URBAN DESIGN BRIEF

PREPARED FOR:

Official Plan Amendment ('OPA'), Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision New Horizon Development Group and Wyatt Developments

3275 Trafalgar Road, Oakville, Ontario

File no. 24334 B





MHBC - MacNaughton Hermsen Britton Clarkson Planning Limited 230-7050 Weston Road Woodbridge, ON L4L 8G7

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by New Horizon Development Group and Wyatt Developments (the "Owners") to seek approval for the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications to redevelop lands located at 3275 Trafalgar Road, in the Town of Oakville (hereinafter referred to as the "Subject Lands" or "Site").

The Subject Lands are located within Ward 7 of the Town of Oakville, on the east side of Trafalgar Road, north of Dundas Street East, with a total area of approximately 36,062 square metres (1.61 hectares) and are

envisioned to be developed as a two-phase mixed-use community. Phase 1 proposes the development of two mixed-use towers, 27- and 30-storey connected by a 6-storey podium, along with two blocks of 3-storey townhouses, located on the western portion of the Subject Lands . Phase 2 will consist of two 14-storey residential buildings situated on the eastern portion of the Site, with access to be provided via future local roads.

This Urban Design Brief focuses exclusively on Phase 1, which includes Parcels 1A and 1B, collectively covering an area of approximately 8,108 square metres (0.81 hectares).

This Urban Design Brief illustrates the proposal's conformity to the Town of Oakville Official Plan, as well as compliance with the Oakville Liveable Urban Design Guidelines, all of which are applicable to the Subject Lands.

Please do not hesitate to contact us if you have any questions or wish to discuss the brief in further detail.

Sincerely;

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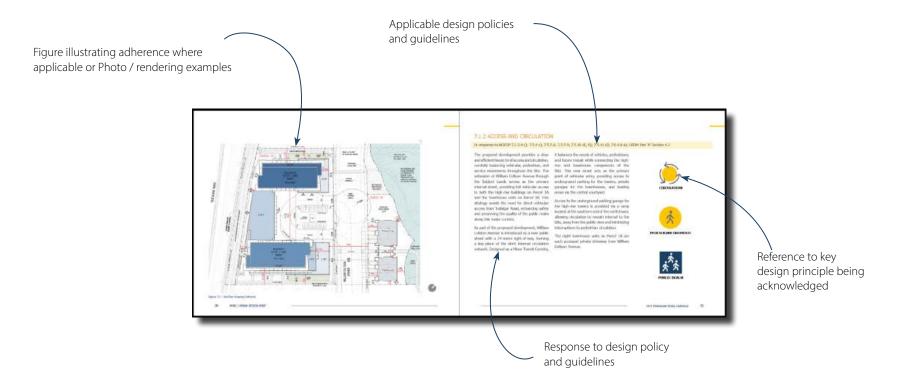
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HOW TO READ THIS BRIEF

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to

outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.



3.0

SITE AND CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Lands are located on the east side of Trafalgar Road, north of Dundas Street East, within the area generally known as North Oakville. The lands consist of a single, roughly rectangular lot with a total area of approximately 36,062 square metres (1.61 hectares).

The property features a varied topography and currently contains a residential building, two accessory structures, and a combination of paved and dirt parking areas. The west portion of the Site includes notable tree cover, while the remainder is primarily open space with boundary trees concentrated along the northwest and west property lines.



Subject Lands

Figure 3.1: Location Map

3.2 SURROUNDING CONTEXT

The surrounding area is a mix of agricultural lands, emerging residential developments, and institutional uses, reflecting the ongoing transition of North Oakville from rural to urban form. The immediate context includes:

- **North:** A one-storey place of worship and associated parking lot, along with a one-storey residential building located at 3301 Trafalgar Road. The site to the north also contains a small pond and a large area of green open space.
- **South:** The Oakvillage master-planned community, which includes a mix of highrise towers and townhouses, is situated immediately to the south. Phases 1 and 2 have been completed, while Phases 3 and 4 are currently under construction, contributing approximately 1,410 new residential units.
- **East:** Predominantly agricultural lands to the northeast and a residential subdivision with mainly single-detached dwellings to the southeast.
- **West:** Largely agricultural lands, which are designated for future high-density development under the North Oakville East Secondary Plan.



Figure 3.2: View of the Subject Lands from Trafalgar



Figure 3.4: View looking East of the Subject Lands



Figure 3.3: View looking South of the Subject Lands



Figure 3.5 : View of the property located West of the Subject Lands

3.3 RECENT DEVELOPMENT CONTEXT

The development activity surrounding the Subject Lands reflects a significant shift towards intensification and urban transformation in North Oakville. Within proximity of the site, several major development proposals are either under construction or under review by Town Staff:

1. Oakvillage (Under Construction): Located immediately south of the Subject Lands, Oakvillage is a master-planned community that will introduce 1,410 new residential units through a combination of stacked townhomes and three high-rise residential towers ranging from 16 to 20 storeys. Phases 1 and 2 are now complete,

while construction for Phases 3 and 4 is currently underway.

- 2. 3064 Trafalgar Road (Proposed): Situated further south on the east side of Trafalgar Road, this proposal includes two residential towers of 20 storeys, with potential permissions up to 30 storeys through bonusing provisions of the Official Plan. The most recent Site Plan Application for two 30-storey towers was submitted in June 2024.
- **3. Green Ginger (Proposed):** Located southwest of the Subject Lands, this largescale mixed-use development proposes 491 freehold townhouse units and 7 Urban Core

blocks fronting Trafalgar Road. These blocks are expected to contain approximately 4,415 condominium units and 2,554 square metres of ground-floor retail/service commercial space, with proposed building heights ranging from 6 to 30 storeys. A revised Zoning By-law Amendment and Draft Plan of Subdivision were submitted in May 2024, and the application is currently under appeal.

These developments reflect the Town's broader vision for the North Oakville area, promoting a mix of high-density residential and mixed-use forms, with a strong emphasis on walkability, transit-supportive density, and complete community building.



Figure 3.6 : View of Under-Construction Development at Oakvillage



Figure 3.7 : View of Proposed Development at 3064 Trafalgar Road

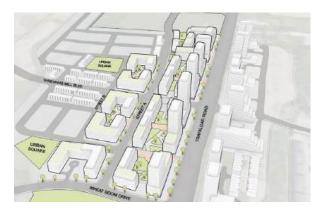


Figure 3.8: Green Ginger Concept Massing

3.4 TRANSPORTATION CONTEXT

3.4.1 ROAD NETWORK

The Subject Lands have frontage along Trafalgar Road, a major four-lane arterial roadway classified as a Major Arterial/Transit Corridor in the North Oakville Secondary Plan and Schedule 'C' of the Livable Oakville Official Plan. Trafalgar Road plays a critical role in regional mobility, accommodating high volumes of through traffic and acting as a key connection between communities and Provincial Highways.

As part of the planned community in the area, William Coltson Avenue, a public street currently under development to the south of the Subject Lands will be extended north. This extension will continue through Phase 1 of the proposed development, forming a critical north-south spine that facilitates vehicular, pedestrian, and cycling connections within the Site and to the broader community.

3.4.2 TRANSIT

The Subject Lands are served by Oakville Transit Route 1 – Trafalgar, which operates in a north-south direction between Highway 407 and the Oakville GO Station, offering a direct local connection to the regional transit network. The Oakville GO Station provides access to the Lakeshore West GO Train Line, GO Bus Services, VIA Rail, and connections across the Greater Toronto and Hamilton Area (GTHA).

Trafalgar Road is identified in the 2041 Regional Transportation Plan as a potential Bus Rapid Transit (BRT)/Light Rail Transit (LRT) corridor, providing rapid service between Highway 407 and the Oakville GO Station. The Town of Oakville is in the process of updating its Transportation Master Plan (TMP), with completion anticipated in 2025.

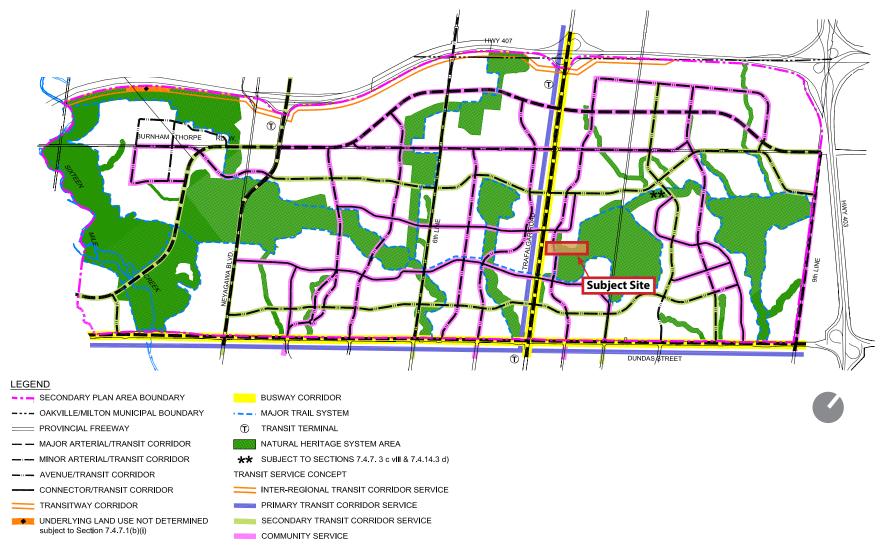


Figure 3.9: North Oakville East of Sixteen Mile Creek Secondary Plan - Figure NOE 4 Transportation Plan

3.4.3 ACTIVE TRANSPORTATION

of Oakville promotes Town The comprehensive approach active transportation through its Transportation Master Plan "Switching Gears" (2013) and the Active Transportation Master Plan (ATMP) (2017 Update Providing practical, sustainable mobility solutions that support future The above-mentioned underway growth. Transportation Master Plan study will serve as an update to the 2018 ATMP and 2017 ATMP, which is anticipated to be completed in 2025.

