



URBAN DESIGN BRIEF

3064 Trafalgar Road
Oakville

May 2024

Prepared for:

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APPENDIX A: HEIGHT MODELING SURROUNDING CONTEXT

APPENDIX B: SHADOW IMPACT STUDY

DISCLAIMER:

The text, images, and conceptual designs within this document are representations of the intended vision and character of the development. They are not literal interpretations of design decisions and should not be seen as the only method in which the design intent can be implemented. Refinements to the concepts contained herein will occur based upon the Town of Oakville's review.

PART 1

BACKGROUND & EXISTING CONDITIONS

1.0 INTENT OF DOCUMENT

adesso design inc. was retained to prepare the following Urban Design Brief on behalf of 3064 Trafalgar Road Holdings Inc. in support of the proposed Zoning By-law Amendment at 3064 Trafalgar Road. The purpose of this report is to establish the overall design strategy and principles for the proposed development in accordance with the North Oakville Urban Design and Open Space Guidelines.

The document will provide an illustrated explanation of how the overall design responds to the physical site and its surroundings. It will provide urban design guidance for development review authorities and illustrate how the proposed development achieves key urban design principals and sustainability initiatives to comply with the Town's vision of providing safe, livable, healthy and well-planned communities.

This Report is a joint effort between O/A 3064 Trafalgar Road Holdings Inc., Quadrangle Architects Limited, and Korsiak Urban Planning.

2.0 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

The goal in developing the subject site is to create a high quality residential development which adheres to best practices in architecture and urban design, based design guidelines outlined by the Town of Oakville's strategic development documents.

The North Oakville Urban Design and Open Space Guidelines have outlined an urban design strategy to promote policy directions and ensure high standards in the physical design of the built and natural environment in the Areas of North Oakville.

Major guiding principles of the proposed development include:

- Access and visibility to open space;
- A variety of housing;
- A sustainable street transportation network;
- Compatibility and links with adjacent areas;
- Sustainable Urban Development.

3.0 SITE CONTEXT

3.1 Existing Built Form and Surrounding Land Use

The Subject Site is located in the Town of Oakville on the West side of Trafalgar Road, approximately 200 metres north of Dundas Street East and is municipally known as 3054 Trafalgar Road. The Subject Site is generally rectangular in shape and 0.82 hectares in size. The site has approximately 71 metres of frontage along Trafalgar Road and a lot depth of approximately 114 metres. The site is currently occupied by a single residential dwelling. The proposed development fronts onto Trafalgar Road, a designated Higher Order Transit Corridor with a future 50 metre right-of-way that is intended to have six travel lanes and future bus rapid transit/ light rail transit (BRT/LRT) service.

The property is surrounded by:

- North: East Morrison Creek Channel (3070 Trafalgar Road) and a future SWM facility. Green Ginger Developments Phase 2, a proposed residential subdivision exists North of the channel.
- East: Trafalgar Road, beyond which is a draft approved residential subdivision (Minto Communities-Dundas Trafalgar Inc.)
- South: Two listed Heritage properties at 3048 and 3040 Trafalgar Road, single detached dwelling at 3030 Trafalgar Road. Further south are commercial uses, office uses and the Esso gas station.
- West: West Morrison Creek (NHS), beyond which are medium density residential uses.

The proposed high-density residential towers are appropriate for the neighbourhood. The Nearby Highway 407 and connection to Highway 403 provide access to The Greater Golden Horseshoe.



