

# URBAN DESIGN BRIEF

PART OF LOT 16, CONCESSION 1, NDS



PREPARED FOR: DIGRAM DEVELOPMENTS OAKVILLE INC.

PREPARED BY: KORSIAK URBAN PLANNING

JULY 2021

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## 1.0 DESIGN VISION, GUIDING PRINCIPLES AND OBJECTIVES

Digram Developments Oakville Inc property is approximately 8.08 hectares in size and is designated part of the North Oakville East Secondary Plan (NOESP) Area. The future development's design vision, principles and objectives were developed based on the urban design goals and objectives of the NOESP, to reflect North Oakville's unique historical roots and small town heritage while providing the opportunity for a compact, nodal development with numerous green linkages.

### 1.1 DESIGN VISION

Digram Developments' community will be planned to be compact, pedestrian oriented community with a range of housing options that is interconnected with the surrounding communities while responding to and protecting the natural environment.

### 1.2 COMMUNITY GUIDING PRINCIPLES AND OBJECTIVES

Digram Developments' community is designed to function as a key component of North Oakville and the Town of Oakville. To achieve this, the following principles and objectives have been established:

#### 1.2.1 COMMUNITY GUIDING PRINCIPLES

- Create a compact, walkable and pedestrian friendly mixed-use development.
- Respond to and protect the Natural Heritage System (NHS).
- Provide visible connections and access to the open space system.
- Provide a variety of dwelling types and sizes.
- Create logical connections to existing and future planned communities.

#### 1.2.2 NEIGHBOURHOOD OBJECTIVES

A core set of objectives have been established for Digram Developments' community to supplement the objectives of the NOESP:

- Environment- Recognize and preserve the NHS by providing highly visible linkages and views and protecting significant NHS features.
- Variety - Provide a range of dwelling unit types and designs to provide visual variety in the streetscape and options for households of different sizes, ages and incomes.
- Transit Supportive and Compact Development - Provide pedestrian friendly environments through a modified grid street network that provides sidewalks on one or both sides of the street to provide connection opportunities to the entire North Oakville community. Sidewalks, cycling lanes and trails will all be designed with accessibility in mind.

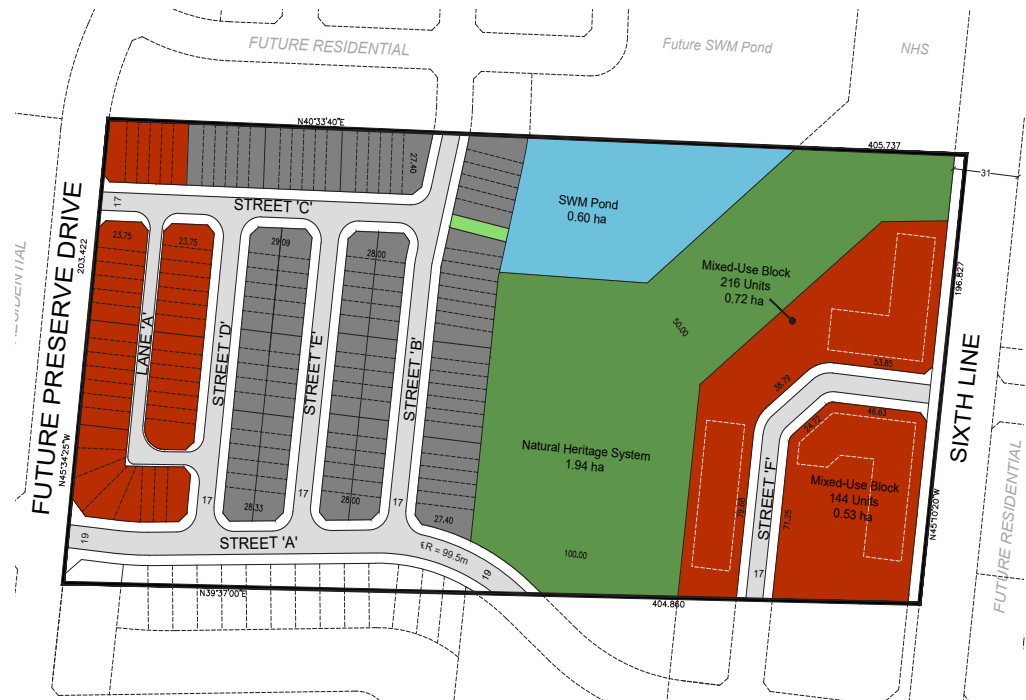


Figure 1: Development Plan



## 2.0 CONTEXTUAL ANALYSIS

### 2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY AND VEGETATION.

There is a gradual grade change throughout the site which is consistent with the topographic profile of gently rolling farmland. There are number of existing trees and shrubs along the border of the site, with the middle of the site vacant for agricultural purposes. There is a marsh feature identified at the eastern border of the site.

### 2.2 SURROUNDING LAND USES AND BUILT FORM CHARACTER

The subject lands are surrounded by existing and future residential developments. To the north are vacant lands planned for residential development, the Core 7 NHS area, Burnhamthorpe Road and agricultural lands. To the south is the future Argo West Morrison Creek Residential Subdivision, followed by the Core 5 NHS area, and low/medium density residential development. Immediately east of the site is Sixth Line, followed by the approved and under construction Sixth Line Corp Residential Subdivision and Mattamy Petgor Residential Subdivision. To the west of the site is the future Mattamy Preserve Phase 4 Residential Subdivision, Neyagawa Woods, agricultural lands and Neyagawa Boulevard.

### 2.3 VIEWS, VISTAS & LANDMARKS

The NHS runs directly through the centre of the site, connecting core areas 5 and 7, and will be protected through the creation of an NHS block within the development, to be dedicated to the Town of Oakville. The residential units will be sited to maximize views into the NHS while protecting and preserving its overall function. The Neighbourhood Centre Block, east of the NHS, presents the opportunity to create an identifiable landmark along Sixth Line through a taller and enhanced built form.

### 2.4 TRANSPORTATION NETWORK

Digram Developments' community will provide a logical continuation of the road network of the Preserve Phase 4 and the future West Morrison Creek communities. No direct access to the development is planned from Sixth Line.