Since the introduction of the ATMP in 2017, Oakville has implemented over 200 kilometres of bike lanes, multi-use pathways, and signed routes, along with the installation of 200 public bike racks. Several planned cycling facilities are in proximity to the Subject Lands, with additional infrastructure planned as part of long-term growth strategies.

Planned Active Transportation Infrastructure near the Subject Lands includes:

- Bike Lanes (On-Road) along Trafalgar Road;
- A Signed Bike Route (On-Road) along the future east-west road immediately north of the Subject Lands;

- Connectivity to a multi-use trail along Dundas Street East to the south; and,
- Future bike lanes on Burnhamthorpe Road and adjacent areas to the west.

These planned facilities will form part of a broader network that accommodates a range of users of all ages and abilities, supporting Oakville's vision for a safe, connected, and sustainable active transportation system.

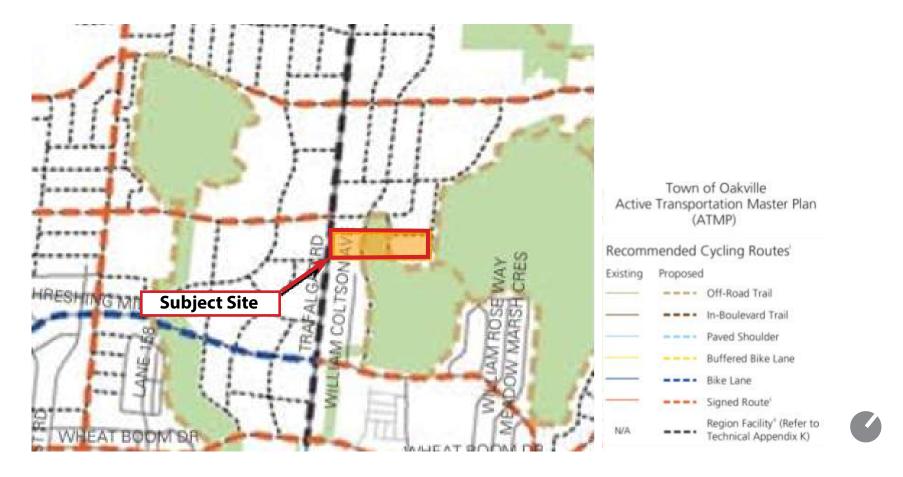


Figure 3.10: North Oakville East of Sixteen Mile Creek Secondary Plan - Figure NOE 4 Transportation Plan

3.5 PARKS, OPEN SPACES AND NATURAL FEATURES

The Subject Lands benefit from both immediate and surrounding access to a diverse network of parks, open spaces, and natural features that support a healthy and active community lifestyle.

A natural heritage feature, identified in the North Oakville Master Plan (Figure 3.11), runs through the Subject Lands, dividing the Site into two distinct development areas.

Buttonbush Park is located directly adjacent to the east and south boundaries of the Subject Lands, providing immediate access to green space.

Additional nearby amenities include William Rose Park and Blackfair Trail to the south, Veronica Tyrell Park to the east, and Morrison Creek Trail to the southwest, offering recreational opportunities and contributing to the area's natural character. The Subject lands have many Ponds located to the south.

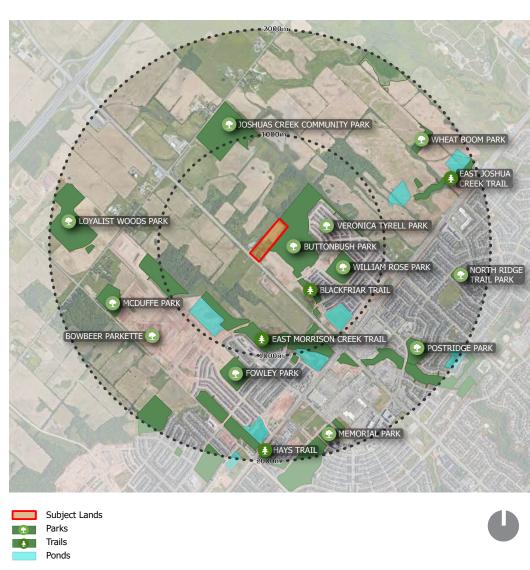


Figure 3.11: Parks and Open Spaces

4.0

DESIGN VISION AND PRINCIPLES

4.1 Design Vision

The proposal seeks to transform the Subject Lands into a contemporary, transit-oriented community that reinforces the Town of Oakville's vision for complete, compact, and walkable urban centres. The proposed development will contribute to the future of a dynamic community north of Dundas along Trafalgar Road.







Figure 4.1: Proposed Rendering of West Facade along Trafalgar Road

4.2 GUIDING PRINCIPLES

1. Transit-Supportive Development:

- Increase the density of development along transit corridors to encourage public transit use.
- Enhance pedestrian and cycling infrastructure to support transit access and encourage active transportation and a healthier lifestyle.

2. Connected and Accessible Community:

- Create a network of streets by conveying land to new public roads.
- Develop a comprehensive, safe, attractive network of pedestrian pathways and cycling routes.
- Ensure all buildings are accessible.

• Improve connectivity between the proposed development and surrounding areas.

3. High-Quality Public Realm:

- Reconstruct Provincially Significant Wetland (PSW) and woodlot buffers (Phase).
- Orient and place the proposed buildings at, or near, the street edge to animate and enhance the adjacent public realm.

4. Excellence in Architecture:

- Promote innovative and sustainable architectural designs.
- Ensure the Proposal complements the planned urban fabric.

 Create a fitting development through the buildings' orientation, scale, massing and use of materials.

5. Sustainability and Resiliency:

- Emphasize energy efficiency in building design.
- Encourage sustainable transportation by promoting alternative modes of transportation such as public transit, walking, and cycling.
- Enhance community well-being by integrating green spaces and pedestrian paths into the development.







THE PROPOSAL

The Owner is proposing to redevelop the Subject Lands, which have a total area of approximately 36,062 square metres (1.61 hectares), through a two-phase mixed-use development.

Phase 1 will occupy the western portion of the Site along Trafalgar Road, while Phase 2 is planned for the eastern portion, with future access coordinated through local roads extending from adjacent lands to the north.

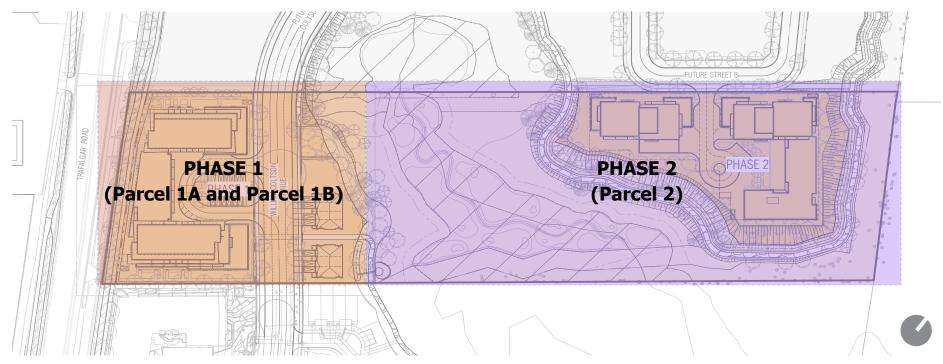


Figure 5.1: Context Plan showing Phase 1 and Phase 2

Phase 1

The western portion of the Subject Lands will be redeveloped as Phase 1 with a mixed-use development consisting of two towers, 27- and 33-storey, connected by a 6-storey podium and two 3-storey townhouse blocks. Phase 1 occupies approximately 8,108 square metres (0.81 hectares) of land and is divided into Parcel 1A and Parcel 1B, which are separated by the northern extension of William Coltson Avenue, a new public street providing access through the Site.

Parcel 1A, located between Trafalgar Road and William Colston Avenue, has an area of 6,415 square metres and contains the high-rise component, delivering 816 residential units within the podium and towers, of which 6 units are designed as live/work units, with a proposed Floor Space Index (FSI) of 8.18. Parcel 1B, located east of William Coltson Avenue, measures 1,693 square metres and accommodates 7 townhouse units, with a proposed FSI of 0.74 within two townhouse blocks.



Figure 5.2: Context Plan - Phase 1

The proposal has been sited and massed to fit appropriately on the Subject Lands and within the area context, having regard for the use, scale, and siting of adjacent buildings and surrounding properties.

The proposal provides a minimum of 6.8 metres of land toward Trafalgar Road for road widening. A minimum 3.0-metre building setback is maintained along the Trafalgar Road frontage from the new property line, with staggered building faces reflecting the curve of the right-of-way. The planned road widening along Trafalgar Road is integrated into the development's siting strategy, ensuring the proposed built form supports an enhanced and safe public realm.

The proposed building contains a C-shaped 6-storey podium framing a central courtyard that accommodates a vehicle turning circle, visitor parking, loading, and fire access. The podium sets back 7.5 metres from the north and south property lines and 3 metres from the future property line along William Colston Avenue. Two mid-block connections are proposed along the south and north edges of the Subject Lands, connecting Trafalgar Road to William Colston Avenue.

