



Artistic rendering. Draft in progress.

340 Burnhamthorpe Road East & 3437 Trafalgar Road

WESTERKIRK CAPITAL INC.

Urban Design Brief

April 6, 2026

**URBAN
STRATEGIES
INC**



GROCERY

Artistic rendering. Draft in progress.

Image 1. Proposed Development Rendering: Intersection of Main Street and Trafalgar Road at dusk

Table of Contents

1.0	Introduction	1
2.0	Design Vision, Guiding Principles, and Objectives	3
3.0	Context Analysis	6
	3.1 Surrounding Area	9
	3.2 Transportation Network	11
	3.3 Existing Natural Features, Parks and Open Spaces	14
4.0	Policy Context	17
5.0	Development Plan	26
6.0	Detailed Design Direction	30
	6.1 Description of the Proposed Development	33
	6.2 Built Form	38
	6.3 Public Realm	56
	6.4 Active Transportation	70
	6.5 Parking, Loading and Servicing / Vehicular Access	72
	6.6 Heritage Resource	74
	6.7 Sustainability	75
7.0	Plan of Subdivision	78
8.0	Implementation – Phasing Plan	80
9.0	Shadow Study and Wind Study	83
10.0	Conclusion	109

1.0

Introduction

1.0 Introduction

PROPOSAL OVERVIEW

The Proposed Development will redevelop the current 20.2 hectare Site, located at the south-east quadrant of Trafalgar Road and Burnhamthorpe Road, into a mixed-use, transit-supportive neighbourhood that achieves a range of city building and urban design objectives. The Proposed Development includes:

- 27 mixed-use and residential buildings, including 10 towers;
- 12 development blocks;
- A well connected street network, inclusive of public and private streets (Streets A, B, C, Main Street, Settlers Road, and private access lanes);
- Key frontages along Trafalgar Road and Burnhamthorpe Road;
- 0.5 hectares of public park space ;
- 2.3 hectares of private open space;
- Public realm improvements throughout the Proposed Development.

The Proposed Development will deliver a total gross floor area (GFA) of 605,635 square metres of new development, comprised of 591,160 square metres of residential and 14,475 square metres of non-residential uses. The residential GFA is comprised of 6,442 residential units (4,142 1BD & 1BD+D, 1,628 2BD & 2BD+D, and 650 3BD). There will be approximately 65% one-bedroom or one-bedroom plus den, 25% two-bedroom or two-bedroom plus den, and 10% three-bedroom in a range of mid- and high-rise residential apartment buildings, providing range of unit sizes to cater to individuals from all walks of life.

“The Proposed Development includes two public parks (a parkette and urban square), a privately owned publicly accessible open space square (The Square), and a privately owned publicly accessible green space (Linear Commons), creating a connected open space network that supports recreation and community interaction. An additional 10955 square metres of outdoor amenity areas are distributed throughout the Site, animating the public realm.

With a focus on active transportation, the Proposal incorporates numerous pedestrian connections, multi-use trails and cycling routes. Access to loading and underground parking is accessed from drives internal to the blocks to mitigate their impact on the public realm.

PURPOSE OF THIS REPORT

This Urban Design Brief has been prepared by Urban Strategies Inc. on behalf of 1816986 Ontario Inc. (“Westerkirk”) in support of applications for an Official Plan, Zoning By-law Amendments and Draft Plan of Subdivision for the lands municipally known as 340 Burnhamthorpe Road East and 3437 Trafalgar Road (the “Site” or “Subject Site”). Westerkirk’s proposal will be referred to for the remainder of this document as the “Proposed Development”. The purpose of this report is to:

- Provide an overview of the urban design vision, objectives and principles for the Proposed Development;
- Provide detailed description and analysis of the Site and current and planned context;
- Provide an analysis of applicable design related policies and identify how the Proposed Development aligns with the Town’s goals and objectives;
- Provide a clear description and supporting illustrations that depict the overall Proposed Development, guiding design principles and its integration with the surrounding context; and,
- Provide detailed text and supportive illustrations that explain the of the Proposed Development’s site design, built form approach, public realm design, parking, loading, and servicing strategy, active transportation network, sustainable design components, and phasing strategy.

PROPOSAL OVERVIEW



12
Blocks



6,420 Residential Units
35% Family Sized Units



8
Mixed Use Towers



14,475 m²
of Commercial and
Retail Space



605,635 m²
Total Gross Floor Area
(GFA)



3.0 Gross Density
Floor Space Index
(FSI)



0.5 Hectares
of Public Open Space



2.3 Hectares
of Private Open Space

2.0

Design Vision and Objectives

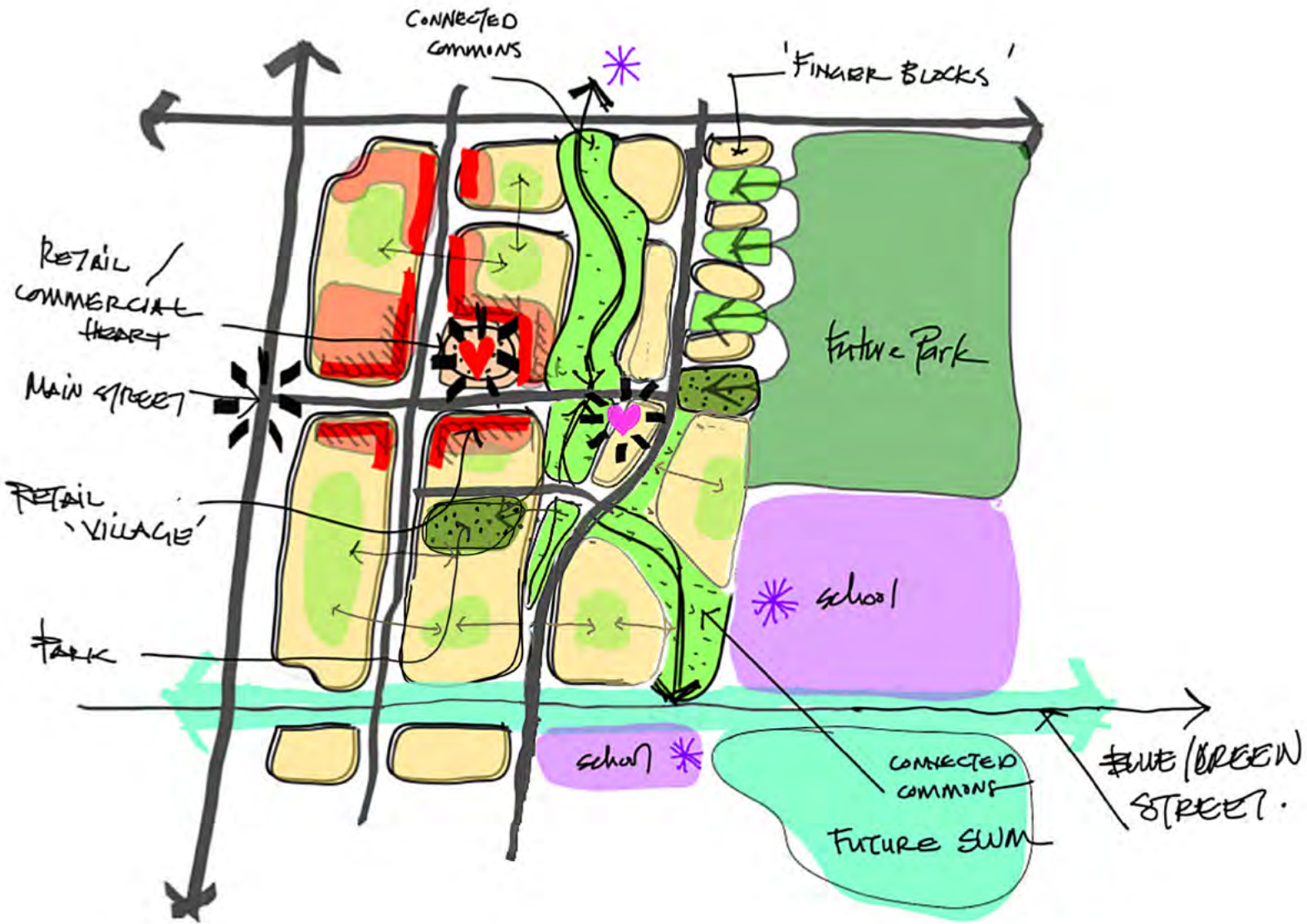


Figure 1. The Concept

2.0 Design Vision and Objectives

The Proposed Development envisions a complete, green, and well-connected neighbourhood in northeast Oakville that integrates sensitively with its surrounding context. The Proposal will support a livable, diverse and sustainable community and be closely connected to surrounding areas. A mix of residential, retail, and community uses will be organized around active public spaces and located within walking distance of future local schools and amenities.

Health, wellbeing, and environmental sustainability are central to the structure of the neighbourhood. An integrated open space and landscape framework will connect to the future Community Park, extending environmental, recreational, and mobility throughout the Site. This landscape framework is comprised of a linear commons, residential courtyards, public squares, green roofs and the Neighbourhood Park and Green Gate Parkette, supported by a network of pedestrian and cycling routes and green streets. Collectively, these elements reinforce the Proposal's "neighbourhood in nature".

The open space framework can support a range of programmed and informal activities, including recreation spaces, children's play areas, exercise circuits, community gardens, and passive open spaces that encourage social interaction and contribute to overall vibrancy and character. The public realm will promote active transportation and healthy living and can support civic and community activities.

A diverse range of housing types and tenures will accommodate various household sizes, life stages, and affordability needs. The scale and organization of the built form is designed to support a dynamic mix of residential units, local retail, and food and beverage, forming a central activity hub that serves residents and visitors, while supporting local economic activity.

Through coordinated urban design, placemaking, and integrated green infrastructure, the Proposed Development aims to achieve high standards of livability, environmental sustainability, and climate resilience. This vision will guide all stages of planning and delivery, establishing the project as a high-quality example of mixed-use, transit-oriented community in Oakville.

KEY ELEMENTS REFLECTED IN THE VISION

COMPLETE COMMUNITY: Mixed-use development with residential, commercial, and amenities.

DESTINATION RETAIL ANCHOR: A vibrant commercial heart at Burnhamthorpe & Trafalgar.

CONNECTION TO NATURE: Open spaces, parks, and linear commons / green spine that link to the wider landscape.

SUSTAINABILITY & RESILIENCE: Water management, green infrastructure, and diverse housing options.

COMMUNITY & BELONGING: Public square, courtyards, and shared spaces designed for gathering and interaction. Mixed-use, transit-supportive development that achieves a range of city building and urban design objectives.

3.0

Context Analysis



Figure 2. Context Plan

- | | | | |
|---------------------------------|----------------------------|------------------------------------|-----------------------|
| 1 Al Falah Islamic Centre | 5 Trafalgar Carpool Lot | 9 Glenorchy Conservation Area | 13 Joshua Creek Trail |
| 2 Ren's Pets | 6 Buttonbush Woods Park | 10 Oakville Executive Golf Courses | 14 Joshua Creek Park |
| 3 Onofre Garden Supplies | 7 William Rose Park | 11 West Mississauga | |
| 4 Joshua Crossing Family Church | 8 Uptown Core Retail Plaza | 12 South Milton | |

3.0 Context Analysis



Figure 3. Site Plan



The Site is located at the southeast corner of Trafalgar Road and Burnhamthorpe Road, in northeast Oakville. Comprised of two properties, 340 Burnhamthorpe Road East and 3437 Trafalgar Road, the Site is roughly 20.2 hectares in size and has approximately 537 m of frontage along Trafalgar Road and 374 m of frontage on Burnhamthorpe Road. Currently, the Site includes the Vic Hadfield Golf & Learning Centre, a small golfing range and centre located at the northwest corner. There is a one-and-a-half storey house associated with the golf centre located at 340 Burnhamthorpe Road.

There is an uninhabited farmhouse on the Site, located just east of Trafalgar Road on a 0.88-acre parcel at 3437 Trafalgar Road. This two-and-a-half storey farmhouse is a listed property in the Oakville Heritage Property Register.

The approximately 18-acre Gold & Learning Centre is comprised of maintained lawn and sporadic tree plantings, and the remainder of the Site is a mixture of dense vegetation and open fields.

The Site's existing topography is relatively flat, with a slight sloping toward the southeast corner. There is an existing elevate ridge that surrounds the golf centre, which is approximately 2 metres higher than the surrounding site. A drainage channel recessed by approximately 1- 1.5 metres with drainage toward the southeast.

The Site is surrounded primarily by undeveloped properties and intermittent small-scale retail, such as a pet food supply store and a garden supply store. The surrounding block pattern consists of 1.2 – 1.5 kilometre rural blocks, while blocks further to the south and west are made up of smaller-, low-, mid- and high-rise residential neighbourhood blocks. The area is undergoing significant change, with major development planned in the Site's surrounding area.

The Site is identified as an area for growth and intensification in the Livable Oakville Plan and North Oakville East Secondary Plans. It is also within the Trafalgar Urban Core Area and located along a key corridor with high frequency transit.

3.1 SURROUNDING AREA



Image 1. Al Falah Islamic Centre north of the Site



Image 3. Undeveloped land to the east of the Site



Image 2. Trafalgar car-pool lot north of the Site



Image 4. Undeveloped land to the east of the Site

CONTEXT TO THE NORTH

Existing Context: North of the Site, along Burnhamthorpe Road, is the Al Falah Islamic Centre, a mosque and community amenity for the surrounding Muslim population. To the east of the Islamic Centre is Onofre Garden Supplies, a small-scale garden and landscape supply store. Further north, the surrounding context transitions to undeveloped fields, leading to Highway 407 which runs east west roughly 1.5 km north of the Site.

Future Context: A development application for a residential neighbourhood on this site has been submitted to the Town. The applicant’s proposed eastern road location aligns with the roads incorporated in the Westerkirk Proposed Development.

CONTEXT TO THE EAST

Existing Context: Currently to the east of the Site is undeveloped land, with the Joshua Creek floodplain limit and the Joshua Creek Natural Heritage System further to the east which includes facilities such as sports fields, and Highway 403 beyond that, roughly 3.5 kilometres from the Site.

Future Context: There is a planned Community Park, directly east the Site along Burnhamthorpe Road, as well as a planned Secondary School to be located south of the future Community Park.



Image 5. New development along Trafalgar south of the Site



Image 7. Undeveloped land to the west of the Site



Image 6. Joshua Crossing Family Church south of the Site



Image 8. Ren's Pets at the northwest corner of Trafalgar and Burnhamthorpe

CONTEXT TO THE SOUTH

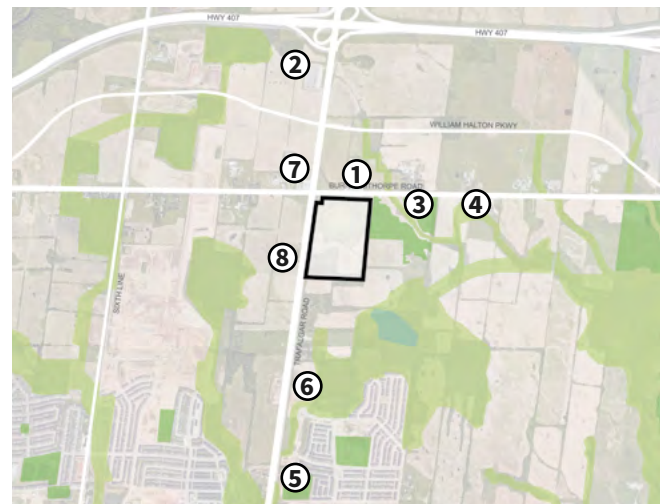
Existing Context: Directly south of the Site is a partially wooded parcel, along with the Joshua Crossing Family Church, located at 3301 Trafalgar Road. The fabric to the south along Trafalgar Road towards Dundas Street East includes new and in-development mid- and high-rise residential buildings, between 13-21 storeys, such as the Upper West Side Condos and North Oak Condos. Beyond this, is a newly constructed low-rise residential neighbourhood comprised of townhouses and semi-detached homes, located at the northeast corner of Trafalgar Road and Dundas Street East. This neighbourhood is served by two community parks including Buttonbush Woods Park and William Rose Park. South of Dundas is the Oakville Uptown Core, a commercial hub serving the surrounding residential neighbourhoods.

Future Context: There is a planned elementary school to be located south of the Site, and a stormwater management pond southeast of that.

CONTEXT TO THE WEST

Existing Context: The context directly west of the Site consists of undeveloped land. Further to the west is the naturalized forested area, Settlers Wood, and in-development low-rise residential neighbourhood. Beyond this neighbourhood area is further undeveloped land extending toward Sixteen Mile Creek. To the northwest corner of Burnhamthorpe Road and Trafalgar Road, is Ren's Pets, a pet supply store.

Future Context: There are no current plans or submitted development applications for properties to the west of the Site at this time.



3.2 TRANSPORTATION NETWORK

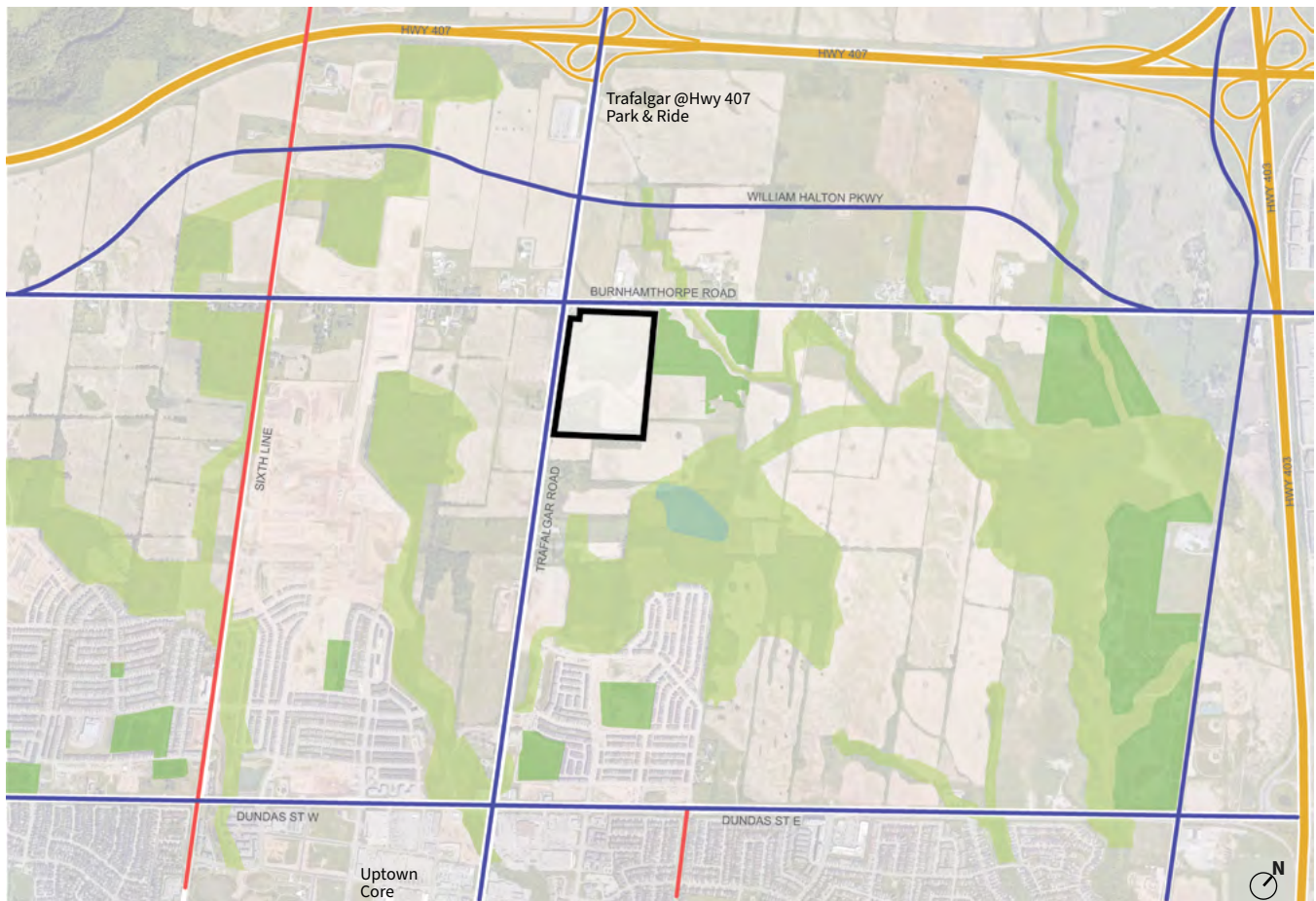
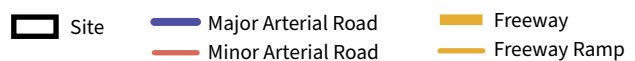


Figure 4. Road Network Plan



ROADS

The Site is located at an important place of connection within the Region, situated in northeast Oakville, just south of Highway 407 and along the Trafalgar Urban Core Area which connects Oakville Uptown Core north, toward surrounding and developing neighbourhoods and municipalities.

A network of existing and planned streets serves the Site. Trafalgar Road is a Major Arterial Road and Transit Corridor and runs north-south along the Site's western boundary. Trafalgar Road has a planned right-of-way of 50 metres to accommodate the future Trafalgar BRT. Burnhamthorpe Road runs east-west along the northern boundary of the Site. Burnhamthorpe Road is an Avenue with a planned right-of-way of 36 m width. Further north, William Halton

Boulevard, a Major Arterial, and Highway 407, a Provincial Freeway, connect east-west across North Oakville. Highway 403 runs north-south further east of the Site, providing additional access to the provincial highway network.

The broader street network consists of a hierarchy of arterial, collector and local roads. As development activity has increased in the area over the recent years, the local road network has been expanded accordingly.

Trafalgar Road is planned to be widened from four to six lanes, and will include new sidewalks, multi-use pathways, new bike lane, and landscaping. The widening is intended to accommodate the needs of the planned Trafalgar Road BRT, as well as new storm and wastewater infrastructure, street lighting and traffic signals.

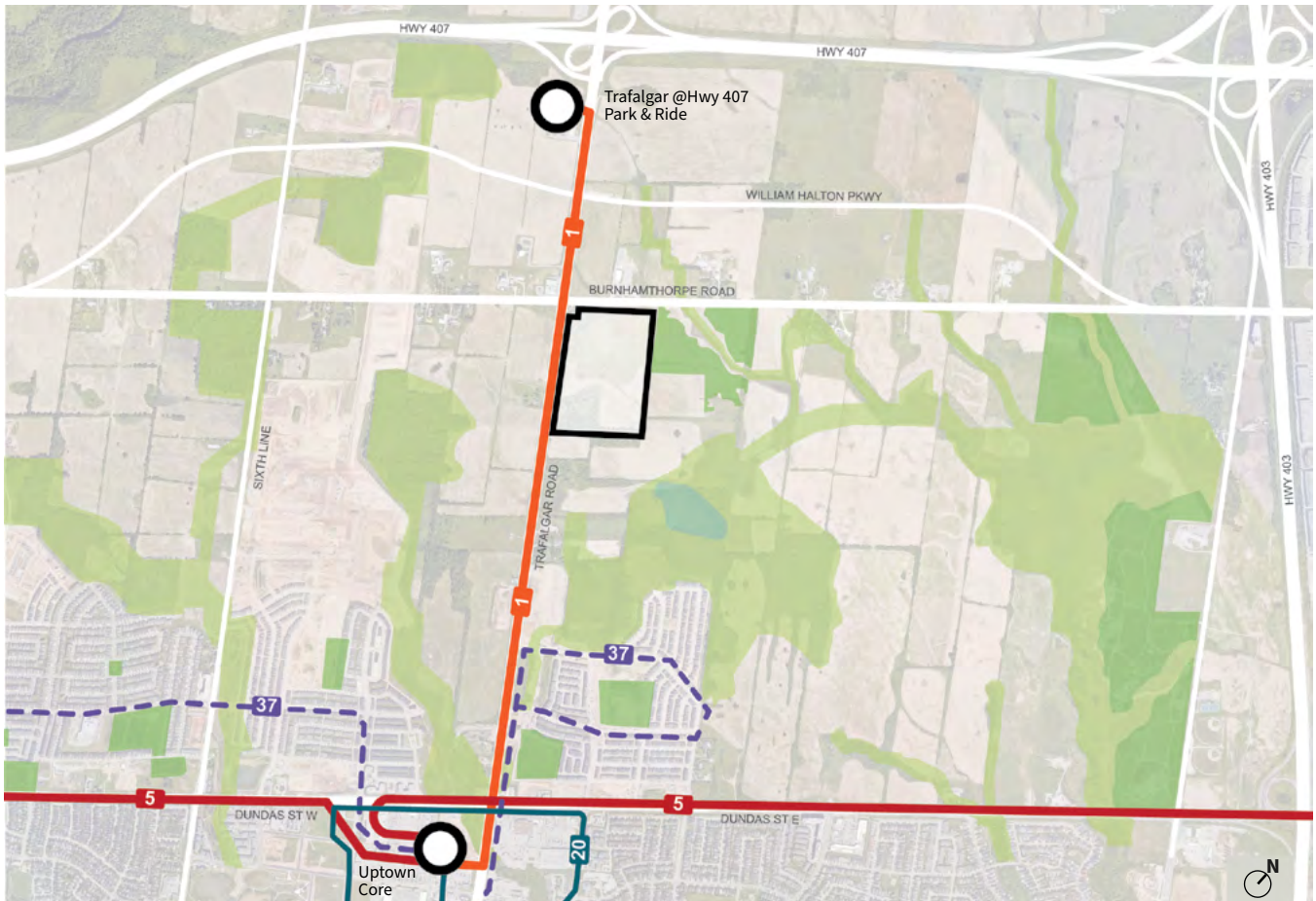


Figure 5. Transit Network Plan

- Site
- Bus - Rush Hour Service
- Proposed Bus - Frequent Service
- Bus - Regular Service
- Proposed Bus - Frequent Service

TRANSIT

Existing Oakville Transit service currently serves the Site, with Bus Route 1 running along Trafalgar Road, connecting Oakville GO station, Sheridan College and Uptown Core to the GO Bus Park and Ride at Trafalgar Road and Highway 407. GO Bus routes run along Highway 407, stopping the Trafalgar GO Bus Park, and linking east to west from Richmond Hill Centre to Hamilton Centre.