Currently there are no transportation and transit networks running through the site. However, there are east-west transit networks located to the south of the site, along Dundas Street. The development of the site will provide vehicular, cycling and pedestrian paths that will link to the greater North Oakville community.



Figure 2: Aerial Photograph

### 3.0 POLICY CONTEXT

#### 3.1 LIVABLE OAKVILLE

The Livable Oakville Plan sets out how lands shall be used and how growth should occur through to 2031. Schedule A1, Urban Structure of the Livable Oakville Plan, which provides the basic structural elements for the Town has been used and applies to all lands within the Town, except the North Oakville East and West Secondary Plan areas. As the subject lands are located with the NOESP, they are not subject to the policies of the Livable Oakville Plan.

#### 3.2 NORTH OAKVILLE EAST SECONDARY PLAN

The site is located within the NOESP area. The NOESP includes detailed policies implementing general development objectives to guide the future development of the area. The plan also establishes a detailed planning framework for the future urban development of the NOESP Area. Within the NOESP, the subject lands are designated 'Neighbourhood Area' and 'Natural Heritage System Area'. The proposed development will connect Neighbourhoods 8 and 10, separated by the NHS, to facilitate the creation of a complete and interconnected community. The North Oakville Master Plan provides general locations for uses within the designated 'Neighbourhood Area'. Within the 'Neighbourhood Area' the subject lands are identified as 'Neighbourhood Centre Area', 'General Urban Area, and 'Sub-Urban Area'.

Within the General Urban Area, west of the NHS block, 45 street townhouse units and 68 back-to-back townhouse units are proposed. Further, the area includes two residential reserve blocks along the western portion of the southern lot line to facilitate single detached dwelling units in the future. There are two Neighbourhood Centre Areas: the first is located within Neighbourhood 10, and will consist of 35 rear lane townhouse and 6 street townhouse units. The second comprises two mixed-use blocks (subject to Site Plan Approval) which are planned to accommodate two 6-storey mixed-use buildings and one 6-storey apartment buildings for a total of 360 residential dwelling units. These buildings will provide a mix of one-bedroom, two-bedroom and potentially three-bedroom suites to meet the needs of various households. Therefore, the proposal provides a variety of building types, unit sizes, and architectural styles, consistent with Section 7.5.12.c of the NOESP.

As the lands are currently zoned Existing Development, a Zoning By-law Amendment is required to implement the NOESP.

#### 3.2 URBAN DESIGN DIRECTION FOR OAKVILLE

The Urban Design Direction For Oakville, Part A of the Livable by Design Manual, provides a comprehensive design direction for the Town to ensure the design of well integrated, aesthetically

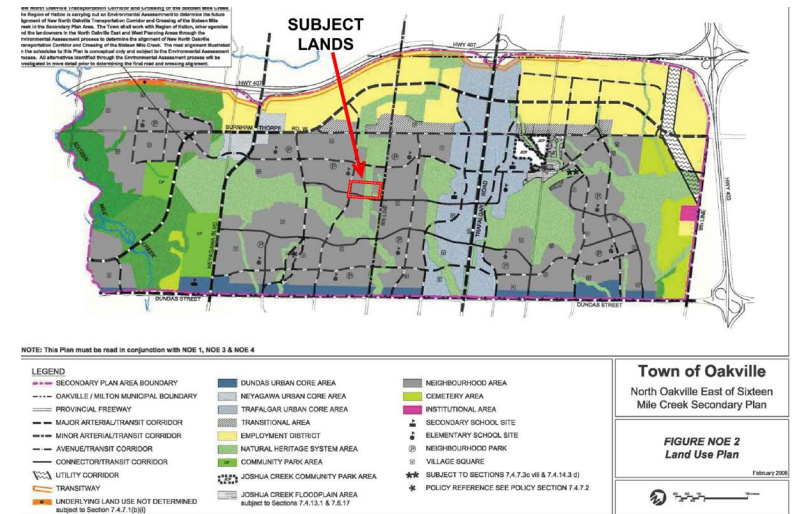


Figure 3: NOESP Land Use Plan

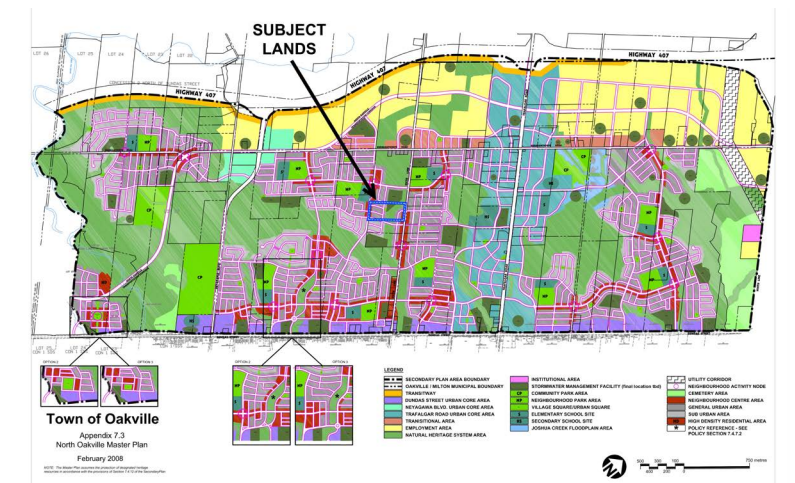


Figure 4: NOESP Master Plan



pleasing developments that support community vitality and livability. The proposed development will have regard to the Urban Design Direction For Oakville and will be designed with the following principles in mind:

- *Sense of Identity- Creating Distinct and Vibrant Communities*

The proposed development will create a clear sense of identity for the community reinforced by interconnected streetscapes, memorable and enduring urban design and variety in built form.

- *Compatibility – Fostering Compatibility and Context-Specific Design*

The proposal will ensure compatibility between uses through appropriate transitions, massing, heights and materials. Context-specific design solutions will be implemented to ensure the development is complementary and well integrated into the existing and planned community.

- *Connectivity – Enhancing Connectivity and Accessibility*

The proposed development connects to existing and future planned roads and follows a modified grid road network to provide improved connectivity for all road users. An extension of the North Oakville trail system trail is proposed along the west side of the NHS block, which is connected to Street 'B' via a walkway block, providing improved active transportation opportunities throughout the entire community.