Figure 1. Existing Site Location and Context

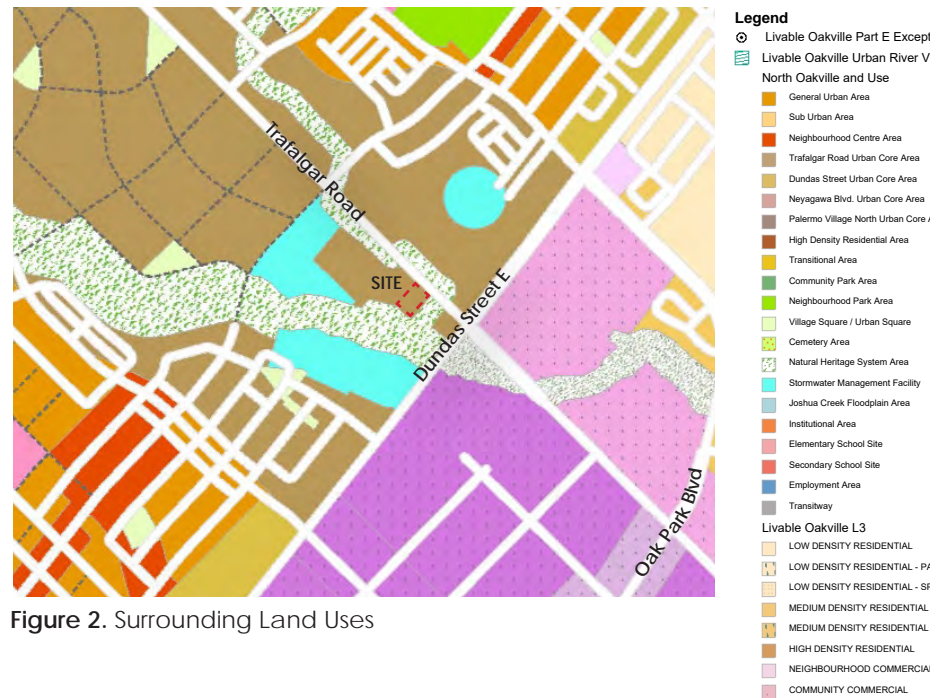


Figure 2. Surrounding Land Uses



1
Medium Density Residential



2
Natural Heritage System



3
Existing property to South



4
Low Density Residential



5
Medium Density Residential



6
Commercial



7
Glenashton Park



Dalebrook Park & Trail Connection



Medium Density Mixed Use Development



Oak Park Smart Centre

3.2 Existing Topography, Vegetation and Structures

The Subject Site is currently occupied by a vacant 1-storey vinyl clad building and 12 existing trees. The topographic survey of the site indicates that the site is relatively flat with a slight grade change of approximately one to two metres, generally sloping downward toward the southern boundary of the site. The south-west boundary of the site is adjacent to the Natural Heritage System which contains the East Morrison Creek and is regulated by Conservation Halton.

There are no heritage structures or elements on or near the site.

3.3 View from and to the Site

The subject property is adjacent to a proposed development to the north.

Along the south-west boundary is open space.

The site fronts onto Dundas Street to the East. Directly across from the subject site and Dundas Street East there is an Urban Residential area consisting of single family homes.



Adjacent property to North, proposed development



Residential development directly across Dundas Street East from subject site



Open Space South-east of subject property

3.4 Landmarks, Gateways, Nodes

As per the *North Oakville East Secondary Plan, 2008*, Urban Core designations reflect the most urban part of the North Oakville East Plan Area. It is intended that Urban Core lands will become true mixed use urban areas. The primary focus of this development is along Trafalgar Road, with the north side of Dundas Street and the intersection of Neyagawa Boulevard and Burnhamthorpe Road having an important,

but more secondary role (Section 7.3.2, *North Oakville East Secondary Plan*).

The subject site is located within a Neighbourhood Central Activity node at the intersection of Trafalgar Road and Dundas Street East.