The podium contains at-grade active uses along all the public frontages of the podium, including residential and live/work units and the main residential lobby on Trafalgar Road

and indoor amenity spaces on William Coltson Avenue extension. The main entrance is visible and accessible from Trafalgar Road and the internal courtyard.

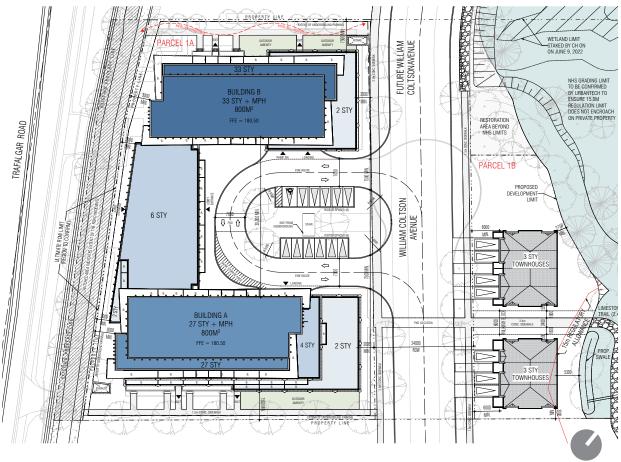
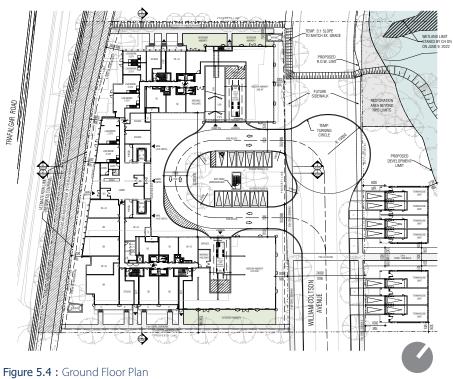


Figure 5.3: Site Plan - Phase 1



OUTDOOR AMENTY 681.0MP

Figure 5.5 : Seventh Floor Plan

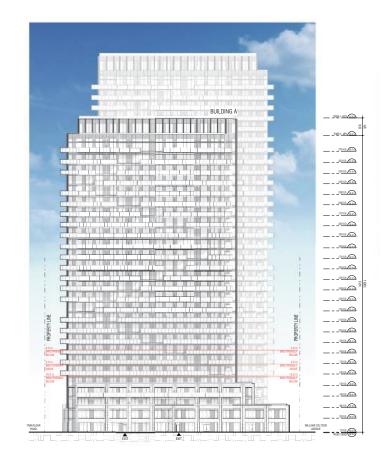
On the eastern side, the C-shaped podium provides 2-storey streetwall along William Coltson Avenue extension, across from the proposed 3-storey townhouse blocks and future open space. In contrast, on Trafalgar Road, the streetwall will be 6-storeys, which incorporates varied setbacks along the

Regional Road, breaking up the length of the streetwall.

The proposed two towers are set back from the 2-storey streetwall on the future local road. Tower A is set back a minimum 4.75 metres while Tower B is set back a minimum 13.72 metres. Along Trafalgar Road, the two proposed towers are connected by the 6-storey podium and meet the ground with no stepback defining the two end corners of the proposed development. The two towers are sited to provide a 30 metres tower separation distance.



Figure 5.6: East Elevation Figure 5.7: South Elevation



The two 3-storey townhouse blocks, located on Parcel 1B to the east of William Coltson Avenue, have been carefully sited to ensure a sensitive relationship with the planned context. Each block is set back minimum 6.0 metres from the future street right-of-way, allowing for landscaped front yards and individual private entrances.

The townhouses maintain a 3.0-metre setback from the south property line and a minimum 2.75-metre setback from the Natural Heritage System situated east. A separation distance of approximately 9.0 metres is provided between the two townhouse blocks, containing a concrete mid-block connection and landscaping.



Figure 5.8: North Elevation of the Townhouses



Figure 5.9: West Elevation of the Townhouses

The northern extension of William Coltson Avenue, with a 24-metre right-of-way, will function as the primary vehicular access route for both the high-rise and townhouse components of Phase 1, creating an internal spine that connects residents and visitors to key circulation points throughout the development. This new public street provides direct access to the underground parking facility for the high-rise buildings, as well as to the individual private garages associated with

the townhouses. A 6.0-metre-wide driveway is provided through the central courtyard, accessed from William Coltson Avenue, which facilitates internal circulation for vehicular drop-off, visitor parking, fire access, and loading and servicing operations for both towers.

The high-rise component on Parcel 1A includes five levels of underground parking, accessed via a ramp located at the southern end of the north tower. The underground structure spans nearly the entirety of the parcel and accommodates 864 vehicle parking spaces, which includes 122 visitor spaces and 10 barrier-free spaces, along with 816 bicycle parking spaces, some equipped for e-bike charging.

On Parcel 1B, each of the eight townhouse units is equipped with an integrated at-grade garage, accessed via William Coltson Avenue.

The proposed high-rise development includes two at-grade indoor amenity spaces facing the future local street, each directly connected to an outdoor amenity space. Additionally, there are two indoor amenity spaces at the base of each tower on the 7th floor, directly connected to a roof top outdoor amenity space located between the two towers facing Trafalgar Road on one side and the courtyard on the other side. The seventh-floor podium rooftop includes landscaping, seating areas, and children's play zones, offering residents a mix of quiet retreat and active communal space.

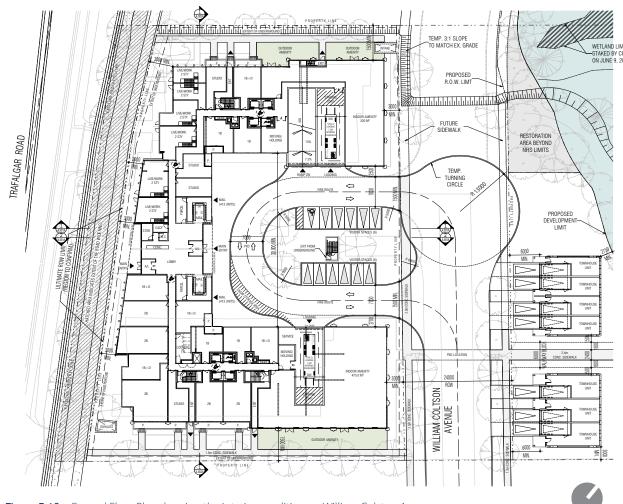


Figure 5.10: Ground Floor Plan showing the interim condition on William Colston Avenue

Phase 2

Phase 2 of the proposed development encompasses two 14-storey (43.5 metres) buildings located at the rear of the Site, separated from Phase 1 by the reconstructed Provincially Significant Wetland (PSW) and woodlot buffers. Access to the proposed buildings in Phase 2 is provided via future local roads through 3301 Trafalgar Road. The future local roads will connect from William Coltson Avenue, then turn east to run along the northern edge of 3301 Trafalgar Road (shown as 'Future Street A' on the Context Plan) and then turns south (shown as 'Future Street B' on the Context Plan) to access Phase 2 of the proposed development. Right-of-way access achieved through the adjacent lands to the north will be required to initiate Phase 2 and will be a requirement of the Holding Provisions that apply to the rear of 3275 Trafalgar Road. Phase 2 of the proposed development consists of two 14-storey towers, each with a 6-storey podium. Phase 2 involves the development of the east portion of the Subject Lands, labelled as Parcel 2 on the submitted plans.

Phase 2 contains an overall site area of approximately 3 hectares and proposes a combined GFA of 26,860 square metres. The majority of the land area for Phase 2 includes the proposed reconstructed Provincially Significant Wetland (PSW) and woodlot buffers,

in addition to the residential block proposed in this phase. Phase 2 involves 463 units, a total of 2,106 square metres of amenity space, 635 parking spaces, 464 bicycle parking spaces, and amenity space and bicycle parking for the development.



Figure 5.11: Site Plan - Phase 2

6.0 POLICY CONTEXT

The existing design-related policy framework for the Subject Lands includes the North Oakville East Secondary Plan and the Liveable by Design Manual - Part 'A'.

This section delineates urban-design related objectives and policies within this regulatory framework relevant to the proposed development.

The following sections offer a summary of different aspects of the proposed design and their correlation with the key policies.

For a full analysis of the policy and regulatory framework, this Urban Design Brief should be read in conjunction with the Planning Justification Report prepared in support of this application.

6.1 NORTH OAKVILLE EAST SECONDARY PLAN ("NOESP")

The North Oakville East Secondary Plan establishes a detailed planning framework for the future urban development of the North Oakville East Planning Area (also referred to in this Secondary Plan as the Plan Area, and as North Oakville East).

Section 7.2.2 of the NOESP states that the development of North Oakville aims to balance its historical roots and small-town heritage with a forward-looking approach. The community is designed to reflect Oakville's distinct landscape, incorporating nodal development, prestigious industries, and green linkages. It seeks to be a model of smart growth and social diversity, enhancing the town's reputation for excellence and bridging the past, present, and future. The design follows the Transect system, ranging from rural to urban conditions, allowing for a variety of neighbourhoods and employment opportunities. The community will prioritize pedestrian orientation and offer a range of housing options, from executive homes to high-rise apartments.