- *Sustainability – Integrating Sustainability and Resiliency*

*The proposal has been designed to provide a compact urban form, connected via a modified grid street network, and conserves the NHS through the delineation of an NHS block and appropriate adjacent uses. This sustainable urban form appropriately accommodates growth, supports improved walkability and the conservation of natural areas.*

- *Legacy -Preserving Built Heritage, Cultural and Natural Resources*

The NHS runs through the centre of the site and is protected through the delineation of a NHS block. Development shall be visually connected to the NHS through the siting of buildings and the creation of a walkway block.

- *Creativity – Inspiring Creativity and Innovation*

The design of the development will respond to the scale and materiality of the neighbourhood to ensure the development of well designed buildings, attractive streetscapes and enhanced views.

### 3.3 SITE DESIGN AND DEVELOPMENT STANDARDS FOR OAKVILLE

The Site Design and Development Standards, Part C of the Livable by Design Manual,

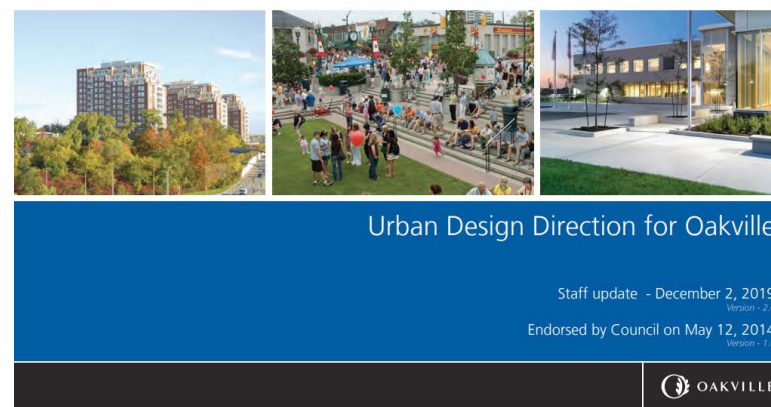


Figure 5: Urban Design Direction for Oakville

creates a standard by which development proposals will be evaluated to achieve a consistent level of well designed built environments within the Town. As back-to-back and street townhouses are exempt from the Site Plan Approval process, it is important that this Urban Design Brief has regard to these guidelines to provide a detailed design direction for designers and the Control Architect to reference. Section 6.0 of this Urban Design Brief incorporates these standards.

### 3.4 NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

The proposed development will be designed to have regard to the North Oakville Urban Design and Open Space Guidelines (NOUDOSG) by ensuring the necessary physical design for an integrated and sustainable community. The development will be designed in accordance with the following urban design principles:

1. *Create a Sustainable Natural Heritage and Open Space System*

*The proposed development protects that NHS through the creation of an exclusive NHS block that is visually connected to the development and the entire North Oakville community.*

2. Create a Sustainable Street Transportation Network

*The proposed development follows a modified grid network that connects to the existing and proposed road network to provide direct and accessible connections to the entire community. The development does not propose any dead-end streets or illogical continuations of streets that would impact the sustainability of the connected street network.*

3. Create Compact, Walkable Mixed-Use Development

*The proposed development will provide a compact development consisting of townhouse and apartment units that follows a modified grid network to provide a highly walkable urban environment. In addition, commercial uses will be provided on the ground floor of both mixed-use buildings to help meet the daily needs of the community.*

### 3.5 NORTH OAKVILLE TRAILS PLAN

The North Oakville Trails Plan is an essential component of the NOESP and the Town's Vision 2057. Trails play a crucial role in linking communities together, increasing active transportation, reducing automobile reliance and controlling access in the NHS. The proposed development is planned to provide a trail adjacent to the NHS, which is consistent with the North Oakville Trails Plan, thereby providing a balance between active and passive recreation opportunities.

### 3.6 NORTH OAKVILLE URBAN FOREST STRATEGIC MANAGEMENT PLAN

The North Oakville Urban Forest Strategic Management Plan (NOUFSM) provides a high-level strategy and planning recommendations to achieve a sustainable, healthy urban forest for the lands north of Dundas Street. In particular, it sets out recommendations to aide in the achievement of a minimum town-wide canopy cover of 40 percent.

To achieve this target, the development will be designed to:

- Provide a minimum soil volume of 30 m<sup>3</sup> with a minimum planting depth of 750 mm. If this cannot be achieved, a 300 mm breakout-out zone will be constructed.
- Provide a mix of tree types with no more than 25% of trees of the same type.
- Provide approximately 1 tree per dwelling unit

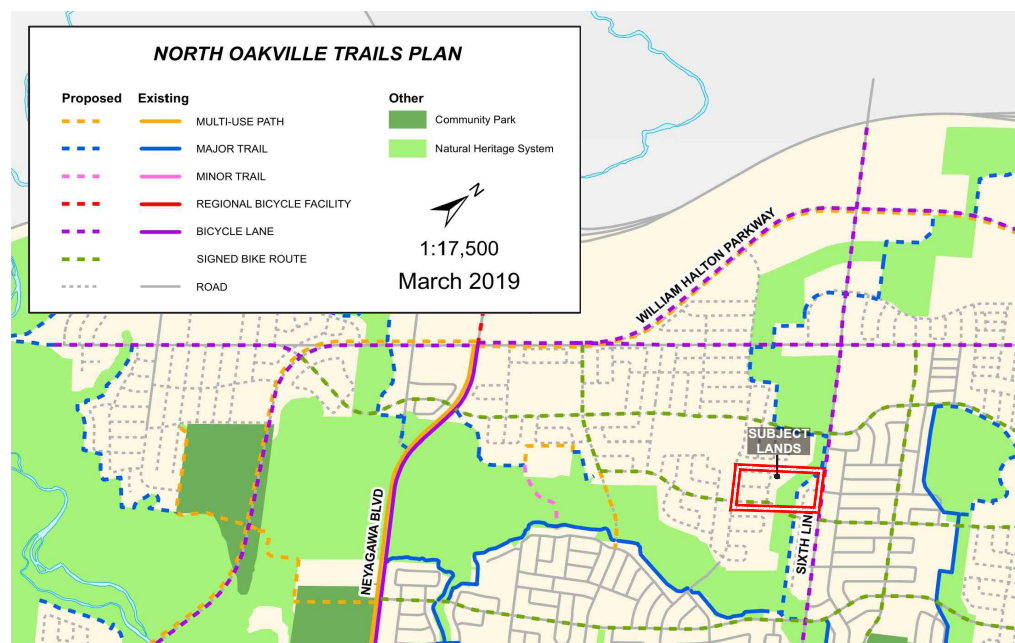


Figure 6 North Oakville Trails Plan

## 4.0 DEVELOPMENT FRAMEWORK

The proposed development has been designed to ensure compatibility and cohesion with adjacent residential developments through the following key structuring elements:

### 4.1 BOUNDARY INTERFACE/FUTURE ADJACENT RESIDENTIAL COMMUNITY

The proposed development was designed in consultation with adjacent land owners to ensure an interconnected, compatible and cohesive community and road network.

