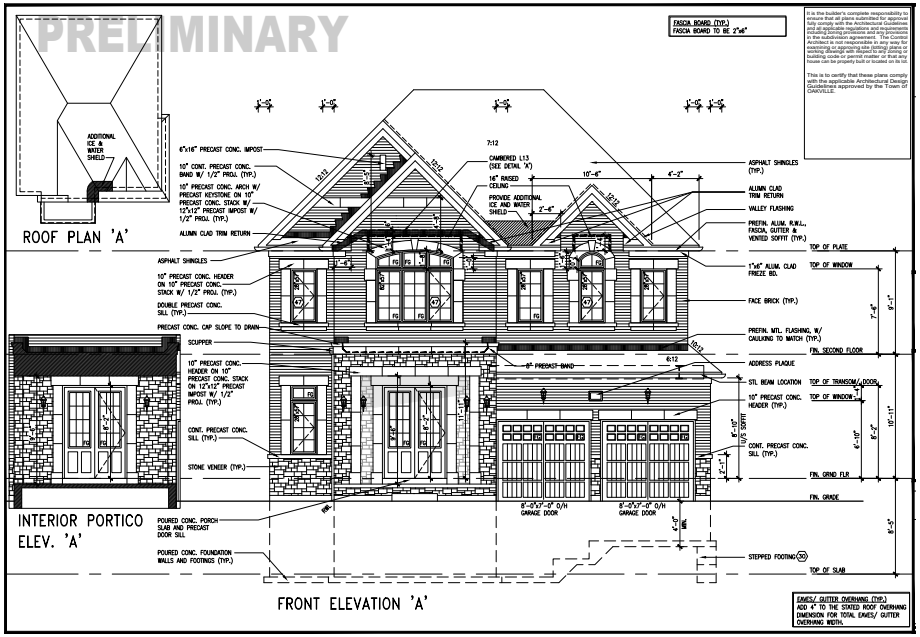
- Built form will consist of two-storey single detached dwellings consistent with the architectural character, scale and rhythm of the existing surrounding residential neighbourhood.
- Roof lines shall be varied and should appropriately fit with neighbouring properties to establish a cohesive streetscape appearance.
- Double car garages shall be integrated with the main building mass, with 2 individual garage doors / bays separated by a dividing column to reduce their visual dominance. The column or pier separating the 2 garage doors is comprised of a façade material consistent with the dwelling façade (brick, stone, siding, stucco) that will allow it to blend in with the overall appearance.
- Façades shall feature appropriate architectural detailing and prominent fenestration to create visual interest and ensure adequate wall articulation.
- Exterior materials shall be durable, high quality, and consistent with the surrounding community character.
- A coordinated approach to materials, colours, and architectural elements shall be maintained across all dwellings to ensure a cohesive streetscape while allowing for variation in individual units.
- The corner lot dwelling shall address both street frontages, reflecting similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- The dwelling located at the view terminus should be sited with the main architectural façade as the visual focal point. The garage and driveway shall be oriented to the periphery of the axial view to maximize the contiguous landscaped area.

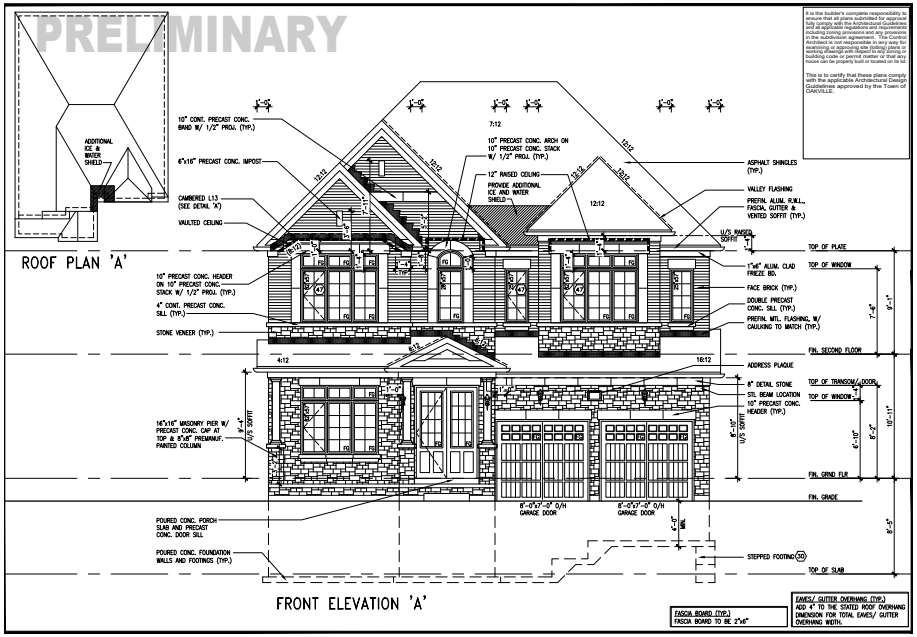


Figure 4.1d - Diagram example of a corner unit that addresses both street frontages reflecting similar levels of architectural design and detail.



Figure 4.1e - Diagram example of a view terminus unit with garage and driveway oriented to the periphery of the axial view for a larger landscaped area.





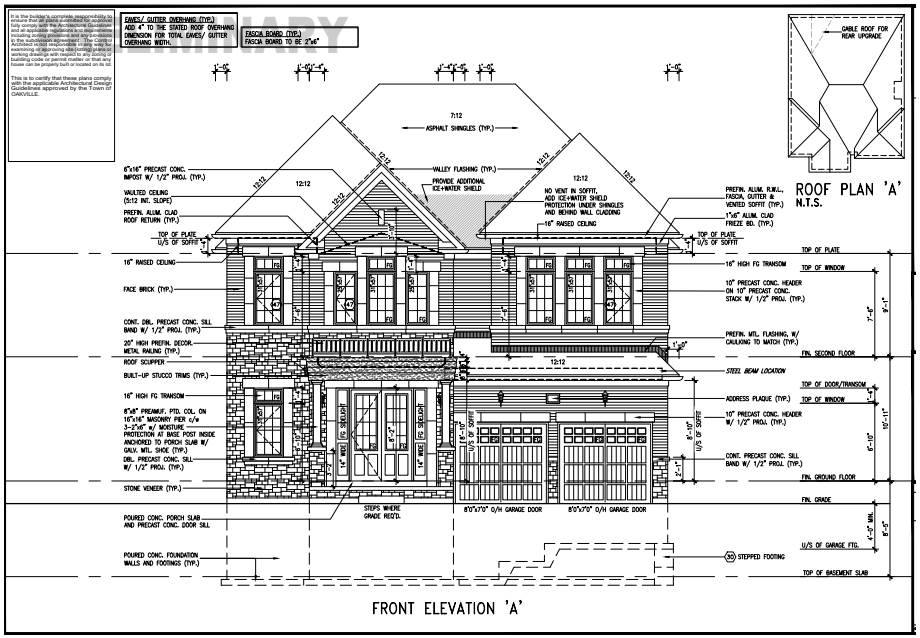


Figure 4.1f-h - 275 Polly Drive Preliminary Elevation Examples



Figure 4.1i - Diagram example of a enhanced architectural treatment on rear elevations with public exposure from the adjacent open space.

- As 275 Polly Drive's dwellings back onto the NHS and are highly visible from public view, all rear elevations are intended to have enhanced architectural treatment. Applicable enhancements on the exposed rear elevations may include the following:
  - Bay windows or other additional fenestration, muntin bars, frieze board, precast, or brick detailing;
  - Gables and dormers;
  - Wall articulations.

Refer to section 5.9 Focal Lot Dwellings for a demonstrated diagram of the 275 Polly Drive dwelling locations.

For all additional architectural design guidelines, refer to section 5.0 Architectural Design Criteria.

Site design for 275 Polly Drive will conform to the surrounding landscape design. This shall include coordinating all associated planting and hardscape elements to ensure a seamless transition with the adjacent public realm.