The character of the North Oakville East area will be shaped by a planned natural heritage and open space system, ensuring environmental protection and providing a balance between active and passive recreation. This system will create distinct neighbourhoods known for their walkable streets and central nodes, which will serve as meeting places and may house essential services. The community will have a well-connected transit network, offering alternative travel options within North Oakville and connections beyond. Further, Section 7.2.3.4 outlines the visions of the Secondary Plan with regard to Urban Design. It comprises of the follow:

- a) To provide integrated community design that coordinates land use, the natural heritage and open space system, the street network and built form to reinforce the community vision.
- b) To integrate important views and vistas of the natural heritage and open space system

within community design.

- c) To create an urban fabric characterized by a connected street system that is responsive to the natural heritage and open space system and existing land uses.
- d) To promote building design variety that promotes an active, safe pedestrian realm within the streetscape.
- e) To design street sections that promote a sense of scale and provide for pedestrian comfort.
- f) To promote building forms that address the street and minimize the impact of garages and service areas on the streetscape.
- g) To encourage mixed use development along strategic corridors and at neighbourhood centres.
- j) To promote a variety of housing with diverse architecture.

The community structure of the North Oakville East of Sixteen Mile Creek Secondary Plan identifies the Subject Lands as being 'Urban Core' with a portion designated as Natural Heritage systems on Figure NOE 1 - Community Structure. The Subject Lands are within Trafalgar Road Urban Core Area. Trafalgar Road is identified as a Major Arterial Transit Corridor as illustrated on Figure 6.1. Under Section 7.3.2 of the NOESP, the Urban Core designations reflect the most urban part of the North Oakville East Plan Area. These areas provide for the densest development and the highest order activities, including a full range of residential, retail, service, commercial, entertainment, cultural, business and institutional uses.

Section 7.5 of the NOESP provides the policies related to the general design policies for the North Oakville East, including the Trafalgar Road Urban Core Area. Relevant General Design Directions in the NOESP in Section 7.5.4 include:

a) All development, particularly in the Urban Core Areas, Neighbourhood Centre and General Urban Areas, shall be designed to be compact, pedestrian and transit friendly in form. Mixed use development will be encouraged.

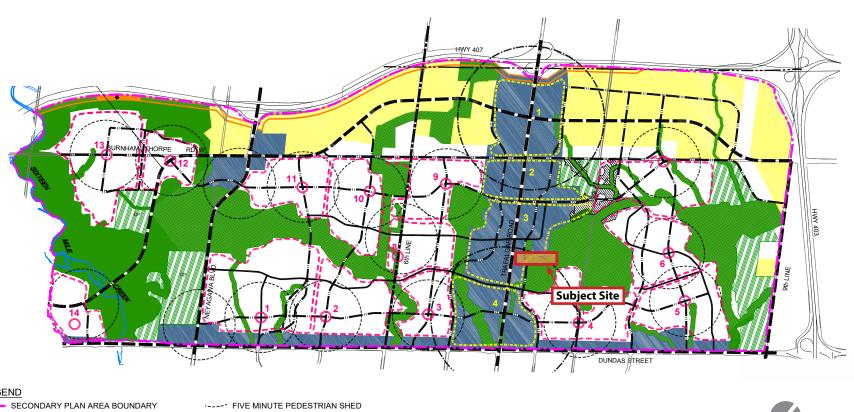
- b) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular trips and support the early integration and sustained viability of transit service.
- d) The Natural Heritage component of the Natural Heritage and Open Space System forms a central feature of the Planning Area and the development form should reflect this fact.
- g) Building densities and land uses designed to support the use of transit and the level of transit service proposed for specific areas shall be located within walking distances of transit stops and lines.

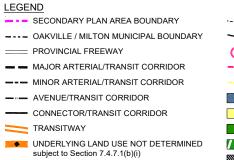
Under Building Location, Section 7.5.6 a) adds: Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street.

Generally, the heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height. Section 7.5.6 e) That the higher-density housing shall be located close to Arterial Roads, Avenues, Connectors and transit stops, within Neighbourhood Centres and the Urban Core Areas.

Section 7.5.9 a) describes the need for the creation of a human scaled environment within new development, while Section 7.5.9 b) stresses the importance of the enhancement of pedestrian comfort. Last Section 7.5.9 d) touches on landscape design that promotes the use of native species and enhancement of ecological stability and integrity.

A detailed discussion and analysis of how the proposal thoroughly addresses the urban design policies is provided in Section 7.0 of this Urban Design Brief.





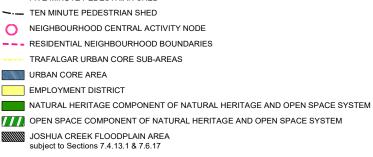


Figure 6.1: North Oakville East of Sixteen Mile Creek Secondary Plan - Figure NOE 1 Community Structure

6.2 OAKVILLE LIVEABLE BY DESIGN MANUAL ("LBDM")

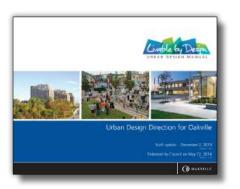
The Town of Oakville Liveable by Design Manual is intended to provide clear design direction for achieving a consistent level of quality development across the Town. The LBDM applies to all development proposals which are subject to review and planning approval by the Town. The LBDM directs that new development is designed and executed in accordance with the following six guiding design principles:

for built form. The goal is to achieve well-designed structures that harmonize with the local context, fostering liveable, functional, and visually appealing environments.

A detailed analysis of how the proposal addresses the LBDM guidelines – in conjunction with the Liveable Oakville Plan – is described in section 7.0 of this Urban Design Brief.

- 1. Sense of Identity;
- 2. Compatibility;
- 3. Connectivity;
- 4. Sustainability; and
- 5. Legacy; and
- 6. Creativity.

The design of the proposed development adheres to these guiding principles. It aligns with the surrounding context, ensuring a high-quality built environment that accommodates growth. Complementing these principles, the LBDM offers detailed design guidance



7.0 DETAILED DESIGN DIRECTION

7.1 SITE DESIGN

7.1.1 BUILDINGS PLACEMENTS AND SETBACKS

In response to NOESP 7.2.3.4 a); 7.6.4.6 a); 7.5.4 g); 7.5.6 e); 7.5.10 b) c); 7.6.4.8 f); LBDM Part 'A' Section 3.1, 3.3

The proposed development on Parcel 1A places two towers at 27- and 33-storey along Trafalgar Road, a Major Arterial and Transit Corridor, aligning taller built form with the Site's most prominent frontage and supporting the Town's vision for transit-oriented intensification along this Regional Road. Towers are connected by a 6-storey podium, which helps establish a strong, continuous and pedestrian-scaled streetwall. A minimum 3.0-metre setback is provided from the future property line on Trafalgar Road. The podium features staggered setbacks along the street, following the roadway's curvature. This design creates a dynamic and engaging public realm, ensures privacy for the ground-level residential

units, and establishes a forecourt at the main residential entrance.

The C-shaped configuration of the podium frames a central courtyard that serves as a shared outdoor space and accommodates visitor parking, fire access, and landscaping. The proposed 7.5 metres setbacks from the north and south property lines provide adequate separation from the developments on the adjacent properties while providing room for outdoor amenity spaces and midblock pedestrian connections.

The proposed at-grade 3-metre setback from the east property line along the future local road provides adequate space for landscaping and separation between the indoor amenity spaces and the future public right-of-way.

The proposed towers are set back a minimum 11.17 metres and 12.61 metres from the north and south property lines respectively, ensuring adequate separation distance from the developments on the adjacent properties. Additionally, on the Subject Lands, the proposed towers are positioned to maintain a separation distance of 30 metres, which exceeds the required 25 metres tower separation distance, ensuring privacy, sky views, and access to sunlight.







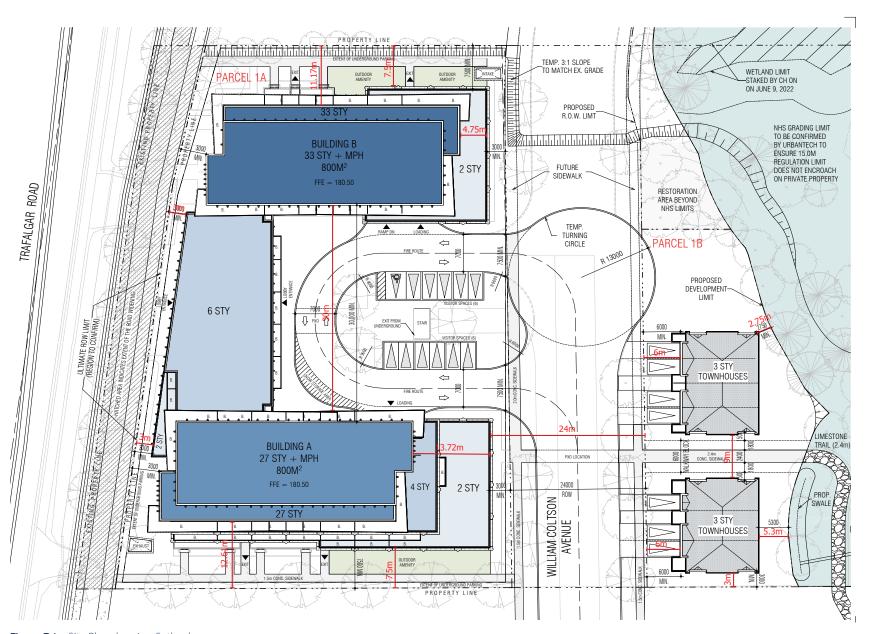


Figure 7.1 : Site Plan showing Setbacks

7.1.2 ACCESS AND CIRCULATION

In response to NOESP 7.2.3.4 c); 7.5.4 c); 7.5.5.6; 7.5.5.9; 7.5.10 d), h); 7.5.11 d); 7.6.4.8 a); LBDM Part 'A' Section 4.2

The proposed development provides a clear and efficient hierarchy of access and circulation, carefully balancing vehicular, pedestrian, and service movements throughout the Site. The extension of William Coltson Avenue through the Subject Lands serves as the primary internal street, providing full vehicular access to both the high-rise buildings on Parcel 1A and the townhouse units on Parcel 1B. This strategy avoids the need for direct vehicular access from Trafalgar Road, enhancing safety and preserving the quality of the public realm along this major corridor.