### 4.2 PATTERN OF LAND USES

Digram Developments' community will be characterized as a medium density residential development, reflective of the designations of the NOESP and the character of North Oakville. The development will consist of the following land uses:

- Neighbourhood Centre Area – There are two Neighbourhood Centre Areas within the proposed development:
  1. Two mixed-use blocks (1.25 ha) along the eastern border of the site; and
  2. An area along the western border of the site, proposing 35 rear lane townhouse and 6 street townhouse units.

The design of the mixed-use blocks are conceptual at this stage (subject to Site Plan Approval) but currently consists of two 6-storey mixed-use building with commercial uses at grade and one 6-storey apartment building with surface and underground parking, for a total of approximately 360 units.

- General Urban Area – 45 street townhouse units and 68 back-to-back townhouse units.
- Natural Heritage System – Located at the center of the site and bordered by the SWM Pond, Neighbourhood Centre Block and street townhouse units.
- SWM- Connects to the adjacent SWM pond to the north of the site and the NHS block to the south.

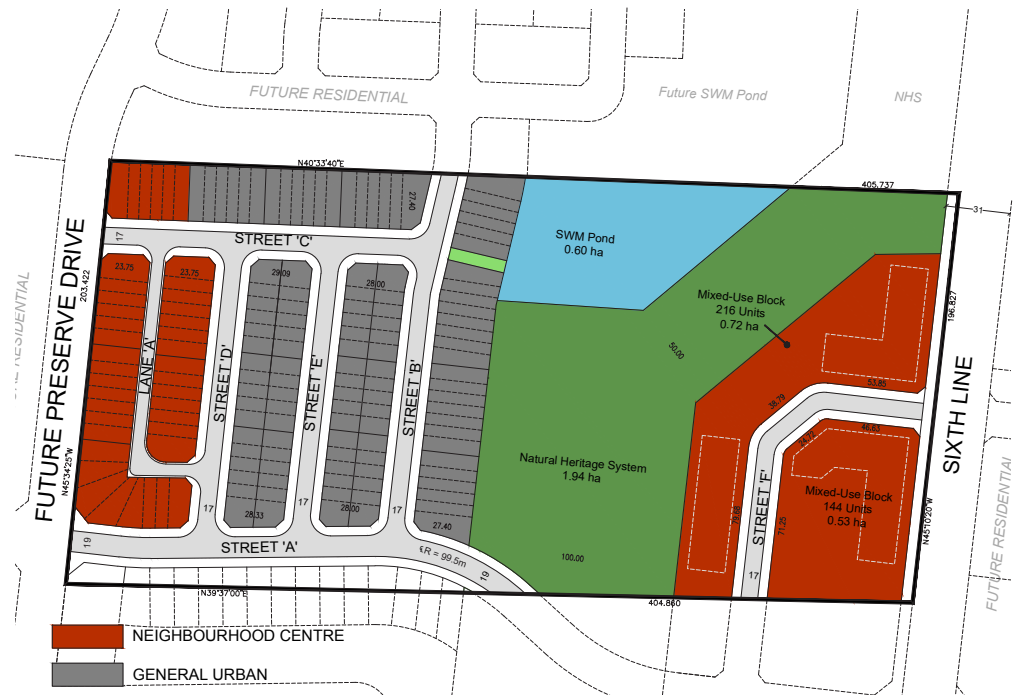


Figure 7: Proposed Development Concept & Land Uses

### 4.3 NATURAL HERITAGE SYSTEM

The continued protection of the connectivity and function of the NHS is a primary goal of all development within the NOESP to ensure a healthy, diverse and sustainable open space system. The proposed development includes a 1.94 hectare NHS block that bisects the site, connecting the NHS Core Areas to the north and south. The NHS lands are identified as 'Optional Linkage Preserve Area'. All development within the site was designed around the NHS to ensure its continued protection. A servicing block (23) connecting Street 'B' to the planned trail along the western edge of the NHS provide views into the NHS as well as enhanced pedestrian connectivity, ensuring its enjoyment by future residents of the community.



#### 4.4 STREET NETWORK

Marvin Avenue will serve as the primary E-W connector road within the proposed development, with a right-of-way (ROW) of 19 m, extending from Sixth Line (31 m ROW, Arterial Road) to Preserve Drive (22m ROW, Avenue). It will consist of 2 travel lanes, 1 parking lane and a 4.55 m boulevard. One lane with a planned ROW of 7.5 m is proposed to provide garage access for the rear lane townhouse units. All other streets will be local roads with a 17 m ROW. These local roads will be designed to provide 2 travel lanes and 1 parking lane, as illustrated on Figure 8– Parking Management Plan. No individual driveways are provided along Preserve Drive to maximize the availability of on-street parking opportunities.