In the future, the Site will be supported by increased transportation infrastructure, with the introduction of the 407 Transitway, running east west along the highway, including a future transitway stop at the corner of Highway 407 and Trafalgar Road. In addition, the future Trafalgar Road BRT will act as a rapid transit corridor between Midtown Oakville and Highway 407.

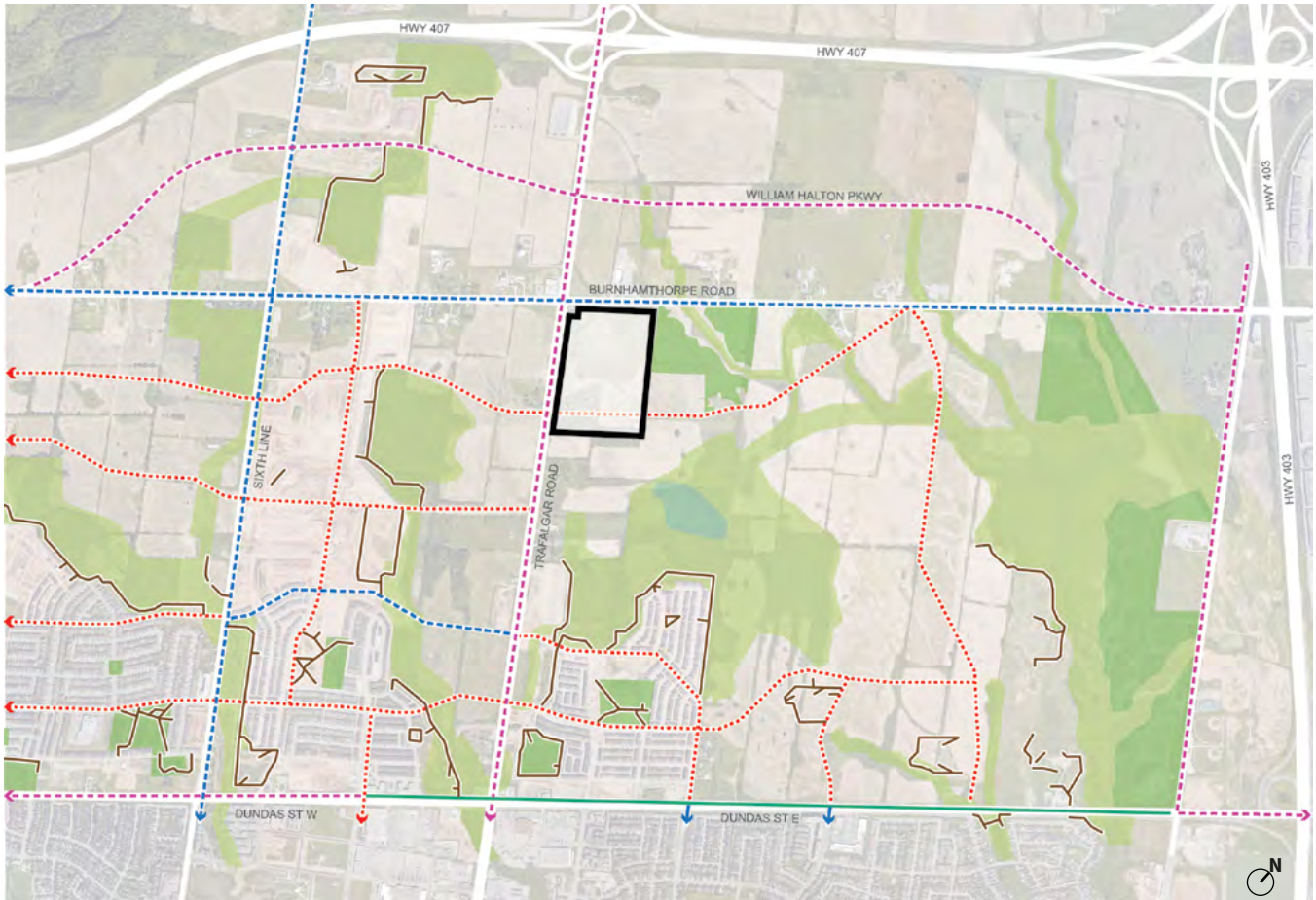


Figure 6. Active Transportation Plan

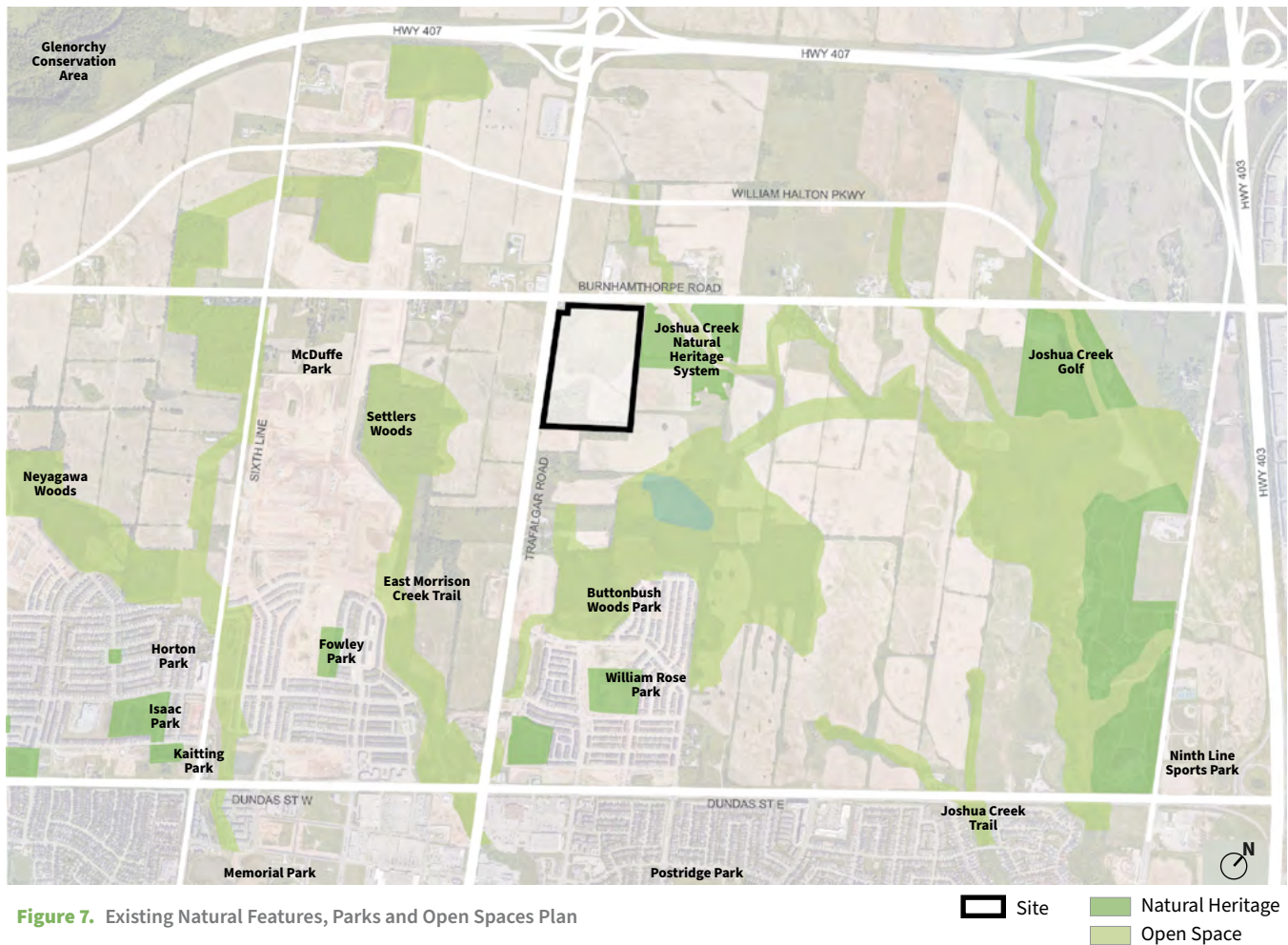
- Site
- Multi-use Trail
- Town Trail
- Proposed Bike Lane
- Existing Bike Lane
- Signed Bike Route
- Facility on a Regional Road

ACTIVE TRANSPORTATION

Current active transportation infrastructure within the Site context includes a signed bike lane along Burnhamthorpe, regional bike lanes running east west along William Halton Parkway, signed bike routes and multi-use trail networks located to the northwest and south of the Site, though not directly connecting to it. The recommended improvements for active transportation related to the Site include new trails

within the Boulevard along Settlers Road and signed bike routes intended to link up to the broader active transportation network. The planned widening of Trafalgar Road is recommended to include a new multi-use trail to support pedestrian and cycling movement. The planned Burnhamthorpe right-of-way is recommended to accommodate bike lanes on the north and south sides of the boulevard.

3.3 EXISTING NATURAL FEATURES, PARKS & OPEN SPACES



The area around the Site includes a mix of undeveloped lands, developing residential neighbourhoods, and several ecologically significant natural areas. The broader landscape is made up of a combination of woodlots, hedgerows and natural heritage systems. Within the broader context, the Site is flanked by two larger, north-south natural heritage systems that connect south to Lake Ontario. East of the Site, adjacent to Highway 403, is the Joshua Creek Natural Heritage System and floodplain area regulation limit, extending from north of Burnhamthorpe past the southern limit of the Site boundary. To the west of the Morrison Creek natural heritage system, with the Sixteen Mile Creek natural heritage system, as well as Lions Valley Park located further west.

The trail system in the area also supports active transportation and recreation. Trails such as Joshua Creek Trail and East Morrison Trail, along with connections to

the Sixteen Mile Creek valley, give access to woodlots, creek-side trails, and natural corridors. This trail system is a part of Oakville's larger recreational network, that supports walking, cycling and quiet enjoyment of nature. Together, the parks, trails, and natural areas form a strong framework for Oakville's open space, that new development can connect to, helping maintain ecological value while providing enjoyable community spaces.

An established and expanding network of large and neighbourhood scale parks and open spaces is located near the Site, including William Rose Park and Buttonbush Woods Park to the south, and Fowley Park and Squire Park to the west. The emerging neighbourhood scale open spaces provide informal pedestrian connections and help define the emerging suburban communities.



Image 3. William Rose Park



Image 4. Joshua Creek Trail



Image 5. Joshua Creek Natural Heritage System



Image 6. East Morrison Creek Trail

The North Oakville East Secondary Plan outlines a hierarchy of park typologies that are distributed throughout the Secondary Plan area to maximize utility for existing and future residents. This hierarchy consists of:

- 1. Community Parks:** intended to accommodate the highest intensity of recreational use and level of facility development;
- 2. Neighbourhood Parks:** parkland which provides a variety of outdoor recreational experiences, and which serve one or more neighbourhoods;
- 3. Village Squares:** passive open space areas that are intended to serve as focal points for portions of a neighbourhood; and

4. Urban Squares: passive open spaces located in the Trafalgar Urban Core Area that may be public or privately owned.

A new Community Park is planned for the property directly east of the Site and the Proposal includes a new Neighbourhood Park and urban square near the centre of the Site.

4.0

Policy Context

4.0 Policy Context

The Site is located within the North Oakville East Secondary Plan area (the “**Secondary Plan**”; OPA 272, 2009, as amended by OPA 321, 2019) within which it is designated Trafalgar Urban Core Area as indicated in Secondary Plan Appendix 7.3 – North Oakville Master Plan 2008.

Policies and objectives for the Trafalgar Urban Core are outlined in Sections 7.5 (Urban Core) and 7.6.4 of the Secondary Plan, which emphasize the role of the area within the Northeast Oakville context.

In addition to the policy framework outlined in the Secondary Plan, urban design guidance for the area can be found in the following additional documents:

- Livable Oakville Official Plan
- North Oakville Urban Design and Open Space Guidelines (2009)
- North Oakville Sustainability Checklist
- North Oakville East Trails Plan
- Livable by Design Manual

The following section outlines specific relevant guidelines from the above documents, along with a response indicating how the Proposed Development aligns with and advances the priorities set out.

LIVABLE OAKVILLE OFFICIAL PLAN

The Livable Oakville Plan is the Town’s Official Plan for lands outside the North Oakville East Secondary Plan and North Oakville West Secondary Plan areas between Dundas Street and Highway 407.

Although the Plan primarily governs lands south of Dundas Street, the Subject Site is located within the ‘Northeast’ area shown on several schedules, including Schedule A1 – Urban Structure and Schedule C – Transportation Plan.

The Plan’s Land Use Schedules do not designate lands in the Northeast area; land use direction is instead provided through the North Oakville East Secondary Plan. As such, the Livable Oakville Plan is reviewed only at a high level in this report. Part C, Making Oakville Livable (General Policies), Sections 3–10, contains town-wide objectives and policies that guide growth and development and apply to the Subject Site.

The following section summarizes how the Proposed Development’s responds to and supports the Town’s planned urban structure and broader policy framework for growth and change outlined in the Livable Oakville Official Plan.

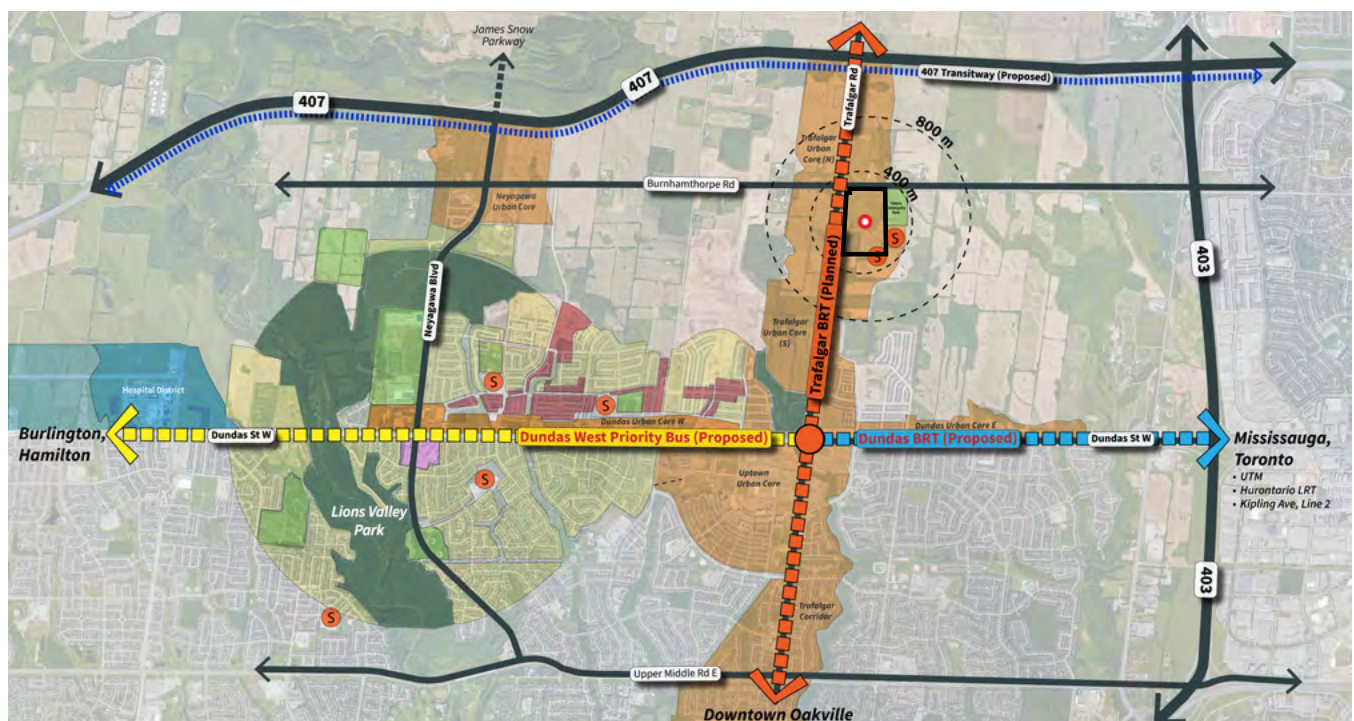


Figure 8. North Oakville Urban Cores



Proposed Development Design Response:

The Proposed Development conforms with the intent of the Town’s urban structure hierarchy, by proposing significant growth at an identified Node and Corridor. The proposed 6,420 residential units aligns with the desired and forecasted growth within a planned strategic location supported by infrastructure and transit investment.

The Proposed Development reinforces planned hierarchy and concentrates the tallest buildings and greatest density at the Burnhamthorpe Road and Trafalgar Road intersection, reflecting the Site’s prominence as a transit-supportive urban node. Building heights step down toward the interior and edges, with well-separated towers, finer-grain blocks, and articulated podium-and-tower forms that reduce perceived mass and create a strong street presence.

The Proposed Development features a new public street network connected to Trafalgar and Burnhamthorpe Roads, creating permeable blocks and strong connections within the Site and surrounding areas. A connected open space system with parks, an urban square, and a green commons anchors the community, while ground floor retail, amenity areas, and bicycle parking support an active, mixed-use environment.

The Proposed Development aligns with the Town’s Urban Structure and supports compact, transit-oriented growth in a Strategic Growth Area. While an Official Plan

Amendment is required, the proposal advances the policy intent of concentrating growth within Nodes and Corridors and contributes to intensification targets.

NORTH OAKVILLE EAST SECONDARY PLAN

7.5.14 Trafalgar Urban Core Area encourages development that incorporates a mixed-use, pedestrian-oriented urban core, the inclusion of urban squares, and strong street-related built form with Trafalgar Road supported by active commercial uses. Key intersections are identified as mixed-use commercial nodes, and larger-scale commercial development south of Burnhamthorpe Road should be supported with integration into the street and block network and the potential for long-term intensification.

Proposed Development Design Response:

The Proposal incorporates a pedestrian focused, mixed-use development within the Trafalgar Urban Core Area, consistent with the intent of the policy. Residential, retail, and community uses are integrated across the Site, with active uses located at grade along the primary streets.

Built form along Trafalgar Road is designed to create a strong, street-oriented edge condition. Buildings include active frontages and breaks in the massing. Wide sidewalks, street tree planting, and streetscape improvements support a pedestrian-focused public realm.

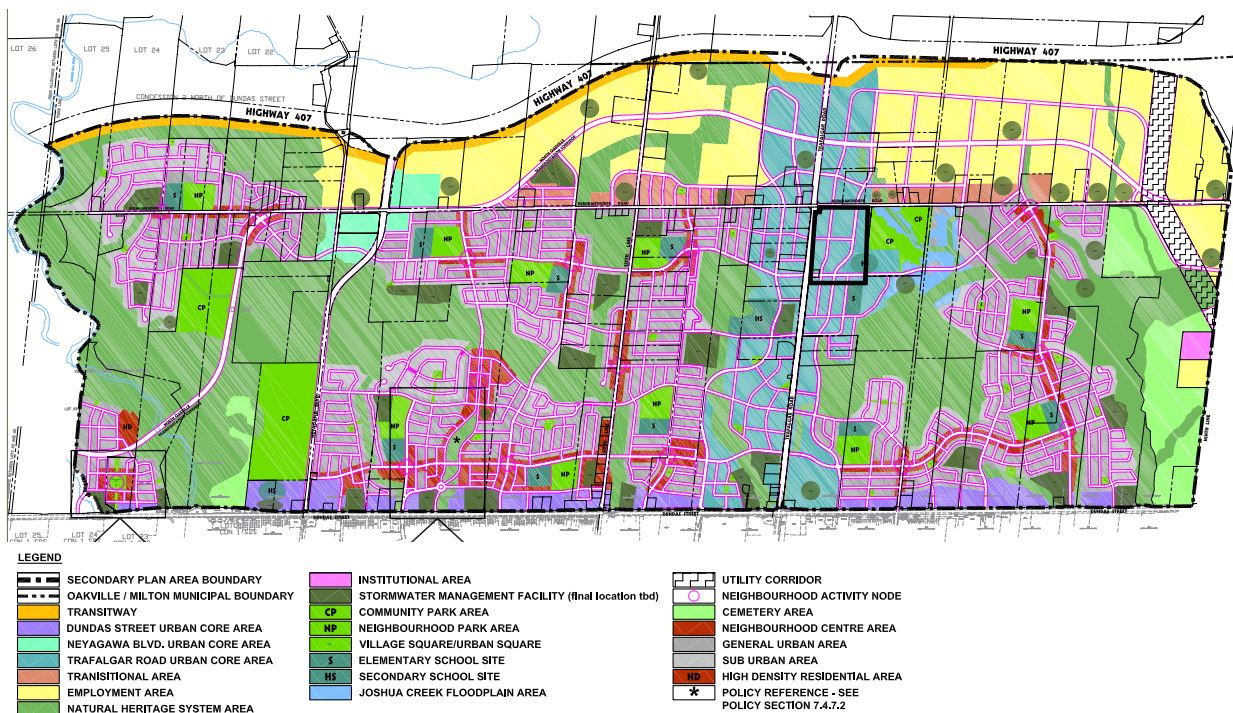


Figure 9. North Oakville Master Plan

The block at the south-east corner of the Trafalgar Road and Burnhamthorpe Road intersection is intended to act as a mixed-use node with a grocery store and additional ground floor retail integrated into the podium of a mixed use building. Built form, land use intensity, and street relationships at Trafalgar reinforce connectivity and continuity with the Uptown Core to the south.

Retail areas are designed along a new Main Street with active frontages along the street to create a continuous and animated pedestrian environment. Retail is accommodated within both stand-alone buildings and the ground floors of mixed-use buildings.

An urban square is located just east of Trafalgar, along the proposed Main Street, acting as a key focal point and designed as a vibrant open space. The urban square is framed by active ground floor uses and integrated into the broader pedestrian network to promote frequent use and both organized and informal gathering.

7.6.4.5 Land Use Policies for Core Area 2 and 7.6.4.8 Land Use Policies for All Core Areas 1-4 promote high-density, mixed-use development focused along Trafalgar Road, with commercial uses located in the core and residential transitioning to surrounding neighbourhoods. Development should be designed to be transit-supportive, connected by coordinated streetscapes, urban squares, and multimodal links, with heights concentrated along the corridor (minimum 8 storeys, generally up to 15–20 storeys). Surface parking should be limited in favor of structured or underground parking, and the Town actively supports compact, transit-oriented growth.

Proposed Development Design Response:

The Proposed Development aligns with the land use objectives set out by Secondary Plan policies 7.6.4.5 and 7.6.4.7. The Proposal includes a mix of high-and-mid-rise mixed use buildings, with density focused to the north and west of the Site, in alignment with the land use policies for Core Area 2. Tall buildings between 26 and 30 storeys are generally positioned near Trafalgar Road and Burnhamthorpe Road, with built form transitioning down to 6-8 storey mid-rise along the east and south property boundaries. Building podiums along Trafalgar Road are 8 storeys, creating a defined street edge and retail is clustered in the blocks just east of Trafalgar Road.

The Proposal is transit-supportive by concentrating density and height along and near Trafalgar Road and prioritizing intensification along a major transit corridor. The Proposed Development exceeds the minimum transit-supportive density targets and is designed to maximize existing and planned transit service. Walkable, connected streets with clear pedestrian and cycling links provide the overall framework of the development and encourage car-

free movement throughout. Surface parking is limited to on-street parking on select roads and parking provisions for the Development are incorporated in structured or underground, to further support the use of transit and active transportation.

Designed as a pedestrian-oriented, mixed-use urban hub, the Proposal delivers a unique mix of commercial, residential, employment, and community uses. Built form defines Trafalgar Road with a continuous built edge, wide sidewalks, enhanced tree planting, and high-quality public realm. Retail uses are located along the new east-west main-street, just east of Trafalgar Road, activating a central public plaza intended to act as an anchor for the Trafalgar Urban Core.