4.2 TOWNHOUSE DWELLINGS

The Neighbourhood Centre Area is expected to comprise an assortment of townhouse built form, including street accessed, rear-lane, live-work and, potentially, stacked townhouse dwellings. Townhouses make efficient use of land, increase the diversity of built form within a community and achieve higher density populations to support a compact urban village environment. These dwellings are most often clustered to provide strategic density increases as appropriate to the road hierarchy and public transit stops.

Built form design should address the following guidelines:

- The design of townhomes shall consider the entire building, rather than just individual units, as well as how individual buildings relate to one another.
- Building composition shall ensure continuity of massing and design, while providing variety along the streetscape.
- Adequate wall articulation is required to avoid large expanses of roof or wall planes: stepping of units and the addition of porches, bays and gables may be considered where necessary.
- To ensure interesting facades, consideration shall be given to the massing, proportions, wall openings and plane variations of building elevations.
- Townhouse units shall feature 2 to 3-storey massing, and bungalow forms should be discouraged.
- For corner dwellings, corner entry units should be oriented to the flankage street, where possible.
- Where consistent with the architectural style, designs with covered front porches or porticos are desirable.
- To avoid prominence in the streetscape, street facing attached garages shall be integrated into the main building massing.
- Street-accessed townhouses may have single car attached garages from the street. Two car garages may be considered where it can be demonstrated that there are no negative impacts to the front appearance of the dwelling.
- Lane-based townhouses may feature single, one-and-a-half or two car garages with access from a rear lane.
- Rear lane garages may either be attached or detached from the dwelling.
- Where the rear lane garage is detached from the principle dwelling, the design shall be complementary with respect to materials, massing character and quality to provide an attractive built form appearance along the lane.
- Townhouse units with garages backing onto a rear lane shall incorporate upgraded rear architectural treatment.
- The design of garages on corner lots or other areas open to public view shall reflect an enhanced design quality consistent with the principal dwelling.
- Locate utility meters to minimize their visibility through recessed walls or screens, while complying with utility company requirements.

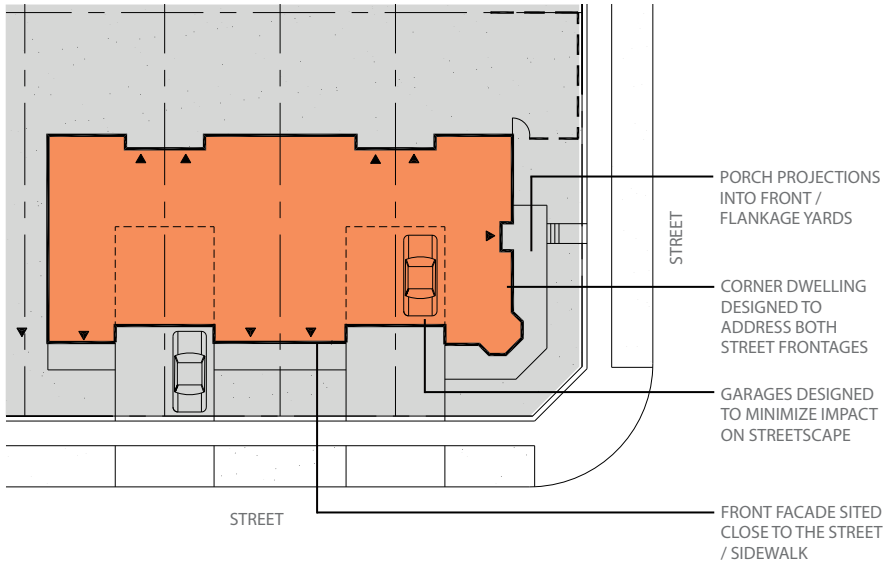


Figure 4.2a - Conceptual siting of street townhouses and corner treatment considerations.



Figure 4.2b - Image example of street-accessed townhouse dwellings.



Figure 4.2c - Conceptual siting of rear lane townhouses and corner treatment considerations.







Figure 4.2b - Image examples of lane accessed townhouse dwellings.

4.3 LIVE-WORK TOWNHOUSES

Live-work units are proposed within the Neighbourhood Centre Area. Similar in form to townhouses, live-work units are comprised of individual units within a larger building form, with typically commercial (retail, service-related) functions on the ground floor and residential uses above and, in some cases, to the rear. The live-work option provides an opportunity to integrate retail and service functions into a predominantly low to medium density residential community, creating a neighbourhood and social focus.

Built form design should address the following guidelines:

- Building facade design shall establish a positive, cohesive streetscape appearance that complements neighbouring residential built form. This may be achieved through a variety of elements, including building materials, canopies or awnings, window size and treatment, lighting and signage.
- A coordinated signage strategy shall be implemented for all units within each building, that is appropriate to a given architectural style. Backlit signage is discouraged.
- Overall building massing shall typically be in the range of 3-4 storeys.
- Ground floor retail/service related spaces may allow for a range of sizes and configurations to provide greater flexibility in the type of use.
- Large ground floor windows shall be used to better distinguish the commercial use from residential functions above.
- Adjacent streetscape treatment shall reflect a more urban approach, with more expansive sidewalks for easier pedestrian access, paved boulevards to accommodate access from on-street parking and the option to integrate street furniture that will complement adjacent retail/service functions.
- Entrances to each unit shall be ground-related and fully accessible.
- Corner units should provide sideyard treatment that is similarly emphasized as the front facade to appropriately address both street frontages.
- Unit parking is typically accommodated in a garage located to the rear or side of the building, with access from a rear lane. Garage parking may be supplemented by a rear parking pad, if appropriate to the lot size and unit design and does not negatively impact the rear facade treatment.
- In lieu of a garage, additional access to the retail/commercial function may be considered from the back, with parking provided from the rear lane.
- Outdoor amenity areas for residential units are typically in the form of a balcony, raised terrace or rear courtyard.





Figure 4.3 - Image examples of rear lane-accessed live-work units.

4.4 STACKED TOWNHOUSES

Stacked townhouses are typically a multi-level condominium housing form (typically 4-storeys and comprised of 2-storey units) with rear facing garages or back-to-back configurations, that provide a medium density dwelling that can fit into and complement a lower density neighbourhood character. Potentially, stacked townhouses may form a component of the proposed Mid-Rise Condominium Block.

Built form design should address the following guidelines:

- Individual private outdoor space is typically provided in the form of a balcony located above the garage, where it is divided for use by the upper and lower level units. Sunken courtyards may also be considered for use by lower level (sunken) units.
- If sunken units are considered, they should be designed as 2-storey units to provide adequate sunlight penetration for the upper portion of the dwelling.
- Flat roofs may be permitted as an option to allow for rooftop terraces.
- Given its typically greater expanse, building facades shall be highly articulated to provide an attractive built form. Well considered coordination of materials, colours and composition will be required to achieve an attractive product.
- Rear parking access from a lane is preferred over front yard parking.
- Consolidated and screened utility meters are encouraged and should be located on internal end units, where applicable, subject to coordination with local utility company standards.



Figure 4.4 - Image example of stacked townhouse dwellings with rooftop terrace amenity.

4.5 MID-RISE CONDOMINIUM APARTMENTS

Mid-rise apartment buildings may be integrated into Neighbourhood Centre Blocks 50 and 72, that will largely form the Neighbourhood Activity Node and is planned to include 5 storey apartments or mixed-use. Additionally, Neighbourhood Centre Block 31, adjacent to the NHS and Carding Mill Trail, is intended for a mid-rise apartment building with a height of up to 12 storeys. These buildings will contribute significantly to the character of the Phase 3 community lands by providing strategic higher density population in close, convenient proximity of major transit routing along North Park Boulevard and Dundas Street West to the south, as well as framing the northern extent of the designated Neighbourhood Centre corridor.

The buildings may integrate ground floor retail/commercial functions to service the immediate dense population and bring these amenities within easy access of the major transit corridors. Retail/commercial functions can provide a sense of animation and vibrancy to the street and serve as a focus for the surrounding Phase 3 development area.

For the blocks at the south limit, proposed buildings shall have a strong orientation to the street, framing the corners and establishing a gateway into the community from the south.

For the condominium block at the north limit, proposed buildings, particularly higher storey forms, shall appropriately transition with the adjacent NHS to ensure there are no negative effects on existing vegetation and uses, particularly with respect to shadow impacts.