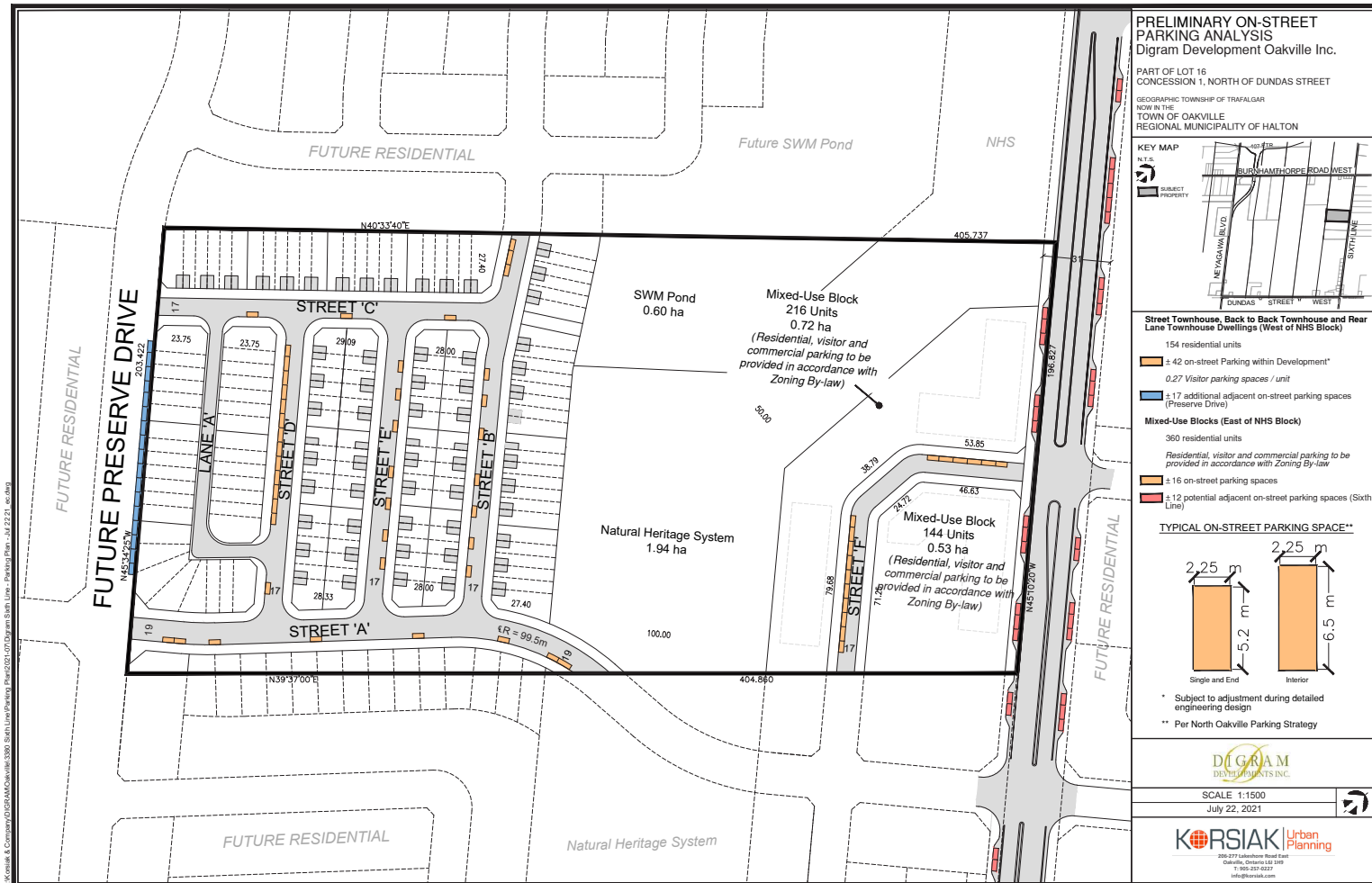


Figure 8: Parking Management Plan

## 5.0 DEVELOPMENT MASTER PLAN

The proposed development consists of 51 street townhouse units, 68 back-to-back townhouse units, 35 rear lane townhouse units and two mixed-use blocks (1.25 ha), which are planned to provide 360 residential units in the form of two 6-storey mixed-use buildings with commercial uses at grade and one 6-storey apartment building. A 1.94 hectare NHS block traverses through the centre of the site and tapers off towards the north east corner of the site. Above the NHS block is a 0.6 hectare SWM pond block which will connect to the SWM pond block to the north.

Primary access to the site will be through Marvin Drive (Street 'A') however there are other secondary accesses provided through local roads (Streets 'B', 'C', 'D' & 'E'). Marvin Drive will connect the development to Preserve Drive, Sixth Line and the future West Morrison Development.