As part of the proposed development, William Colston Avenue is introduced as a new public street with a 24-metre right-of-way, forming a key piece of the circulation network. Designed as a Minor Transit Corridor, it balances the

needs of vehicles, pedestrians, and future transit while connecting the high-rise and townhouse components of the Site. This new street acts as the primary point of vehicular entry, providing access to underground parking for the towers, private garages for the townhouses, and loading areas via the central courtyard.

Access to the underground parking garage for the high-rise towers is provided via a ramp located at the southern end of the north tower, allowing circulation to remain internal to the Site, away from the public view and minimizing interruptions to pedestrian circulation.

The eight townhouse units on Parcel 1B are each accessed via private driveways from William Coltson Avenue.







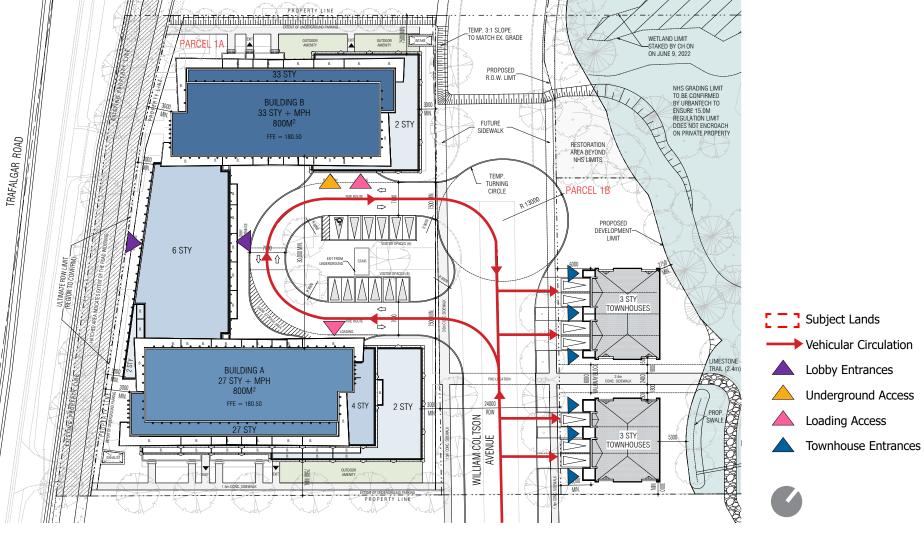


Figure 7.2: Access and Circulation with interim condition on William Colston Avenue

Pedestrian circulation has been carefully considered to support walkability and enhance connectivity within and beyond the Site. Combined with internal pathways and connections to future open spaces, the circulation strategy promotes a seamless and inclusive pedestrian environment for all users.

The land allocated for road widening along Trafalgar Road will support the development of a future multi-purpose path. This enhancement will improve active transportation options and the public realm, connecting the community along Trafalgar Road in North Oakville to other growth areas south of Dundas Street.

The main residential lobby is accessible from both the private sidewalk within the internal courtyard and directly from Trafalgar Road, providing a strong pedestrian connection to the public realm. Moreover, at grade, the main residential entrances are set back, providing weather protection.

Additionally, new 1.2-metre-wide sidewalks are proposed along both sides of William Coltson Avenue, ensuring safe and accessible movement for pedestrians and supporting active transportation throughout the proposed development and beyond.

The proposal provides a few thoughtful and strategically located pedestrian mid-block connections offering additional opportunities for pedestrians and cyclists to effectively and smoothly access different parts of the development and public realm. The proposed 7.5 metres setbacks from the north and south

property lines provide room for mid-block pedestrian connections linking Trafalgar Road to William Colston Avenue. Moreover, the gap between the two proposed townhouse blocks contains another mid-block pedestrian path that connects the future local road to the future trail within the natural heritage system to the east, offering opportunities for a walkable and healthy community. All the mid-block connections are adjacent to active uses such as residential, live/work and amenity spaces for informal surveillance, ensuring safety.

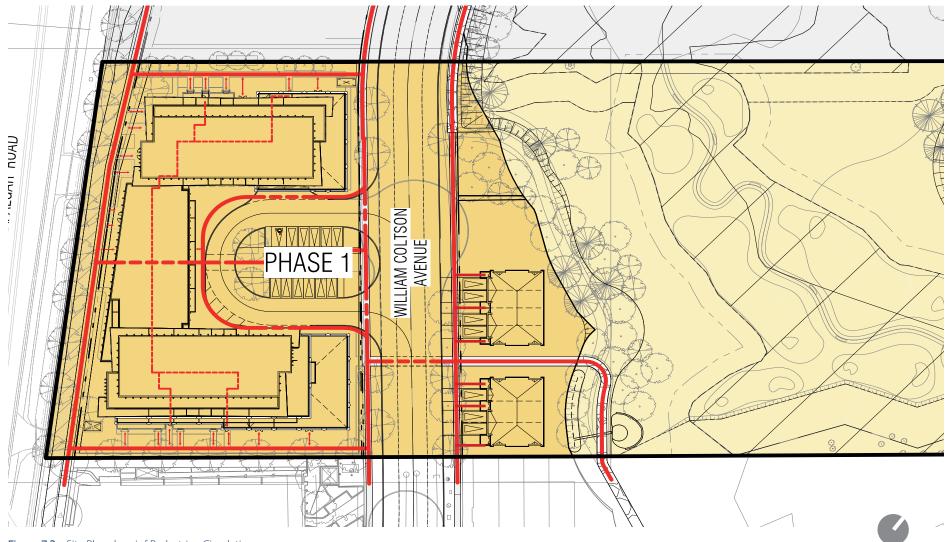


Figure 7.3 : Site Plan showinf Pedestrian Circulation

7.1.3 LANDSCAPING AND STREETSCAPE

In response to NOESP 7.2.3.4 b); 7.5.4 d), e); 7.5.9; 7.5.10 e) d); 7.6.4.8 a); LBDM Part 'A' Sections 2.2, 4.1

Conceptual landscaping is currently outlined on the submitted Site Plan accompanying the application. The plan delineates conceptual hard and softscaping areas. Landscaping will be incorporated along the proposed building frontages to enhance the streetscape and provide appropriate separation from the public sidewalk to achieve privacy for the grade-related residential units. Additionally, landscaping will be incorporated within the courtyard and along the south and north property edges, enhancing the mid-block connections from Trafalgar Road to William Colston Avenue. This will provide additional buffering between properties. Landscape

elements along these connections will be strategically placed to maintain clear views for safety and surveillance, complemented by appropriate lighting.

The streetscape design along William Coltson Avenue reflects the Town's vision for complete streets. a consistent rhythm of street trees that offer shade, comfort, and a strong visual edge will be provided on both sides of the future local street, establishing an attractive environment that's comfortable to walk through and encourages social interaction.

Moreover, the proposed development creates a sustainable natural heritage/open space

system as part of Phase 2, which involves a large wetland restoration area located at the centre of the Subject Lands and interconnected by a system of trails, serving as a central meeting place for residents. The wetland restoration area involves expansive tree cover, planting beds, a stormwater pond, and trails throughout. The naturalised area is at the heart of the proposed development and can be viewed throughout the Subject Lands. Both development phases feature C-shaped buildings, maximizing views of the natural areas from the residences.







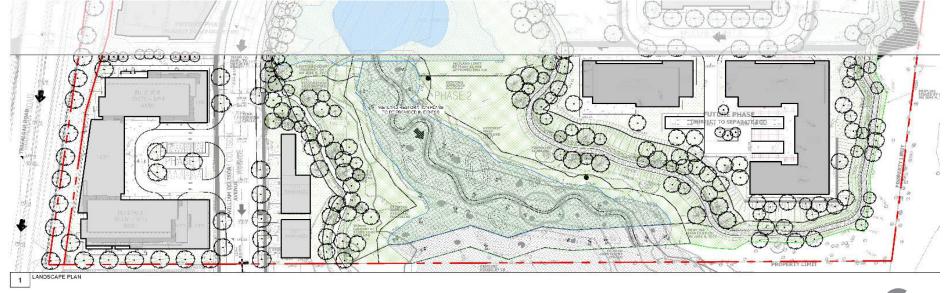


Figure 7.4 : Conceptual Landscape Plan for Phase 1 and Phase 2



7.1.4 PARKING, LOADING AND SERVICING

In response to LBDM Part 'A' Sections 4.3, 4.6

Access to the underground parking garage for the high-rise towers is provided via a ramp located at the southern end of the north tower, allowing circulation to remain internal to the Site, away from the public view and minimizing interruptions to pedestrian circulation.

The garage spans five levels and accommodates 864 parking spaces, including 122 visitor spaces and 10 barrier-free spaces, supporting the needs of future residents and guests while limiting the visual and spatial impact on the public realm. The proposed 12

short-term surface parking spaces within the courtyard will be screened from the proposed building and by landscaping.

The proposal also provides a total of 816 bicycle parking spaces, with racks conveniently located near building entrances. Additionally, several racks are equipped with e-bike charging stations, promoting sustainable transportation options.