NORTH OAKVILLE URBAN DESIGN AND OPEN SPACE GUIDELINES

Urban Design Principles

1. Create a Sustainable Natural Heritage and Open Space System
2. Provide Access and Visibility to Open Space
3. Create a Sustainable Street Transportation Network
4. Create Compact, Walkable Mixed-Use Development
5. Provide a Variety of Housing
6. Preserve and Extend Residential Enclaves and Cultural Heritage
7. Sustainable Development
8. Provide a Vital Setting for Employment Uses

Proposed Development Design Response:

The Proposed Development aligns with the intention of the eight guiding design principles listed in The Vision & Guiding Design Principles for North Oakville. The Proposal is structured around a large open space system that incorporates existing natural features and is intended to maximize biodiversity, access to nature and active transportation connections. In addition, the design incorporates a large, centralized Neighbourhood Park and smaller Green Gate Parkette that creates a connection to the future community park, as well as landscaped courtyards within the blocks. Public and private open spaces are located to be highly visible with clear sight lines, and accessible along pedestrian routes to ensure they are well-used and integrated into daily use and to provide connections to surrounding areas. Blocks and buildings are oriented to support walkability, with short block lengths, active uses at grade and pedestrian scaled streetscapes to encourage car-free movement. A variety of residential types are located throughout the Proposed Development to accommodate diverse household needs, income levels and sizes. The

Proposal effectively transitions to adjacent properties, respecting the character and scale of these areas when they are developed in the future. Sustainable design is embedded throughout the plan, with a focus on climate resilient landscaping, stormwater management, and energy-efficient building design. Employment areas are strategically located in a connected centralized hub to ensure viability and maximize pedestrian and transit access.

2.2 Street-based Design

Section 2.2 provide direction for Street-Based Design (Section 2.2), including Arterial/Transit Corridors (2.2.1), Avenue and Connector/Transit Corridors (2.2.2), and Street-Based Design Principles (2.2.6), including guidance for mixed-use and commercial interfaces that support a coordinated public realm.

3.1 Sustainable Development

3.1 Sustainable Development provide direction for Sustainable Development (Section 3.1), including Development Form (3.1.1), Energy Efficiency and Air Quality (3.1.2), and Water Management (3.1.3), to promote environmentally responsible development.

3.2. Street & Block Pattern

Section 3.2 addresses Street and Block Patterns design guidance (Section 3.2), including Street Patterns and Street Design (3.2.1), Community Design for Active Transportation (3.2.2), and Gateway Features (3.2.3), to support connectivity, active transportation, and a clear community identity.

Proposed Development Design Response:

2.2 Street-based Design

The Proposed Development reinforces the intention for strong interface between streets and buildings, supports multiple modes of movement, and promotes an active public realm while preserving private residential areas. The Proposal supports the design intentions of the street typologies within it. Trafalgar Road is identified as a Transit Corridor and the Proposed Development built form, mixed use land uses, and streetscape design along it, advance the intention for Trafalgar to balance social vibrance and transportation function. Local streets throughout the Proposal are designed for transportation needs, as well as promote community activity and vibrancy, with landscaped boulevards for pedestrian movement. Streets throughout the Proposal are designed to promote all modes of movement, including pedestrian, cycling (on select streets), and vehicular.

Throughout the Proposal, the streets and buildings are conceived as a collective experience, orienting building entrances toward the streets, incorporating minimal setbacks to create a comfortable sense of enclosure, and providing active transparent frontages in retail and community amenity areas. Publicly accessible uses are generally located on the ground floors, providing clear views to and from the street, to encourage active and passive interaction.

Residential and commercial use interfaces with the street differ to communicate level of public and private use. Residential areas at grade include landscaped setbacks to provide transition from the street, while mixed use and commercial frontages have defined continuous street walls, landscaping, and public furniture.

3.1 Sustainable Development

The Proposal is built on pillars of sustainable design. As a high-density, complete community located within an Urban Core, the Proposal promotes transit use and active transportation while reducing the need for vehicle use. Structured around large community-wide landscape amenities, the Proposal integrates existing natural features and incorporates a substantial amount of open space throughout the plan area.

Building design incorporates green roofs on podiums throughout, as well as orienting buildings to create comfortable microclimates, both for interior spaces and for adjacent buildings and open spaces.

3.2 Street and Block Pattern

The Proposal aligns with the guidelines set out in 3.3, related to street and block design. The Proposed Development includes block sizes roughly between 200 metres long (less than maximum 250 metres noted in 3.2.2) and 70 metres wide, to promote walkability, as well mid-block connections to break up blocks further and encourage movement throughout the plan. Street design carefully incorporates the minimum pavement width necessary for transportation function, to ensure boulevards are comfortable for pedestrians and overall right-of-ways are kept small. Many streets throughout the plan incorporate intermittent street parking, set into the boulevard, to slow traffic on local streets. All streets throughout the Proposal are tree-lined, with green infrastructure rain gardens strategically located in some of the boulevards. The overall circulation network within the blocks and where the Proposal meets adjacent properties, supports walking, cycling, transit and vehicular movement. Continuous cycling tracks are incorporated within the north-south Collector Road (Street C) and along the east-west Settlers Road to create a network of cycling infrastructure serving the Development Area and the surrounding communities.

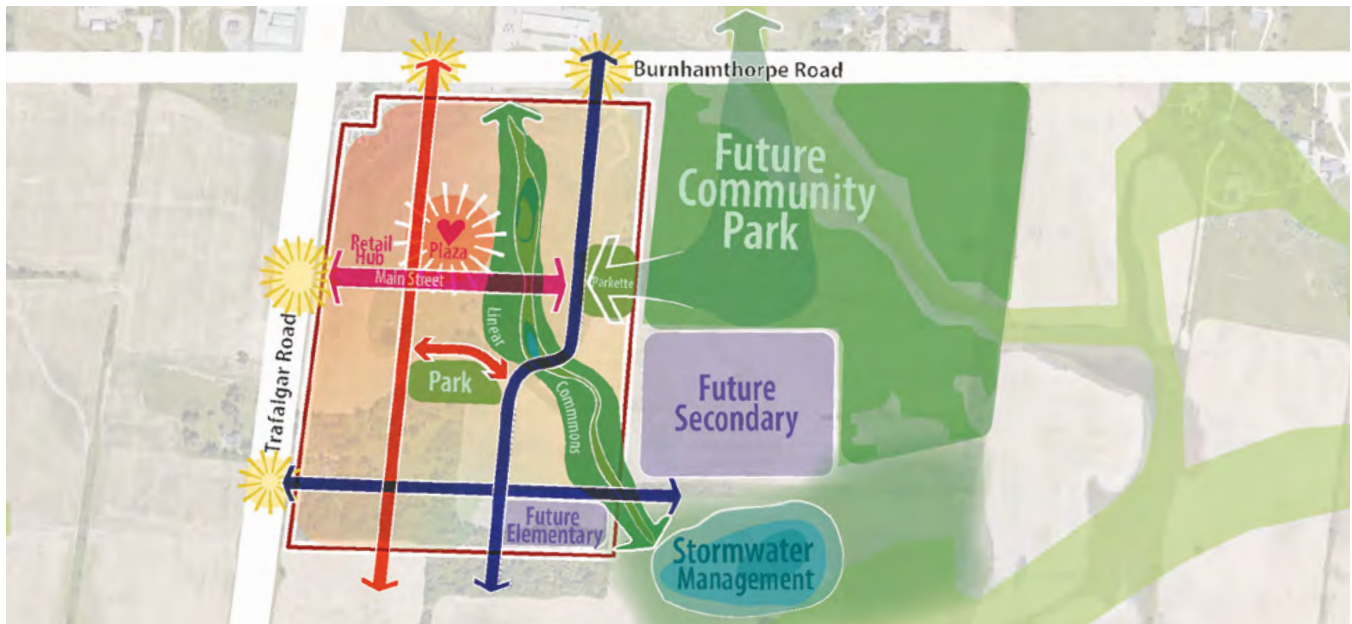


Figure 10. Proposed Development Conceptual Site Structure

The intersection of Trafalgar Road and Main Street is designed as a major gateway into the Proposed Development. Architectural expression of the building podiums creates a unique entry point and views of the commercial streets and public square to the east. Landscape elements such as unit pavers, street furnishings and continuous street trees frame the gateway to the community.

3.4. General Building Typologies

Section 3.4 provides design guidance for High Density Residential development (Section 3.4.4) and Mid- and High-Rise Buildings (Section 3.4.5). Section 3.4.5 includes guidance related to Building Base Design (3.4.5.1), Tower Articulation and Floor Plates (3.4.5.2), Building Setbacks and Stepbacks (3.4.5.3), Visual Angular Plane (3.4.5.4), and Shadow and Sun Impacts (3.4.5.5), to support appropriate built form, massing, and relationships with the surrounding context.

Proposed Development Design Response:

Building massing and design throughout the Proposed Development aligns with urban design guidelines set out in Section 3.4. Residential mid-rise buildings are generally located on the east side of the Site and incorporate stepbacks at the top storeys to create a pedestrian scaled streetwall. Parking is located underground to maximize landscape and outdoor amenity areas. Service and loading areas are located to the interior of building blocks, screened from surrounding streets and incorporating landscape elements. Façade design and building articulation of mid-rise buildings incorporates glazing, bump out and changes in materiality to avoid blank walls and provide an engaging pedestrian experience.

Tall buildings up to 30 storeys are generally positioned toward the north and west of the Site, adjacent and near Trafalgar Road and Burnhamthorpe Road, and transition to shorter buildings toward the south and east. Tall building design includes a defined podium of 6-8 storeys, with massing breaks and stepbacks incorporated to minimize the tower view from the street. At-grade tall buildings include commercial uses, as well as amenity spaces to activate the public realm. The first floor is taller to accommodate a variety of uses, including a grocery store located at Trafalgar Road and Main Street. Parking for tall buildings is incorporated into underground and in some cases, also in structured above-grade, with residential units lining the exterior of parking structures to shield them from street view.

Tall buildings have smaller tower footprints, the majority with north-south orientation, and strategic locations to minimize negative shadow and wind impacts for the public realm. Towers are spaced to ensure maximum daylighting and minimal shadow for courtyards and adjacent buildings. Towers have a minimum separation distance of over 31 metres and more (larger than the minimum of 25 metres noted in 3.4.5.2).

Building facades throughout the Site are oriented along the primary street frontage and corner buildings have engaging facades on both street frontages. Higher density massing is located at major intersections, such as the intersection of Trafalgar Road and Main Street, to signify their prominence. The Proposal utilizes a cohesive and varied material palette throughout, as well as high-quality architecture and articulated massing.

3.6 Natural Heritage and Open Space System

Section 3.6 provides guidance around Natural Heritage and Open Space Systems including public safety, accessibility, and views, as well as the interface between the System and adjacent streets and development. It also provides guidance on development adjacencies, including opportunities for locating high-density buildings near the Natural Heritage and Open Space System to support access, visibility, and connections to the trail network.

Proposed Development Design Response:

While the Site does not include any defined Natural Heritage areas, the Proposal is closely linked to the Natural Heritage and Open Space System. The concept plan intentionally integrates with adjacent open spaces, creating a gateway to the future Community Park and extending the network of open spaces into the Site. The Proposal includes a variety of open space components intended to provide a range of passive and active recreation activities, including the Linear Commons, the Neighbourhood Park, Green Gate Parkette, green roofs and the central public plaza. The Site is directly adjacent to the planned Community Park, and the Proposal has incorporated pedestrian access from the west to direct pedestrians to the planned Park, in line with the Community Park Design Guidelines (3.6.2.1). As a part of the open space hierarchy, the public plaza central to the Proposal aligns with the guidelines for Urban Squares, incorporating a passive open space adjacent to retail uses, at a key focal point within the Trafalgar Urban Core.

3.8. Pedestrian & Bicycle Circulation, 3.10 Public Landscaping, 3.11 Private Landscaping, 3.12 Vehicular Parking

3.8 Pedestrian & Bicycle Circulation promotes walking and cycling in North Oakville to support healthy lifestyles, reduce car dependence, and strengthen mixed-use communities. Development should incorporate a trail system and well-designed, accessible street boulevards with safe sidewalks, landscaping buffers from traffic, and convenient bicycle parking near key destinations.

Design guidance for public and private landscaped areas is outlined in 3.10 Public Landscaping and 3.11 Private Landscaping. Parks should create cohesion and extend the Natural Heritage and Open Space System. Plantings should improve comfort, environmental conditions, and neighbourhood character. Landscape elements in public and private areas should be coordinated and establish hierarchy of spaces. Chosen materials should be accessible and resilient.

Proposed Development Design Response:

The Proposed Development prioritizes healthy living and incorporates active transportation circulation throughout the Site and connecting to the surrounding community, aligned with the Guidelines. Clear pedestrian-focused environments are designed for all streets and midblock connections, with landscape buffers throughout and crosswalks are included at key locations to safely connect open space systems. Sidewalks are provided on both sides of all streets and have a minimum clearway of 2.1 metres wide to allow for safe and comfortable passage, and increased accessibility. Dedicated 1.5 - 1.8-metre-wide cycling facilities are included along both sides of the north-south Collector Road (Street C) and east-west Settlers Road, connecting to the broader cycling network. All buildings within the Proposal include interior bike parking facilities to make using active transportation more convenient for residents and visitors.

Shared active transportation paths and trails weave through the larger open space components, such as the Linear Commons and the Neighbourhood Park, to create a comprehensive network of cycling and pedestrian infrastructure. All pedestrian walkways, cycling facilities, and shared paths are designed to be universally accessible.

The planting and landscape strategy for the Proposal includes resilient and diverse tree and plant species along streets and within the open space areas, intended to enhance public realm comfort, sustainability, and the character of the community. Cohesive paving materials are chosen for resilience and durability and conform to accessibility standards.

Required parking throughout the Proposed Development is predominantly underground with on-street parking located along most streets. In earlier stages of development some undeveloped sites can be temporarily used for surface parking until the remaining parking provisions are developed. In the fullness of time, all parking for the Proposal will be concealed from view in underground or above-grade, wrapped structures.

4. Urban Cores

Section 4 outlines the role and intentions of identified urban cores in North Oakville, including the Trafalgar Urban Core Area, which the Site is located within.

The Trafalgar Urban Core Area is intended to be the main focus for growth in North Oakville, and is envisioned as a place for high-density, mixed-use development that supports transit and active transportation. Trafalgar Road will be a key urban corridor that models sustainable design through well-designed buildings, streets, and open

spaces. Development should position the tallest buildings along Trafalgar Road and transition to lower building near surrounding neighbourhoods. Additionally, new development should be designed to integrate the North Oakville's Natural Heritage and Open Spaces System.

Proposed Development Design Response:

The guidelines for the Trafalgar Urban Core Area outline the key objectives for future development which the Proposal aligns with. The Proposed Development is developed as a high-density, mixed-use urban focal point for the area. Density and walkability support transit investment along Trafalgar Road, and the Proposal incorporates cycling and pedestrian links to the broader community to support active transportation and healthy living. With a strong focus on sustainability, the Proposal includes streets lined with trees, landscaping and rain gardens, ample open spaces, efficient building design, and green stormwater management solutions.

Recognizing the Site's proximity to the Natural Heritage and Open Space System to the east, open spaces and buildings are oriented to provide connections to surrounding natural areas, and access to the future Community Park is incorporated. Green roofs and landscaped courtyards are incorporated throughout the Proposal, to expand the vibrant public realm beyond the larger open space components.

The Proposal responds the Trafalgar Road's role as a major civic corridor and future transit-oriented urban street by including high-density development and active street frontages. Proposed density and height are located closest to Trafalgar, transitioning to the surrounding properties, and at grade retail is included to provide active, pedestrian priority streets, in support of the guidelines.

LIVABLE BY DESIGN: URBAN DESIGN MANUAL – PART A - URBAN DESIGN DIRECTION FOR OAKVILLE

Guiding Design Principles (Section 1.4 of the Livable by Design Manual – Urban Design Direction for Oakville)

1.4 Guiding Design Principles

The following are identified as Guiding Design Principles for development in Oakville:

- SENSE OF IDENTITY – creating distinct and vibrant communities
- COMPATIBILITY – fostering compatibility and context-specific design
- CONNECTIVITY – enhancing connectivity and accessibility
- SUSTAINABILITY – integrating sustainability and resiliency
- LEGACY – preserving built heritage, cultural and natural resources
- CREATIVITY – inspiring creativity and innovation

Proposed Development Design Response:

Sense of Identity: A strong priority for the Proposal is to create a unique community, unlike anywhere else in Oakville. Establishing this clear identity is derived from a diverse mix of uses and residential types, linked by a variety of vibrant, active and dynamic open spaces. The combination of pedestrian focused streets, engaging public realm, active ground floor uses, high-quality architecture, and a generous open space system that runs through the entire Proposal area will create a distinctive, signature complete community for northeast Oakville.

Compatibility: The Site's surrounding context is expected to change dramatically in the future, and the Proposal intends to sensitively respond to that ongoing evolution. Recognizing that there are planned elementary and secondary schools to the southeast, the Plan incorporates pedestrian and open space links from the north and west that can ensure connectivity. Similarly, the future Community Park directly east of the Site is anticipated with Green Gate Parkette and linear connection along Main Street providing clear access from the Proposed Development to the community park. Massing across the Proposal transitions to mid-rise 6-8 storey residential along the north, east and southern edges to ensure that built form is sensitive to future adjacent development, regardless of height.

Connectivity: The Proposed Development is located along a transit corridor and has incorporated transit-oriented community design principles in order to support future transit infrastructure along Trafalgar Road. The Proposal incorporates complete streets and pedestrian scaled blocks that promote walking and cycling tracks within boulevards that connect to the broader Oakville cycling network. A network of public spaces are distributed throughout the Plan and create links to planned open spaces and public amenities beyond the Site.

Sustainability: With sustainability and resilience as key drivers for the Proposed Development, there are many design decisions that have been incorporated to balance and support environmental, social, and economic sustainability. High-density, compact development maximizes the development potential and intensification of the Site while limiting sprawl and the organized grid pattern of complete streets promotes walkability and transit use and reduces dependence on cars. Buildings directly respond to the adjacent unique open spaces, blurring the boundary between built and natural environments. Sustainable site and building design practices are incorporated throughout the Proposal, including compact, efficient buildings, green infrastructure for stormwater management, and the incorporation of green roofs.

Legacy: The Proposal intends to recognize the historical use and character of the area, through the naming of the project and areas throughout the Site, including the new Neighbourhood Park. Additionally material selections are chosen to reflect local character and history. The open space components, including the linear commons and east-west green connections, create a strong link and celebration of the natural heritage system to the east. The incorporation of new, high-quality landscape, public spaces and architecture throughout the Plan create a development with unique character and value that will contribute to the future of Oakville's cultural and natural identity.

Creativity: The Proposal is driven by the desire to create a unique and innovative community for Oakville. Recognizing the importance of the natural environment to the Site, the Proposal aims to integrate bold and vibrant landscape and open spaces with the new built environment, harmonizing the built environment with the natural. Architectural design utilizes creative design solutions that maximize development potential while establishing a vibrant and pedestrian-friendly environment at grade.

Section 2.0 – Design Direction for the Public Realm

The design guidance for the public realm focuses on promoting strong public realm through built form that supports complete, well-designed communities. Buildings should be related to their context, define streets clearly, and support active, accessible pedestrian environments. Streets should function as complete streets that promote walking and cycling, while prioritizing safety and inclusivity. Active frontages and the inclusion of landscaped buffers should ensure that streetscapes are comfortable and enjoyable for pedestrian movement. Urban squares are encouraged as accessible, well-proportioned spaces that are integrated into the site and contribute to the overall public realm experience.

Proposed Development Design Response: The Proposal includes complete streets throughout the Site, providing continuous and generous paths for walking and cycling, as well as street trees and landscape buffers to improve enjoyment, comfort and safety. Blocks within the Proposal are pedestrian-scaled, with midblock connections to promote walkability in all directions. Active frontages throughout the Proposal, including grade-related retail and amenity spaces, enhance the street experience for pedestrians and cyclists, creating vibrant animation along streetscapes. Pedestrian paths connect to the diverse network of open spaces, creating an enhanced and interesting public realm experience that extends throughout the Proposal. Central to the Proposal's public realm experience, the urban square acts as the main area for public activity, extending activation to the surrounding buildings, retail Main Street, and overall public realm network.

Section 3.0 – Design Direction for Built Form

Built form design direction indicates that buildings should support distinct and complete communities through high-quality and visually interesting architecture and spaces. Development should respond to its context and reinforce street enclosure with consistent building placement and active frontages at grade. Protecting the comfort and usability of public spaces and reducing the visibility of parking and servicing should be considered should be considered in the design of building massing and height.

Proposed Development Design Response: Buildings within the Proposal are comprised of a mix of tall and mid-rise buildings, arranged across the Site to appropriately transition to the surrounding context. Architectural excellence and a high-quality material palette create distinct and aesthetically appealing built form character

for the Proposed Development. Public spaces and streets are comfortably enclosed by adjacent buildings, with a consistent streetwall defined by 6 to 8 storey podiums with active ground floors. Towers are set back from the street and positioned to minimize their visual presence for pedestrians. Parking and servicing areas are located within the interior of blocks and are screened from view by landscaping and building placement, creating a continuous and active street frontage.

Section 4.0 – Design Direction for Site Organization Elements

Design guidance related to site organization advises that successful site design should organize buildings and spaces with a network of accessible routes for pedestrians, cyclists, and vehicles that establishes a clear hierarchy of public and private spaces. Pedestrian networks should provide safe, direct, and accessible connections between key areas within the site and adjacent properties. Parking should Landscaping, screening, and parking structures should be utilized to minimize visual impact of parking, service and loading areas. Lighting should be incorporated to enhance architectural features and pedestrian routes and extend the hours that public areas can be safely used.

Proposed Development Design Response: The Site is organized to optimize pedestrian and cyclist movement through a network of safe and accessible streets and high-quality public spaces. The scale and landscape design of streets and open spaces have been designed to maximize pedestrian comfort and create a clear hierarchy of spaces. With a focus on safety, all sidewalks, pathways and public spaces employ a coordinated lighting strategy to ensure usability during all times of day and evening. The Site is organized to optimize pedestrian and cyclist movement through a network of safe and accessible streets and high-quality public spaces. The scale and landscape design of streets and open spaces have been designed to maximize pedestrian comfort and create a clear hierarchy of spaces. With a focus on safety, all sidewalks, pathways and public spaces employ a coordinated lighting strategy to ensure usability during all times of day and evening.

5.0

Development Plan

5.0 Development Plan

DESIGN PRINCIPLES

The Proposed Development Plan for the Site, responds to the local landscape, as well as the future surrounding context and is guided by the following six key design principles:



Figure 11. Proposal Conceptual Design Sketch

Establish a complete community that responds to and integrates with the future community context.

The Proposal will include a mix of uses, including residential, retail/commercial and parks and open space, will support the establishment of a complete neighbourhood that:

- Supports health and wellbeing by locating a range of services and amenities proximate to housing;
- Provides convenience and choice by fostering easy access to daily needs;
- Increases affordability by reducing transportation costs and offering diverse housing options; and,
- Creates stronger community connections by thoughtfully designing the Proposed Development to respond to the evolving community character, including future parks and open spaces on the northeast, future schools on the south and east, new and emerging mixed-use development in the vicinity, and planned higher order transit along Trafalgar Road.

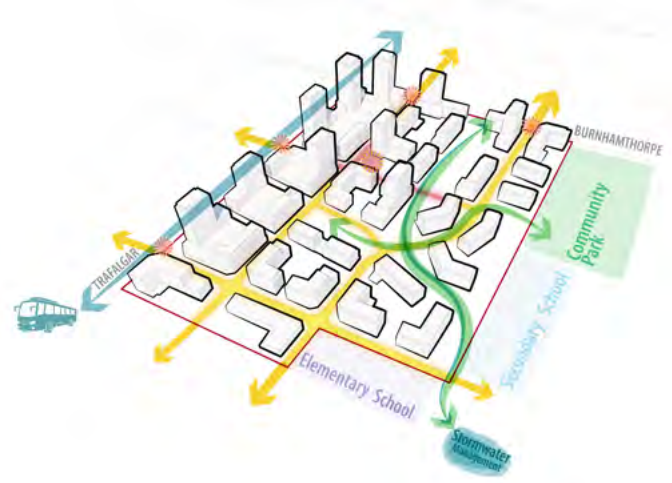


Figure 12. Complete community and context integration

Foster a diverse architectural experience that provides appropriate transitions in height and density to adjacent sites.

The Proposed Development will provide a variety of building types that transition sensitively to the future neighbourhood context. Development character will ensure diversity and distinctiveness throughout several distinct neighbourhood areas. The highest densities are focused near Trafalgar Road and Burnhamthorpe Road to support transit-oriented development that accommodate a range and mix of uses, while lower densities are positioned to the east and south, to transition into the planned context which includes a community park, two future schools, and additional residential development.



Figure 13. Architectural diversity and transition

Create a vibrant and walkable mixed-use hub at the centre of the community.

The mixed-use centre and retail hub of the development is positioned just east of Trafalgar along Main Street, defined by engaging, pedestrian focused street and active frontages, neighbourhood retail and services, and a central urban plaza at the heart of the Site. The mixed-use area frames the western edge of the Proposal's large Linear Commons, an open space system and mobility network that extends the length of the Site.



Figure 14. Vibrant and walkable mixed-use hub

Promote health and wellness through new active transportation connections.

New active transportation links will connect to and expand existing and planned routes in North Oakville, encouraging the use of active modes of travel within and around the Site. The central Linear Commons, which is comprised of a variety of active and passive open spaces, will encourage recreation and outdoor enjoyment, including walking and cycling opportunities. New dedicated cycling facilities along Trafalgar Road, Street C, and Settlers Road, will further promote active mobility and provide connections to nearby destinations and neighbourhoods.



Figure 15. Active transportation, health and wellness

Provide a connected and vibrant public realm experience through a high-quality streetscape and a network of key open spaces.