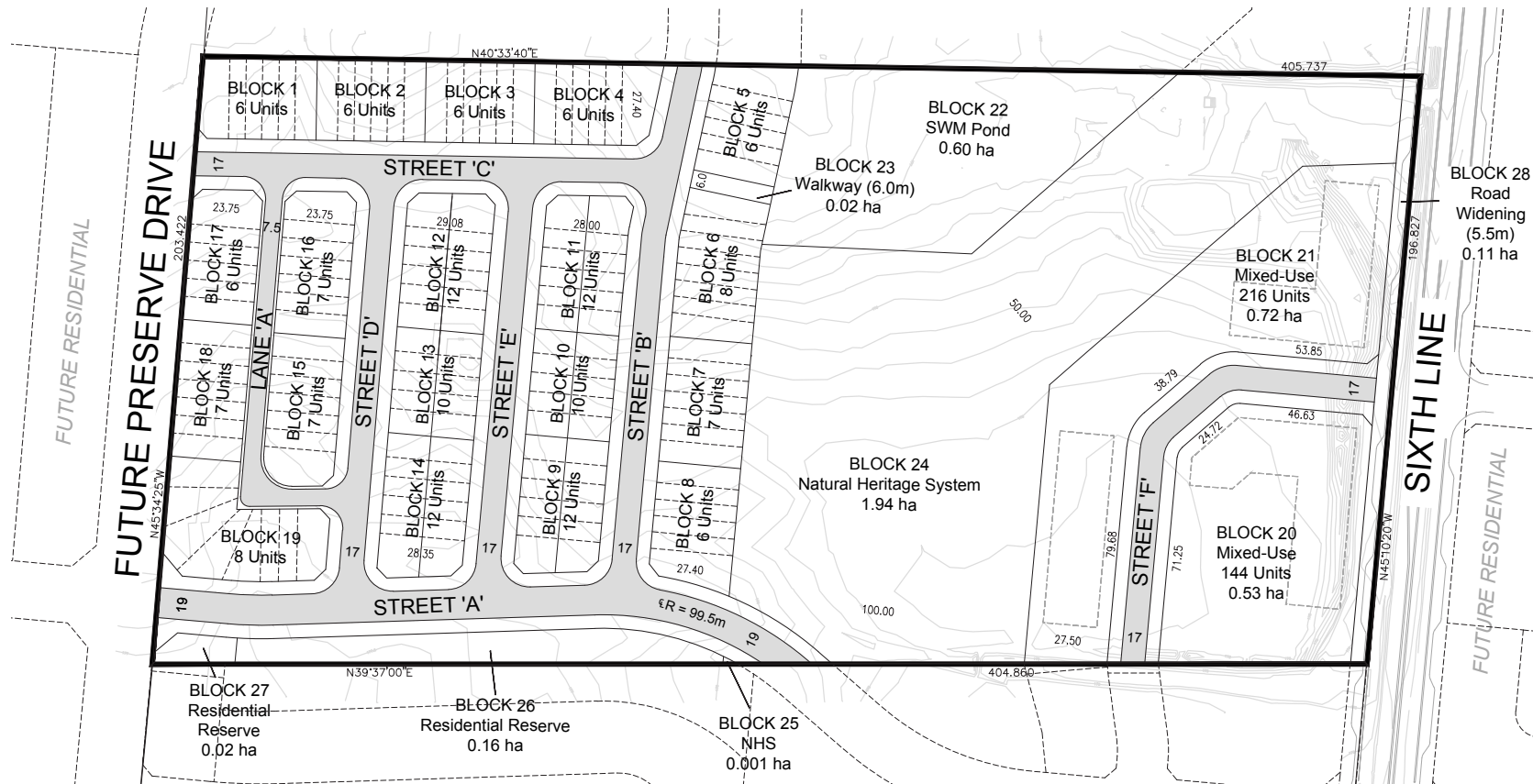


Figure 9: Draft Plan of Subdivision

## 6.0 DETAILED DESIGN DIRECTION

The following section provides detailed design directions to describe how the development shall be designed to achieve the goals and objectives of the NOESP. All future development shall have regard to the Livable by Design Manual and NOUDOSG.

### 6.1 STREETSCAPE

The streetscape is a crucial component of any development due to its role in activating the street to promote active transportation and transit uses. Streetscapes shall be designed in accordance with the following:

- Minor Arterial/Transit Corridor – Shall be designed to achieve a ROW of 31 metres and includes:
  - Up to 4 travel lanes and 2 bike lanes;
  - Sidewalks and lay-by parking on both sides of the street; and,
  - A 4.55 metre boulevard with a single row of trees.
- Connector/Transit Corridor – Shall be designed to achieve a ROW of 19 metres and includes:
  - 2 travel lanes and 1 parking lane;
  - Sidewalks on both sides of the street; and,
  - A 4.55 metre boulevard with a single row of trees.
- Local Roads – Shall be designed to achieve a ROW of 17 metres and includes:
  - 2 travel lanes and 1 parking lane;
  - Sidewalks on both sides of the street; and,
  - A 4.05 metre boulevard with tree planting between back of curb and sidewalk.
- Lane – Shall be designed to achieve a ROW of 7.5 metres and includes:
  - 2 travel lanes and no sidewalks.

### 6.2 CANOPY COVER

To meet the town-wide canopy coverage target of 40%, to be achieved by 2057, all planting within the proposed development

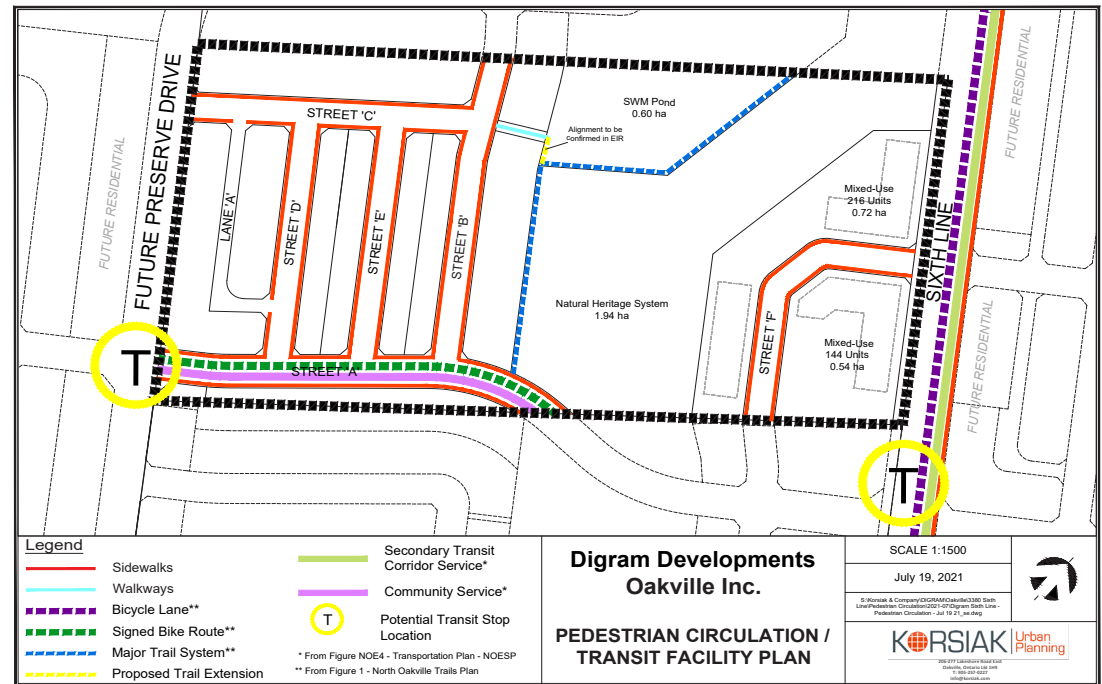


Figure 10: Pedestrian Circulation Plan

shall adhere to the NOUFSM and the development will be designed to:

- Provide a minimum soil volume of 30 m<sup>3</sup> with a minimum planting depth of 750 mm. If this cannot be achieved, a 300 mm breakout-out zone will be constructed.
- Provide a mix of tree types with no more than 25% of trees of the same type.
- Provide approximately 1 tree per dwelling unit.
- Ensure street trees are spaced to reflect their projected canopy size to create an effective canopy and strong street presence.
- Site plant material to ensure adequate space is provided to accommodate normal long term growth.