Figure 4.5 - Image example of a mid-rise apartment building (condominium).

4.6 MIXED-USE BUILT FORM

The designated Mixed-Use / Commercial / Institutional block provides an opportunity to potentially combine residential, commercial and/or institutional functions into a distinctly urban built form that can provide a community focus for The Preserve Phase 3. The strategic location of this form and function adjacent to North Park Boulevard and the extension of Carding Mill Trail, will serve as a major gateway into the community, define a main street character and provide a focus for the community in close proximity to higher density residential dwellings.

Built form should address the following guidelines:

- Built form shall have a strong relationship with the corner, address both street frontages and ensure accessible, at-grade building entries.
- A clear distinction shall be made for entries to different uses (i.e. residential, commercial) whereby a hierarchy is established through architectural treatment.
- Ground floor corner units will typically comprise the anchor commercial tenant, which should be emphasized through architectural design.
- Small urban plaza spaces may be integrated into the building siting to complement commercial uses, allowing for seating opportunities and patron gathering, as appropriate.
- Weather protection incorporated into the building design, such as canopies or awnings, is encouraged along the street edge for pedestrian comfort and to distinguish ground floor uses.
- Streetscape treatment should reflect a more urban approach, with more expansive sidewalks for easier pedestrian access, alternative street tree planting conditions and outdoor furniture, which will contribute to a vibrant, animated main street character.
- Single purpose individual buildings (for example, a place of worship and commercial building) shall consider massing, architectural style and siting that will ensure compatibility and a logical and safe pedestrian and vehicular circulation.



Figure 4.6 - Individual buildings, whether single purpose residential, commercial or institutional, shall consider massing, architectural style and siting that will ensure compatibility and a logical and safe pedestrian and vehicular circulation.

5.0 ARCHITECTURAL DESIGN CRITERIA

This section expands upon the general guidelines and principles for the design of low-rise residential and commercial buildings as set out in the North Oakville East Urban Design and Open Space Guidelines. The following criteria is provided to help achieve the overall vision for North Oakville East in the proposed community.

5.1 CHARACTER AND IMAGE

The design of buildings should offer a harmonious mix of traditionally-inspired contemporary architecture. The use of distinctive and well-designed architecture employing high-quality materials (brick, siding, stone, stucco and EIFS [Exterior Insulation Finishing System] to be used based on architectural style) will be the common thread linking various communities in North Oakville East. Stylistic influences should be borrowed from traditional-period Ontario precedents. Designs based on modern/contemporary style may also be evaluated and potentially deemed acceptable.



Figure 5.1a - A variety of architectural styles may be combined across building typologies.



Figure 5.1b - Combining architectural styles can contribute to a dynamic streetscape.

5.2 ARCHITECTURAL VARIETY

Harmoniously designed streetscapes contribute to community identity and are key to establishing attractive, vibrant and liveable neighbourhoods. 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 façade 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; 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.
- No more than three alternative elevations of a same model may be sited alongside one another. At least two different model designs (with different building footprints and floor plans) should occur per group of ten dwellings, except at gateway lots.
- With regard to corner lots (except at gateway lots), flanking elevations must not be the same as those on lots abutting or directly opposite. Identical kitty-corner lot elevations are acceptable only where colour packages/style is different. No more than one pair per intersection is permitted.



Figure 5.2a - Image examples of architectural design variety along the streetscape.

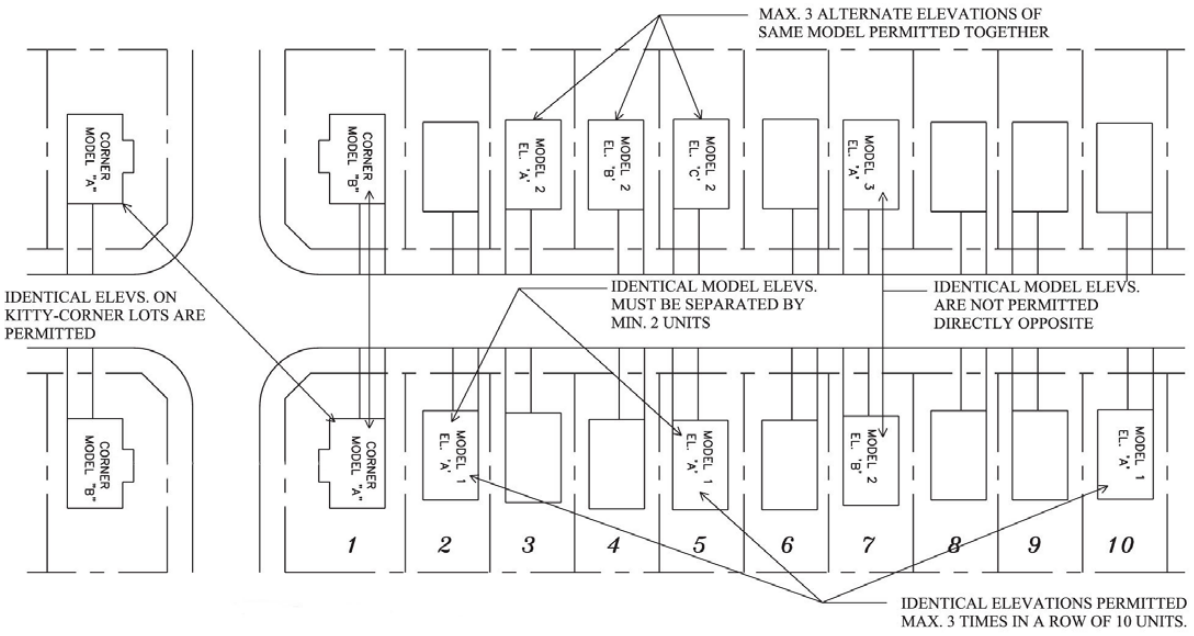


Figure 5.2b - Illustration of model and façade variety and repetition strategy.

5.3 MASSING WITHIN THE STREETSCAPE

An attractive streetscape relies in large part on the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling's individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment.

Observing the following design criteria will help achieve a harmonious massing within the streetscape:

- Massing should transition from higher density areas to lower density areas through building designs that achieve harmony along the streetscape.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided. As such:
  - Avoid siting three-storey dwellings adjacent to 1-1/2-storey dwellings;
  - When 2-storey dwellings are sited among 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.



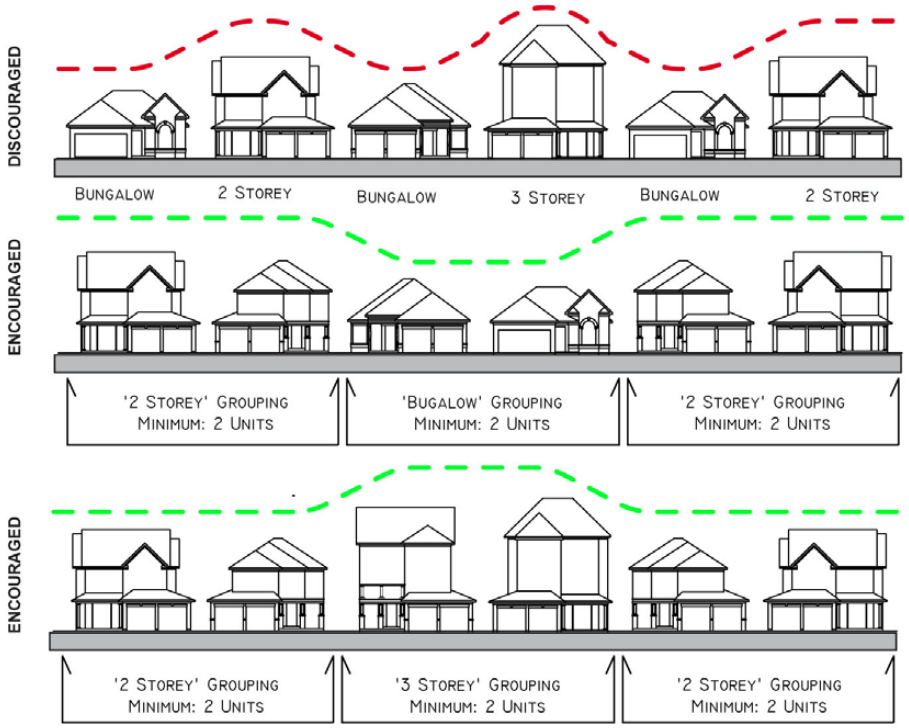


Figure 5.3 - Examples of compatible massing along the streetscape

5.4 ARCHITECTURAL ELEMENTS

5.4.1 PORCHES

- The majority of dwelling designs offered should feature front porches to encourage social interaction and promote 'eyes on the street'.
- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches shall 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.
- Steps shall run the full width of porticos. On porches with multiple posts, the steps should run the full width between two posts to avoid small sections of railing.