The proposed streetscapes and open space network have been designed to be attractive, functional, sustainable and accessible, contributing to the experience of a vibrant public realm. Key open spaces throughout the Site provide a range of social gathering, passive use, active play, and space for spontaneity and special events. The proposed public realm elements will enhance access and circulation within and around the Site by incorporating streets that are accessible for people of all ages and abilities and are safe, vibrant, highly-visible and well-lit. The unique public realm experiences and places for gathering and contemplation included throughout the Proposal contribute to increased vibrancy and community identity.



Figure 16. Connected, high-quality public realm experience

Develop a dynamic, sustainable and inclusive community and built for long-term resilience.

The proposed open space network will support the expansion of Oakville's existing and planned parks system, which will aid in limiting the urban heat island effect as North Oakville experiences urbanization. New native trees and plantings will be incorporated throughout, which will expand the Site's tree canopy cover and biodiversity. The Proposal's landscape and planting strategy will support stormwater management by intercepting rain, slowing runoff, promoting infiltration, reducing flood risk and filtering pollutants for cleaner water. Green infrastructure, green roofs, resilient materials, and efficient building design across the Site will further support the development of a dynamic and sustainable community that is built for long-term resilience.



Figure 17. Sustainable and inclusive community

6.0

Detailed Design Direction



Figure 18. Proposed Development Rendering



Artistic rendering. Draft in progress.

6.0 Development Plan

6.1 DESCRIPTION OF PROPOSED DEVELOPMENT

SITE DESIGN AND MASTER PLANNING

The Proposed Development is a vibrant and complete mixed-use community organized around a new street and block network and a comprehensive open space system that intends to support the planned urbanization of Northeast Oakville.

The site design and master planning for the Proposed Development establish a clear and coordinated framework that integrates a range of uses that respond sensitively to both existing conditions and anticipated future context. The master plan organizes buildings, streets, and open spaces to support compatibility between uses, provide appropriate transitions in scale and form, and reinforce relationships with surrounding development over time. Built form is strategically arranged to define and activate the public realm, frame key open spaces, and create a comfortable pedestrian environment throughout the Site.

A network of diverse open spaces is distributed across the development to support a range of activities, experiences, and users, from more active, animated gathering areas such as The Square, to quieter, landscape-oriented spaces like the Linear Commons. These open spaces are designed as integral components of the overall master plan, contributing to community identity, environmental performance, and day-to-day enjoyment. Circulation for pedestrians, cyclists, vehicles, and servicing is carefully coordinated to promote accessibility, legibility, and safety, while minimizing conflicts between modes.

The master plan is structured to accommodate phased development and long-term evolution, ensuring that each stage of development will reinforce the overall vision and respond appropriately to the Site's evolving context. Through this approach, the site design and master planning support a vibrant, adaptable, and well-integrated mixed-use community that contributes positively to the surrounding area and establishes a strong sense of place.



Figure 19. Proposed Master Plan



STREETS AND BLOCKS

Block Pattern

There are fifteen blocks across the Proposed Development, including twelve development blocks, one elementary school block and two open space blocks. The Proposal incorporates short block lengths as well as midblock connections, designed to promote easy pedestrian movement throughout the Site. Blocks are a maximum of 238 metres long, with intermittent midblock connections that decrease block distance. Block widths range between 56 and 140 metres.

Street Pattern and Types

The Proposal is structured around a grid of complete streets, connecting the Site to the surrounding context. These include one east-west Collector Road, Settlers Road, connecting the Site from Trafalgar Road in the west, to the Future Secondary School in the east. Settlers Road is classified as a Collector Road in the North Oakville Secondary Plan. It has a right-of-way of 22 metres, with dedicated cycling tracks running along its length within the north and south boulevards.

Street C forms the north-south Collector through the Site, connecting Burnhamthorpe Road to the property south of the Site. Street C has a right-of-way of 22 metres and includes dedicated cycling tracks within the boulevard for north and south travel.

Street A is a north-south local road with a right-of-way of 19 metres, running parallel to Trafalgar Road and forming the northern retail street on Blocks 1 and 2.

Main Street runs east-west through the Site, creating the main gateway into the Site where it intersects with Trafalgar Road. Main Street has a right-of-way of 19 m with grade related retail along the western portion. The boulevard includes wide pedestrian friendly sidewalks as well as landscaped buffers that include blue-green rain garden stormwater management infrastructure and street trees. The termination of Main Street is located at Green Gate Parkette, creating a linear connection to the planned Community Park to the east.

Street B is designed as a special local road that prioritizes slowing car traffic along the northern edge of the Neighbourhood Park. Designed with a right-of-way of 17 metres, the boulevard of Street B has a slight undulation to create a curved roadway intended for traffic calming. This curved local road connects Street A and Street C and improves access to and visibility of the Neighbourhood Park.

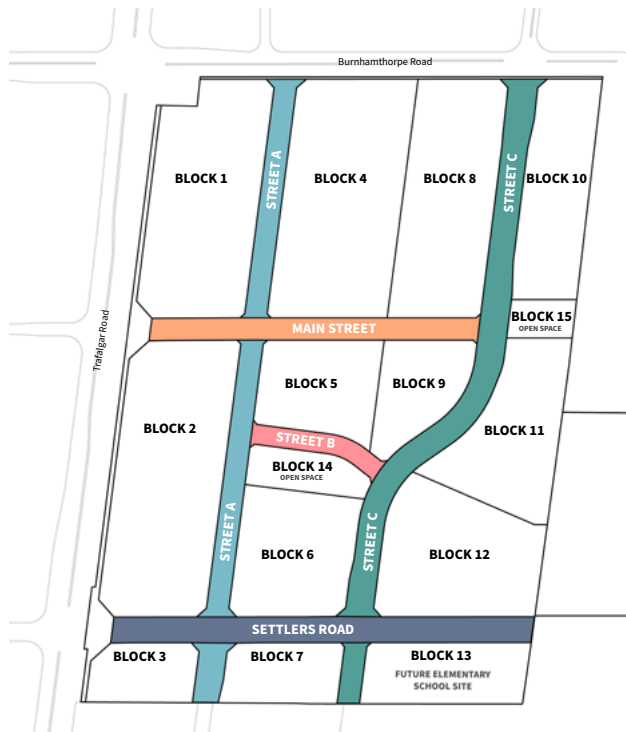


Figure 20. Block Plan

- Street A (Public - 19 m)
- Street B (Public - 17 m)
- Street C (Public - 22 m)
- Main Street (Public - 19 m)
- Settlers Road (Public - 22 m)

OPEN SPACE SYSTEMS

The Site's open space framework is made up of a connected and vibrant network of parks, plazas, and landscaped streets that shape the physical organization and support the public life of the Proposed Development. This network is designed to support daily life for residents, workers, and visitors, while integrating seamlessly with the surrounding context and broader Natural Heritage and Open Space system.

Open spaces have an established hierarchy and are anchored by the central urban square, which together with the retail Main Street, acts as the focal point for formal and informal public activities. Beyond this retail core, is the new Neighbourhood Park, with active transportation paths and a playground and splash pad to serve the surrounding residential fabric.

Residential buildings are also complemented by a series of private courtyards and outdoor amenity spaces located within each block to provide easy access to the outdoors and add the neighbourhood activation.

Serving the community as the main naturalized landscape and north-south conveyor, the Linear Commons extends the length of the Site, creating a dynamic open space that encourages gathering, relaxing, playing, and moving for the residents. At the eastern edge of the Site, located at the end of Main Street, is Green Gate Parkette, a smaller park space with playground amenities and deliberate connections from Main Street to the new Community Park.

Each open space has a distinct character and function, ranging from active, programmed areas that support community gathering and retail spill-out, to quieter landscaped areas intended for passive recreation and respite.

Connectivity is a defining element of the framework, with open spaces linked by a fine-grained network of pedestrian and cycling routes. These connections enhance permeability across the Site, provide direct access to transit along Trafalgar Road, and encourage walking and cycling as primary modes of movement. Clear sight lines and generous pathways contribute to intuitive wayfinding and a safe, comfortable public realm.



Figure 21. Landscape and Open Space Plan

PEDESTRIAN AND CYCLING ACCESS AND CIRCULATION

The Proposed Development includes a cohesive and highly connected network of cycling routes integrated within landscaped street boulevards and shared pathways for cyclists and pedestrians that weave through the series of open spaces. These cycling facilities are designed to support safe, comfortable, and intuitive movement for riders of all ages and abilities, providing direct connections between residential areas, the retail core,

open spaces, as well as the broader cycling and pedestrian network. Dedicated cycle tracks along boulevards are located along Trafalgar Road, Street C, and Settlers Road and are buffered from vehicular traffic by open planters with street trees. Collectively, this integrated network promotes active transportation, minimizes dependence on private vehicles, and contributes to a healthier, more sustainable, and vibrant community.



Figure 22. Pedestrian and Cycling Circulation Plan

6.2 BUILT FORM

HEIGHT AND MASSING

Tall buildings are concentrated in the northeast portion of the Site, near the retail area, and range from approximately 18 to 30 storeys. Positioning the highest density near the intersection of Trafalgar Road and Burnhamthorpe Road reinforces the intention for this to be a focal point for activity and density. Building heights step down toward the south and east, providing a sensitive transition to the proposed schools and the future Community Park.



Figure 23. Height Strategy Diagram



Figure 24. Building Heights Plan

TRANSITION TO ADJACENT USES AND BUILT FORM

Tower separation has been carefully maximized to ensure adequate view corridors and sky views between buildings, while mitigating negative shadow impacts for adjacent buildings and open spaces.

Blocks are appropriately scaled to support a pedestrian-friendly public realm and a highly walkable environment. Vertical breaks within podiums are strategically introduced to create a finer-grain street presence where

needed, and to enhance the human-scale experience at ground level. In addition, amenity floors are located at the transition between podiums and towers to introduce horizontal breaks in the massing, reduce perceived bulk and contribute to a more articulated and balanced built form.



Figure 25. Tower Separation Distance Plan

SETBACKS AND BUILDING POSITIONING

The Proposal utilizes a deliberate setback strategy that responds to establishing street hierarchy and creating a comfortable pedestrian experience. Large setbacks (7.5 metres) are provided along property boundaries to ensure adequate separation distance from neighbouring development and adjacent to open spaces to create a comfortable transition between buildings and landscape and to provide active edges that support a safe and inviting public realm.

Generous setbacks (5 metres) are also incorporated along Trafalgar Road and Burnhamthorpe Road, to increase separation from higher traffic volumes and include wider landscaping areas. These expanded setbacks contribute to a more comfortable at-grade environment along major corridors by reducing noise and visual impacts of car traffic.

In contrast, tighter setbacks (1.5 metres) are provided along new local streets and collector roads to create a human-scaled streetscape, promote active frontages, and strengthen the character of the neighbourhood.



Figure 26. Setback Plan

STREET WALL AND BUILDING TREATMENT AT GRADE : THE PEDESTRIAN EXPERIENCE

The public realm is carefully articulated to reinforce the character of different areas within the Site and to shape a unique and exciting pedestrian experience. A cluster of retail is located just east of Trafalgar Road, consisting of a large-scale grocery store at-grade and additional neighbourhood-scale retail along Main Street and the northern section of Street A. This retail hub surrounds The Square, contributing to the vibrancy of this public gathering place. The Square provides flexible spill out space for surrounding restaurants, shops and cafes, creating a dynamic indoor and outdoor public realm. Along Main Street and Street A, smaller scale retail uses at grade contribute to its pedestrian friendly street character, as it acts as a key focal point for activation. The eastern section of Main Street incorporates a wider boulevard and reduced drive width to place more prominence on the pedestrian areas and encourage active street life. Ground floors within the retail hub are double-height to accommodate a variety of retail types and to frame active

facades. Ample glazing and frequent entrances along with architectural articulation and breaks in the massing create a pedestrian-scale rhythm along retail streets to encourage comfortable strolling. Through the proposal cohesive materials along streets such as unit pavers and native plantings create a unified and high-quality aesthetic.

Grade-related retail is also located along the northern section of Trafalgar within the Site. These retail areas are accessed by a north-south 2.1 metre wide pedestrian clearway lined with a row of street trees. A generous setback for the buildings creates flexible spill-out space for cafes and shops and provides additional pedestrian comfort and separation from traffic. Residential lobby entrances and interior ground floor amenity areas for buildings fronting Trafalgar Road are oriented toward the road for visibility and street activation.

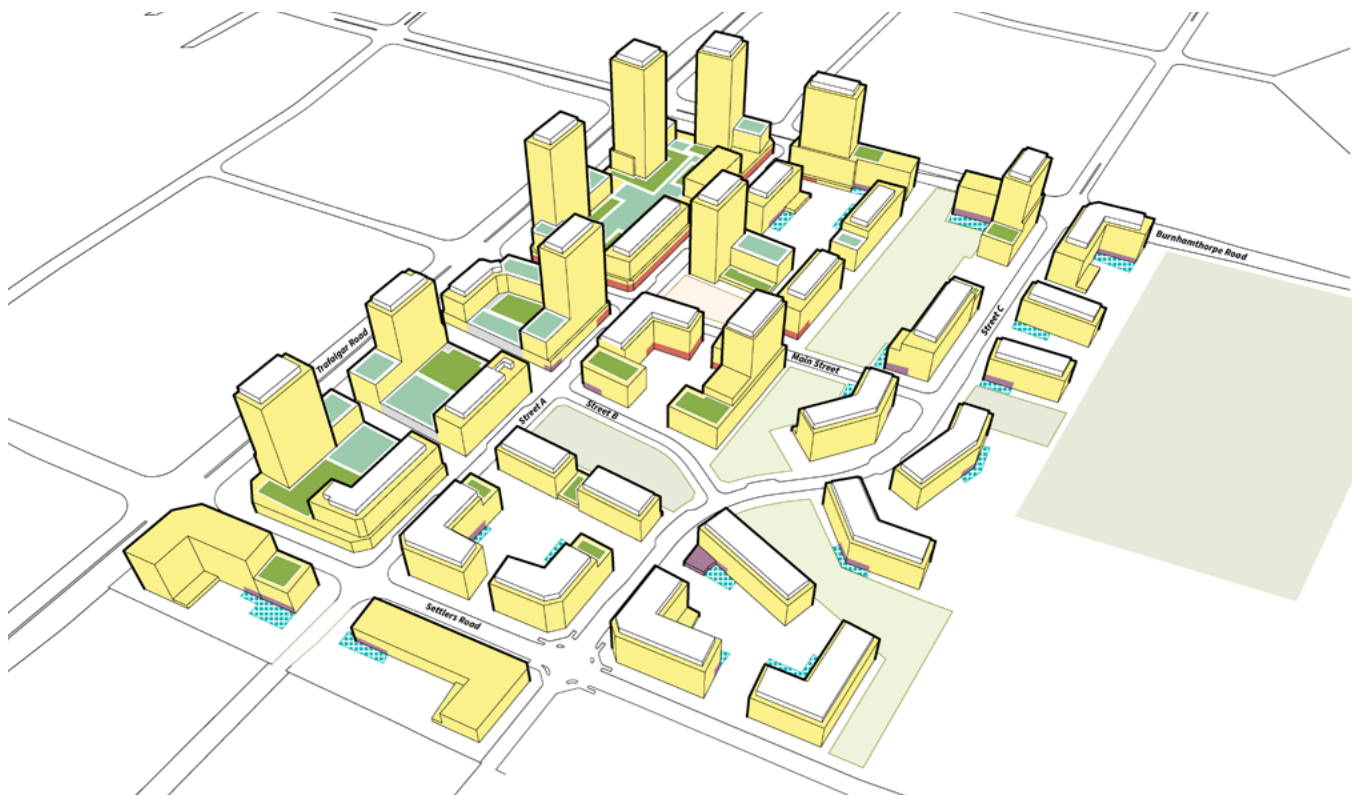


Figure 27. Building Use Diagram

- Residential
- Retail
- Parking, Loading and Service
- Indoor Amenity
- Outdoor At-Grade Amenity
- Outdoor Roof Amenity
- Private Terrace
- Open Space
- The Square

Collector Roads, Street C and Settlers Road, provide an efficient pedestrian and cycling experience, lined with street-fronting townhouse units and indoor amenity areas. At-grade residential units along these streets include outdoor patios that create some separation between the street boulevard and building faces. Wider boulevards incorporate a both a dedicated cycle track and a pedestrian clearway, as well as rain gardens and street trees. Pedestrian and cycling routes along these streets connect directly with several of the key open spaces such as the Neighbourhood Park and the Linear Commons, creating vibrancy.

The pedestrian experience for residential areas beyond the retail core is intended to feel welcoming and human-scaled. The public realm is designed to prioritize people over vehicles, including clear pedestrian routes lined with residential units and landscaped patios. Active frontages and patio areas provide natural surveillance to increase sense of safety and ownership. A cohesive and welcoming environment along residential streets is intended to encourage social interaction and belonging. Together, high-quality materials, street furniture, and native plantings create residential streets that feel secure, inviting, and well-connected, supporting everyday activity and neighbourhood life.



Figure 28. Ground Floor Use Plan

- | | | |
|---|--|---|
| Lobby | Residential | Central Plaza |
| Retail | Park / Parkette | Pedestrian Clearway |
| Parking, Loading and Service | Private Open Space | Internal Connections and Multi-use Paths |
| Indoor Amenity | Outdoor Amenity | Main Building Entrances |

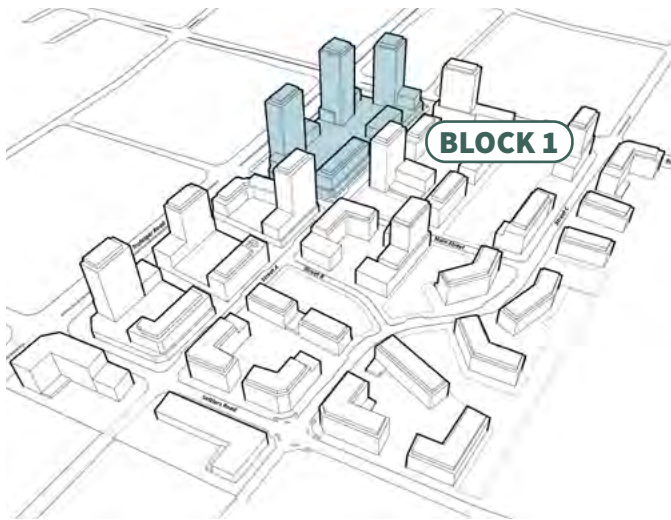


Figure 29. Block 1 Diagram

BLOCK 1

Block 1 is located in the north-east corner of the Site and will be developed in the early phases. The block is bound by Trafalgar Road to the west and Burnhamthorpe Road to the north. Main Street will form the southern edge of Block 1 and Street A will form its eastern edge.

Due to its prominent location at the intersection of Trafalgar and Burnhamthorpe and a future BRT stop, Block 1 carries increased residential density and provides the Proposal with 1,281 units, including 546 - 1 bedroom, 281 - 1 bedroom + den, 281 - 2 bedroom, 44 - 2 bedroom + den, and 129 - 3 bedroom units. The unit mix is intended to provide diverse housing options for a variety of family sizes, ages and income levels to create a truly mixed and inclusive community. Block 1 includes three residential towers at 30, 28 and 28 storeys above 8 storey podiums and has an FSI of 7.36.

Due to its transit corridor adjacency, the block includes over 8,600 square metres of ground floor retail, including a grocery store with active frontage along Street A and Main Street. The other retail areas have at-grade entrances to create active frontages along Trafalgar Road and Burnhamthorpe and are designed to accommodate a variety of neighbourhood scale retail and services.

Generous indoor and outdoor shared amenity areas are provided at the fourth floor to serve the residents of the block. Over 2,200 square metres of indoor amenity areas are distributed amongst the podiums, with direct adjacency to outdoor rooftop amenity areas which total over 2,200 square metres.

Parking for residents, visitors and shoppers is provided in 3 levels of underground parking, and 3 levels of wrapped above-grade structured parking, totaling 1306 resident, 195 visitor and 268 commercial spaces.

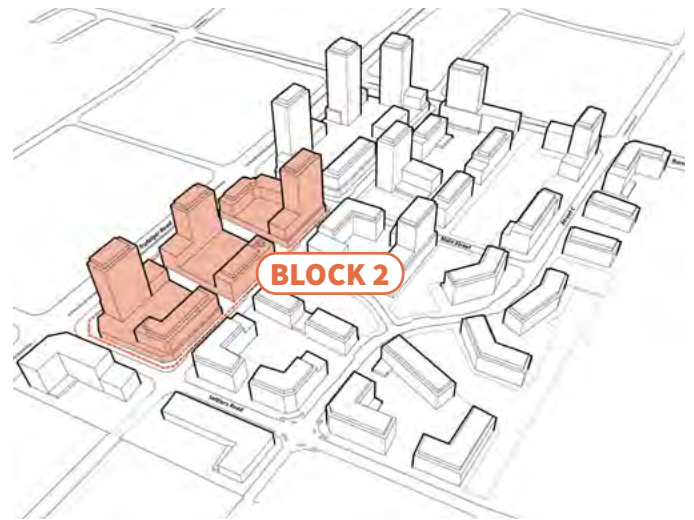


Figure 30. Block 2 Diagram

BLOCK 2

Block 2 is located south of Block 1 and is bound by Trafalgar Road, Main Street, Street and Settlers Road. This block is part of the first conceptual phase of development, intended to introduce density along Trafalgar Road and key road infrastructure early on.

The block is broken up into three base buildings, with a total of 3 towers above 8 storey podiums. Towers are 24, 24, and 20 storeys. Residential units include 378 - 1 bedroom, 463 - 1 bedroom + den, 266 - 2 bedroom, 62 - 2 bedroom + den, and 129 - 3 bedroom units, for a total of 1298 units. Unit types are dispersed throughout the building, with two-storey townhouses located at grade, along Settlers Road, and the southern block portions along Street A and Trafalgar Road. At-grade retail is located at the intersection of Main Street and Trafalgar Road, and extending east along Main Street to contribute to a vibrant commercial public realm. Commercial areas within the block total 1,618 square metres.

Amenity spaces are incorporated throughout the block. Each building includes at least one at-grade indoor amenity space for residents, totaling 2,211 square metres for the entire block. Ground floor indoor amenity areas are located adjacent to lobby areas to increase visibility, access and animation along streets. Additional indoor amenity areas are located on the fourth floor of all buildings, with direct adjacency to outdoor rooftop amenity spaces, totaling 2,211 square metres.

Parking for residents, visitors and shoppers is provided in 3 levels of underground parking, and 3 levels of wrapped above-grade structured parking, totaling 1,402 resident, 195 visitor and 16 commercial spaces.

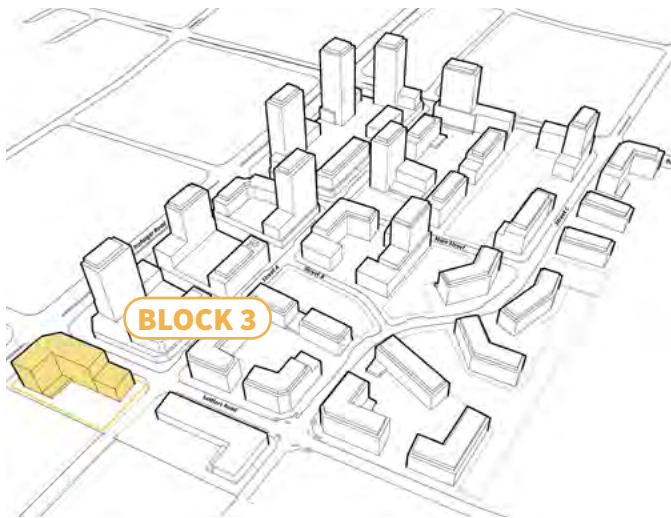


Figure 31. Block 3 Diagram

BLOCK 3

Block 3 is located at the south-west corner of the Site, and will be completed as a part of the first phase of development. This block forms the southern edge of Settlers Road and helps frame the key intersection of Settlers Road and Trafalgar Road.

Block 3 consists of one 8-storey building. The residential lobby is oriented along Settlers Road to provide clear access and active frontage. On either side of the lobby there are two-storey, grade-accessed townhouse units extending along the northern facade of the building, including the corner. Service areas and the parking access ramps are tucked to the southern side of the building away from street frontages and access from a driveway on the eastern side of the block. Necessary parking provisions for the building are provided in 3 levels of underground parking. Indoor and outdoor amenity areas for the building are located at grade along its Street A frontage.

There are 248 residential units in Block 3, including 84 - 1 bedroom, 69 - 1 bedroom + den, 42 - 2 bedroom, 26 - 2 bedroom + den and 2 - 3 bedroom units. All residential units at grade have a landscaped patio fronting the street, buffered from the public street by a decorative fence.

Block 3 provides 239 square metres of indoor amenity space and 177 square metres of shared landscaped outdoor space at grade level.

Parking for residents and visitors is provided in 3 levels of underground parking, totaling 240 resident and 37 visitor spaces.