### 6.2 OPEN SPACES AND CONNECTIONS

Within the development, trail connection opportunities are offered through the NHS corridor and SWM pond blocks to provide views into open space areas. They will improve the function of the natural areas while providing



views and recreation opportunities for the community. Both areas will be crucial components of the community and to better integrate their function with the community, the development will be designed to.

- Ensure the design of the SWM Block effectively addresses the street frontage along Street 'B' to improve its visibility and clearly distinguish its function as an open space amenity.
- Plant a variety of native plant species appropriate for the pond and surrounding areas.
- Integrate the proposed trail system with pond entry and NHS Block.
- Provide information signage at the pond entry to provide the public with information requiring the purpose and importance of the SWM Pond.
- Incorporate a SWM pond adjacent to the NHS block to provide and protect significant views.
- Incorporate opportunities to provide views and viewsheds throughout the development that are oriented towards the NHS system and SWM pond.

### 6.3 NEIGHBOURHOOD CENTRE AREA

#### 6.3.1 MIXED-USE BLOCKS

Within Digram Developments' community, the Neighbourhood Centre Area is planned to provide two mixed-use blocks with two 6-storey mixed-use buildings and one 6-storey apartment building. Both developable blocks will be subject to a future Site Plan Application, where further design details will be provided, but will generally be designed to:

##### *Built Form*

- Front onto and provide pedestrian access to Sixth Line and other local roads.
- Provide strategic views into the NHS system and Sixth Line.
- Provide a maximum of 6-storeys in height that appropriately transitions to adjacent lower density building types beyond the NHS and Marvin Avenue.
- Direct prominent building massing and architectural treatment to the street, to create a visually interesting streetscape and pedestrian friendly environment.
- Provide a distinct built form, which incorporates high quality materials and a unique architectural style.
- Design the building to be aesthetically pleasing through the use of articulated facades, interesting roof lines and prominent entrance features.
- Incorporate utilities into the building design, in accordance with Town Engineering Standards.



Figure 11: Conceptual Rendering of Building C from Sixth Line



Figure 12: Conceptual Rendering of Building A, B and C from Above

- Provide enhanced building massing and architectural treatments along the street edge to promote an active streetscape.

### *Landscaping and Open Space*

- Consider opportunities to provide Privately Owned Public Spaces (POPS) within these blocks through the detailed design process.
- Ensure a minimum of 30% of trees planted on site are native tree species.
- Ensure trees fronting public or private roads are spaced to reflect their projected canopy size to create an effective canopy and strong street presence.

### *Connectivity*

- Provide clear, safe, direct and barrier-free paths of travel to connect pedestrian with the municipal boulevard, transit stops, trails, parking areas, amenity areas and building entrances.
- Provide a minimum clear width of 1.5 metres for all walkways.

### *Parking*

- Locate parking areas in the rear and side yard.
- Design parking areas to be appropriately screened from the street to promote a pedestrian friendly streetscape.
- Locate barrier free parking stall in close proximity to barrier free building entrances.

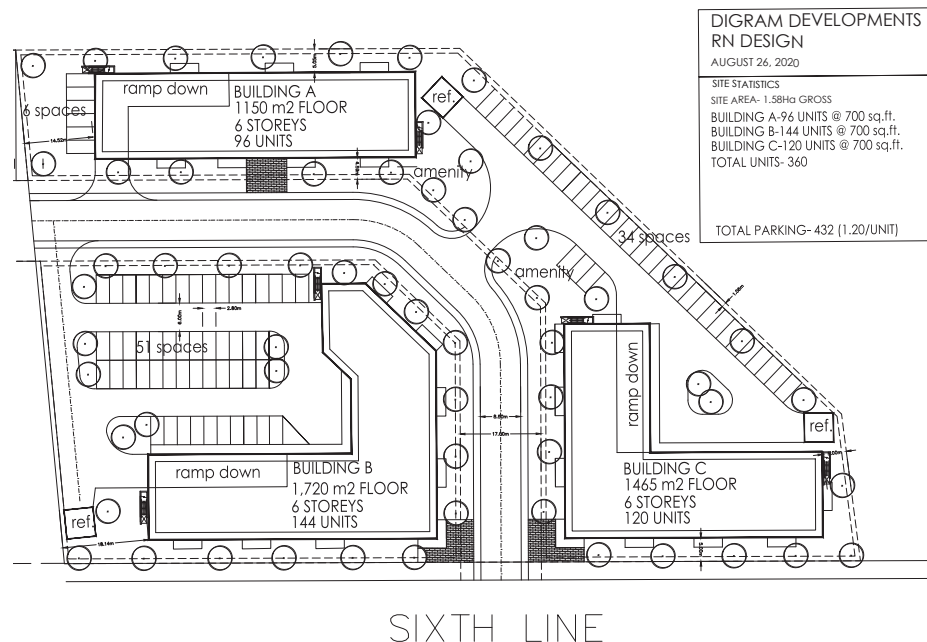


Figure 13: Conceptual Site Plan



Figure 14: Conceptual Rendering Illustrating Pedestrian Pathways



### 6.3.2 REAR LANE AND STREET TOWNHOUSES

Within the Neighbourhood Centre Area along the western border of the site 35 rear lane townhouse and 6 freehold street townhouse units have been proposed and will be designed to:

- Complement the architectural design of the dwelling units on the west side of Preserve Drive and adjacent communities.
- Adhere to the design directions for the General Urban Area.

### 6.4 GENERAL URBAN AREA

Within the General Urban Area, 45 street townhouse units and 68 back-to-back townhouse units have been proposed and will be designed to:

- Provide significant views into the NHS and SWM pond by providing a 2.4 metre separation distance and/or a walkway between townhouse blocks and siting buildings along the NHS and SWM block.
- Provide a maximum 8 dwelling units within one street or rear lane townhouse block.
- Provide a maximum of 16 dwelling units within one back-to-back townhouse block.
- Create visually interesting facades through consideration to the proportions, massing, plane variations and wall openings of the dwelling elevations.
- Complement the architectural design of dwellings in adjacent communities.
- Provide 2 to 3-storey massing for all townhouse built forms.
- Provide a variety of housing styles and sizes to create a visually interesting streetscape.
- Integrate street facing garages into the main building massing, and limit projections beyond the main front wall of the dwelling.
- Limit the number of risers needed to access units. If stairs are required, ensure they do not exceed 0.9 metres.
- Incorporate utilities into the building design, in accordance with Town Engineering Standards.