Each of the eight townhouse units has an integrated at-grade garage, accessed via William Colston Avenue, plus room for an

additional parking spot on the driveway.

Service and loading functions are thoughtfully integrated into the site layout, with two Type "G" loading spaces provided at the ground floor of each tower. These are accessed through the central courtyard turning circle, keeping them discreetly screened from public view and preventing conflicts with primary circulation routes.

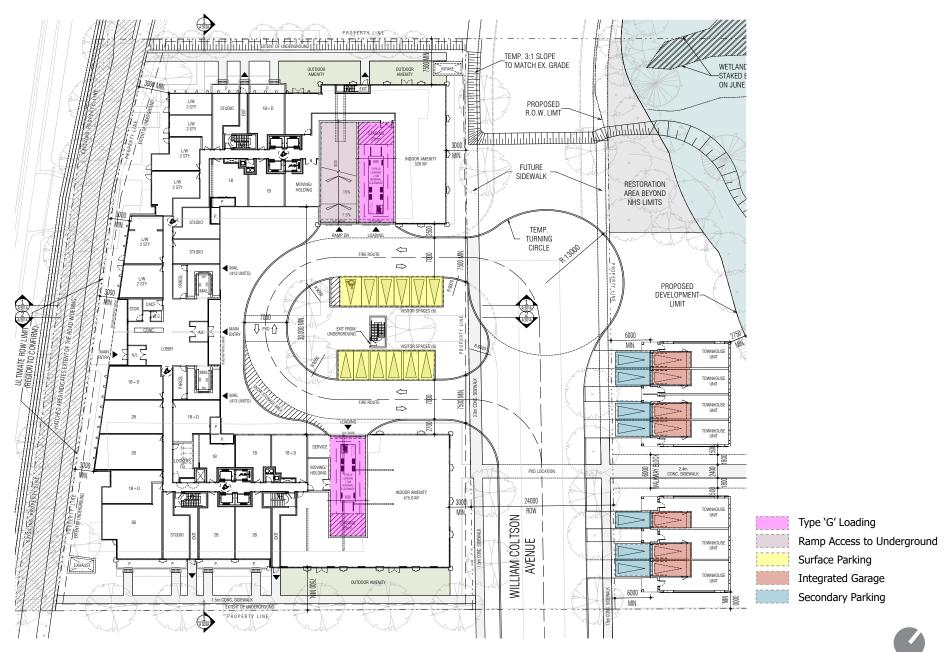


Figure 7.5 : Conceptual Landscape Plan for Phase 1 and Phase 2

7.2 BUILT FORM

7.2.1 MASSING AND TRANSITION

In response to NOESP 7.2.3.4 d), e), f), j); 7.5.4 a); 7.5.6 a); 7.5.10 b); 7.6.4.8 b) d) e); LBDM Sections 3.1, 3.3

The proposed development demonstrates a thoughtful approach to massing and building height while introducing intensification. The highest density is concentrated along Trafalgar Road, a designated Major Arterial and Transit Corridor, where two towers at 27- and 33-storey are anchored by a 6-storey podium.

The 6-storey podium along Trafalgar Road is appropriately scaled to define the edge of this Regional Road. At the same time, multiple breaks are incorporated along the length of

this streetwall to break up the length of the wall and create a more visually interesting and pedestrian-friendly environment.

The C-shaped podium massing has also been carefully designed with a gradual stepped approach. Along the eastern edge, responding to the proposed 3-storey townhouse blocks on the opposite side of William Coltson Avenue, the podium transitions from 4 storeys down to 2 storeys. This terracing strategy reduces the perceived height of the development from the east, aligns with the scale of the proposed

townhouses and reinforces a human-scaled streetscape that supports pedestrian comfort and visual continuity. Similarly, the other arm of the podium facing the Natural Heritage Area on the future local road will step down to 2-storey, ensuring that the proposed development fits into its context and minimizes impacts on the surrounding low-rise areas and open space. The 2-storey streetwall along William Colston Avenue creates a sense of enclosure and defines the street edge without overwhelming it.









The proposed development frames the streets and the mid-block pedestrian connections with active uses, including live/work, residential uses, and amenity spaces, providing passive surveillance and achieving a safe pedestrian environment.

The two proposed towers are oriented east-west to maximize energy efficiency and minimize visual impact on the pedestrian realm. Both tower floorplates incorporate indentations and projections to achieve visual interest and a more attractive skyline. To further enhance the dynamic skyline along Trafalgar Road, the towers are proposed with a height difference of six levels, featuring 27-and 33-storey structures.

Even if the proposed 800 square metres tower floorplate size is slightly larger than the prescribed 750 square metres, we believe that the dynamic design of the floorplates and the proposed 30 metres tower separation distance reduces the impact of this slight increase in size. While both towers are designed to strategically extend down to ground level without any stepback at the north and south end of the Site, they are set back from the 6-storey podium that connects the two towers,

hence they are further set back from Trafalgar Road and the multi purpose path, minimizing their impact on the pedestrian realm.

To the rear of the Site, where the property abuts a Natural Heritage System, the proposal introduces a pair of 3-storey townhouse blocks, ensuring a respectful interface with the adjacent ecological features. The use of low-rise built form at the eastern edge of the Site not only supports the preservation of the natural area but also contributes to a logical and gentle height transition across the development, from the high-rise towers at the west to the townhouses at the east.



Figure 7.6: Rendering of the Proposed Development

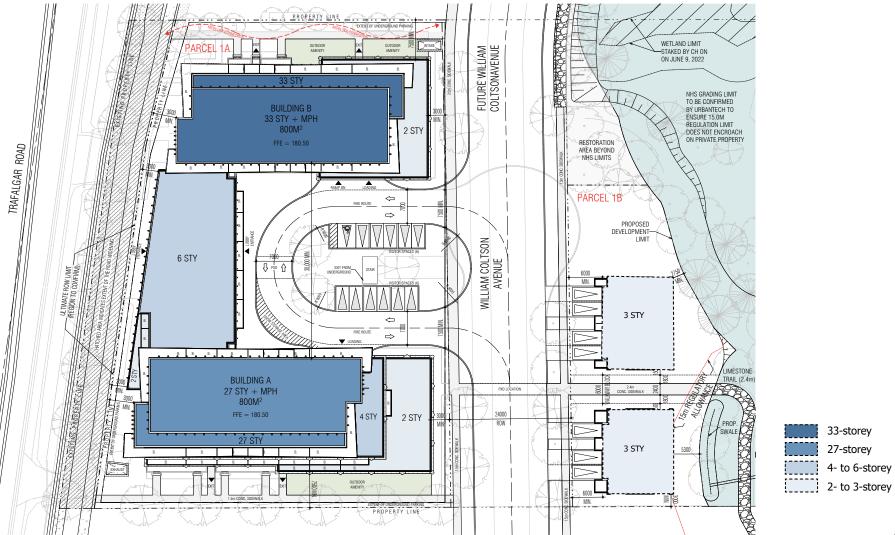


Figure 7.7 : Site Plan - Phase 1



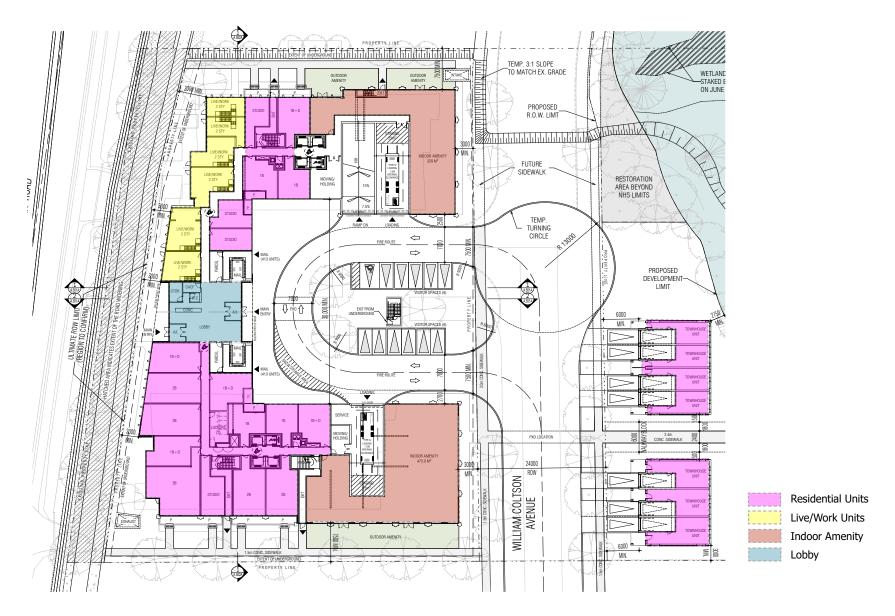


Figure 7.8: Ground Floor Plan - Phase 1



7.2.2 ARCHITECTURAL ATRICULATION AND MATERIALS

In response to LBDM Part 'A' Section 3.1, 3.3

The architectural design of the proposed development prioritizes quality, visual interest, and durability through a carefully considered mix of materials and articulation strategies.

The towers feature a combination of glazing, masonry, and textured finishes that establish a strong vertical and horizontal pattern. Recesses, projections, and varied window placements are used to break up the building mass and enhance the overall expression, creating a dynamic yet cohesive form that responds well to its urban context.

Balconies are integrated into the building design in a way that adds depth to the façades while providing shade and outdoor space for residents. Rooftop mechanical elements are screened and architecturally integrated into the overall design of the towers.