5.4.2 EXTERIOR MATERIALS AND COLOURS

- The use of high-quality exterior building materials that are congruent with the architectural style of the dwelling is imperative. Buildings will predominantly be constructed of brick. Stone, stucco (as appropriate to the architectural style), cement board and siding are other suitable materials. The use of vinyl siding, however, is discouraged.
- Scuppers should be treated as accent trim (ornamental where possible), using a colour that matches trim found on the rest of the house. Scupper scale and type shall be approved by the architect.
- The use of decorative architectural detailing is encouraged.
- The selection of exterior materials that express heritage tones and textures is encouraged.

5.4.3 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. 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.







Figure 5.4.1 - Image examples of porches and porticos that create visual interest and relate positively to the street.

5.4.4 FENESTRATION

Prominent fenestration, appropriate to the dwelling's architectural style, is required for all elevations facing public areas. The intent is to enhance the front façade appearance of each dwelling and provide a close relationship between building and street. Similar principles will apply to street related retail, office or service units (i.e. live-work units).

- Windows should be proportioned and include design elements consistent with the architectural style of the built form, including integrated muntin bars where appropriate.
- Consideration shall be given to low maintenance, durable windows such as vinyl.
- Vertical, rectangular window configurations are encouraged to better fit with most traditional architectural styles. Other window formations may be considered where consistency with the architectural style is maintained.
- All window related elements (sills, lintels) shall be consistent with the given architectural style.
- Window types, such as bay windows, should be used as appropriate to the location and siting of the dwelling, consistent with the given architectural style.
- Window placement in combination with other architectural elements is an effective method to animate rear or side elevations exposed to public spaces.





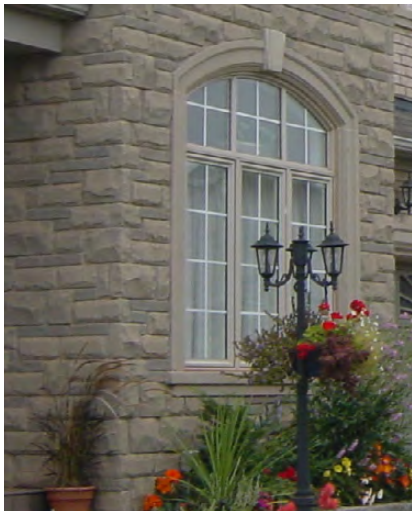


Figure 5.4.4 - Image examples of variety in window styles.

5.5 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.
- Main roof slopes should comply with accepted standards for a given architectural style and dwelling type.
- Roof overhangs should follow acceptable standards as per a given architectural style.
- Where possible, roof plumbing stacks, gas flutes and vents should be located away from street view at the rear slope of the roof.
- Skylights should have a flat profile and be located away from street view at the rear of the roof.
- The use of false dormers shall be minimized, and used only where scale, orientation and roof line make them appropriate.

  The following guidelines shall apply to the use of false dormers:

  - Dormers shall be positioned in such a way as to be functional should the attic be converted to living space in the future;
  - The dwelling's roof shall be high enough that the dormers shall appear functional;
  - Dormer windows shall be true windows and be positioned in such a way as to appear functional;
  - Dormer windows shall be appropriately sized to permit future functionality;
  - Dormer windows shall be obscured from behind so as to appear darkened rather than false.







Figure 5.5 - Image examples of dwellings with different roof forms.

5.6 GARAGES

5.6.1 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, proportional scale and high quality material as the 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.
- Garage door size and placement within the architectural design shall not overpower the massing of the facing elevation and shall comply with the Town of Oakville general standard of not exceeding 50% of the total frontage of the dwelling.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred, where possible. The column or pier separating the 2 garage doors should be comprised of a façade material consistent with the dwelling façade (brick, stone, siding, stucco) that will allow it to blend in with the overall appearance.
- The minimum driveway width shall be 3.2 meters clear.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments may 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 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.



Figure 4.6.1a - Street-facing garages shall not dominate the streetscape.





Fig. 5.6.1b - Image example of single and double-car garages.

5.6.2 REAR-ACCESSED GARAGES

- Lane accessed garages may be attached or detached from the dwelling.
- The design of garages shall be consistent with the architectural style of the dwelling with respect to materials, massing, character and quality.
- Garages shall provide an attractive façade towards the laneway.
- Only sectional, roll-up type garage doors shall be considered.
- Pairing of garages within the laneway, and the resulting pairing of side yards, may be considered as appropriate to the lot configuration (i.e. rear-access garage dwellings).
- Parking pads may be considered beside rear lane garages for interior lots and between a rear yard garage and a flankage lot, as appropriate to a given lot size and rear yard area requirements.
- Garages on corner lots or other publicly exposed areas shall be designed with upgraded architectural treatment consistent with the main dwelling.
- Both single and double car garages may be permitted, depending on lot size and dwelling type.
- 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. Two-storey garages shall be appropriate to the lot size and architectural style of the dwelling.
- Paired driveways shall be considered for rear-access garage dwellings.







Figure 5.6.2 - Image examples of rear-accessed garages.

5.7 UTILITY AND SERVICE ELEMENTS

- Utility meters and utility service connections should be minimized from public view, preferably situated on side walls (perpendicular to the street) and facing an interior side yard.
- Where there are no interior side yards (i.e. townhouses), utility and service connections should be screened or hidden from view, such as through a recess in a wall, subject to standard access requirements for a given utility.



Figure 5.7 - Utilities should be integrated into the architecture or dissimulated from view.

5.8 SITE GRADING CONDITIONS

- All dwellings shall be adapted to appropriately integrate with grade challenged sites. For example, back to front sloping grade conditions resulting in full or partial front walk-out conditions shall provide an appropriate relationship between the dwelling, garage and the street.
- Where circumstances require certain design measures be taken to reduce the height of elevated front entries and resulting exterior front steps, the following guidelines should be considered:
  - Disperse the group of steps through the front walkway over the expanse of the front yard, while adhering to all building code requirements for accessibility and safety.
  - Orient the steps to the side and facing the driveway, while ensuring that an appropriate level of landscape treatment mitigates the visual impact of the porch wall facing the street.
  - Provide an alternative dwelling design that may internalize some of the elevation change through a lowered foyer with steps leading to the main living level.
  - As much as allowable, reduce the amount of foundation walls that are exposed on all elevations of the dwelling. Where sloping finished grades occur, finished wall materials and foundation walls should be stepped accordingly.

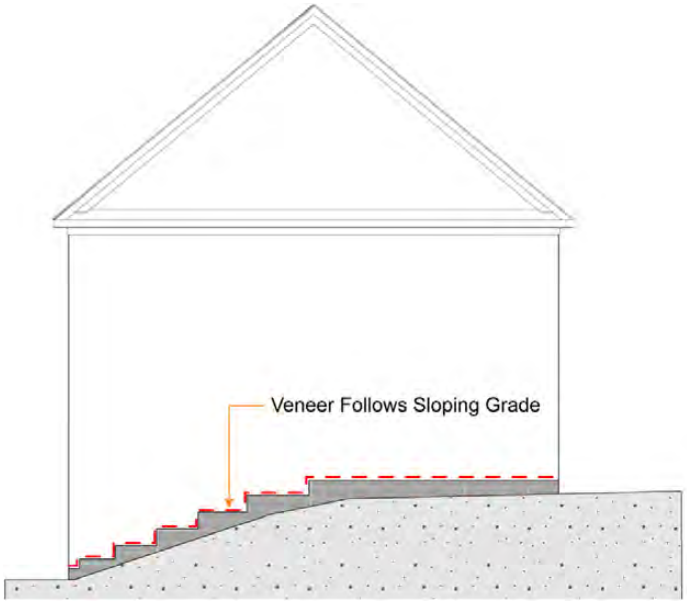


Figure 5.8 - The veneer should follow the sloping grade to avoid exposing large expanses of foundation wall.