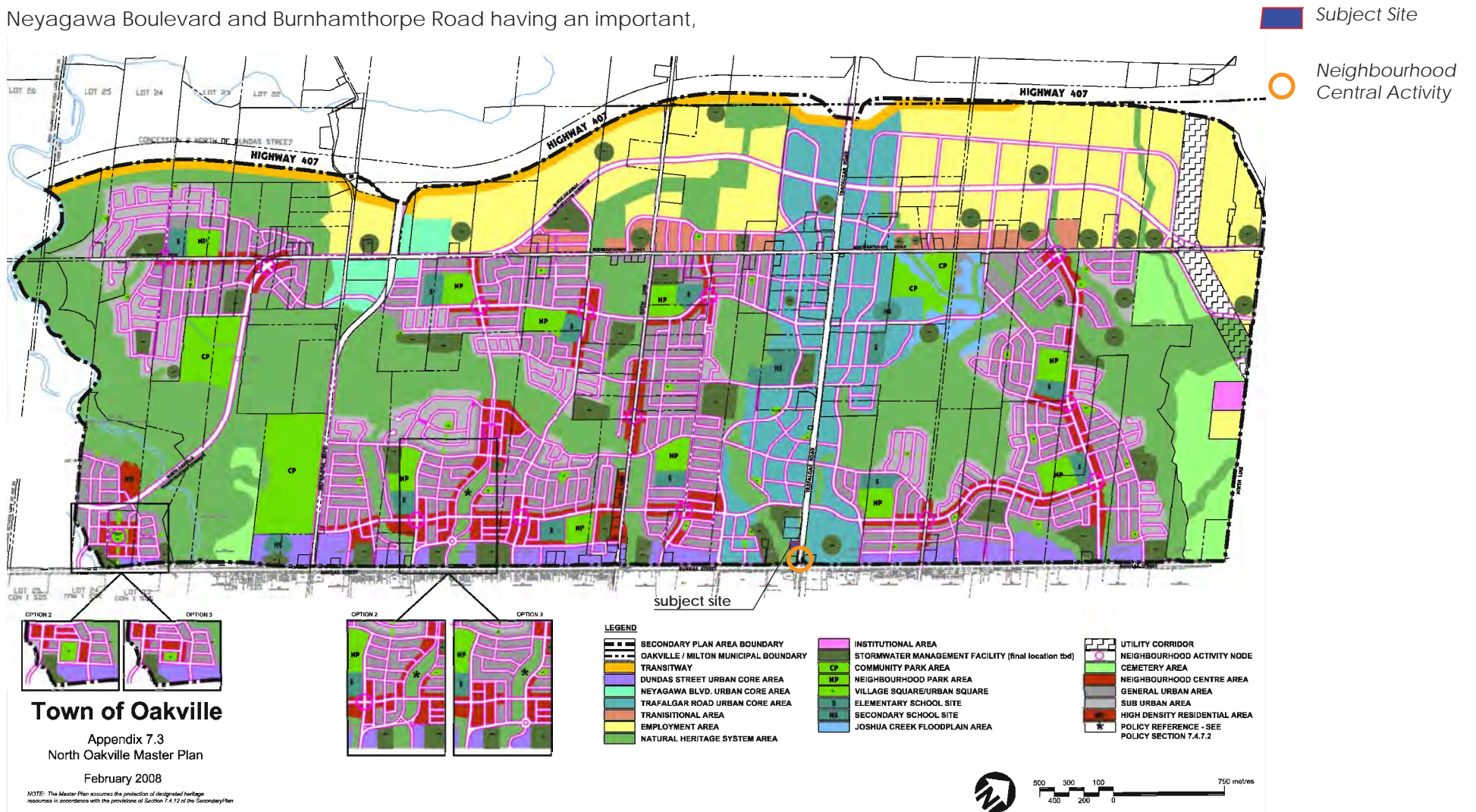


Fig. 4 North Oakville East Master Plan, Appendix 7.3

3.5 Transportation Networks

The proposed development will be easily accessible from surrounding neighbourhoods and will be integrated with the Town’s road, cycling, pedestrian and transit networks. The Subject Site is located on Trafalgar Road, a designated Higher Order Transit Corridor planned for future Light Rail Transit/ Bus Rapid Transit Service as per the 2041 Regional Transportation Plan. Furthermore, it is identified as a Primary Transit Corridor in the North Oakville East of Sixteen Mile Creek Secondary Plan (2008). (see Fig. 6, pg. 9)

Future upgrades to Trafalgar Road by the Region will add sidewalks and multi-use trail. Trafalgar Road will serve as the main access road and access to the site will be restricted to a right in and right out. The proposed access point will serve as a shared access point to future developments to the south of the subject lands.

Pedestrian and cycling networks are readily accessible in the area and can be easily accessed from the proposed development.

Transit services are provided along both Trafalgar Road and Dundas Street East with direct connections to the Oakville Transit 5-Dundas, 19-River Oaks, 20-Northridge and 24-South Common Bus routes with connection opportunities to the entire system via Trafalgar Road and the Oakville GO Station. Two GO Transit Bus Stops are located within a two to three minute walk of the subject lands and provide connections to the GO transit 20 Milton/Oakville and 46 Oakville/HWY 407 Terminal routes. Therefore public transit is a feasible option for both local and regional commuters. (see Fig.5)

Town of Oakville Active Transportation Master Plan (ATMP)

The Active Transportation (ATMP) Update was developed as part of the Town’s strategic vision to the most livable town in Canada. The plan provides guidelines for improving walking and cycling infrastructure, programs and initiatives for the next 20 years.

North Oakville currently has a low walkability and bikeability score. As



Fig. 5 Oakville Weekday Route Map (September 2021)

North Oakville continues to grow, active transportation networks are implemented - it is expected that average walking and cycling trips will increase. One of the core objectives of the ATMP is the identification of a revised transportation network in Oakville. This process includes 5 key steps:

1. Review Existing Active Transportation Network Conditions
2. Review and confirm route selection criteria
3. Confirm facilities and identify new route alternatives
4. Investigate routes
5. Confirm new routes and select facility types

Trafalgar Road is identified as a *Primary (Spine) Route* in the ATMP.

New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek
 The Region of Halton is carrying out an Environmental Assessment to determine the future alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek in the Secondary Plan Area. The Town shall work with Region of Halton, other agencies and the landowners in the North Oakville East and West Planning Areas through the Environmental Assessment process to determine the alignment of New North Oakville Transportation Corridor and Crossing of the Sixteen Mile Creek. The road alignment illustrated on the schedules to this Plan is conceptual only and subject to the Environmental Assessment process. All alternatives identified through the Environmental Assessment process will be investigated in more detail prior to determining the final road and crossing alignment.



LEGEND

- SECONDARY PLAN AREA BOUNDARY
- - - OAKVILLE/MILTON MUNICIPAL BOUNDARY
- ==== PROVINCIAL FREEWAY
- MAJOR ARTERIAL/TRANSIT CORRIDOR
- MINOR ARTERIAL/TRANSIT CORRIDOR
- AVENUE/TRANSIT CORRIDOR
- CONNECTOR/TRANSIT CORRIDOR
- TRANSITWAY CORRIDOR
- UNDERLYING LAND USE NOT DETERMINED
subject to Section 7.4.7.1(b)(i)
- BUSWAY CORRIDOR
- MAJOR TRAIL SYSTEM
- Ⓣ TRANSIT TERMINAL
- NATURAL HERITAGE SYSTEM AREA
- ** SUBJECT TO SECTIONS 7.4.7.3 c viii & 7.4.14.3 d)
- TRANSIT SERVICE CONCEPT
- INTER-REGIONAL TRANSIT CORRIDOR SERVICE
- PRIMARY TRANSIT CORRIDOR SERVICE
- SECONDARY TRANSIT CORRIDOR SERVICE
- COMMUNITY SERVICE

 Subject Site

Fig. 6 North Oakville East of Sixteen Mile Creek Secondary Plan, Figure NOE 4 Transportation Plan

3.6 Relationship to Public Open Space

The Natural Heritage System (NHS) and Open Space Systems are in place to protect the natural environment, and provide recreational needs while contributing to the overall quality of life in North Oakville an the Town of Oakville. (see Fig. 7)

The Subject Site is within Conservation Halton’s Regulated Boundary as it is adjacent to the NHS and East Morrison Creek. A small portion of the Site is identified as part of the 120 metre ‘Linkage Preserve Area’, which contains a High Constraint Stream Corridor (see Fig. 8b).

The proposal does not redevelop upon lands identified as ‘Linkage Preserve Area’ or ‘High Constraint Stream Corridor’. Rather, the proposed development contributes to the protection of the NHS by demarcating and dedicating a portion of the Subject Lands within the 120 metre Linkage Preserve Area. In addition, the proposed development will be designated to provide appropriate buffers to the Linkage Preserve Area and reduce the amount of urban runoff into the NHS. Proposed buffer planting within the Linkage Preserve Area is subject to review and approval by Conservation Halton and the Town of Oakville.