At the podium level, a high level of transparency is introduced at the main residential lobby and amenity spaces through large windows and refined detailing that activate the street edge and reinforce a pedestrian-friendly experience. Along the at-grade residential and live/work units, a well-balanced use of masonry and

glazing is introduced to achieve both "eye on the street" and privacy for the residents. Materials are selected for their durability and high-quality appearance, including brick, metal panels, and clear glazing, all of which complement the surrounding built form and ensure long-term performance.

The two townhouse blocks will be designed to a high standard, ensuring compatibility with the proposed high-rise building and the neighbouring townhouses to the south. The facades will feature a high level of architectural treatment, incorporating a mix of glazing and masonry to enhance the streetscape along the future local road.

The detailed design and materiality of the proposed buildings will be further explored through the Site Plan Approval stage.



Figure 7.9: Rendering of the Proposed Development



Figure 7.10: West Elevation of the Proposed Townhouses



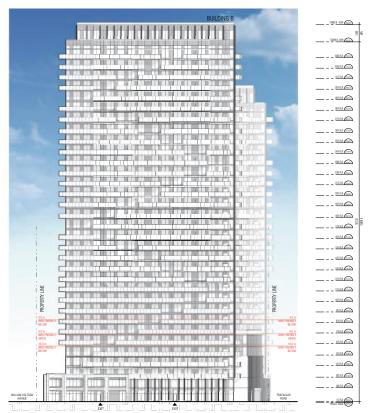


Figure 7.11: West Elevation of the Proposed High-Rise

Figure 7.12: North Elevation of the Proposed High-Rise

7.2.3 SHADOW AND WIND IMPACTS

The Shadow Study created by G+C Architect analyses the shadows cast by the proposed development on April 21, June 21, September 21 and December 21 at hourly intervals, beginning 1.5 hours after sunrise and ending 1.5 hours before sunset, per the Town's terms of reference. As mentioned previously, the proposed towers are massed and sited to minimize any potential shadowing impacts on the surrounding streets, open spaces, and residential properties.

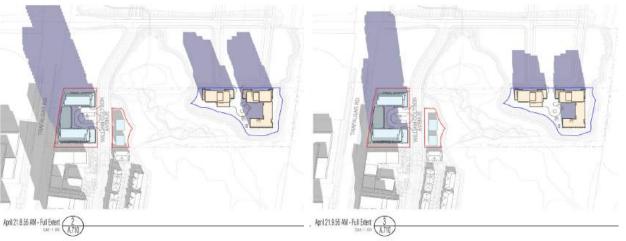
The study illustrates that Trafalgar Road experiences at least 5 hours of sunlight access per day on April 21, June 21, September 21 and December 21. William Colston Avenue experiences 4 hours of full sunlight on April 21, 5 hours on June 21, 3 hours on September 21, and partial sunlight on December 21. The 30-metre separation distance between the two narrow towers allows the internal courtyard to experience at least partial sunlight for 5 hours of the day on April 21, June 21 and September 21.

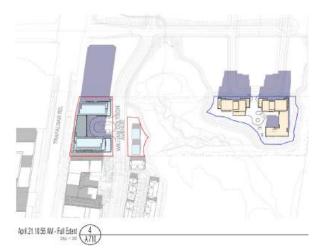
Similarly, the comprehensive Shadow Impact Analysis shows that the neighbouring properties and surrounding lands will experience no detrimental effects, as they will continue to receive ample access to sunlight throughout the year. Notably, the longest shadow cast during any given day occurs at sunset. However, it is important to highlight that this shadow's impact on the future green space and the existing place of worship to the north is minimal and confined to a brief period of the day. This ensures that the overall enjoyment and functionality of these areas remain largely unaffected by the temporary shadowing.

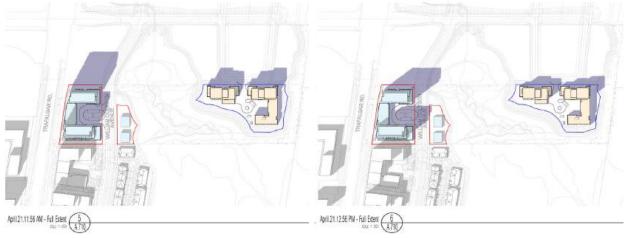
Shadows are fast-moving and, in our opinion, the incremental shadows cast by the proposed development ensure that adequate sunlight is available.

Rowan Williams Davies & Irwin Inc. prepared a Pedestrian Wind Comfort Assessment, providing an evaluation of the potential wind impact of the proposed development. The assessment was based on computational modelling, simulation, and analysis of wind conditions for the proposed development design, in conjunction with the local wind climate data and the wind criteria for pedestrian comfort and safety. The Assessment concluded that wind control strategies have been provided. Wind tunnel testing is recommended to be conducted at later design stages to quantify the anticipated wind comfort and safety conditions and to refine any proposed mitigation strategies.











COLOUR LEGEND

PROPOSED DEVELOPMENT (PHASE 1)

PROPOSED DEVELOPMENT (PHASE 2)

PROPOSED SHADOW

APRIL 21 SUNRISE - 6:26 AM SUNSET - 8:10 PM

Figure 7.13 : Shadow Study - April

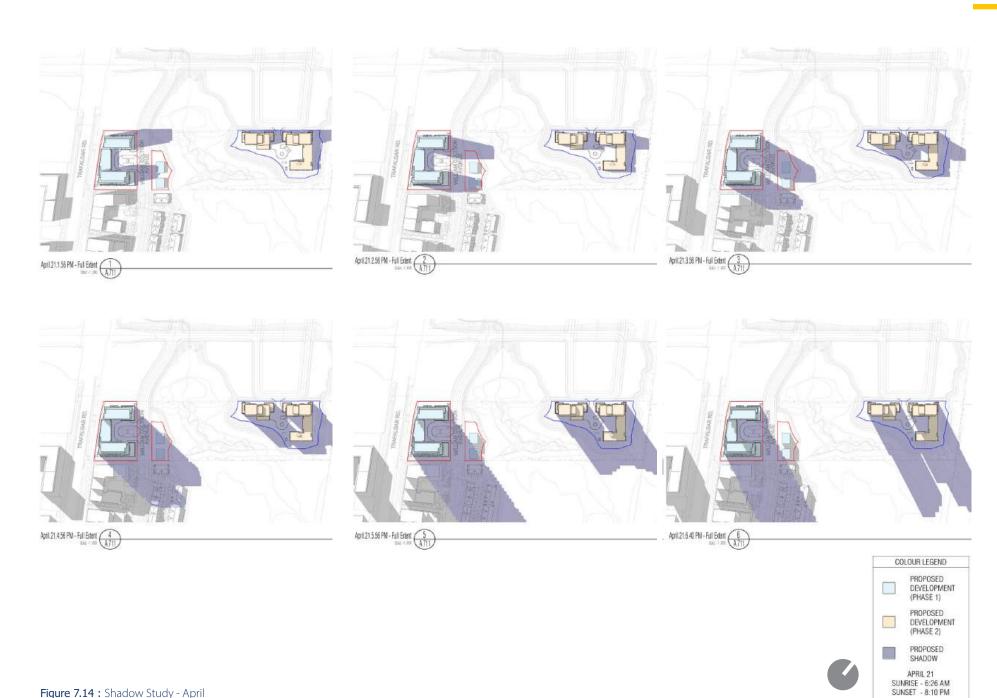
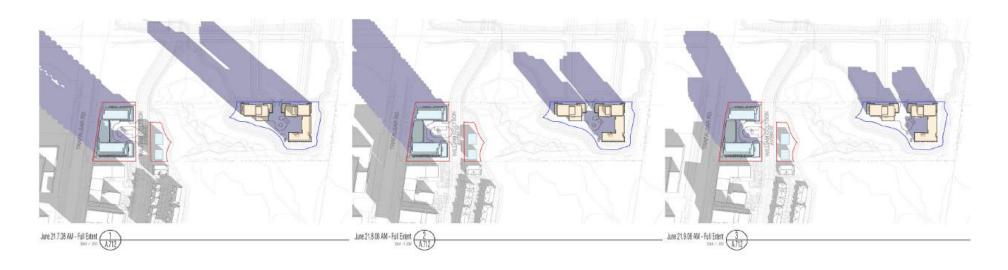
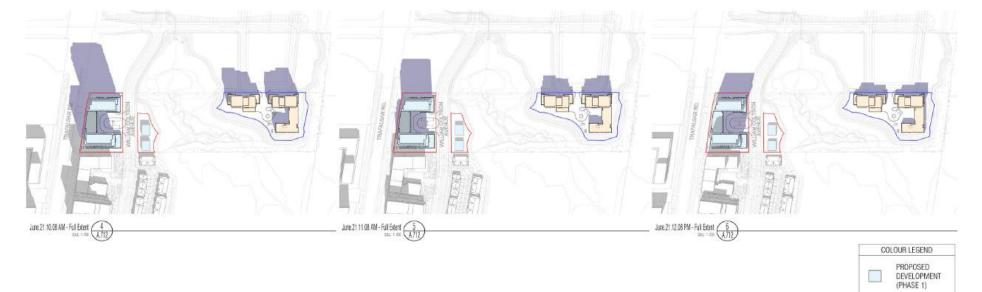


Figure 7.14 : Shadow Study - April







PROPOSED DEVELOPMENT (PHASE 2)