5.9 FOCAL LOT DWELLINGS

Focal lot dwellings are located prominently within the neighbourhood, as shown on the focal lot plan below. As priority lots, special consideration for the siting and architectural treatment of the dwelling, as well as the landscape treatment, is required to provide an upgraded appearance suitable for the lot's position as a landmark and visual reference point for the neighbourhood.

Focal lots within Phase Three include special design considerations for:

- Corner Lot Dwellings
- View Terminus Dwellings
- Gateway Dwellings
- Upgraded Rear and Side Architecture
- Park and Pond Facing Dwellings



275 Polly Drive Focal Lot Dwellings



LEGEND:

- CORNER LOT DWELLINGS
- VIEW TERMINUS DWELLINGS
- GATEWAY DWELLINGS
- UPGRADED REAR AND SIDE ARCHITECTURE
- PARK AND POND FACING DWELLINGS

Figure 5.9 - Plan depicting proposed focal lots within Phase Three.

5.9.1 CORNER DWELLINGS

- Dwellings on corner lots are prominent within the streetscape and require an upgraded design approach for the flanking elevation in a manner consistent with the front elevation.
- Wrap-around porches, bay windows, generous fenestration, wall articulation and other architectural features are encouraged on the flankage side to create a visually appealing presence along the street.
- Main entrances should be oriented to face the flankage street or long side of the lot wherever appropriate.
- Ensure a variety of model types and styles are available.



Fig. 5.9.1 - Image example of a corner dwelling.

5.9.2 VIEW TERMINUS DWELLINGS

- View Terminus Dwellings are situated 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 doors and parked vehicles.
- Where a single dwelling is centred at a view terminus, the main emphasis should be placed on the dwelling and away from the garage. The garage should, therefore, be set back from the main wall of the dwelling in order to showcase the main architectural features, where possible.



Figure 5.9.2 - Image example of a view terminus dwelling.

5.9.3 GATEWAY DWELLINGS

- As established in the North Oakville East Urban Design and Open Space Guidelines, prominent intersections into the community should be reinforced through prominent built form oriented to the corners.
- Dwellings on gateway lots shall portray the desired image, character and quality of the community.
- Distinctive architectural elements, such as a wraparound porch or other defining design features may be utilized to emphasize the gateway dwellings landmark position.
- The garage should be situated away from the higher order street.
- Landscape treatment for gateway lots should be similarly upgraded as appropriate to the architectural design and should be coordinated with any built gateway features within the right-of-way.



Figure 5.9.3 - Image example of a gateway dwelling.

5.9.4 UPGRADED REAR AND SIDE ARCHITECTURE

- Where dwellings back onto or flank onto uses that are highly visible within the public realm, i.e. parks, open space areas, commercial uses, trails and pathways, ponds, channels or other areas of high public visibility, upgraded architectural treatment shall be provided for the exposed rear and side elevations, consistent with the dwelling's front elevation treatment.



Figure 5.9.4a - Image example of upgraded rear architecture backing onto open space.

5.9.5 PARK FACING DWELLINGS

- Park facing dwellings are highly visible and, therefore, should be designed with enhanced architectural treatment that fits cohesively with neighbouring properties and combines with the park design to define or reflect the character of the community.
- Dwellings should be similarly proportioned and designed with a consistent and/or complementary palette of architectural treatments and materials.
- Rear windows should be appropriately scaled and have regard for interior uses.
- Provide open verandas or porches facing parks and schools. Avoid the use of enclosed porches or porticos.



Figure 5.9.4b - Image example of upgraded side architecture.

6.0 SUSTAINABILITY

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 Preserve Phase 3 shall be designed with a strong emphasis on the integration of sustainable practices and techniques that will result in a transit-oriented community which is highly walkable and cyclist friendly, with a potential mix of uses (residential, employment, commercial) and a diversity of housing types and densities.

The principles and objectives of sustainability have applications in all areas of the development. The community's context and the prominent Natural Heritage System that surrounds it and is woven into its fabric makes sustainable development and low-impact design a key priority.

The following sustainable development practices shall be implemented.

6.1 SUSTAINABLE DEVELOPMENT PRACTICES

6.1.1 HARDSCAPING

Objectives for hardscaping should balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, maintenance and aesthetic considerations. As a general rule, select paving materials that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.

- Preference shall be given to the selection of permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products;
- Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- The use of light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect);
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.



Figure 5.1.1 - Example of light coloured unit paving which reflects light and serves to reduce the urban heat island effect, as well as allow for permeability and infiltration.

6.1.2 SOFTSCAPING

- Naturalized, low maintenance planting shall be specified where appropriate.
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water;
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls shall be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (loading docks);
- 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;
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through;
- 'Green' screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements;
- To mitigate the impact of wind on a site, evergreens should be used as a windscreen for undesirable wind exposures;
- Use only organic or biological fertilizers and weed and pest controls, without potentially toxic contaminants.

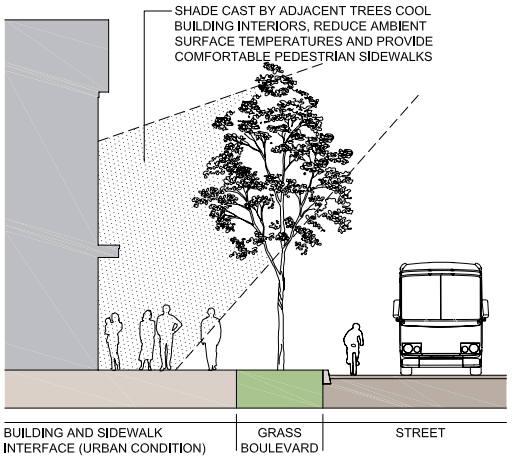


Figure 6.1.2 - Conceptual section demonstrating how dense canopy street trees can provide shade for adjacent sidewalks and building faces.

6.1.3 WATER CONSERVATION AND MANAGEMENT

- Utilize xeriscape planting techniques, selecting drought-tolerant plant species to conserve water and avoid the need for irrigation systems;
- If irrigation is required (e.g. sports fields), water should be provided by non potable sources (roof, parking lot, grey water) where feasible;
- Utilize rainwater harvesting techniques to use stormwater resources for irrigation;
- Utilize techniques and measures to divert rainwater away from a previously connected sewer line. These techniques allow the water to be used for planting and groundwater recharge and reduce outflow to overburdened sewage and storm systems;
- Implement roof downspout disconnection to prevent water from reaching the sewer system and allow it to be managed on site, whether through a storage device, permeable surfaces or an infiltration system;
- Where feasible, consideration should be given to the use of soakaway pits, whereby a roof downspout is connected to an underground pit lined with gravel or coarse aggregate, temporarily storing the water until it is absorbed into the ground;
- Similar to soakaway pits, infiltration trenches direct water to an at-grade trench filled with aggregate material, where it is held until it infiltrates into the ground;
- Depending on the type of built form, rain barrels or similar container system may also be considered to manage roof runoff;
- Where feasible, integrate bio-retention swales as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands, rain gardens, etc.;
- Bio-retention swales typically include planting (groundcover, shrubs and potentially trees), curb inlets for stormwater flow and a water infiltration/ storage area that supports vegetative growth. Depending on site characteristics, perforated sub-drains and overflow catchbasins may be required to manage excess water;
- Composition of swale components shall be designed to ensure surface water is fully drained within 48 hours of the end of any rainfall event;
- Undertake soil amendments to increase topsoil depths and restructure compacted soils for improved infiltration;
- The degradation of slopes leading to erosion and sedimentation control problems results from the effects of rain and wind on unprotected slopes, with potential negative impacts for water quality and stormwater management infrastructure. As such, developers and contractors shall be diligent in preventing erosion on site, both, during the construction phase and following construction completion.