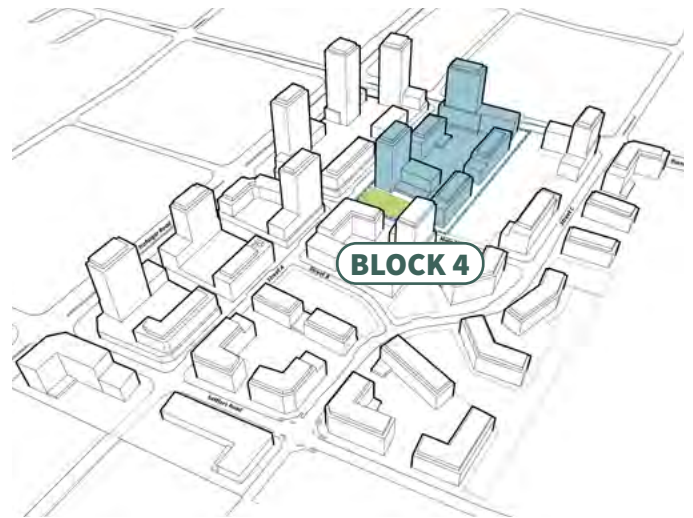


Figure 32. Block 4 Diagram

BLOCK 4

Block 4 creates frontages along Burnhamthorpe Road, Main Street and Street A and defines the western edge of the Linear Commons open space. This block also includes a key public space for the Proposal, The Square, located at the south east corner of the block

Block 4 includes five buildings, ranging from 6 to 8 storeys, as well as, two towers of 20 and 24 storeys. Buildings are positioned to frame the key open spaces and street edges, with at-grade retail incorporated around the plaza, and extending north along Street A. Retail is positioned to activate The Square, with vibrant frontages, and an intentional blurring of interior and exterior spaces. The Square is designed for passive public use, with a variety of seating options, landscaping and a water features, and has the scale and flexibility to be used for more formal public gathering and events. At-grade retail within the block totals 2,392 square metres.

Within the block, there are 1,009 residential units in a variety of sizes. These include 400 - 1 bedroom, 255 - 1 bedroom + den, 229 - 2 bedroom, 24 - 2 bedroom + den and 101 - 3 bedroom units. Townhouse units at grade all include a private, landscaped patio area.

Indoor and outdoor amenity space for the block includes at-grade indoor amenity areas for all buildings and additional shared indoor amenity areas on the third floors, totaling 1,715 square metres of space. Outdoor amenity areas are provided at grade and on the second floor rooftop of the southern building facing the plaza, and the ninth floor rooftop of the building fronting Burnhamthorpe Road.

Parking for the block is provided in three levels of underground parking, totaling 1179 resident spaces, 151 visitor spaces and 24 commercial parking spaces.

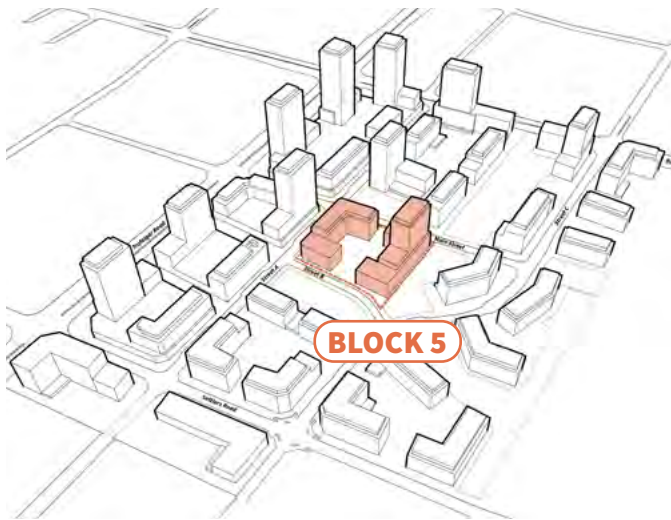


Figure 33. Block 5 Diagram

BLOCK 5

Block 5 is centrally located, framing the southern edge of Main Street. Two buildings, ranging from 6 to 8 storeys define the east and west frontages of the block. One tower of 18 storeys is located at the northwest corner on top of an 8 storey podium.

Extending the commercial character of Main Street, at-grade retail is provided along the northern edge of the block and wrapping the corner south along Street A. At-grade retail area totals 1,785 square metres.

Residential units provided in Block 5 include 84 - 1 bedroom, 233 - 1 bedroom + den, 85 - 2 bedroom, 37 - 2 bedroom + den and 48 - 3 bedroom, for a total of 487 units. At-grade townhouse units are located at the southeast corner of the block, fronting the Linear Commons open space and Street B. Residential lobbies are positioned for visibility and ease of access and loading areas and parking ramps are located in the interior of the buildings in order to provide a public realm that is unencumbered by service vehicle movement.

Interior amenity areas are provided at grade, in close proximity to lobbies and with visual connections from the surrounding streets and open spaces. Additional interior amenity areas are located at level 7, with direct access to rooftop outdoor amenity space. Interior and outdoor amenity areas total 830 square metres and 829 square metres respectively.

Parking for the block is accommodated in three levels of underground parking, for a total of 493 residential, 73 visitor, and 18 commercial spaces.

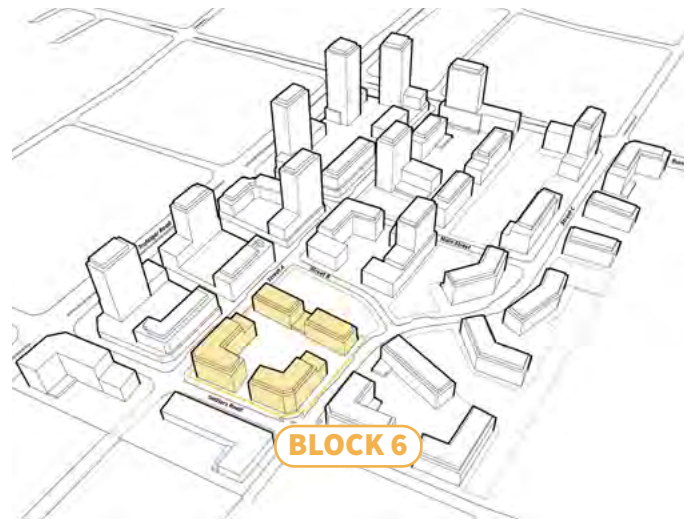


Figure 34. Block 6 Diagram

BLOCK 6

Block 6 forms the southern boundary of the future Neighbourhood Park, as well as creates frontage along Settlers Road. The block is made up of mid-rise residential buildings ranging from 6 to 8 storeys, contributing to a deliberate transition from high density in the northwest corner of the Site to low density in the east and south.

This block includes a mix of residential unit types including 90 - 1 bedroom, 183 - 1 bedroom + den, 61 - 2 bedroom, 45 - 2 bedroom + den and 43 - 3 bedroom, for a total of 422 units.

Outdoor amenity areas are located at grade directly adjacent to each building's indoor amenity areas. Additional indoor and rooftop amenity are located at level 7 to contribute to a total 718 square metres of both indoor and outdoor amenity space.

Two levels of underground parking provide 526 parking spaces for the block, made up of 463 resident spaces and 63 visitor spaces.

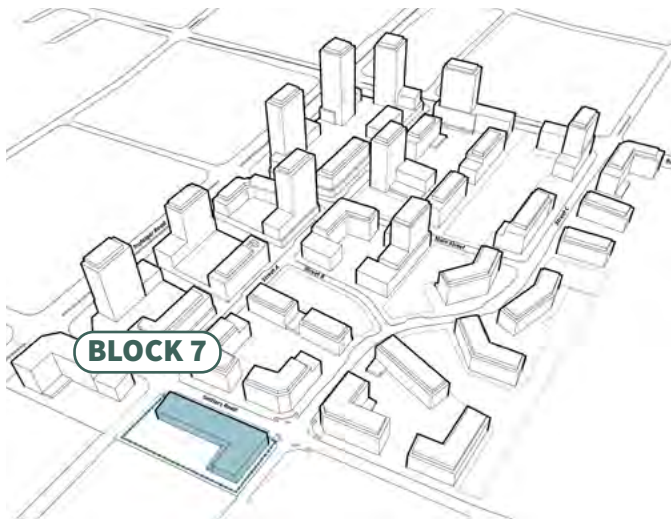


Figure 35. Block 7 Diagram

BLOCK 7

Block 7 is located in the south central portion of the Site, creating the southern facade along Settlers Road, and the transition to the property to the south of the Site.

This block is comprised of one low-density residential building of 4 storeys with 118 units, including 39 - 1 bedroom, 30 - 1 bedroom + den, 26 - 2 bedroom, 11 - 2 bedroom + den and 12 - 3 bedroom units. At-grade two storey townhouse units are located along Settlers Road and Street C, as well as the building's lobby area fronting Settlers Road.

Block 7 includes 201 square metres of outdoor amenity located on the south side of the building along Street A, with direct adjacency to an indoor amenity space. The building provides 220 square metres of indoor amenity space throughout the ground floor.

Parking is provided in one level of underground parking, with 110 resident spaces and 73 visitor spaces.

The building's loading areas, service drives and parking access ramp are located to the rear of the building, away from street frontages and active uses. A landscaped treed buffer shields back of house uses from the adjacent property.



Figure 36. Block 8 Diagram

BLOCK 8

Block 8 provides the Proposal with a large portion of the Linear Commons privately-owned publicly accessible space, as well as two buildings that frame the eastern edge of the block along Street C.

The buildings within Block 8 range from 6 to 8 storeys, with an 18 storey tower on top of an 8 storey podium. The two buildings contain 93 - 1 bedroom, 210 - 1 bedroom + den, 61 - 2 bedroom, 55 - 2 bedroom + den and 47 - 3 bedroom units, totaling 466 units.

A total of 794 square metres of indoor amenity is located on the ground floor of the buildings, positioned along street frontages to activate the public realm. The block provides 790 square metres of outdoor amenity space. Two outdoor amenity areas are located at grade, positioned to be adjacent to the indoor amenity areas and with direct access to the Linear Commons. Level 7 provides additional outdoor amenity space on the rooftops of both buildings.

The northern section of the Linear Commons is included in this block. This generous open space includes a variety of landscaped areas for active and passive outdoor activities, including an organic network of multi-use paths, open lawns, cluster tree plantings and naturalized perennials, and an enclosed off-leash area for pets.

Two levels of underground parking include 412 resident spaces and 70 visitor spaces to serve the block.



Figure 37. Block 9 Diagram

BLOCK 9

Block 9 includes one 8 storey residential building and the central section of the Linear Commons open space. Block 9 defines the intersection of Main Street and Street C and provides a key connection within the public realm.

A total of 145 residential units are provided, including 35 - 1 bedroom, 56 - 1 bedroom + den, 28 - 2 bedroom, 11 - 2 bedroom + den and 15 - 3 bedroom units. Grade-related townhouses are located south along Street C, while amenity areas and the building's lobby are located at the corner to activate the intersection. Amenity provisions for the block include 248 square metres indoor amenity on the ground floor and 246 square metres of outdoor amenity space.

The Linear Commons section provided within block 9 extends to the section to the north, intended to create a large, varied and connected open space system that provides flexible open space amenities and a continuous link for cyclists and pedestrians. A special crossing across Main Street is incorporated to provide safe passage between the sections of the Linear Commons.

Parking is provided over two underground levels, including 127 resident parking spaces, and 22 visitor parking spaces.

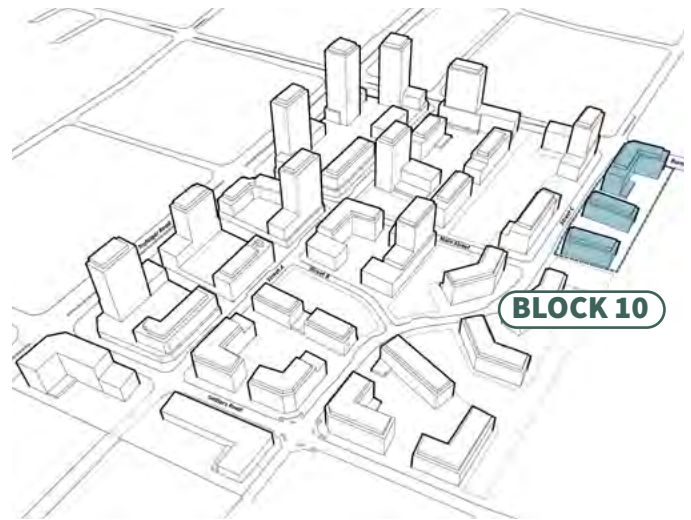


Figure 38. Block 10 Diagram

BLOCK 10

Block 10 is located in the northeast corner of the Site along Burnhamthorpe Road, directly west of the planned Community Park. This block has 3 mid-rise buildings, ranging from 6 to 8 storeys, and landscaped “green fingers” intended to provide visual and physical connection to the Community Park. Heights for the buildings decrease from north to south, intended to transition from higher density along the Burnhamthorpe frontage to lower density adjacent to the open space areas.

This block includes 336 residential units, including 101 - 1 bedroom, 116 - 1 bedroom + den, 55 - 2 bedroom, 24 - 2 bedroom + den and 40 - 3 bedroom units. Ground floor two-storey townhouse units are located along Burnhamthorpe Road and facing the planned Community Park and Green Gate Parkette. Lobby areas are positioned along Street C to provide access and visibility, with shared amenity spaces nearby. A total of 645 square metres of indoor amenity space is provided at-grade across the three buildings, with direct access to outdoor amenity areas, totaling 570 square metres.

Parking for the block is provided in one level of below grade parking that includes 215 resident and 50 visitor parking spaces.

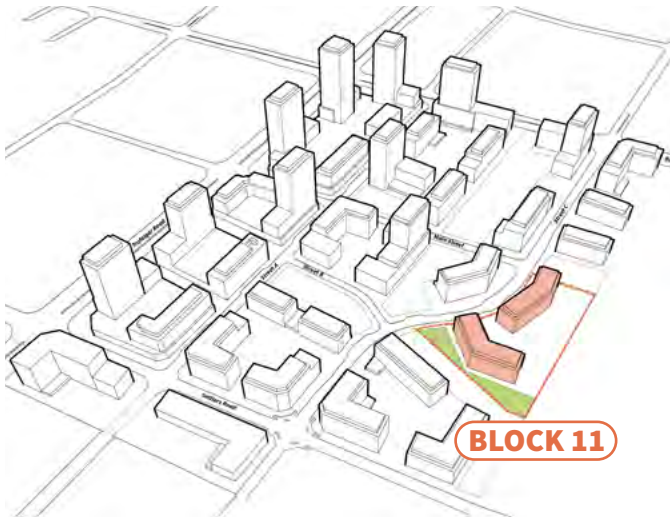


Figure 39. Block 11 Diagram

BLOCK 11

Block 11 is located along the eastern edge of the Site, south of Green Gate Parkette and adjacent to the future secondary school site. A generous landscaped buffer is provided along the eastern edge of the block to create a transition between residential and school uses. The block includes two, six-storey residential buildings that frame the street frontage of Street C.

At grade indoor amenity areas are provided for each building, with a total of 395 square metres of indoor amenity directly adjacent to 395 square metres of outdoor ground level amenity area.

This block includes 232 residential units, including 70 - 1 bedroom, 80 - 1 bedroom + den, 37 - 2 bedroom, 22 - 2 bedroom + den and 23 - 3 bedroom units.

Block 11 includes 231 residential and 35 visitor parking spaces within one level of underground parking.



Figure 40. Block 12 Diagram

BLOCK 12

Block 12 includes three residential buildings, ranging in height from 6 to 8 storeys. The buildings are positioned to frame street edges along Street C and Settlers Road. This block includes the eastern section of the Linear Commons, completing the open space connection through the Site to the secondary school site to the east.

At-grade indoor and outdoor amenity areas are provided for each building. Indoor amenity space totals 644 square metres, with direct access to 644 square metres of landscaped ground level outdoor amenity areas.

This block includes 378 residential units, including 59 - 1 bedroom, 187 - 1 bedroom + den, 35 - 2 bedroom, 61 - 2 bedroom + den and 36 - 3 bedroom units.

Block 12 includes 233 residential and 57 visitor parking spaces within one level of underground parking.

Block #	Block Area	GFA (residential)	GFA (retail)	FSI (net)	Units	Parking Spaces (underground and structured)	Amenity Space (outdoor)	Amenity Space (indoor)	Bicycle Parking Spaces
1	18,368 m ²	126,531 m ²	8,681 m ²	7.36	1,281	1,309 Resident 192 Visitor 268 Commercial	2,214 m ²	2,214 m ²	34 Short-term 166 Long-term 9 Commercial
2	21,794 m ²	138,366 m ²	1,618 m ²	6.42	1,298	1,402 Resident 195 Visitor 16 Commercial	2,211 m ²	2,211 m ²	34 Short-term 166 Long-term 2 Commercial
3	4,595m ²	20,650 m ²	--	4.58	248	240 Resident 37 Visitor	422 m ²	420 m ²	32 Short-term 117 Long-term
4	20,929 m ²	78,901 m ²	2,392 m ²	3.88	1,009	1,179 Resident 151 Visitor 24 Commercial	1,715 m ²	1,715 m ²	34 Short-term 166 Long-term 2 Commercial
5	8,159 m ²	40,727 m ²	1,785 m ²	5.21	487	493 Resident 73 Visitor 18 Commercial	829 m ²	830 m ²	34 Short-term 166 Long-term 2 Commercial
6	10,725 m ²	37,593 m ²	--	3.51	422	463 Resident 63 Visitor	718 m ²	718 m ²	34 Short-term 166 Long-term
7	5,132 m ²	11,089m ²	--	2.16	118	110 Resident 18 Visitor	201 m ²	220 m ²	11 Short-term 60 Long-term
8	16,057m ²	38,497 m ²	--	2.40	466	412 Resident 70 Visitor	790 m ²	794 m ²	52 Short-term 148 Long-term
9	6,242 m ²	11,721 m ²	--	1.88	145	127 Resident 22 Visitor	246 m ²	248 m ²	73 Short-term 14 Long-term
10	10,614 m ²	32,546 m ²	--	3.07	336	215 Resident 50 Visitor	570 m ²	645 m ²	56 Short-term 144 Long-term
11	11,439 m ²	20,417 m ²	--	1.78	232	231 Resident 35 Visitor	395 m ²	395 m ²	22 Short-term 108 Long-term
12	13,932 m ²	34,124 m ²	--	2.45	378	233 Resident 57 Visitor	644 m ²	644 m ²	34 Short-term 166 Long-term
TOTAL	147, 968 m ²	592,662 m ²	14,476 m ²	4.10	6,442	6,411 Resident 966 Visitor 325 Commercial	10,955 m ²	11,054 m ²	450 Short-term 1,587 Long-term

Table 1. Proposed Block Yields and Statistics

ARCHITECTURAL EXPRESSION

Architecture throughout the Proposed Development is defined by its mixed-use character and relationship to the existing and planned surrounding context. Deliberate composition for built form is established in the Proposal, with taller buildings generally positioned along key arterial routes, Trafalgar Road and Burnhamthorpe Road, to reinforce this area's role as an Urban Core. Tall buildings between 18 and 30 storeys utilize façade detailing and material variations to manage scale and ensure that increased heights do not negatively impact the public realm.

To the east and south of Trafalgar and Burnhamthorpe, building heights step down to mid-rise 6 to 8 storey residential forms that provide a gradual transition in scale to the surrounding properties. This change in height is reflected in the treatment of the façades, with increased articulation,

finer-grain detailing, to create a more intimate character that is appropriate to residential uses.

Building façades throughout the Proposal are designed to be engaging for pedestrians and to contribute positively to the character of streets and the community. Building design establishes a clear hierarchy of base, middle and upper levels, with a strong emphasis on activity, transparency and detail at ground floor. Upper-level façades are articulated through a rhythm of recessed window openings, balconies, and landscaped rooftop amenity space, creating changes in depth to help to break down scale and provide visual interest. The use of recessed windows and balconies also introduces shadow and texture along building façades.

A cohesive palette of high-quality materials is proposed across the Site to ensure visual continuity, with variations in texture, colour, and detailing introduced to respond to changes in height, use, and context. Overall, the proposed built form and appearance support a balanced and well-integrated mixed-use development that responds positively to its urban setting.



Artistic rendering. Draft in progress.

Image 7. Proposal Rendering: Looking west along Main Street from Trafalgar Road



Artistic rendering. Draft in progress.

Image 8. Proposal Rendering: Looking north toward The Square

FACADES & MATERIALITY

Building façades are articulated to create a clear hierarchy, utilizing varied, yet cohesive architectural language and materials. Façades are designed to create a strong connection to surrounding public spaces and pedestrian streets, incorporating ample glazing, terraces and balconies to blur the boundary between interior and exterior.

Key landmark buildings, such as the building fronting the central plaza and at gateway locations,

Incorporate more expressive architecture, using unique material patterns and colours to reinforce their prominence. Other buildings that are not intended to be signature landmark buildings, have more subtle material and pattern choices.

Brick and precast concrete in warm tones are used throughout the Proposal to create a welcoming residential feel, particularly in the areas that do not have retail uses. Buildings throughout the Site also incorporate accent materials, such as metal panel and glass.



Artistic rendering. Draft in progress.

Image 9. Proposal Rendering: Looking south to amenity area within Block 4



Artistic rendering. Draft in progress.

Image 10. Proposal Rendering: Looking north along Street C, north of Settlers Road

MASTER PLAN CONCEPTUAL MATERIAL PALETTE

The buildings within the Proposed Development are clad in a high-quality and unique selection of materials, with varied colours and patterns intended to create interest and character throughout the Site. The chosen materials are complementary and cohesive, using a variety of brick, precast concrete, metal panel and ceramic in a similar colour palette.

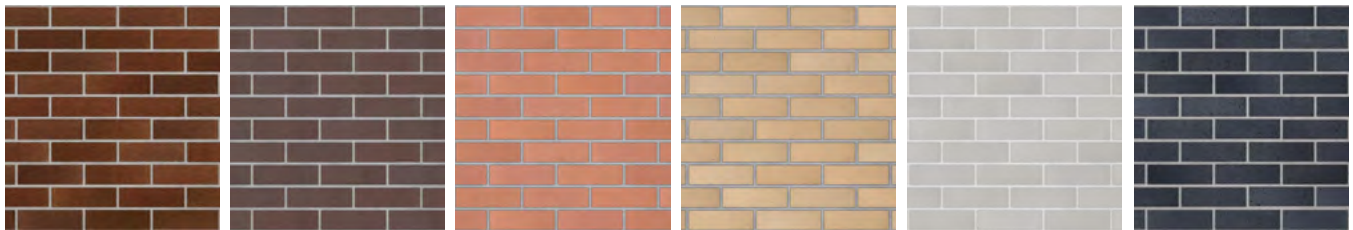
The following pages conceptually illustrate the proposed family of building materials, as well as examples of combinations of materials from the palette to be applied on typical building forms throughout the Proposal. Material palettes will be refined throughout the process as buildings go through detailed design.