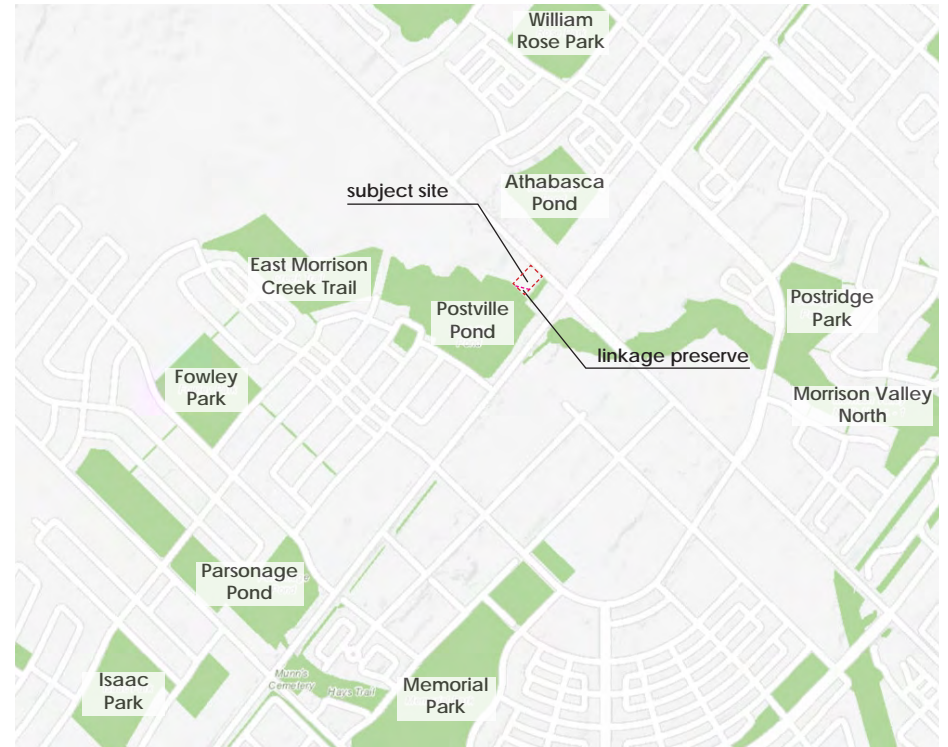
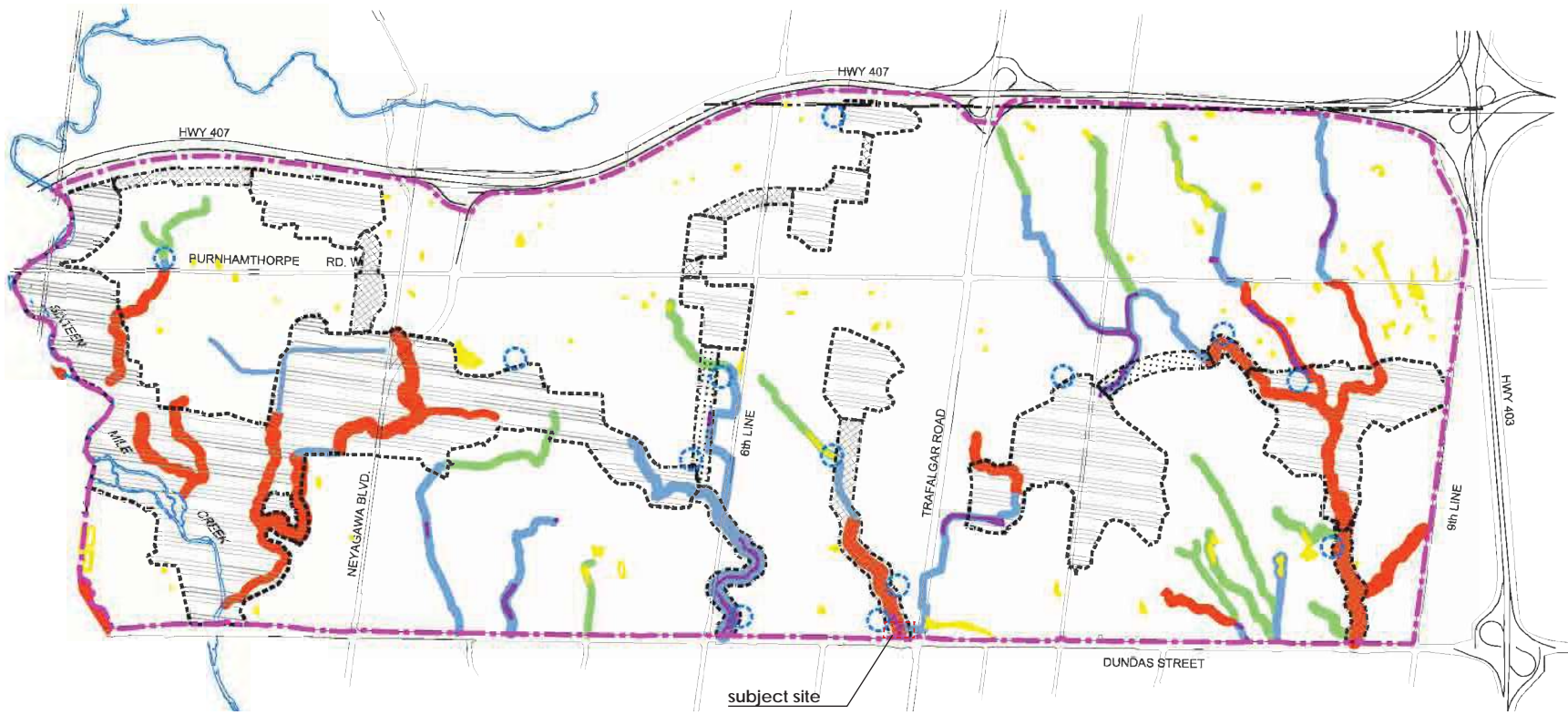