6.1.4 WALKABILITY / TRANSPORTATION ALTERNATIVES

Walkability is one of the cornerstones of the proposed development's sustainability strategy as it promotes security, resilience and better health in communities. Open spaces and amenities within the development are located within walking distance of the majority of residents and businesses. In addition, proposed walkway connections and the sidewalk network offer convenient pedestrian connections.

Sustainability is supported by:

- Open spaces and amenities within the development shall be located within comfortable walking distance 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, street trees and furnishings, as well as road profiles;
- Proposed trails associated with natural features in surrounding neighbourhoods have been linked with the sidewalk network, offering convenient and enjoyable pedestrian connections.
- To encourage a reduction in automobile usage, ensure bicycle parking and public transit connections are integrated into the design of major community facilities or gathering areas.
- Where applicable, particularly for employment lands, the sizing of parking facilities shall be minimized to meet, but not exceed, zoning requirements.
- As an alternative to automobile use, encourage cycling through an emphasis on safe, efficient cycling connections and the integration of appropriate bicycle storage and locking facilities with options for weather protected storage.
- Similar to cycling, encourage public transit use through incentive programs that allow for a decrease in car usage and enables a reduction in parking facility capacity.

6.1.5 LIGHTING

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

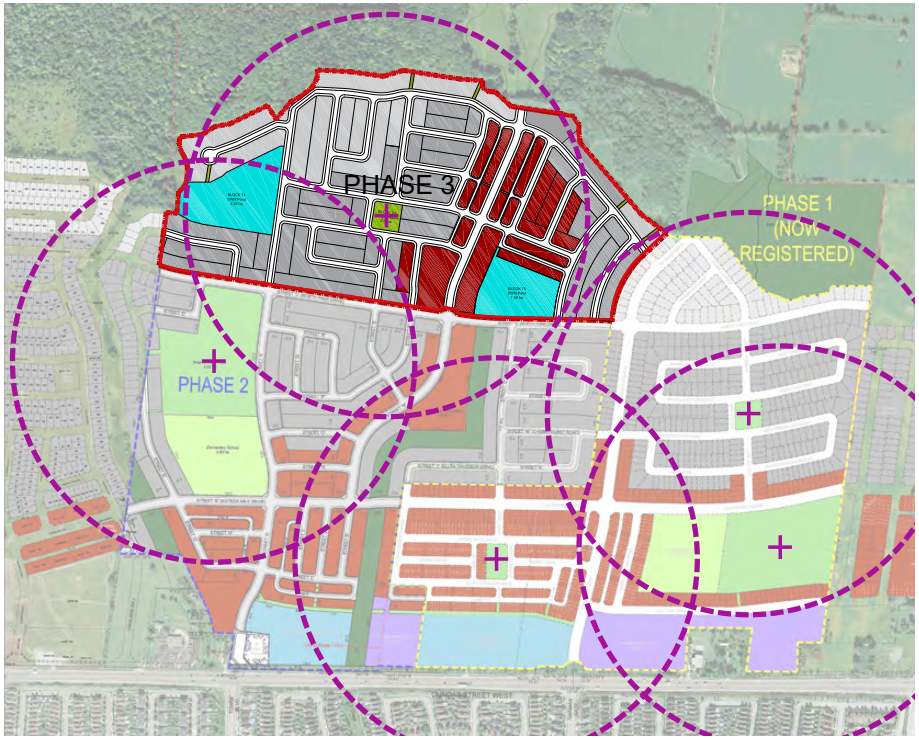


Figure 3.5.2 - Plan depicting 5 minute walking radius (400m) from proposed Village Square and Neighbourhood Park locations.

7.0 IMPLEMENTATION

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 Preserve Phase 3 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 / Guidelines 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

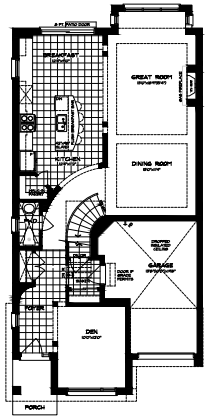
- The Control Architect or Town Urban Design Staff will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the Control Architect or Town Urban Design Staff to be in non-compliance 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.

8.0 CONCLUSION

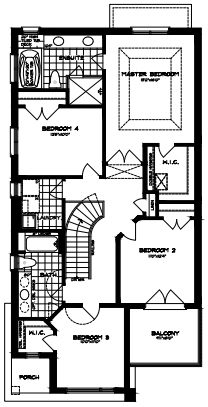
The design guidelines, principles, standards and recommendations contained in **The Preserve Phase 3 Urban Design Brief** (UDB) sets out to achieve a coordinated approach to urban design and govern the preparation of detailed open space, landscape and built form design at the Draft Plan approval stage.

The UDB has addressed pertinent urban design issues as applied to the 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.

9.0 APPENDIX



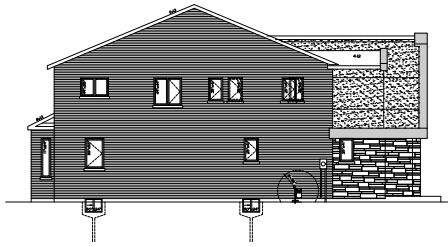
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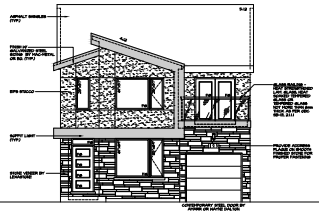
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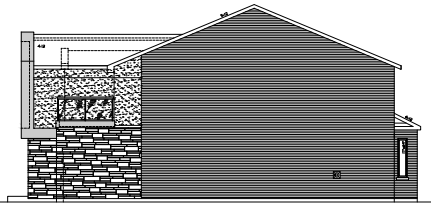
THE TRILLIUM



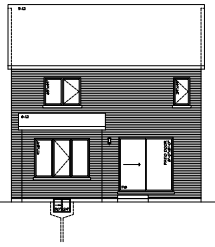
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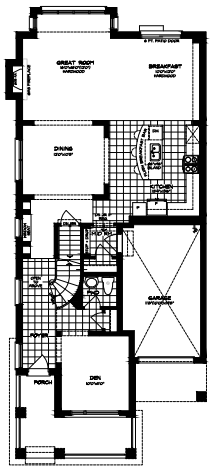


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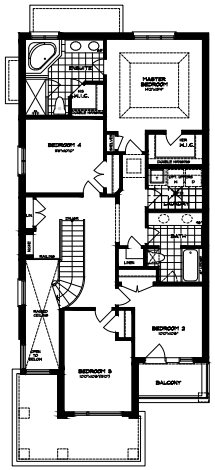


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Figure 9.1 - Source: Q4 Architects



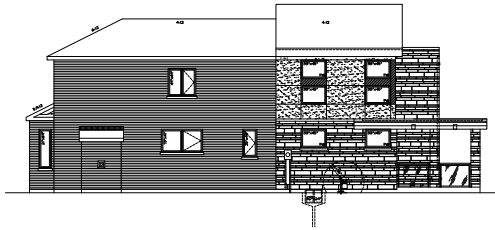
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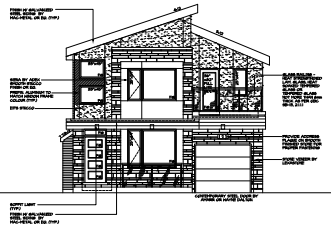
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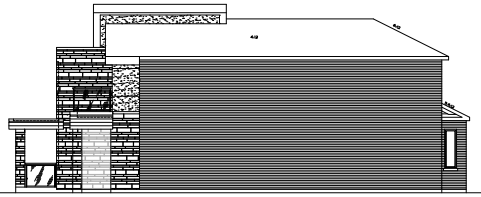
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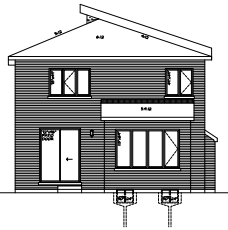
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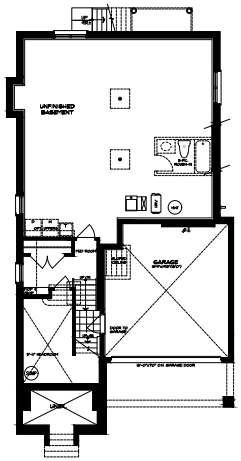