- Material Palette A
- Material Palette B
- Material Palette C
- Material Palette D



Figure 41. Conceptual Building Material Strategy

BRICK



Red Brick

Brown Brick

Rose Brick

Golden Buff Brick

White Brick

Charcoal Brick

PRECAST CONCRETE

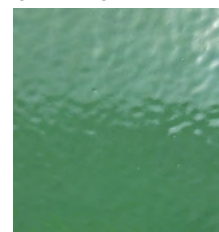


Terracotta Precast

Beige Precast

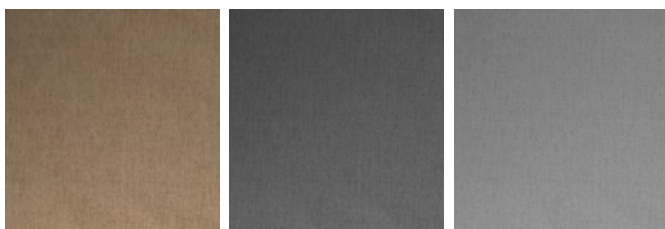
White Precast

CERAMIC



Light Green

METAL PANEL

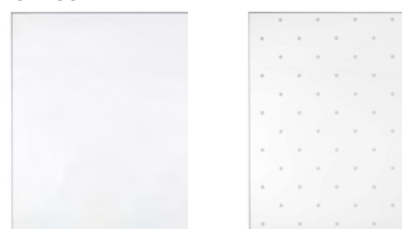


Charcoal Metal

Charcoal Metal

Charcoal Metal

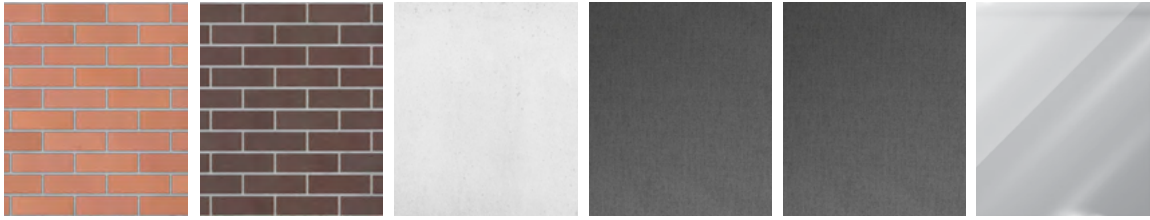
GLASS



Clear Glass

Bird-Friendly Glass

BUILDING MATERIALS | EXAMPLE A



Lower Podium
Rose Blend Brick

Upper Podium
Bordeaux Blend Brick

Tower Cladding
White Precast

Mullions

Spandrel

Clear Glass

Project Rendering



Precedent Buildings



BUILDING MATERIALS | EXAMPLE B



Lower Podium
Golden Buff Brick

Upper Podium
Bordeaux Blend Brick

Tower Cladding
White Brick

Mullions

Spandrel

Clear Glass

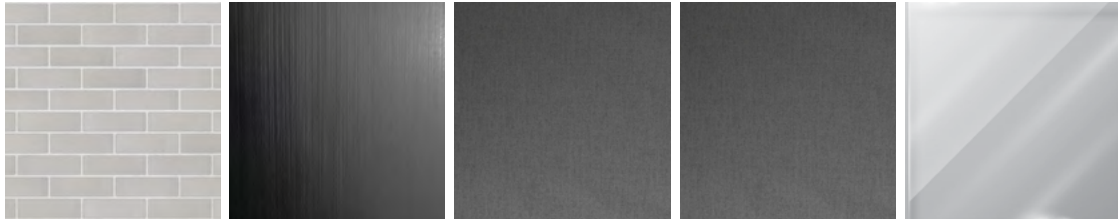
Project Rendering



Precedent Buildings



BUILDING MATERIALS | EXAMPLE C



Lower Podium
White Brick

Upper Podium
Black Aluminium

Mullions

Spandrel

Clear Glass

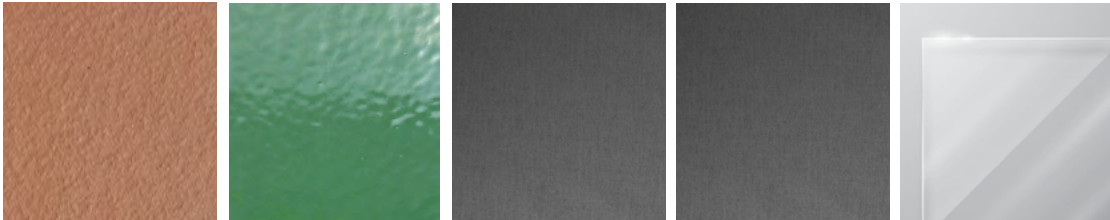
Project Rendering



Precedent Buildings



BUILDING MATERIALS | EXAMPLE D



Podium
Almond Precast Concrete

Tower
Aquamarine Terracotta

Mullions

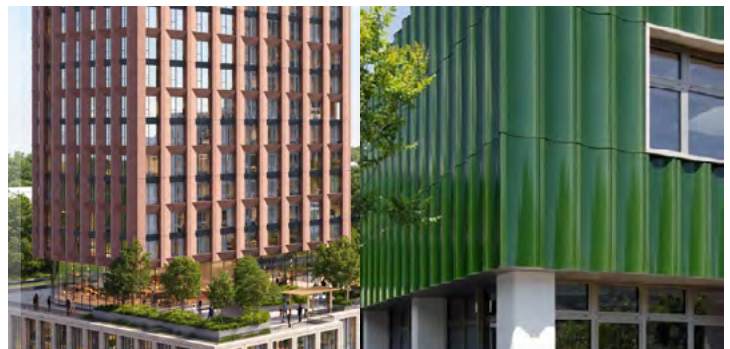
Spandrel

Clear Glass

Project Rendering



Precedent Buildings



6.3 PUBLIC REALM

PUBLIC OPEN SPACES

Two main park spaces will provide key gathering and recreation opportunities within the community. A mix of soft and hard landscaping will allow residents and visitors to engage in active and passive outdoor activities as well as space for community and cultural events. These park spaces include:

Neighbourhood Park – Public Park (3,428 m²)

Green Gate Parkette – Public Park (1,827 m²)

LANDSCAPE AND AMENITY AREAS

A series of additional open spaces are provided to create a broader network of gathering, and individual and group outdoor enjoyment and recreation. These spaces includes:

The Square – Privately Owned Public Space (2,618 m²)

Linear Commons – Private Open Space (19,797 m²)

Outdoor Amenity Areas – Private Open Space (10,955 m²)



Figure 42. Proposed Landscape and Open Space Strategy



Image 11. Rendering of Linear Commons

LANDSCAPE AND OPEN SPACE DESIGN

The Proposal’s open space network is thoughtfully designed to support a diverse range of activities and users throughout the day and across all seasons. A flexible approach to programming accommodates informal recreation, children’s play, quiet reflection, and community gatherings, ensuring spaces remain active and inclusive. Adaptable design allows these open spaces to evolve over time, supporting future programming opportunities and responding to the changing needs of the community as the development matures.

Landscape design plays a critical role in shaping the identity and environmental performance of the open space framework for the Proposed Development. A robust tree

canopy, layered plantings, and high-quality materials are used to balance sun and shadow, improve comfort, and enhance visual interest throughout the Site. Integrated green infrastructure for stormwater management and native plantings contribute to the Proposal’s overall sustainability objectives and ecological resilience.

Together, the open space framework establishes a cohesive, vibrant, and inclusive environment that supports the mixed-use character of the development, contributes to long-term livability, and creates a strong sense of place.

The following section describes the design and function of the major open spaces within the Proposal.



Figure 43. Open Space Plan

LINEAR COMMONS

The Linear Commons is a vibrant north-south open space that serves as both a unifying landscape corridor and the primary movement spine of the Proposal. Designed to support daily pedestrian circulation as well as casual use, it offers inviting areas for relaxation, gathering, and small-scale activities.

Multi-use paths weave along the length of the Linear Commons, providing clear and comfortable connections between blocks, open spaces, and nearby destinations. Native planting zones and clusters of trees line the corridor, creating a varied and engaging landscape experience while offering shade and seasonal interest.

Flexible open spaces accommodate casual recreation, social interaction, and small programmed events, while distributed seating and informal gathering areas encourage pause without disrupting movement. A designated dog park is integrated into the corridor, providing a dedicated amenity while remaining separated from primary circulation routes.

Overall, the Linear Commons balances openness with moments of enclosure to create a dynamic, welcoming environment that supports movement, fosters community interaction, and strengthens the identity of the development through a continuous and engaging landscape experience.



Image 12. Linear Commons Design Precedents

NEIGHBOURHOOD PARK

The Neighbourhood Park is a local-scale open space that serves local residents as a welcoming, everyday destination within the neighborhood. Seamlessly integrated into adjacent residential areas, it provides a comfortable setting for informal recreation, social interaction, and family-oriented activities.

A generous tree canopy defines the park, providing shade and creating a calm, green environment. Meandering pathways connect key features within the park and link to surrounding sidewalks, encouraging walkability and easy access from nearby homes.

A range of play features supports imaginative and active play for children of different ages, while water play elements introduce a seasonal, interactive amenity that enhances the sensory experience and encourages social engagement during warmer months.

Seating is thoughtfully placed near play areas and along paths to support supervision, relaxation, and casual gathering. The design prioritizes accessibility, safety, and comfort, resulting in an inclusive neighborhood amenity that balances play, shade, movement, and rest while strengthening connections within the surrounding community.



Image 13. Neighbourhood Park Design Precedents

GREEN GATE PARKETTE

Green Gate Parkette is a small-scale open space that functions as a welcoming gateway between Main Street and the planned Community Park. Designed to support both movement and pause, the parkette strengthens pedestrian connections while offering a comfortable and accessible place for nearby residents and visitors to stop, gather, and enjoy the landscape.

Paths are a defining feature of the parkette and provide clear, intuitive connections that guide people through the space and toward adjacent destinations. Concrete paths and rubberized playground surfaces are designed to ensure inclusive use for people of all ages and abilities.

Play equipment is integrated into the parkette to provide a focused recreational opportunity within a compact footprint. Surrounding plantings soften the space, add seasonal interest, and create a pleasant transition between the urban streetscape and larger open spaces beyond.

Seating is strategically placed along paths and near play areas to support rest, supervision, and informal social interaction. The overall design emphasizes visibility, safety, and accessibility, reinforcing the parkette's role as both a neighborhood amenity and an important connector within the broader open space network.



Image 14. Green Gate Parkette Design Precedents

THE SQUARE

The Square is envisioned as the social and commercial heart of the Proposal and functions as a vibrant, retail lined urban gathering space that balances active use with opportunities for calm and reflection. Framed by high quality architectural edges and active ground floor uses, The Square establishes a strong sense of place while supporting daily activity, community events, and informal social interaction.

The space is primarily hardscaped and utilizes durable, premium materials that reinforce its civic character and accommodate year round use, pop up programming, and high pedestrian volumes. Integrated planting areas soften the urban environment, provide seasonal interest, and maintain clear sightlines and flexibility for events and gatherings.

A centrally located interactive water feature serves as a focal element and enhances the sensory experience of The Square through movement and sound. Public art elements are integrated throughout the space to contribute to identity, visual interest, and cultural

expression. A raised community stage with an integrated canopy structure provides dedicated infrastructure for performances, markets, and programmed events, while remaining adaptable for everyday use.

Seating is distributed throughout The Square and includes a mix of fixed and flexible options to support casual meetings, people watching, and moments of pause. Coordinated lighting, materials, and landscape elements create a welcoming, safe, and comfortable environment throughout the day and into the evening, reinforcing The Square's role as a key civic destination within the development.



Image 15. The Square Design Precedents

OUTDOOR AMENITY AREAS

Outdoor Amenity Spaces consist of a series of small scale outdoor areas located at both ground level and on building rooftops and are designed to support flexible daily use by residents and occupants. These spaces extend indoor environments outdoors and contribute to comfort, livability, and activity throughout the development.

Amenity areas incorporate a combination of durable paving surfaces, integrated planting, and defined edges such as low fencing or landscape elements to create usable and inviting outdoor settings. Rooftop amenity spaces provide elevated gathering areas with planting, seating, and open space opportunities while maintaining appropriate safety and screening.

The spaces are intended to accommodate a range of informal uses, including casual seating, small group gatherings, outdoor work, and passive recreation, and are designed to support frequent use throughout the year.

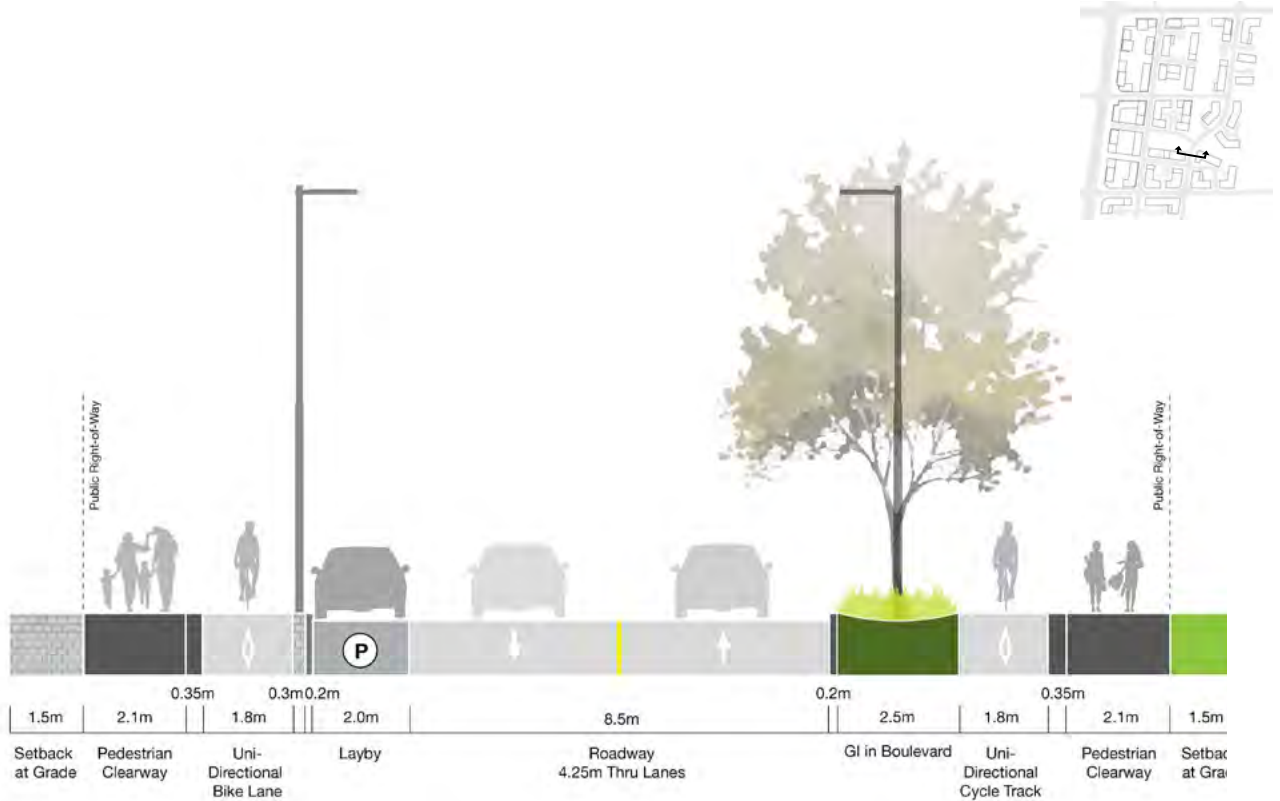


Image 16. Outdoor Amenity Areas Design Precedents

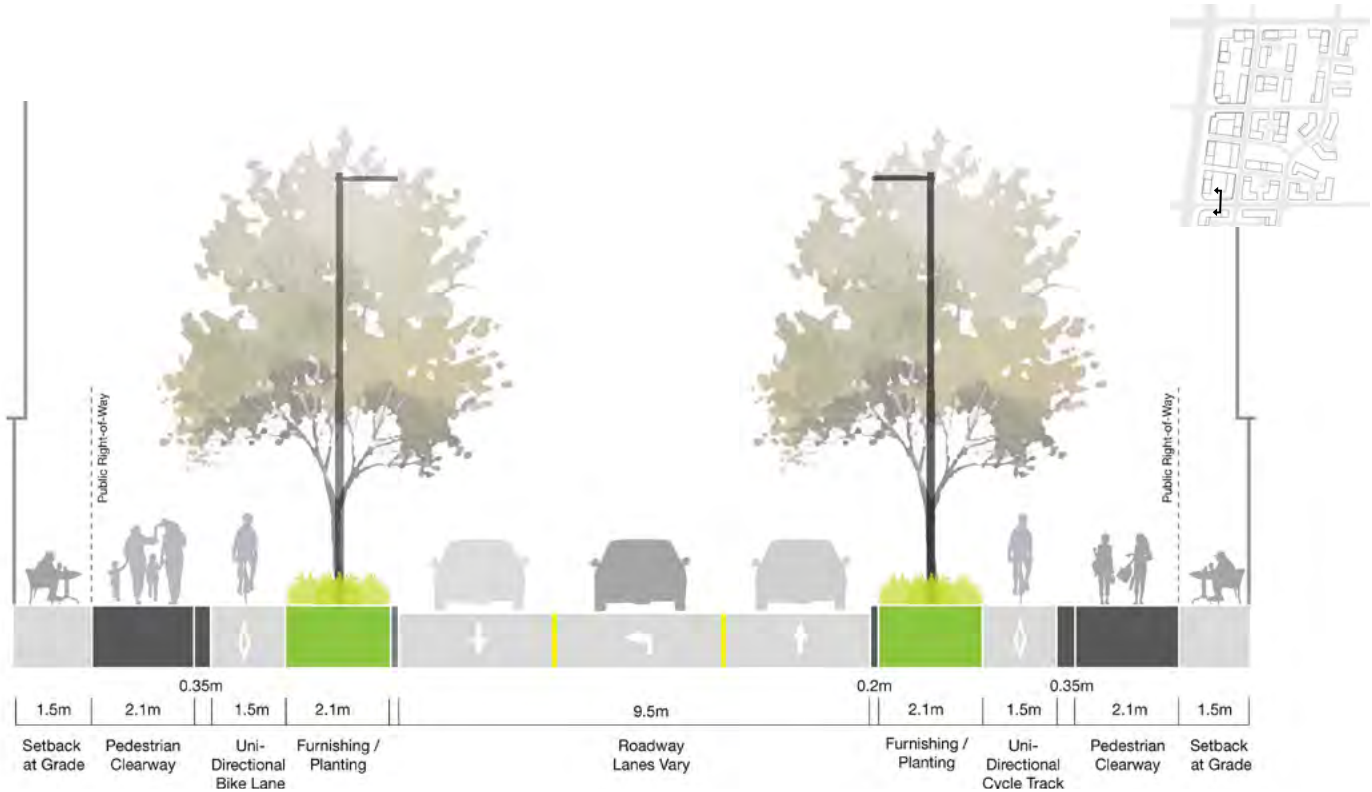
STREETSCAPES: TYPICAL STREET SECTIONS AND STREETSCAPE

The following pages illustrate typical conceptual street sections for the Proposal.

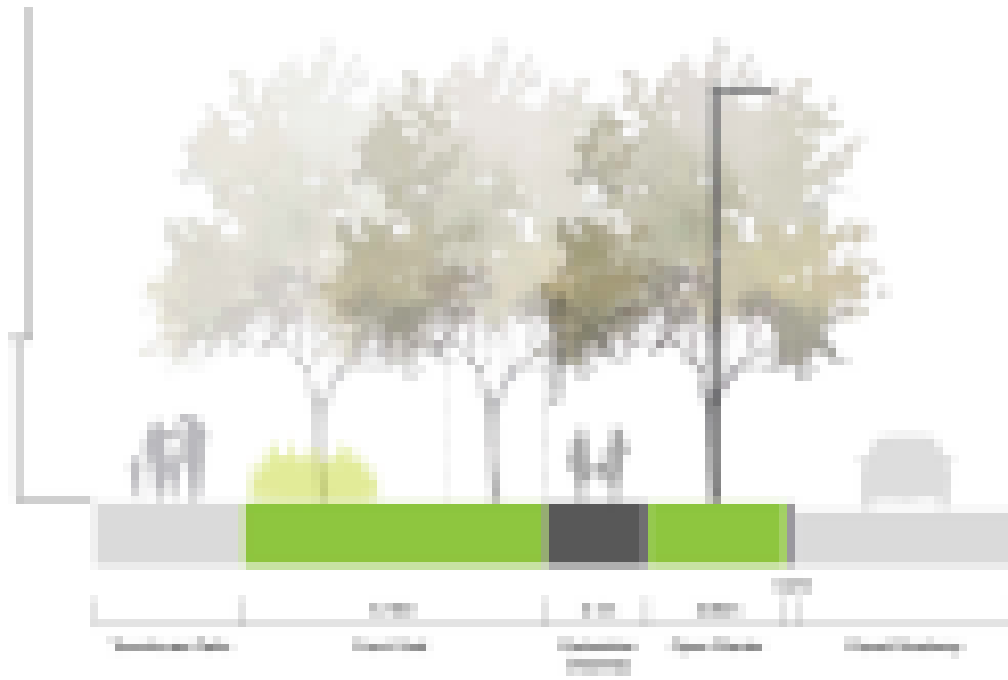
STREET C STREET SECTIONS



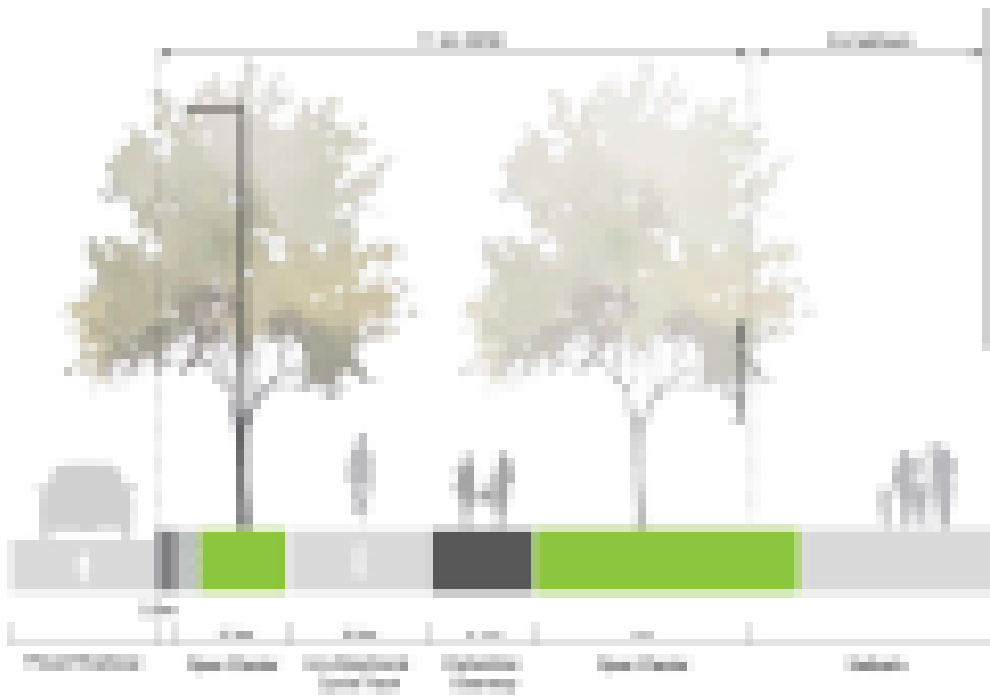
SETTLERS ROAD STREET SECTIONS



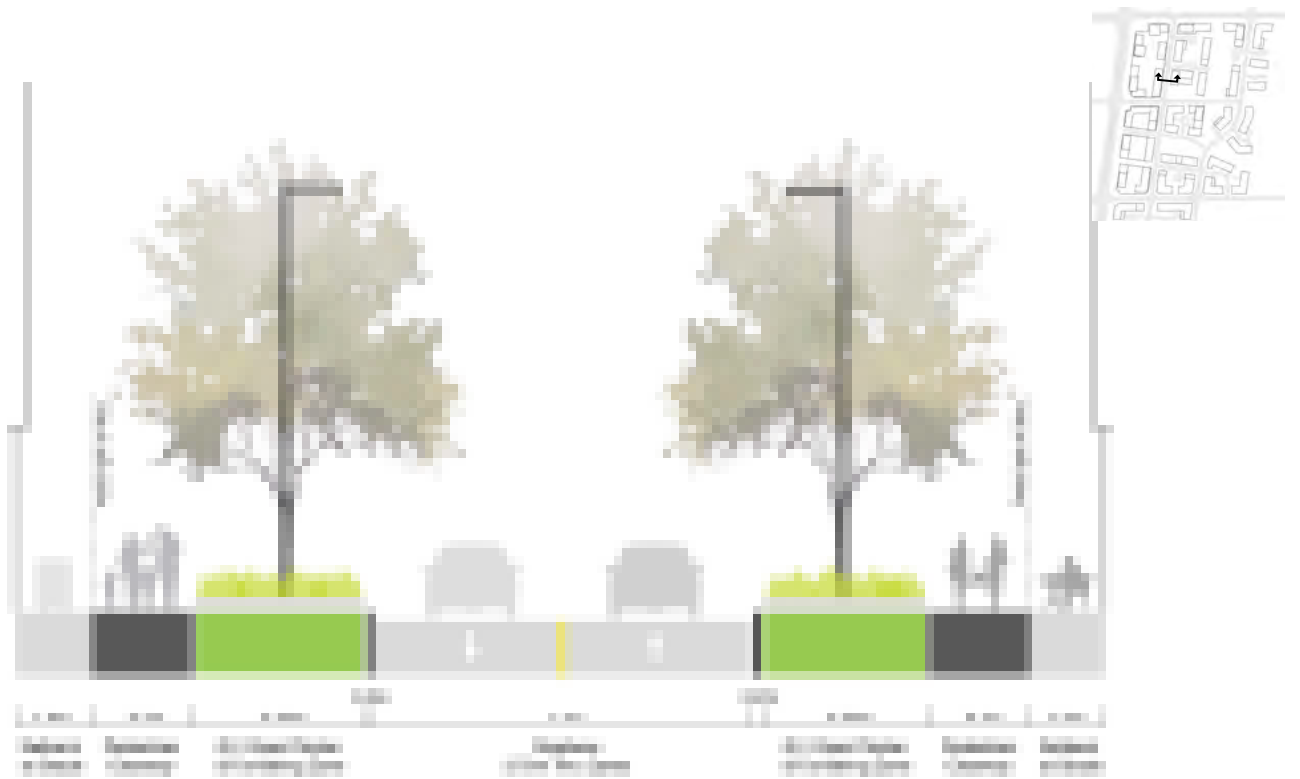
BURNHAMTHORPE ROAD SECTION



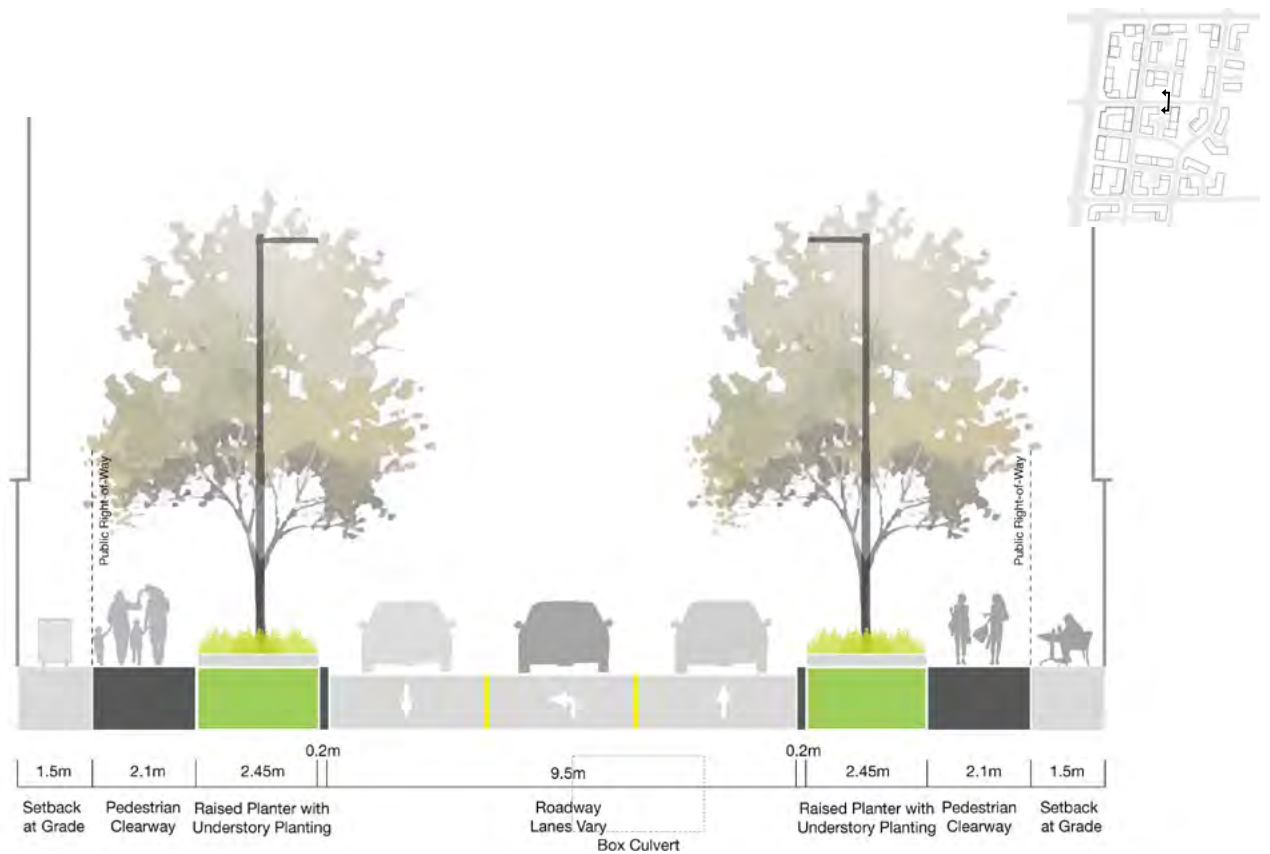
TRAFALGAR ROAD SECTION



STREET A STREET SECTIONS



MAIN STREET STREET SECTIONS





LIGHTING

All light fixtures and illumination levels throughout the Proposal will comply with Town of Oakville standards to ensure adequate lighting is provided and glare and shadowed areas are minimized. Outdoor lighting fixtures will be energy-efficient LED with warm colours and that are dark-sky compliant. Lighting is coordinated across the Proposed Development to ensure design consistency across the Site.