Figure 15: Conceptual Townhouse Elevations



Figure 16: Conceptual Townhouse Elevations



Figure 17: Conceptual Townhouse Elevations



## 6.5 PRIORITY LOTS

Priority lots within the proposed development are lots located in prominent locations of the community. The Priority Lot Map for the proposed development illustrates lot locations requiring specialized design considerations, upgraded rear and side yard elevations, and corner lots.

### Corner Lots

- Address both street frontages, when located at the intersection of two streets.
- Ensure both the front and exterior side wall of the building reflect the same level of architectural design in terms of materials, massing, rooflines and details.
- Provide the main entry to the unit along the longest elevation fronting onto the street.
- Provide distinctive architectural elements such as bay windows, wraparound porches, window treatments etc to distinguish the function of the priority lots.

### Upgraded Rear and Side Elevation Lots

- Design the rear and side elevations to provide an enhanced facade in terms of materials, massings and rooflines to acknowledge its prominent visibility to the public realm.
- Provide distinctive architectural elements such as bay windows, brick detailing, fenestration, gables, wall articulations and window treatments etc to distinguish its function.
- Provide continuous high quality fencing adjacent to the NHS and SWM pond.

### View Terminus Lots

- Provide prominent massing, building materials or architectural elements to terminate the street view.

## 6.6 UTILITIES

In accordance with Section 3.9.7 of the NOUDGs, utilities with the development should be grouped, screened from public view and incorporated into the main building design. Utilities



Figure 18: Priority Lot Map

should be provided on the side wall, facing the interior side yard. Where this is not possible, they should be screened from public view through landscaping treatments and/or recessed into the wall.

## 6.7 SUSTAINABILITY FEATURES

Sustainable design is important in the development of any community to help provide a balance between urbanization and the well-being of the environment. Sustainability has been considered in the design of the development and design is supported by:

- Providing pedestrian trails that are connected with the overall NOESP sidewalk network.
- Incorporating low impact design principles, such as landscaping that generates comfortable micro-climate conditions, increases the urban canopy, contributes to the overall biodiversity and reduces negative climate effects.
- Incorporating energy efficient materials and sustainable construction methods.
- Utilizing local materials and manufacturing where possible.

## 7.0 IMPLEMENTATION

In conclusion, the Urban Design Brief prepared for Digram Developments Oakville Inc. demonstrates how the development addresses key urban design issues in relation to built form, streetscapes, open spaces, sustainable design and land uses, and complements the North Oakville Urban Design and Open Space Guidelines. A design review of all freehold residential development is required to ensure their compliance with this Urban Design Brief and the North Oakville Urban Design and Open Space Guidelines. Architectural control standards and sitings will be evaluated through an architectural control design review in accordance with the Town of Oakville requirements and the draft plan conditions, which include:

- The submission of typical lotting plans and elevations for all models, on lots not subject to site plan control. Once approved, these drawings will be appended to the Urban Design Brief.
- The submission of a finalized Urban Design Brief.

Sitting proposals and architectural design for the Neighbourhood Centre Area block will be evaluated through the Site Plan Approval process.

### 7.1 ARCHITECTURAL CONTROL PROCESS

An architectural control architect shall be appointed to oversee the implementation of this Urban Design Brief. The control architect must be a member of good standing of the Ontario Association of Architects, shall have proven experience in this area of design and must be deemed acceptable by the Town of Oakville.

The architectural control review and approval process will consist of the following steps:

- Model review and approval.
- Review and approval of sitings, exterior materials and colours.
- Periodic site monitoring.

A preliminary review of the design of the models will be undertaken and must show sufficient design variety, quality, and the use of appropriate materials. During this process, preliminary streetscape and grading plans shall be submitted for review. No building sales shall occur until the control architect or the Town of Oakville has given preliminary approval.

The final review and approval of the design will consist of an evaluation of the working drawings, site plans, streetscape drawings and exterior materials.

### 7.2 SUBMISSION REQUIREMENTS

Prior to the issuance of Building Permits, the following documents are required to be submitted to the Control Architect of the 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).

### 7.3 MONITORING FOR COMPLIANCE

- The site will be periodically inspected by Town Urban Design staff or appointed Control Architect to monitor development and ensure compliance.
- Any significant changes from the approved plans that are considered in non-compliance with the Urban Design Brief will be reported to the builder.
- The Builder will issue a response to Town staff identifying how the problem will be resolved.
- The Town may take suitable action to ensure the development is in compliance with the approved plans.
- In the event Town staff is not satisfied with the appointed Control Architect, they reserve the right to refuse drawings certified by the Control Architect. In this event, the developer/builder will be required to retain a new Control Architect.

## FIGURE REFERENCES

**FIGURE 1:** Prepared By Korsiak Urban Planning

**FIGURE 2:** Prepared By Korsiak Urban Planning

**FIGURE 3:** Retrieved from the North Oakville East Secondary Plan

**FIGURE 4:** Retrieved from the North Oakville East Secondary Plan

**FIGURE 5:** Retrieved from the Livable Design Manual

**FIGURE 6:** Retrieved from the North Oakville Trails Plan

**FIGURE 7:** Prepared by Korsiak Urban Planning

**FIGURE 8:** Prepared by Korsiak Urban Planning

**FIGURE 9:** Prepared by Korsiak Urban Planning

**FIGURE 10:** Prepared by Korsiak Urban Planning

**FIGURE 11:** Prepared by RN Design

**FIGURE 12:** Prepared by RN Design

**FIGURE 13:** Prepared by RN Design

**FIGURE 14:** Prepared by RN Design

**FIGURE 15:** Prepared by RN Design

**FIGURE 16:** Prepared by RN Design

**FIGURE 17:** Prepared by RN Design

**FIGURE 18:** Prepared by Korsiak Urban Planning