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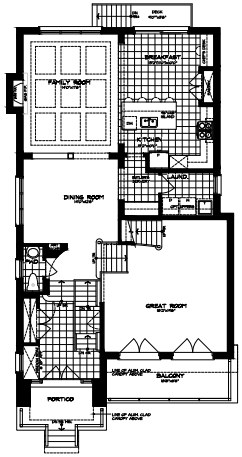


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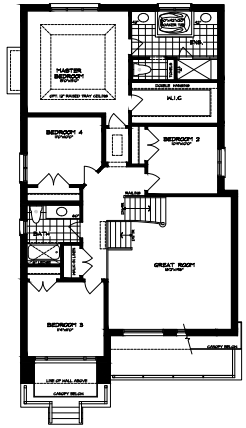
Figure 9.2 - Source: Q4 Architects



BASEMENT PLAN 'CN'



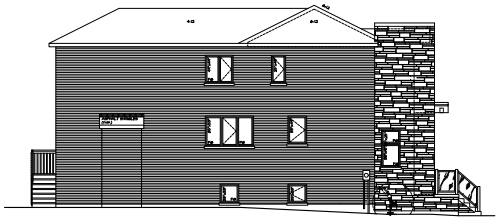
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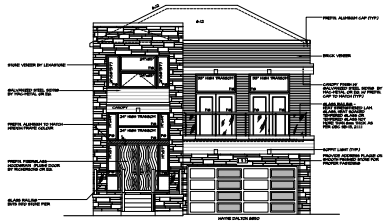
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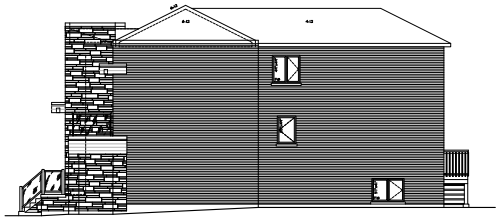
THE SNOWBERRY



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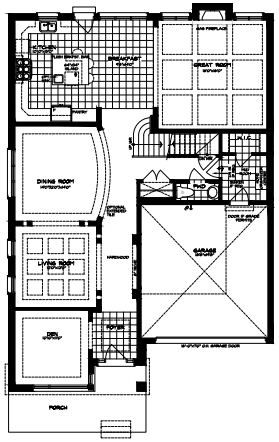


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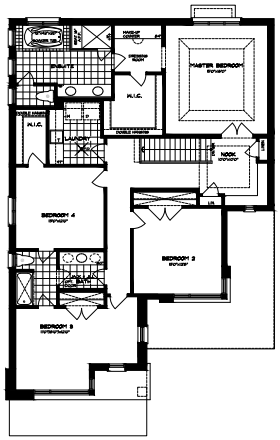


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Figure 9.3 - Source: Q4 Architects



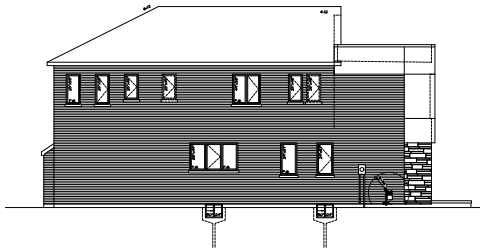
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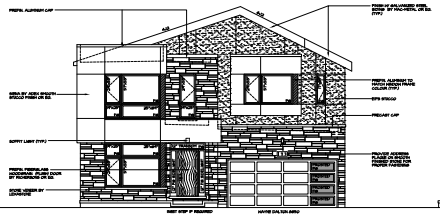
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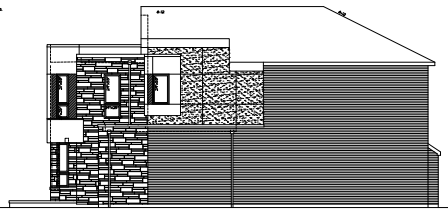
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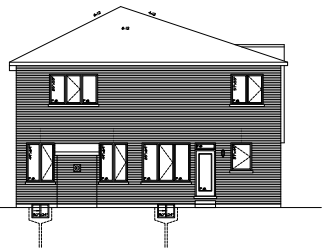
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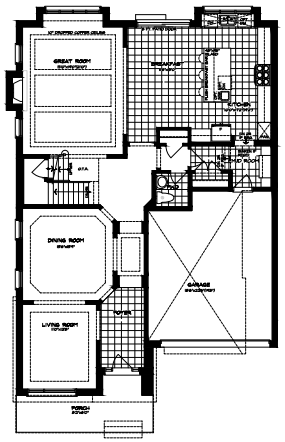


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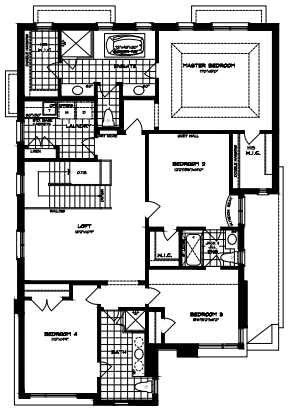


REAR ELEVATION 'CN'

Figure 9.4 - Source: Q4 Architects



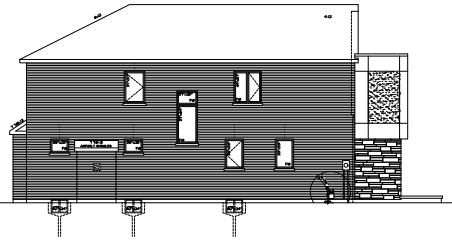
GROUND FLOOR PLAN 'CN'



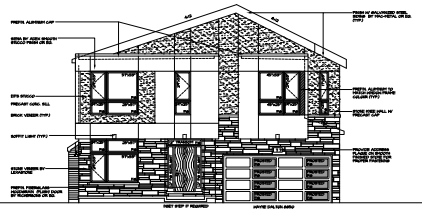
SECOND FLOOR PLAN 'CN'



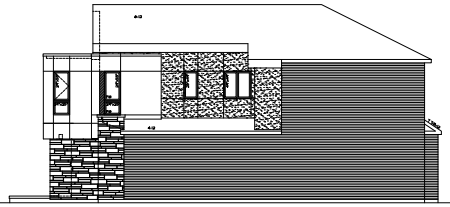
THE ORCHID



LEFT SIDE ELEVATION 'CN'



FRONT ELEVATION 'CN'

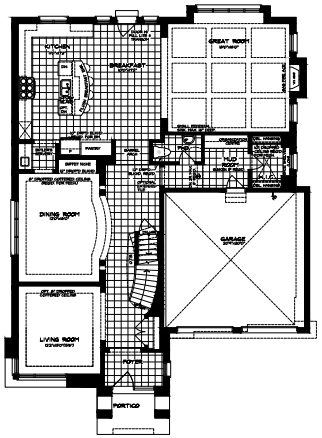


RIGHT SIDE ELEVATION 'CN'

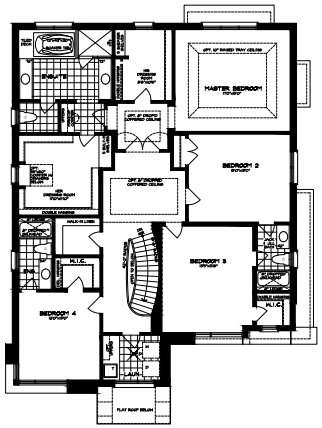


REAR ELEVATION 'CN'

Figure 9.5 - Source: Q4 Architects



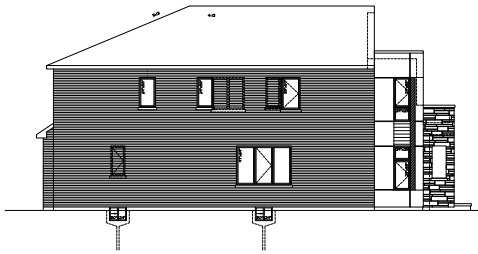
GROUND FLOOR PLAN 'CN'