PROPOSED SHADOW

APRIL 21 SUNRISE - 6:26 AM SUNSET - 8:10 PM

Figure 7.15 : Shadow Study - June



Figure 7.16 : Shadow Study - June

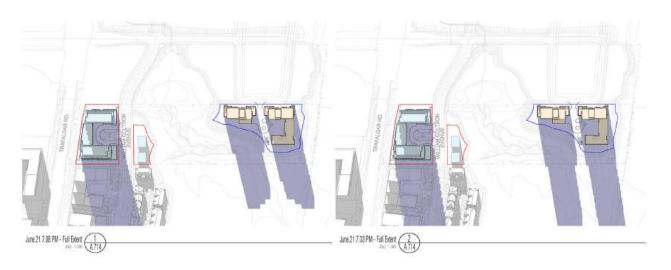


Figure 7.18 : Shadow Study - June



Figure 7.17 : Shadow Study - September

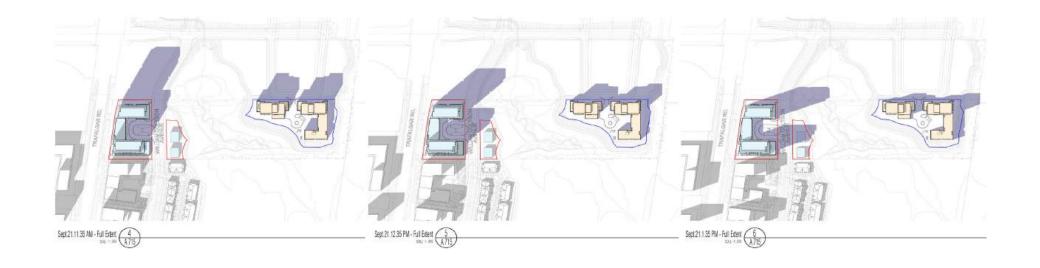
COLOUR LEGEND

PROPOSED DEVELOPMENT (PHASE 1)

PROPOSED DEVELOPMENT (PHASE 2)

PROPOSED SHADOW

APRIL 21 SUNRISE - 6:26 AM SUNSET - 8:10 PM



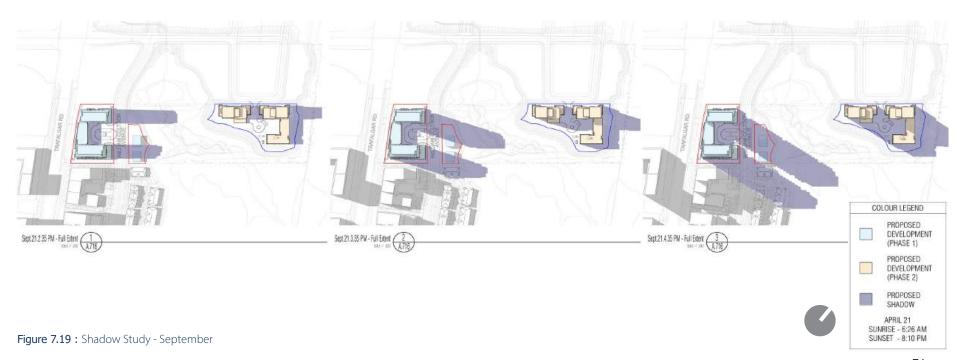
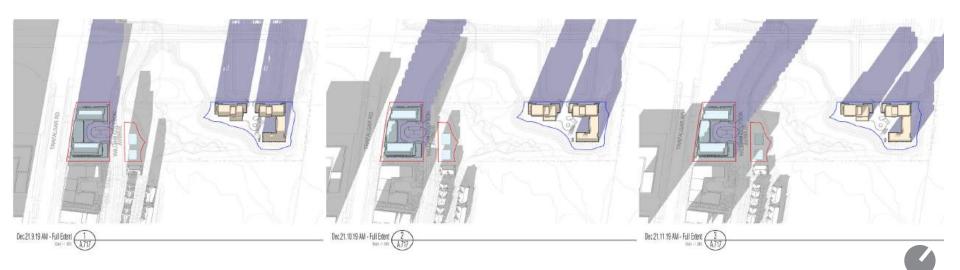




Figure 7.21 : Shadow Study - September



COLOUR LEGEND

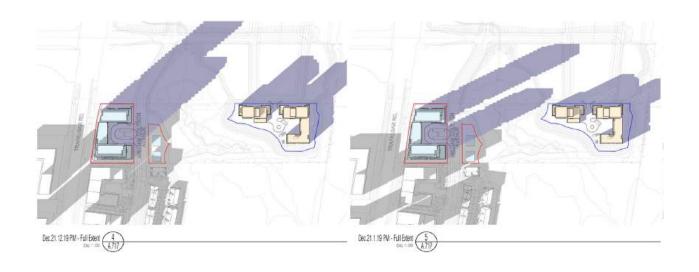
PROPOSED DEVELOPMENT (PHASE 1)

PROPOSED DEVELOPMENT (PHASE 2)

PROPOSED SHADOW

APRIL 21 SUNRISE - 6:26 AM SUNSET - 8:10 PM

Figure 7.20 : Shadow Study - December



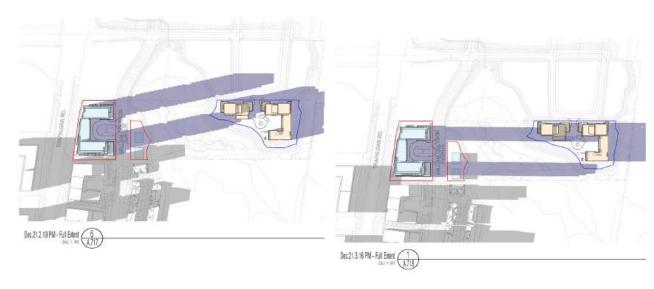


Figure 7.22 : Shadow Study - December



7.3 SUSTAINABILITY FEATURES AND MICRO-CLIMATE CONTROL

The proposed development considers a number of sustainable design practices to ensure its resiliency. The proposed development aligns with the sustainable development goals of the North Oakville area, which prioritizes higher-density, pedestrianfriendly design, resource conservation, waste reduction, livability, and reduced greenhouse gas emissions. By directing growth to this area, the proposal supports the creation of a sustainable community. It ensures the availability and easy access to a variety of housing options to accommodate the diverse needs of the residents. The proposed development, designed with a compact built form, aims to intensify an underutilized site, fostering energy conservation.

The proposed development offers convenient access to existing and planned transit. Beyond transit, the project recognizes the significance of walking and cycling as alternative modes of transportation, contributing to enhanced mobility and overall quality of life within a balanced transportation system. An integrated active transportation system, both in existing and new development areas, will complement the road and transit network, ultimately reducing reliance on single-occupancy vehicles. Additionally, the proposed development includes substantial bicycle parking spaces, encouraging residents to use the local active transportation.

In choosing plant species, an effort will be made to favour a diverse array of native and drought-tolerant varieties, carefully selected to suit specific site conditions to ensure longevity and overall success of the landscape design. Further, the proposed design includes the reconstruction of the wetland natural heritage area system located at the centre of the Subject Lands. It will be developed with a stream system, appropriate planting, trail systems, and naturalized as per the associated Environmental Report submitted supporting the development. It is noted that the extent of the natural heritage system area provided in the development is in excess of what was stipulated in the Secondary Plan.











9.0

CONCLUSION

We believe the proposed development has been thoughtfully designed to respond to the evolving character of North Oakville by introducing a complete, transit-supportive community through carefully scaled intensification. The placement of height and density along Trafalgar Road, combined with a clear transition to low-rise townhouses adjacent to the Natural Heritage System,

demonstrates a contextually sensitive approach to massing and urban integration. Architectural articulation, quality materials, and a cohesive public realm strategy further ensure that the development is both visually engaging and grounded in human scale.

Overall, the proposal aligns with the Town of Oakville's urban design objectives and

guidelines, offering a well-balanced mix of built form that intensifies vacant land along a high-order transit route, enhances the streetscape, protects natural features, and supports walkability and connectivity. This project represents a forward-looking, contextsensitive design that contributes to a vibrant, sustainable, and livable neighbourhood for current and future residents alike.



<u>Design Terms</u>

























































SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape









COMPATIBILITY
Ensuring the size, form and character of a



CONNECTIVITY
The ease of movement and access between



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



RESTORATION Strategies to enhance existing natural



FACADE
The exterior wall of a building exposed to



FIGURE GROUND
The visual relationship between built a



GATEWAY

A signature building or landscape to mark an entrance or arrival to an area



HEAT ISLAND EFFECT
Buildings and paved surfaces that retain and
re-emit the sun's heat, resulting in higher
temperatures in urban environments



HEIGHT TRANSITION
The gradual change in height between buildings within a community



INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or density those communities or density those communities and orientation or an orientation orientation or an orientation orient



LANDSCAPE BUFFER Enhanced landscaping along property perimeters that protect privacy and promote compatibility



MICROCLIMATE DESIGN
Design strategies that create comfortable
outdoor conditions for year-round use



NATIVE PLANTING
Plants from the same local ecology, used
to improve biodiversity, reduce levels of
maintenance and conserve water



A place where activity and circulation are concentrated



PASSIVE SOLAR DESIGN
Building design and orientation that utilizes
the sun to promote greater use of renewable
energy and building comfort



PASSIVE SURVEILLANCE
Design techniques to enhance visibility and
safety of public areas



PEDESTRIAN-ORIENTED

An environment designed to ensure pedestrian safety and comfort for all ages and abilities



SETBACK

The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm



STREET FURNITURE

Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, maliboxes, newspaper boxes and klosks



The consistent edge formed by buildings fronting on a street



Developing with the goal of maintaining natural resources and reducing human impact on ecosystems