Fig. 7 Town of Oakville Open Space Map



Fig. 8a Location of Linkage Preserve



LEGEND

- | | |
|--------------------------------------|---|
| SECONDARY PLAN AREA BOUNDARY | LOW CONSTRAINT STREAM CORRIDORS |
| OAKVILLE / MILTON MUNICIPAL BOUNDARY | HYDROLOGIC FEATURES "A" |
| CORE PRESERVE AREA | HYDROLOGIC FEATURES "B" |
| CORE PRESERVE AREA | CONCEPTUAL STORMWATER MANAGEMENT FACILITY |
| LINKAGE PRESERVE AREA | LOCATIONS WHICH MAY ENCROACH IN NHS |
| OPTIONAL LINKAGE PRESERVE AREA | |
| HIGH CONSTRAINT STREAM CORRIDORS | STORMWATER MANAGEMENT FACILITY |
| MED. CONSTRAINT STREAM CORRIDORS | |

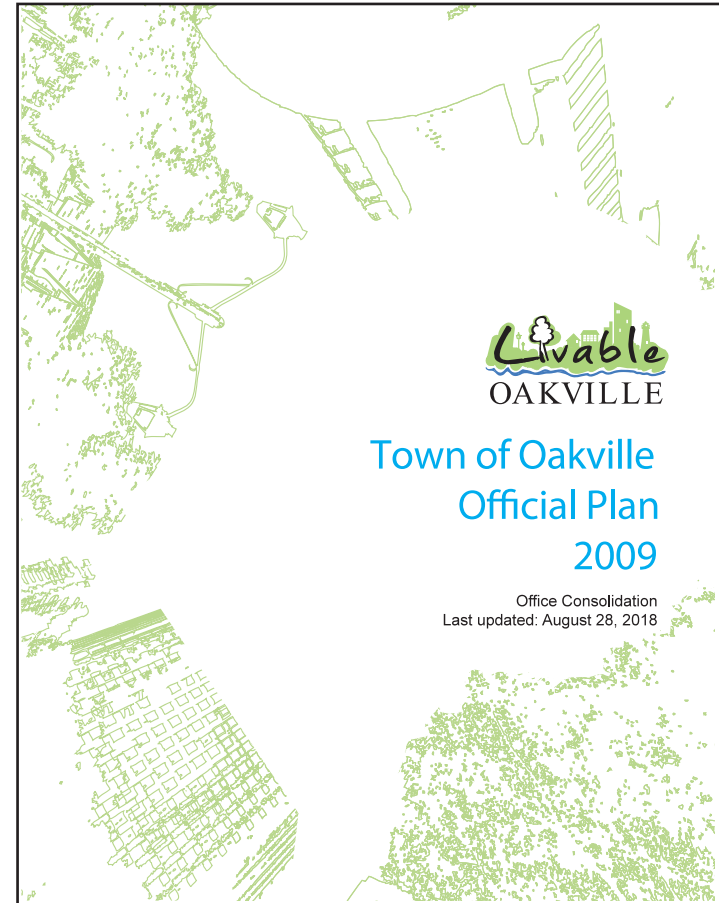
Fig. 8b Natural Heritage Component of Natural heritage & Open Space System, Figure NOE 3, North Oakville East of Sixteen Mile Creek Secondary Plan

4.0 POLICY CONTEXT

4.1 Livable Oakville Plan

The *Livable Oakville Plan* (2009) sets out how lands shall be used and how growth should occur through to 2031. The *Liveable Oakville Plan* which provides the basic structural elements for the Town applies to all lands except the North Oakville East and West Secondary Plan areas.

As the Subject Lands are located within the North Oakville East Secondary Plan, they are not subject to the policies of the *Livable Oakville Plan*.



4.2 North Oakville East Secondary Plan

The purpose of the North Oakville Secondary Plan is to establish a detailed planning framework for the future urban development of the North Oakville East Planning Area

The proposed development adheres to the North Oakville Secondary plan vision by:

- developing an urban community which reflects Oakville's historical roots;
- respects green linkages continuing to define Oakville's landscape;
- A forward looking development apply smart growth strategies.

North Oakville East is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities ranging from executive housing on large lots to high rise apartment units.

(section 7.2.2, North Oakville East Secondary Plan)

Further, the proposed development implements outlined Residential Development objectives in the plan:

- to create residential communities which complement the existing built form elements;
- To establish overall development densities that equal or exceed the density established by the Halton Urban Structure Plan;
- ...directing the highest densities and intensity of use to the Trafalgar Road Corridor in support of a broad range of services.