Lighting within open spaces and parks follows a layered approach that includes functional, ambient, as well as accent lighting. Pathways in parks and open spaces will be lined with human-scaled lighting to support visibility and safety. Lighting will be directed away from natural areas to minimize impacts to wildlife and habitats.

Street lighting throughout the Proposed Development is coordinated with street trees where feasible to maintain visual alignment and pedestrian0-scaled lighting is incorporated at key locations along streets.

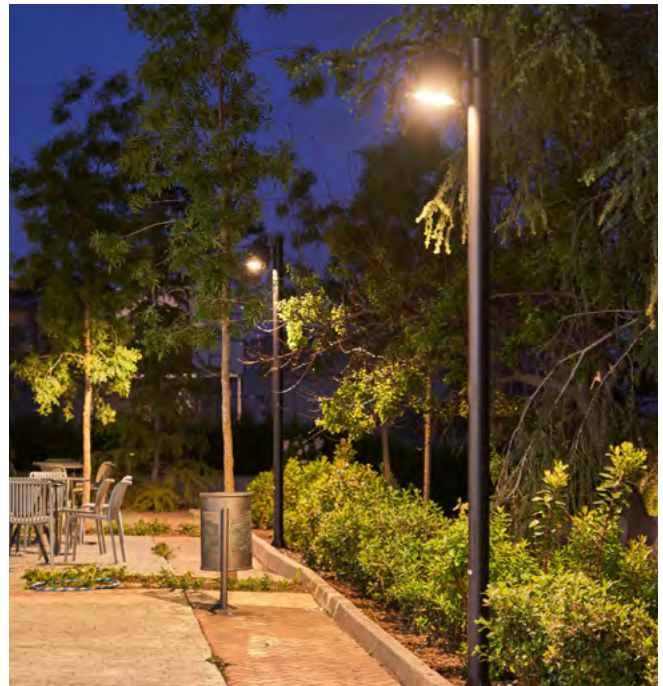


Image 17. Light Fixture Example



Artistic rendering. Draft in progress.

Image 18. Proposal Rendering: Conceptual Lighting Strategy

6.4 ACTIVE TRANSPORTATION

PEDESTRIAN NETWORK AND EXPERIENCE

Pedestrian movement through the Proposal is structured by clear and connected network of generous 2.1 metre wide, paved pedestrian clearways that connect the new street network with key destinations within and surrounding the Site. An expanded network of internal connections and trails extends pedestrian movement into open space areas and building courtyards. Entrances and lobbies for buildings are strategically positioned along primary pedestrian routes and public ROWs to ensure visibility, safety, and convenient access, reinforcing

active edges and a strong relationship between buildings and the public realm. Ground level indoor and outdoor amenity spaces are positioned to be visible and accessible for pedestrians, helping to animate the streetscape and create welcoming and inclusive experiences. This approach to pedestrian circulation supports intuitive wayfinding, encourages walking as a primary mode of movement, and fosters social interaction and connectivity throughout the Site.



Figure 44. Pedestrian Network Plan

CYCLING NETWORK AND EXPERIENCE

The Proposed Development’s cycling network is designed to integrate with the Town’s existing and planned cycling infrastructure at multiple access points, ensuring seamless continuity for both local trips and longer commutes. Cycling tracks within the landscaped boulevards along Street C and Settlers Road are intended to support regional connectivity and commuter travel, providing direct, efficient routes through the Site and linking to the broader network in Oakville. In contrast, shared trails and pathways through open spaces are designed primarily for leisure and recreation, offering a more relaxed and scenic experience that supports casual riding, family outings, and

connections to community amenities. Clear wayfinding, safety-focused intersections, and consistent design standards ensure a safe and comfortable experience for cyclists of all ages and abilities. To support everyday cycling and reduce reliance on cars, each building incorporates secure, interior bicycle storage that is conveniently located near primary entrances and lobbies, with space for both resident and visitor bike parking. The cycling infrastructure incorporated throughout the Proposal enhances broader connectivity, and strengthens the Site’s role as a walkable, bike-friendly community.



Figure 45. Cycling Network Plan

6.5 PARKING, LOADING AND SERVICING/ VEHICULAR ACCESS

Parking for residents and visitors is primarily provided underground to optimize building footprints and preserve the quality of open spaces and pedestrian-oriented streetscapes. In Blocks 1 and 2, where retail uses and increased density generate additional parking demand, supplementary capacity is provided in structured above-grade parking, wrapped with residential units to maintain cohesive and visually engaging building façades.

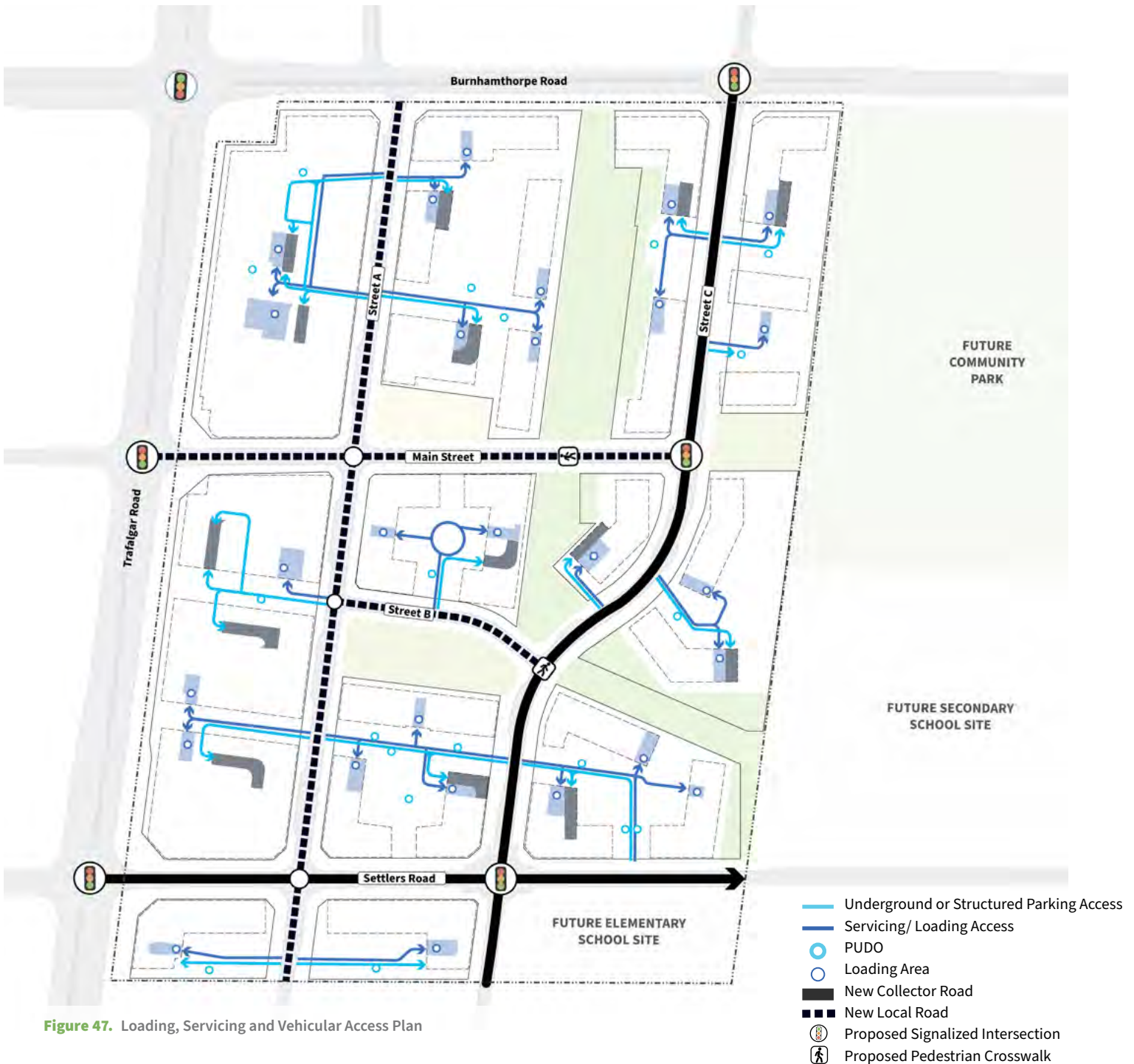
Short-term pick-up/drop-off (PUDO) is accommodated through dedicated lay-bys located intermittently along interior streets at key access points and adjacent to main building entrances. Each building also has a separate PUDO area located away from streets to allow vehicles to load and unload without impeding traffic or compromising pedestrian comfort and safety.



Figure 46. Parking Plan

Building servicing and loading areas are also strategically internalized throughout the Proposal, with service access located within blocks or integrated into podium levels to avoid interruptions to the public realm. Loading areas are designed to be screened from view through careful placement, landscaping, and architectural treatments, ensuring that service functions do not detract from

streetscape character or pedestrian comfort. This ensures that day-to-day operations run smoothly without compromising the character, safety, or comfort of the streetscape for residents and visitors.



6.6 HERITAGE RESOURCE

ERA Architects Inc. (“ERA”) prepared a Cultural Heritage Evaluation Report (“CHER”) for two properties, known as 3437 Trafalgar Road and 340 Burnhamthorpe Road East.

The property at 3437 Trafalgar Road contains a two and-a-half-storey mid-19th century farmhouse on a 0.88-acre parcel. The property at 340 Burnhamthorpe Road contains two structures - a circa 1840s one-and-a-half-storey house-form building in an advanced state of deterioration (relocated from the southeast corner of Trafalgar and Burnhamthorpe Roads during the second half of the 20th century), and a mid-20th-century houseform building currently occupied by the Vic Hadfield Golf & Learning Centre.

Based on historical research, it is the professional opinion of ERA that the property at 3437 Trafalgar Road meets one Ontario Regulation 9/06 (“O.Reg. 9/06”) criterion for historic/associative value, while the property at 340 Burnhamthorpe Road East meets no criteria. Based on this evaluation, neither property comprising the Site is a candidate for designation under Part IV, Section 29 of the Ontario Heritage Act (“OHA”).

While not a candidate for designation, to recognize the Site’s agricultural past, there might be an opportunity to reuse stone from the foundation of the existing farmhouse, which is beyond saving. This material could be repurposed within the public park to create new landscape elements such as retaining walls, landscape structures, or site furnishings.

These upcycled features could be complemented by interpretive signage that connects the reused materials to the Site’s history, helping to highlight its more recent agricultural use.

While not tied to material re-use, the narrative of the agricultural history of the land can be addressed in the development of play equipment, overall park aesthetic and plant material selection

6.7 SUSTAINABILITY

Sustainable design practices are woven into the Proposed Development, including approaches to master planning, stormwater management, landscaping and plantings, architecture and material selection. These design decisions intend to create a community that is low-carbon, bio-diverse and sustainable, contributing to the overall long-term resilience of the development. The following outlines specific sustainable design choices for the Proposal.

GREEN INFRASTRUCTURE

Throughout the Proposal, green infrastructure is integrated within rights-of-way and public open spaces to support the collection and management of stormwater. The Proposed Development incorporates a balanced green infrastructure approach that is responsive to available space, road hierarchy, and surrounding land uses. A strategic mix of green infrastructure elements including bioswales, rain gardens, permeable pavements, soil cell systems, and bioretention planters is included throughout the Proposal to optimize green infrastructure.

All green infrastructure design ensures that clear pedestrian routes are maintained and that accessibility, circulation, and sightlines are not compromised. Plantings are selected to provide shade, support microclimate comfort, and enhance the public realm, with a focus on native, drought-tolerant, and water-resilient species depending on site conditions.



Image 19. Precedent boulevard green infrastructure

BIODIVERSITY

The Proposal implements a coordinated planting strategy focused on biodiversity to enhance ecological value and provide high-quality landscape character. The strategy incorporates a wide range of mostly native shade trees, ornamental or multi-stem trees, shrubs, perennials, groundcovers, and other herbaceous plantings, to create a layered aesthetic and to support habitat development.

Selecting diverse species, genus and family of species avoids monocultural planting and strengthens the Proposal's ecological resilience and long-term adaptability. Pollinator-friendly plant species that attract various birds, insects, and pollinators are prioritized throughout. Plant selections are predominantly native species that provide visual and functional seasonal interest and year-round benefits.

LOW CARBON LANDSCAPE DESIGN

Landscape design throughout the Proposal implements a coordinated Low Carbon Design strategy to reduce embodied emissions and reinforce long-term durability. The strategy prioritizes products, materials, and assemblies with low embodied carbon, as well as those that are locally sourced to minimize transportation impacts. Material selection reflects the local character and heritage of north Oakville, to strengthen sense of place for the community.

Materials used within the public realm are chosen for durability, ability to withstand local climate conditions and to reduce long-term maintenance and replacement requirements. Where feasible, reclaimed and recycled materials are reused within the landscape redevelopment, including the creation of microhabitats by incorporating existing rocks, logs, and other natural elements. Planting materials are sourced from Ontario nurseries with verified local genetic progeny to further support regional ecosystems and reduce the Proposal's overall carbon footprint.

EMBODIED CARBON & BUILDING MATERIALS

The Proposal incorporates low-carbon building design throughout the master plan, utilizing efficient structural systems to simplify building forms and minimize embodied carbon, optimized grid layouts to maximize floorplates, and carefully chosen materials that are low-carbon and durable to reduce lifecycle emissions.

ARCHITECTURAL MASSING & ORIENTATION

Building massing and orientation throughout the Proposal have been carefully designed to respond to site, solar and other environmental conditions. Building massing has been designed to maximize daylighting for interior spaces to reduce the use of artificial lighting. The orientation of buildings is based on enhancing passive building performance, including utilizing solar gain during colder periods of the year. Massing for all buildings has been designed to minimize overshadowing on adjacent buildings and public spaces to ensure user comfort throughout the year. These design decisions intend to improve overall building efficiency and occupant comfort

BUILDING ENVELOPE PERFORMANCE

Envelopes for buildings throughout the Proposal have been designed to deliver high performance through a holistic approach to façade design. Window-to-wall ratios have been to balance heat loss and gain and high-performance insulation and air-tight envelopes are incorporated to minimize thermal loss and reduce overall demand on heating and cooling. Envelope junctions are designed to reduce thermal bridging and prevent heat loss and moisture damage. Shading is incorporated on sun-exposed façades to reduce overheating and ensure comfortable interior conditions.

DAYLIGHTING QUALITY

Building floorplates, façade make-up and interior finishes are designed to maximize natural daylighting for interior areas. Floorplate depths are limited to optimize daylight penetration into interior spaces and windows are strategically placed to distribute light evenly. Interior finishes with higher reflectance values are selected to enhance high natural light levels while controlling glare, to reduce the overall need for artificial lighting.

GREEN ROOFS

Extensive green and blue-green roof systems are implemented across the Proposal to manage stormwater runoff, enhance biodiversity, and mitigate heat island effects. This green roof system will contribute to improved environmental performance and climate resilience for the Proposed Development.

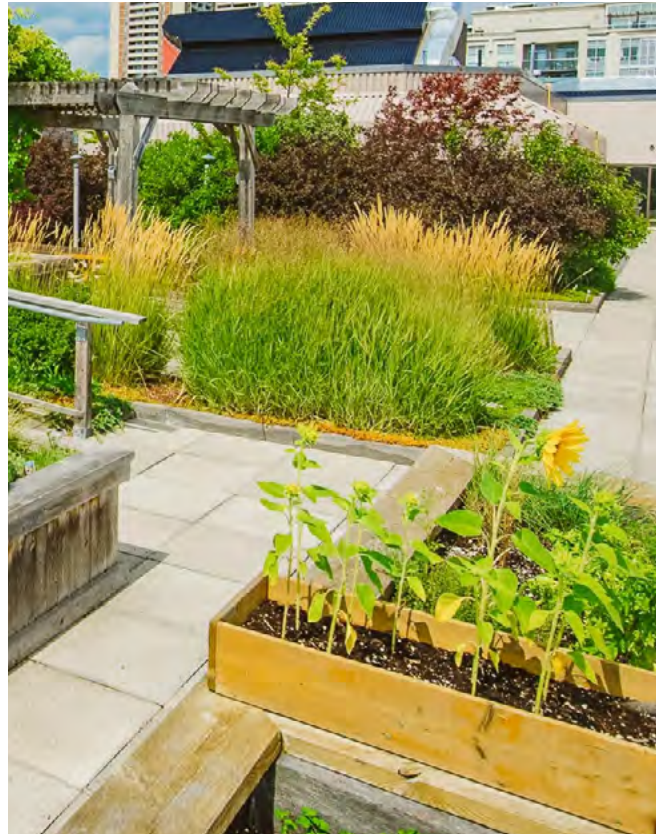


Image 20. Green roof precedent

TREE CANOPY COVER

Comprised of almost 1,150 trees, the Site's proposed tree canopy cover will play a key role in the public realm strategy, contributing to pedestrian comfort, the character of streets, and environmental performance. A coordinated approach to street tree, private and public open space planting is proposed to provide shade, improve microclimatic conditions, and soften built form, particularly along streets. When fully grown, the selected street tree species will have 10 metre diametres and park tree species will range from 7 metre diametres for cluster planting to 12 metre diametres for statement shade trees. Over time, the establishment of a strong tree canopy will help define street hierarchies, enhance biodiversity, and create a greener, more comfortable public realm. The Proposal achieves a 29 percent tree canopy coverage for the Site, 9 percent higher than the defined target.



TREE CANOPY CALCULATION CHART

Street/Tree	No. of Trees	Canopy Area (Total (m ²))
Trafalgar Road	20	6,888.76
Burnhamthorpe Road	160	2,966.43
Main Street	78	4,136.13
Block A	81	5,887.23
Block B	11	1,543.23
Block C	94	6,796.77
Scrimby Road	62	4,520.93
Totals	497	38,739.57

Private and Park Trees	No. of Trees	Canopy Area (Total (m ²))
Block 1	0	0
Block 2-3	249	10,790.29
Block 4	41	1,576.69
Block 5	11	403.86
Block 6-7	83	3,214.36
Block 8-9	14	2,864.57
Block 10-11-12	180	7,482.27
Block 13	16	1,084.43
Block 14	0	0
Block 15	18	1,084.58
Totals	608	28,586.94

Totals	
Total Site Area (m ²)	201,051
Total Site Canopy-Cover (m ²)	67,326
Total Canopy-Cover Percentage (%)	33
Land Use Context Cover Target Defined by Town of Oakville	24%
Total No. of Trees	1,105
Total Large Mature Trees	57
Total Medium Mature Trees	283
Total Small/Mature Trees	800

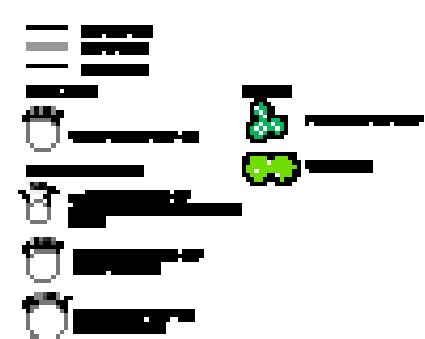


Figure 48. Tree Canopy Plan

7.0

Plan Of Subdivision

DRAFT PLAN OF SUBDIVISION

The Draft Plan of Subdivision prepared by J.D. Barnes Limited in support of the Proposed Development establishes the overall structure for the Site. It coordinates the layout of streets, blocks, and open spaces to support connectivity and a coherent built form pattern. The Draft Plan of Subdivision establishes a clear framework to guide future development.

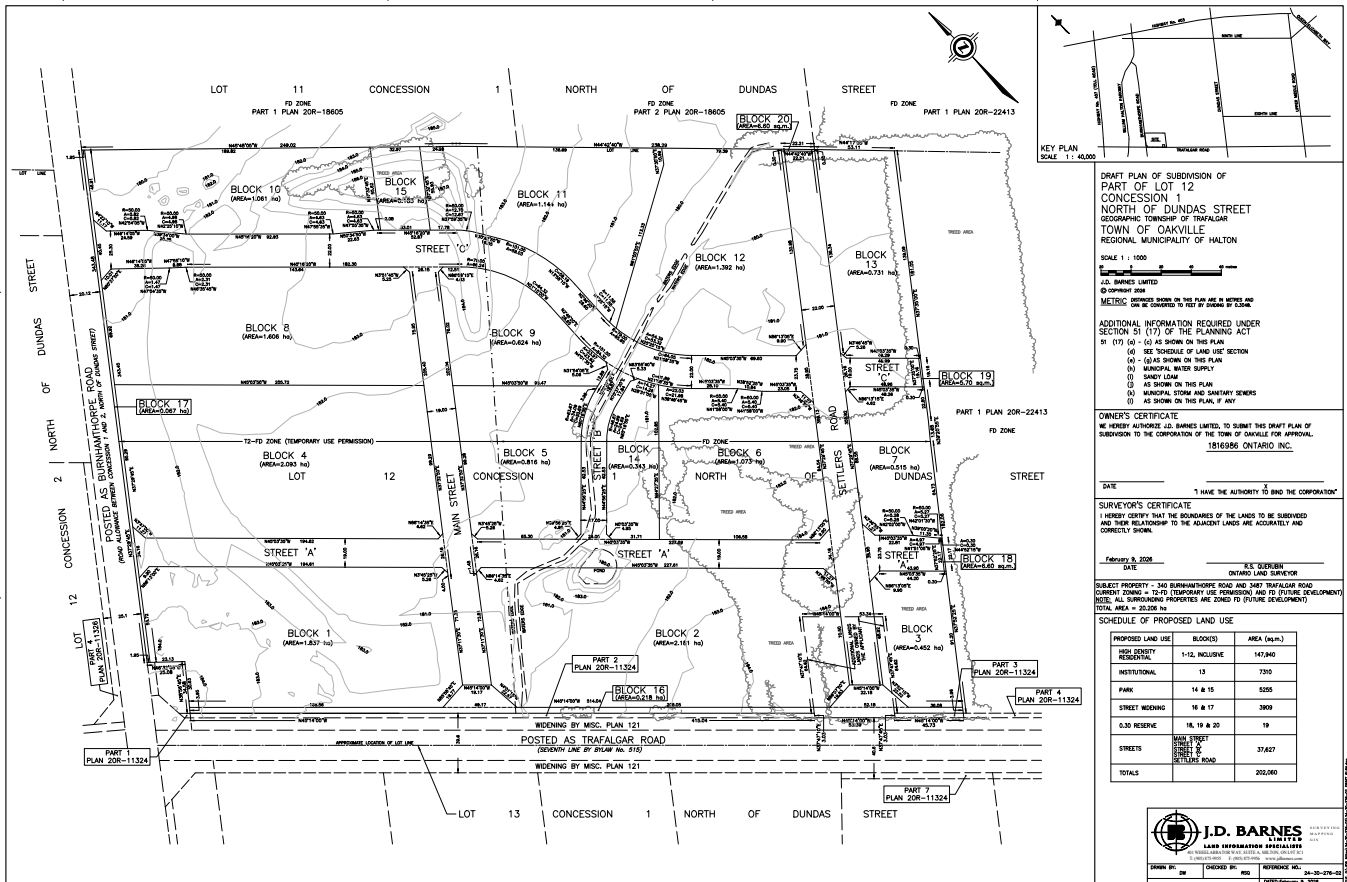


Figure 49. Draft Plan of Subdivision

8.0

Implementation – Phasing Plan

CONCEPTUAL PHASING STRATEGY

A conceptual approach to development phasing has been established to help guide the long-term implementation of the Proposed Development. This approach to phasing for the Site takes into account site servicing and infrastructure, density and open space delivery, and provision of retail and amenity spaces.