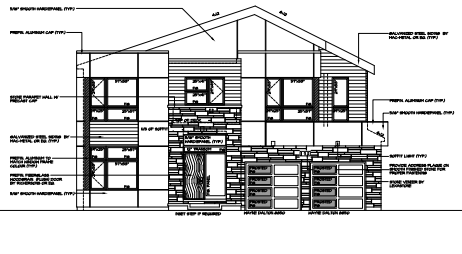
SECOND FLOOR PLAN 'CN'



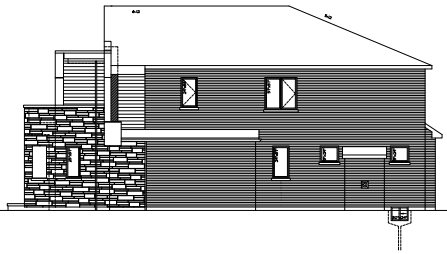
THE MEADOWLARK



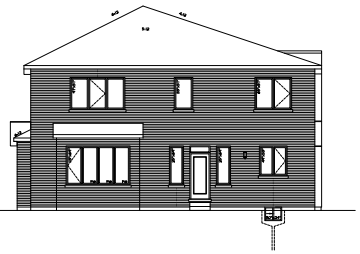
LEFT SIDE ELEVATION 'CN'



FRONT ELEVATION 'CN'

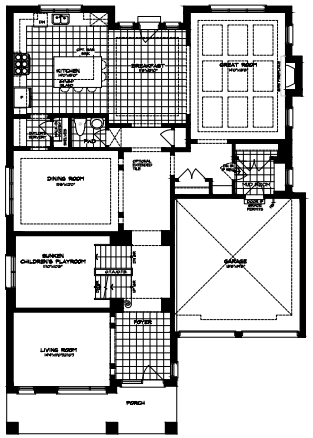


RIGHT SIDE ELEVATION 'CN'

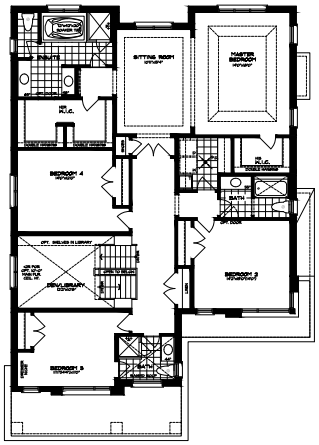


REAR ELEVATION 'CN'

Figure 9.6 - Source: Q4 Architects



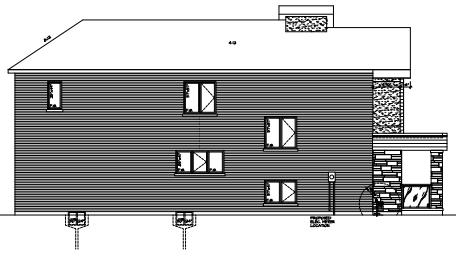
GROUND FLOOR PLAN 'CN'



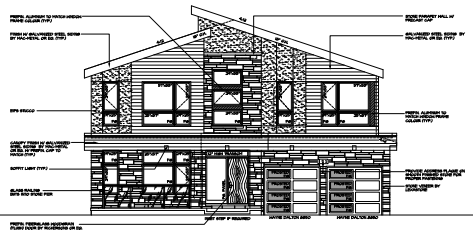
SECOND FLOOR PLAN 'CN'



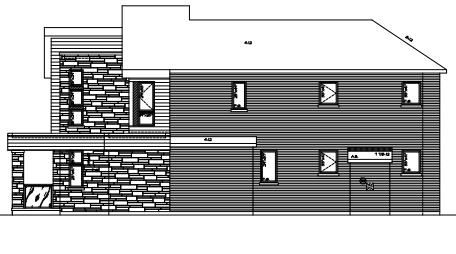
THE ORIOLE



LEFT SIDE ELEVATION 'CN'



FRONT ELEVATION 'CN'



RIGHT SIDE ELEVATION 'CN'



REAR ELEVATION 'CN'

Figure 9.7 - Source: Q4 Architects



Figure 9.8 - Source: Q4 Architects



Figure 9.9 - Source: Q4 Architects



Figure 9.10 - Source: Q4 Architects

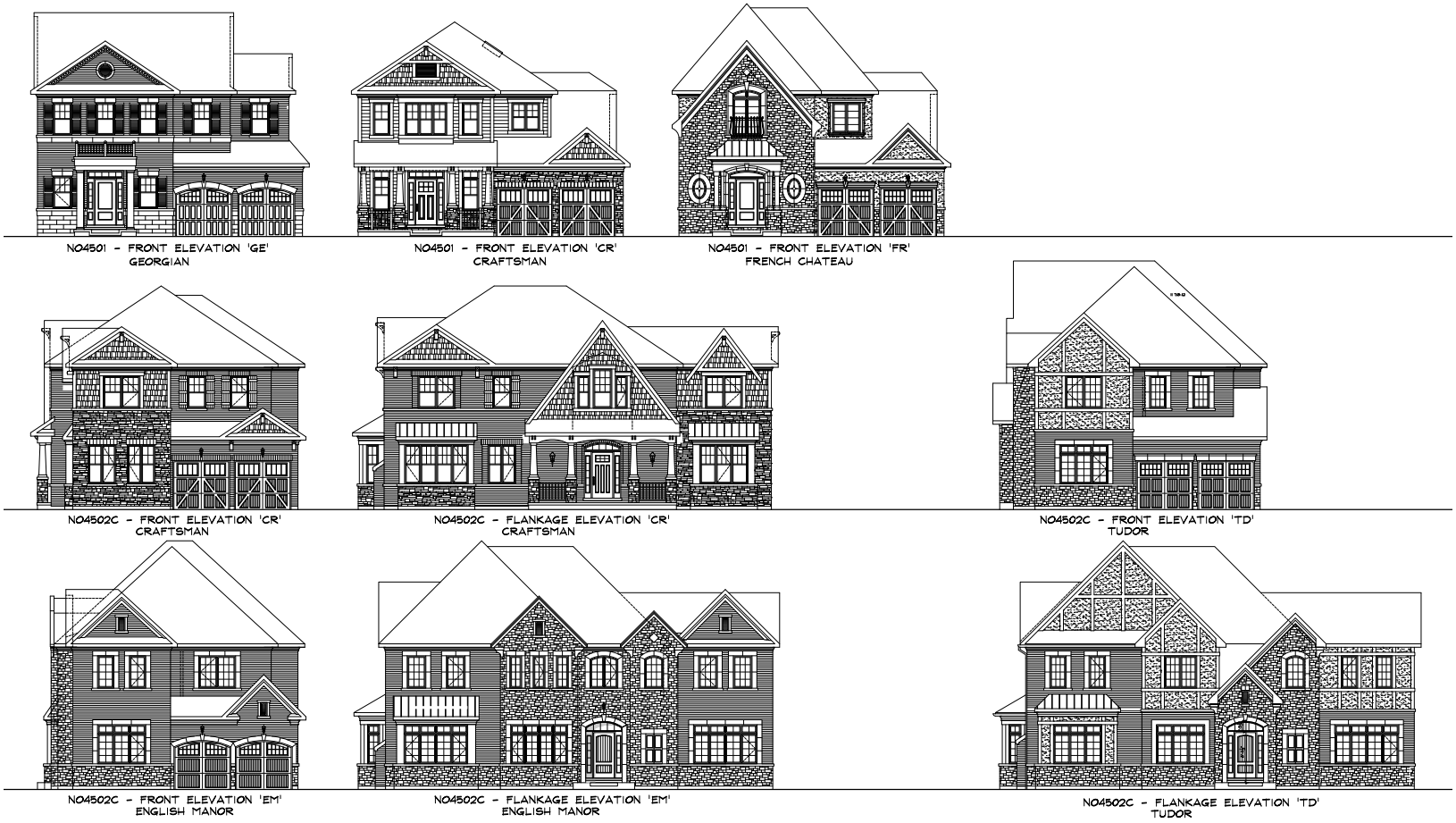


Figure 9.11 - Source: Q4 Architects



Figure 9.12 - Source: Q4 Architects



Figure 9.13 - Source: Q4 Architects



Figure 9.14 - Source: Q4 Architects



Figure 9.15 - Source: Q4 Architects