(section 7.2.3.2, North Oakville East Secondary Plan)

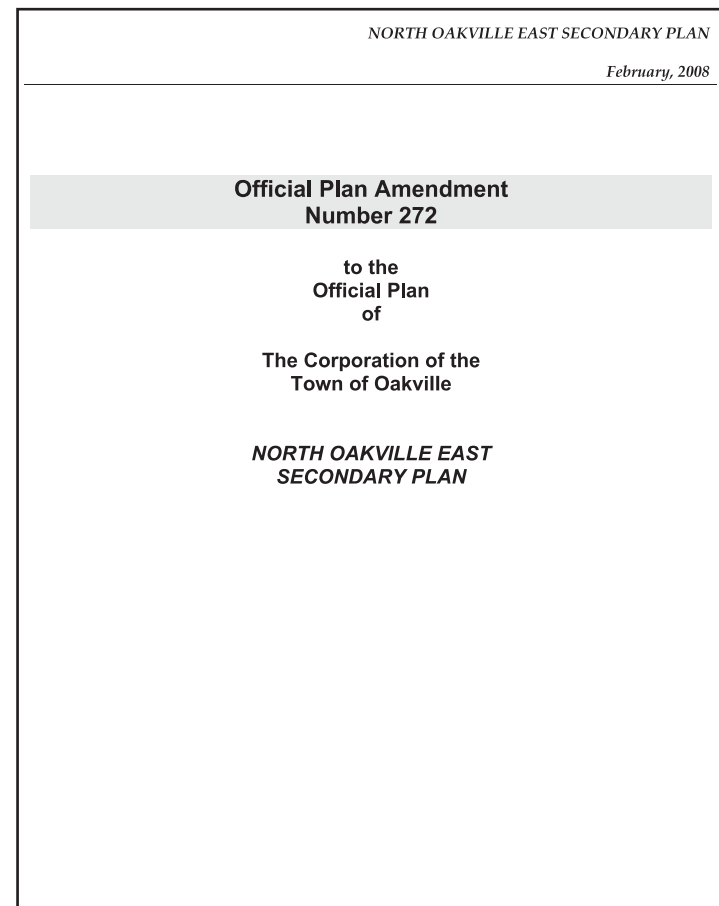
Overall the proposed development meets the Community Structure requirements at this most urban part of the North Oakville East Plan Area (Trafalgar Road, with the North side of Dundas Street). The two proposed towers at 3064 Trafalgar Road meet the General Design Guidelines as the development is designed to be compact, pedestrian and transit friendly in form.

(section 7.5.4a, General Design Directions, North Oakville East Secondary Plan)

The Subject Site is located within the North Oakville East Secondary Plan and is designated Trafalgar Urban Core Area. As per section 7.5.14, the Trafalgar Urban Core Area is intended as the focal point for development that:

'will ultimately be a pedestrian oriented mixed use area with a full range of uses at the highest densities in the Planning Area.'

The proposed high rise development conforms to the intent of the Trafalgar Urban Core Area and is permitted subject to the implementation of a Bonusing Agreement under Section 37 of the Planning Act.



Trafalgar Urban Core Area

The proposed development falls within the Trafalgar Road Urban Core Area. The Trafalgar Urban Core Area is of particular significance because of the magnitude and mix of uses which it is planned to accommodate and the important roles it is designed to play as a service, employment, residential and community activity focus.

The proposed development incorporates key elements of this proposed area:

- Trafalgar Road shall have a strong street-related built edge, wide sidewalks, enhanced tree plantings and other design features;
- The development in the area of the Trafalgar/Dundas intersection is envisioned as a mixed use node;
- Minimum and maximum setbacks, densities and other standards will be implemented in the zoning by-law to ensure that development achieves the standards required as a basis for the creation of the core area.

(source: section 7.5.14 Trafalgar Urban Core Area, North Oakville East Secondary Plan, pg. 43)

4.3 North Oakville Zoning Bylaw

The Subject Lands are currently zoned Trafalgar Urban Core (TUC) - special provision 95, with Holding Provision H 49 (49-TUC sp:95), and Natural Heritage System (NHS) in the North Oakville Zoning By-law 2009-189. As per Section 7.13 of the Zoning By-law 2009-189, only uses that existed on the date the By-law came into effect are permitted. The current proposal fits within the current zoning for this property.

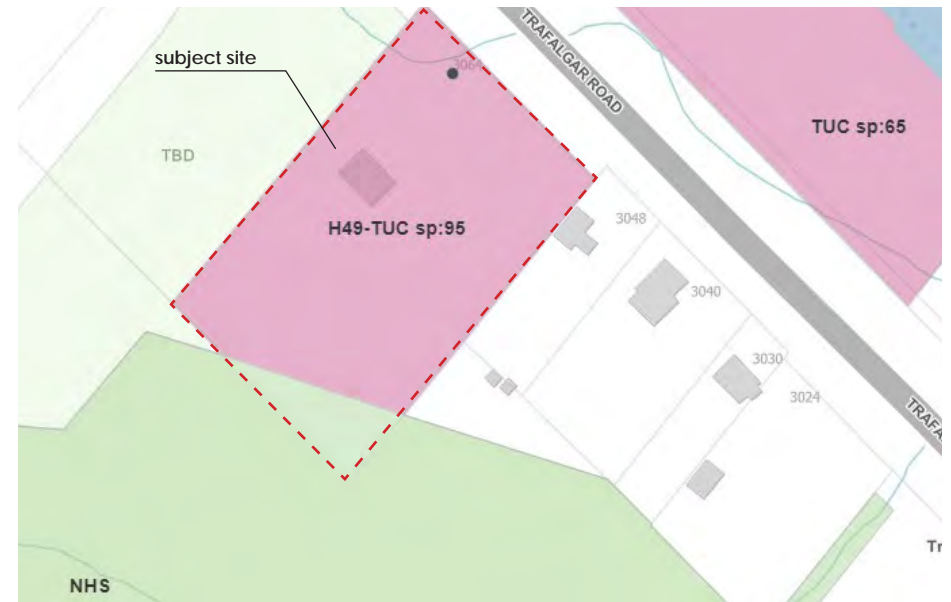


Fig. 9 Town of Oakville Zoning Map

PART 2

SITE DESIGN & ANALYSIS

5.0 SITE SPECIFIC DESIGN GUIDELINES

5.1 North Oakville Urban Design and Open Space Guidelines

The North Oakville Urban Design and Open Space Guidelines (2009) establish the physical design concepts that will lead to the development of high quality, integrated employment and residential communities which are sustainable. They are to be used in conjunction with the applicable:

- North Oakville East Secondary Plan;
- North Oakville Zoning Bylaw;
- North Oakville Sustainability Checklist;
- North Oakville East Cycling Strategy;
- North Oakville Parking Strategy

North Oakville East is planned as a compact, pedestrian-oriented, urban community containing a broad range of housing opportunities.

(NOUD Guidelines, Section 2, pg. 9)

Building Orientation & Site Layout

The guidelines state that for individual properties should maintain, to the greatest possible extents, existing environmental features.

Design guidelines include:

- Buildings should be organized to define the public realm and frame abutting streets, internal drive aisles, sidewalks, parking areas;
- Main building entrances should face public streets and be directly accessible from public sidewalks

Public Safety

The proposed site design should protect the safety of the residents as well as the general public who may be traveling through or visiting North Oakville.

Design guidelines include:

- Site design should result in clear, unobstructed views of parking areas;
- Building and main entrances should, where possible, front on to the public street to encourage a pedestrian-oriented streetscape and maximize public surveillance of the street;
- Views between the interior of public buildings to exterior public spaces should be promoted through the design of windows and other building openings;
- Building and site design should adhere to CPTED (Crime Prevention Through Environmental Design) principles.

(NOUD Guidelines, Section 3, pg. 26)

Building Articulation & Detailing

The articulation of buildings is of particular importance at the street level and the design of the building base.

As per the North Oakville Urban Design Guidelines, buildings must demonstrate a high quality of architectural design that reflects their context and function. The North Oakville Area will evolve with a variety of building types and architectural expressions.

(NOUD Guidelines, Section 3.3.2, pg. 28)

Storage, Servicing and Loading requirements for the proposed building are addressed appropriately in the design.

The proposed development adheres to the above guidelines in its design and in the way the building addresses the public street frontage along Trafalgar Road.

6.2 Site Design

Location of building entrances and accessibility

The proposed development is sited parallel to Trafalgar Road, and maintains an appropriate setback to accommodate the future road widening (see Fig. 11, Site Plan).

The main entrance is accommodated on the North-East side of the building. The entrance will be clearly visible and directly accessible from the sidewalk. The secondary entrance to the building is located on the South-West side of the building at the resident drop-off area in the internal parking area.

Exterior connections to the proposed building as well as outdoor amenity areas are mindful of inclusive design principles, and are accessible from the ground floor.

Parking

Access to the six (6) levels of underground parking in on the south side of Tower A. A total of 948 parking spaces have been provided. This includes 830 resident spaces and 118 visitor spaces. This is in accordance with the Town of Oakville's goal to create a walkable and transit supported urban environment by minimizing surface parking.

Streetscape

The streetscape consists of public frontages. The proposed public frontage provides a space for pedestrian circulation and contributes to the character of the streetscape. As per the North Oakville East Secondary Plan - the design of the streetscape will include sidewalk, multi-use trail, planters and street trees. The pedestrian connection is enhanced by the proposed upgraded paved connections to the building. Additionally, benches and bike racks will be included to provide an interesting streetscape element and also facilitate multiple forms of transportation.

Trafalgar Road is a Major Arterial Corridor and therefore the streetscape will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design as described above.

Utility lines will be buried, and the at-grade parking, air intakes and transformers will be sufficiently screened by planting, using native species as part of the planting palette.

6.3 Landscape Design

The proposed streetscape and landscape design will complement the existing and future forms within the surrounding development along Trafalgar Road and strive to improve the overall tree canopy of the area. (see Fig. 13, Landscape Plan)

Shrubs will be selected for four season interest. Large canopy trees in a raised planter are proposed along the North-West property line to provide interest and screen the private at-grade patio from the adjacent property.

As per the *North Oakville Forest Strategy Management Plan*, overall canopy cover targets for the Town of Oakville are 40%. Proposed canopy cover for all types of residential areas is 20% with 30m³ of soil volume per tree or 15m³ when in a shared condition. The proposed landscape concept will achieve 24.43% canopy cover. In order to achieve and surpass the required canopy coverage for this site, a green roof has been proposed atop the connecting podium (see Fig. 13, Landscape Plan). In addition to contributing to the canopy coverage, the green roof will also help in reducing the overall heat island effect as per the Town of Oakville's Sustainable Design Guidelines.

Native trees are proposed in the South-West 'Linkage Preserve Area' of the site in order to propose an appropriate connection to the adjacent Open Space. All proposed landscape treatments adhere to the *North Oakville East Secondary Plan Landscape Design policies (section 7.5.9, pg. 40)* and the *N. Oakville Urban Forest Strategic Management Plan*

Benches, upgraded paving and street furnishings are proposed along Trafalgar Road to encourage gathering and anticipate adjacent future developments which will require a continuous pedestrian linkage.