This phasing strategy is conceptual and may change as the Proposal is advanced. Additionally, the seven phases identified are considered broad phases that would have many sub-phases within them, to be determined in the future.

PHASE 1

The first phase of development includes Blocks 2 and 3, the two south-west blocks, as well as the first sections of Settlers Road and Main Street, and the southern portion of Street A. This approach incorporates needed servicing with Settlers Road within the first phase, as well as provides access at the traffic signal at Trafalgar Road and Settlers Road which will support traffic flow early on. Servicing along Settlers Road is required for future development. Additionally, Phase 1 delivers population and density along Trafalgar Road to support the future Trafalgar Road BRT and the addition of larger retail in later phases. The initial portion of Main Street developed in Phase 1 will allow some retail to be incorporated early on, to support the needs of residents in Phase 1. The Phase 1 roads set the stage for the future network and will establish access for the construction of future phases.

PHASE 2

Phase 2 includes Block 1, the mixed-use block at the north-west corner of Trafalgar Road and Burnhamthorpe, as well as the completion of the northern portion of Street A. This block delivers the most units for the Site, as well as key placemaking elements, such as the large-scale grocery store and additional grade related retail. Completing Street A formalizes the interior north-south connection, through the Site and north to Burnhamthorpe. Delivering a high-density block early on in the development will support Trafalgar Road as a Transit Corridor and will provide the density needed to support the retail investment.

PHASE 3

The third phase of development includes the remaining section of Main Street, as well as adjacent buildings within Blocks 3, 5 and 9, the first portion of the Linear Commons, The Square, Green Gate Parkette, the open space connection to the future community park, the northern section of Street C, and the entirety of Street B. This phase intends to create key placemaking elements including The Square and Main Street, as well as links to the surrounding context including connections up to Burnhamthorpe and to the Community Park.

PHASE 4

Phase four includes completing Block 4 and developing all of Block 8 and the northern portion of the Linear Commons. This phase will form the street frontage along Burnhamthorpe Road, as well as the formalizing the street edges along Street A and Main Street. The large portion of the Linear Commons and Green Gate Parkette developed in this phase will provide substantial open space amenity for the development and expand the network of active transportation links through the Site.

PHASE 5

The fifth phase of development includes the next section of Settlers Road, the final section of Street C, and the development of all of Blocks 6 and 7, as well as the Neighbourhood Park. This phase continues the east west road infrastructure into the Site and introduce a new public park for the community.

PHASE 6

Phase six includes the lower density residential development in Block 10, completing frontage along Burnhamthorpe Road and framing the western edge of the future community park.

PHASE 7

The final phase of development includes residential development in Blocks 11 and 12, as well as the final section of the Linear Commons and open space connection to the future secondary school.



Figure 50. Conceptual Phasing Strategy

9.0

**Shadow Study
and Wind Study**

SHADOW IMPACT AND ANALYSIS

Urban Strategies Inc. was retained to prepare a Sun/Shadow Study and Analysis Memo on the Proposed Development.

The Shadow Impact Analysis concludes that while the proposed development will introduce new shadowing, these impacts are appropriately limited and consistent with the planned intensification of the area. The building design, including slender tower floorplates and generous spacing, helps minimize shadow effects by allowing shadows to move quickly across the Site. Open spaces are distributed to maintain usability and provide a balance of sun and shade throughout the day.

With respect to the Town's criteria, the development provides adequate sunlight access to residential amenity areas, with a mix of sun and shade available across the site at different times. Public spaces, including the future park, school sites, and surrounding sidewalks, are expected to receive at least five hours of continuous sunlight during key periods, meeting the intent of the guidelines. While some shadowing will occur on surrounding buildings and rooftops, including during winter conditions, sufficient sunlight remains available for potential solar energy use.

Overall, the analysis finds that the Proposed Development will not result in undue adverse shadow impacts on the site or surrounding lands, and that the level of shadowing is appropriate within the context of the applicable planning framework.

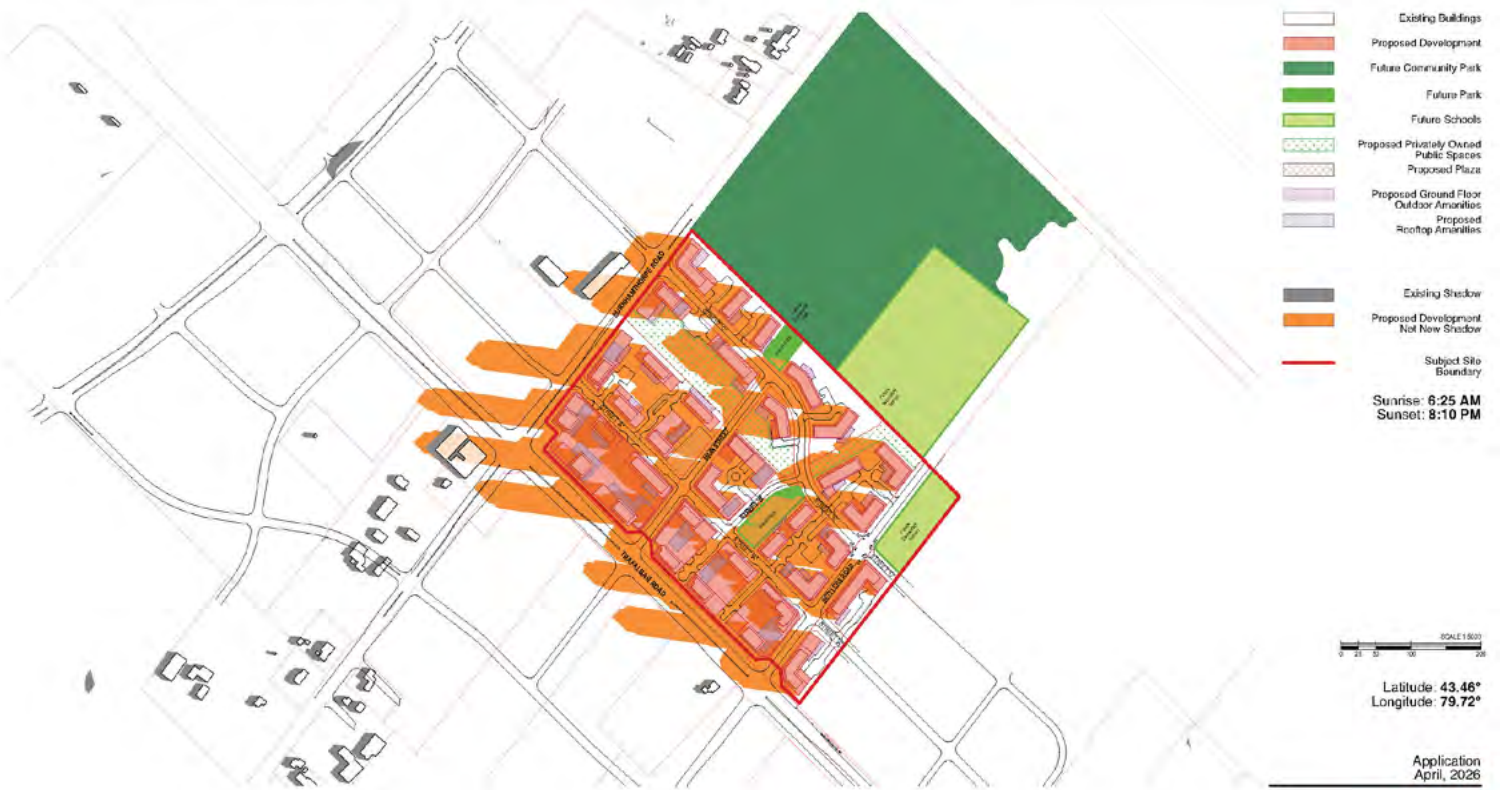
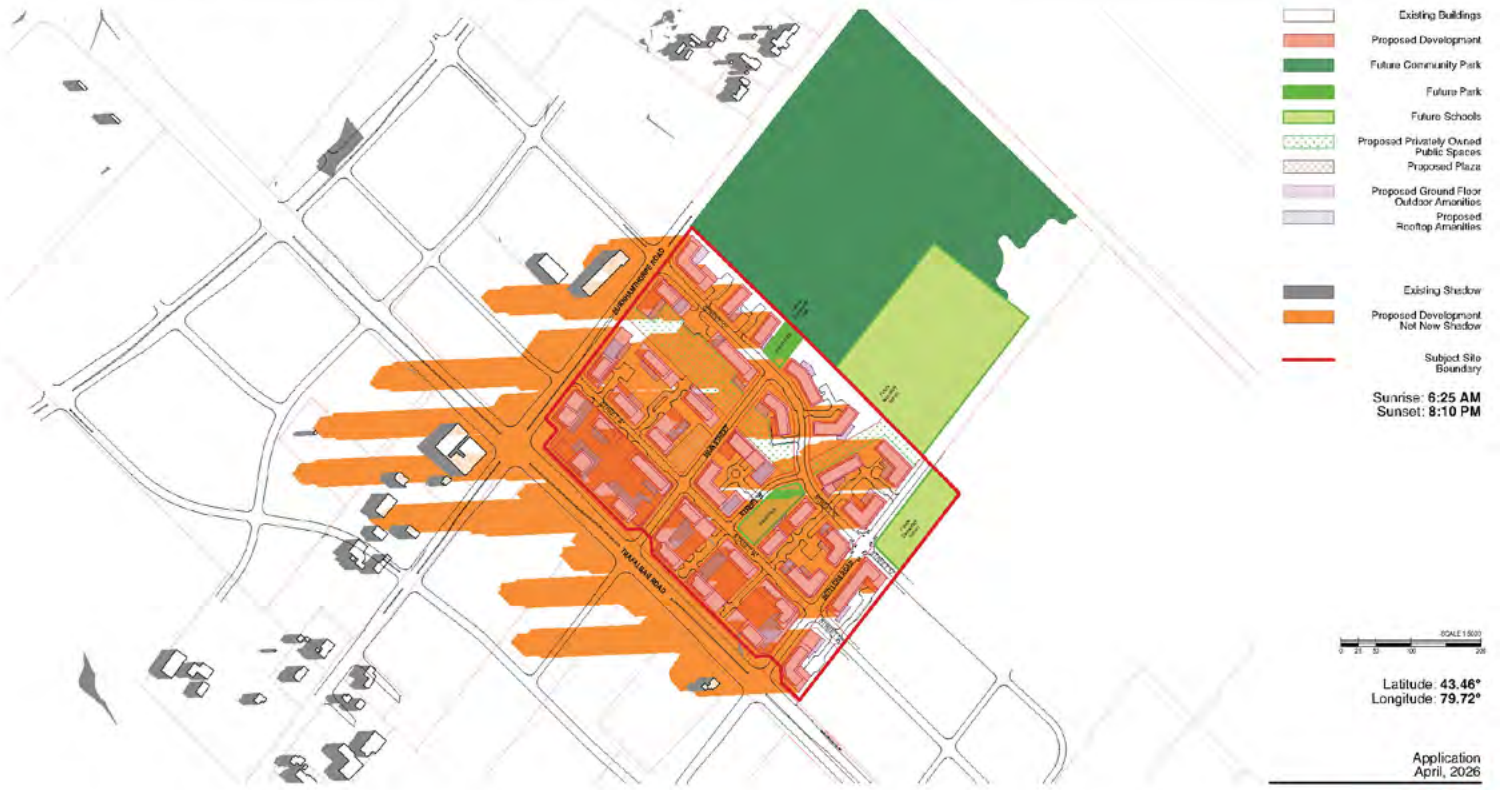
WIND IMPACT AND ANALYSIS

RWDI was retained to provide an assessment of the potential pedestrian level wind impact of the Proposed Development. Our assessment was based on a computational modelling and simulation of wind flows in combination with information on the local wind climate, the current design of the proposed development and the existing surroundings.

Existing wind conditions at the Site, which is currently open and undeveloped, are characterized by relatively high wind speeds, with conditions generally comfortable for walking in the summer but uncomfortable in the winter. The introduction of the proposed development is expected to improve these conditions by disrupting wind flow across the Site, resulting in more comfortable pedestrian conditions within and along surrounding streets. Built form elements such as stepped massing, articulated corners, and low podiums are anticipated to further reduce wind impacts at grade.

Some localized areas, particularly around building corners and between buildings along Burnhamthorpe Road and Trafalgar Road, are expected to experience higher wind activity due to exposure to prevailing winds. Wind conditions within proposed parks, plazas, and other ground-level amenity spaces are generally expected to be suitable for seasonal use, with the exception of the garden area between Blocks 4 and 8, where higher wind speeds are anticipated.

The proposed landscaping strategy, including trees and planting beds, is expected to assist in mitigating wind conditions by providing wind buffering and encouraging pedestrian activity closer to building façades. Additional wind control measures are recommended for certain areas, including podium-level amenity spaces and identified windy zones, to support comfortable use for seating and leisure activities. Wind tunnel testing is recommended at the Site Plan Approval stage to confirm predicted conditions and refine mitigation strategies.





- Existing Buildings
- Proposed Development
- Future Community Park
- Future Park
- Future Schools
- Proposed Privately Owned Public Spaces
- Proposed Plaza
- Proposed Ground Floor Outdoor Amenities
- Proposed Rooftop Amenities

- Existing Shadow
 - Proposed Development Not New Shadow
 - Subject Site Boundary
- Sunrise: 6:25 AM
Sunset: 8:10 PM



Latitude: 43.46°
Longitude: 79.72°

Application
April, 2026



- Existing Buildings
- Proposed Development
- Future Community Park
- Future Park
- Future Schools
- Proposed Privately Owned Public Spaces
- Proposed Plaza
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- Sunset: 8:10 PM

SCALE 1:500

Latitude 43.46°
Longitude 79.72°

Application
April, 2026



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- Future Park
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SCALE 1:500

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Application
April, 2026





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- Proposed Plaza
- Proposed Ground Floor Outdoor Amenities
- Proposed Rooftop Amenities

- Existing Shadow
- Proposed Development Not New Shadow
- Subject Site Boundary

Sunrise: 6:25 AM
Sunset: 8:10 PM

SCALE 1:500
0 25 50 75

Latitude: 43.46°
Longitude: 79.72°

Application
April, 2026



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- Future Park
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- Proposed Plaza
- Proposed Ground Floor Outdoor Amenities
- Proposed Rooftop Amenities

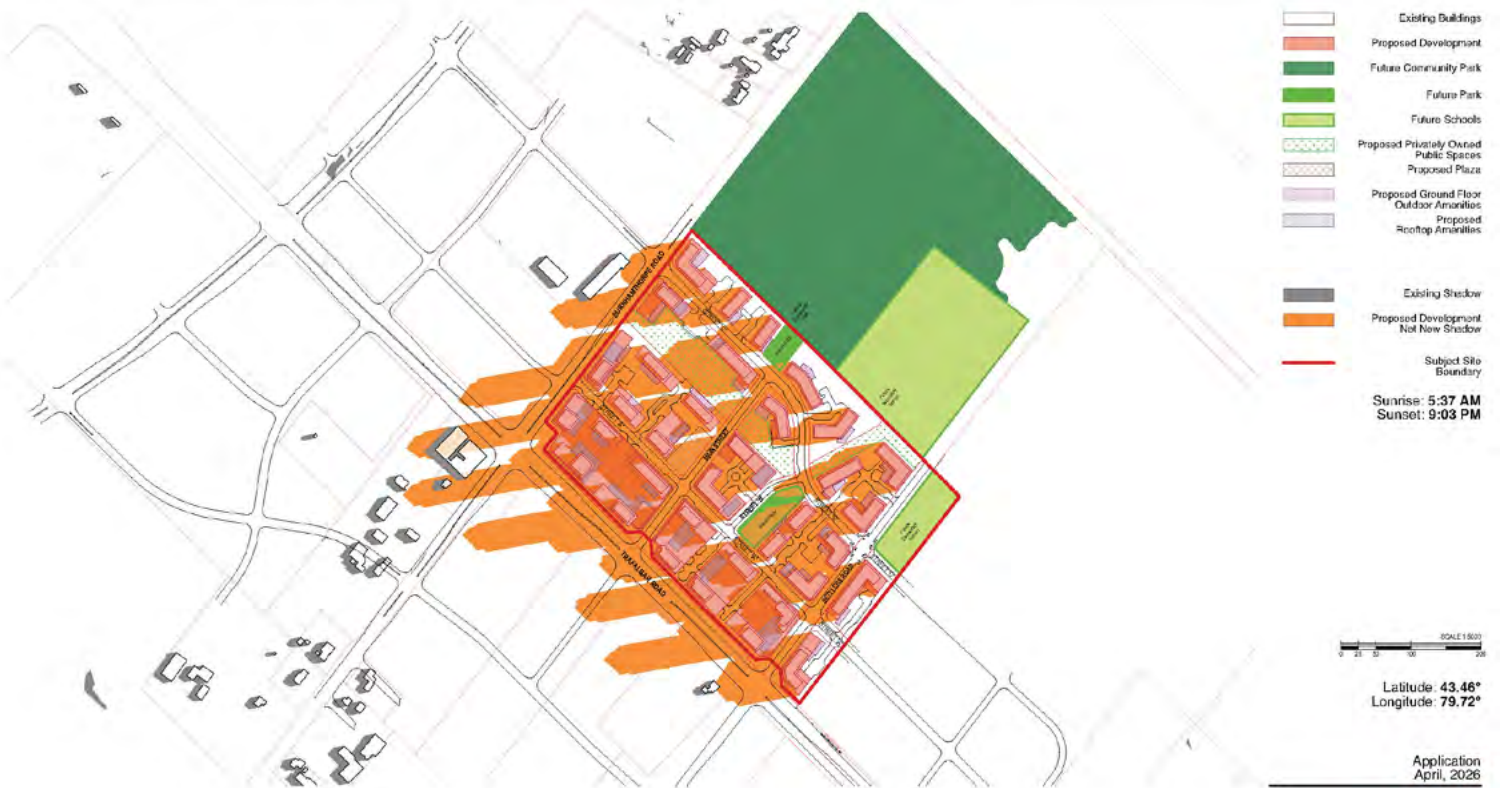
- Existing Shadow
- Proposed Development Not New Shadow
- Subject Site Boundary

Sunrise: 6:25 AM
Sunset: 8:10 PM

SCALE 1:500
0 25 50 75

Latitude: 43.46°
Longitude: 79.72°

Application
April, 2026





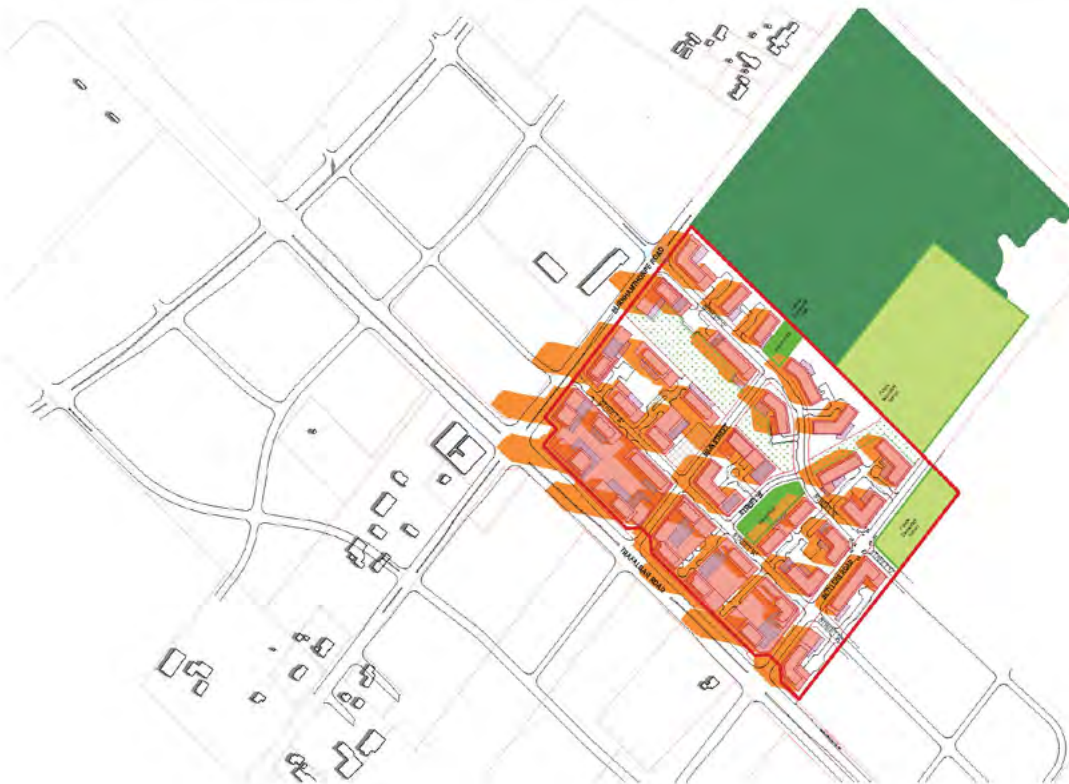
- Existing Buildings
- Proposed Development
- Future Community Park
- Future Park
- Future Schools
- Proposed Privately Owned Public Spaces
- Proposed Plaza
- Proposed Ground Floor Outdoor Amenities
- Proposed Rooftop Amenities
- Existing Shadow
- Proposed Development Not New Shadow
- Subject Site Boundary

Sunrise: 5:37 AM
Sunset: 9:03 PM



Latitude: 43.46°
Longitude: 79.72°

Application
April, 2026



- Existing Buildings
- Proposed Development
- Future Community Park
- Future Park
- Future Schools
- Proposed Privately Owned Public Spaces
- Proposed Plaza
- Proposed Ground Floor Outdoor Amenities
- Proposed Rooftop Amenities
- Existing Shadow
- Proposed Development Not New Shadow
- Subject Site Boundary

Sunrise: 5:37 AM
Sunset: 9:03 PM



Latitude: 43.46°
Longitude: 79.72°

Application
April, 2026







- Existing Buildings
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- Future Park
- Future Schools
- Proposed Privately Owned Public Spaces
- Proposed Place
- Proposed Ground Floor Outdoor Amenities
- Proposed Rooftop Amenities

Existing Shadow
Proposed Development Not New Shadow

Subject Site Boundary
Sunrise: 5:37 AM
Sunset: 9:03 PM



Latitude: 43.46°
Longitude: 79.72°

Application
April, 2026



- Existing Buildings
- Proposed Development
- Future Community Park
- Future Park
- Future Schools
- Proposed Privately Owned Public Spaces
- Proposed Place
- Proposed Ground Floor Outdoor Amenities
- Proposed Rooftop Amenities

Existing Shadow
Proposed Development Not New Shadow

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Sunrise: 7:05 AM
Sunset: 7:18 PM



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Sunrise: 7:05 AM
Sunset: 7:18 PM



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Sunrise: 7:05 AM
Sunset: 7:18 PM

SCALE 1:800
0 25 50

Latitude: 43.46°
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Application
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Sunrise: 7:05 AM
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SCALE 1:800
0 25 50

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April, 2026









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Conclusion

The design vision for the Proposed Development is shaped by its strategic location within Northeast Oakville and its role as an important point of connection between future neighbourhoods, community amenities and infrastructure, and areas planned for growth. This Proposal responds to the planned future context by introducing a high-density, mixed-use precinct that expands the range of housing, employment, retail, and open space opportunities available in the area.

The proposed built form and site organization are intended to support appropriate transitions in height, massing, and use along Trafalgar Road and Burnhamthorpe Road, and in relation to adjacent lands, including the planned Community Park and school sites. As these surrounding areas are not yet fully established, the approach reflects a preliminary framework that will be further refined as the broader context takes shape through future planning stages. A variety of building types and configurations contributes to a distinct identity and skyline, while maintaining generous separation distances, access to daylight, and framed views toward the planned Community Park to the east.

Density and land use are arranged to support transit-oriented development objectives and to optimize existing and planned transit infrastructure, including the future Trafalgar Road BRT. Active ground-floor uses are concentrated along key streets and open spaces, such as The Square, reinforcing a pedestrian-focused environment through animated frontages, pedestrian-scaled streetscapes, and a high-quality public realm.

A connected network of new public streets, shared amenity areas, and active transportation links enhance access and permeability across the Site, connecting the development to surrounding destinations in the area. This circulation framework is designed to support phased implementation and long-term adaptability.

Open spaces are distributed throughout the Site as integral components of the overall master plan, offering a range of settings that support daily activity, social interaction, and recreation. These spaces respond to the Site's relationship with nearby community facilities and complement the Joshua Creek Natural Heritage System.

The Proposal establishes a clear, flexible framework for growth that supports a complete, transit-supportive community. By integrating a mix of uses, well-considered built form transitions, and a connected system of high quality streets and open spaces, the Proposed Development contributes positively to the evolving character and future goals for Northeast Oakville.

**URBAN
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INC .**