Courtyard

An entry courtyard is proposed between the two towers of the proposed development. The courtyard features a modern hardscape layout, inspired by the 1929 painting entitled 'Monument in Fertile Land' by artist Paul Klee (Figure 11a). The proposed courtyard also contains a selection of shade trees and plantings to screen utilities and provide four-season interest along with benches and bicycle parking. A trellis, four meters wide and running in a north-south direction, is also proposed to provide interest and weather protection for pedestrians. Figure 11b. illustrates the proposed design of the courtyard entry trellis.

Lighting

Exterior light standards will be proposed in areas to increase safety and comfort. The light standards will match the scale and character of the proposed architecture.

Site Furniture

Site furnishings will include movable chairs and tables for cafe style seating in the amenity space, as well as a series of benches and bicycle racks throughout the site. All site furnishings will be selected to complement the architectural style of the proposed development. Site furniture such as lighting, signage, benches, bike racks and waste bins will all be coordinated to ensure a consistent and integrated system of form, pattern, texture and colour is established. See images on page 20 (Figures 11d - 11f).

Accessibility

The site design adheres to OBC and AODA accessibility guidelines. Simple hardscape materials have been proposed to limit trip hazards. Benches and site furnishing have been included at key locations to provide moments of rest, but also allow for flexible use - including movable site furnishings.

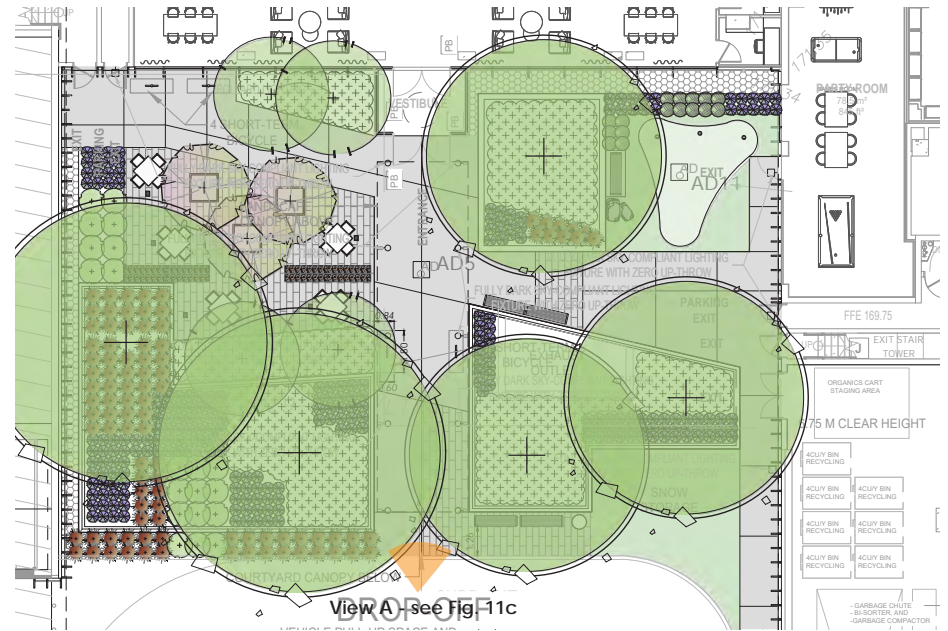


Fig. 11 Entry Courtyard Concept Update



Fig. 11a 'Monument in Fertile Land' by Paul Klee (1929)



Fig. 11b Entry Trellis



Fig. 11c View A: Entry Courtyard Concept Rendering with entry trellis - looking north from parking lot island



Bench Option



Bike Rack Option



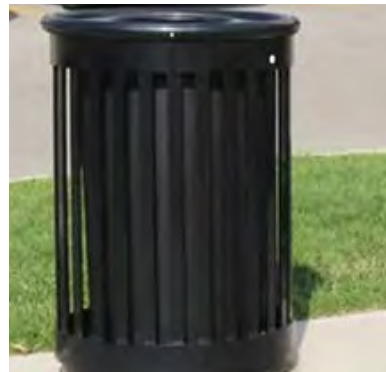
Light Post Option



Light Post Option



Garbage and Recycling Option



Garbage Only Option



Decorative Bollard Option



Fig. 11d Proposed Site Furnishings

Fig. 11e Proposed Bollard & Light Standards

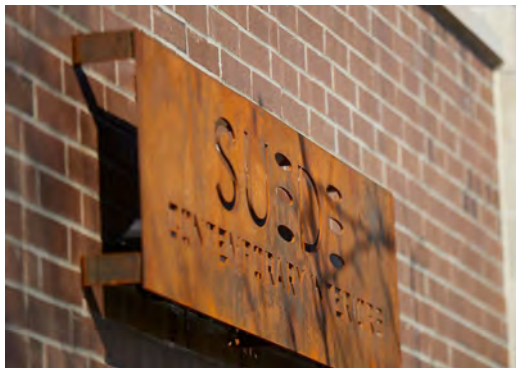


Fig. 11f Entry Feature Signage Concept



Crime Prevention Through Environmental Design (CPTED)

Implementation of CPTED principles has focused on four basic strategies in the site design of the proposed development:

Natural Access Control

Natural access control relies on doors, fences, shrubs and other physical elements to keep unauthorized persons out of a particular place if they do not have a purpose for being there. Properly located entrances, exits, fencing, landscape and lighting can subtly direct both foot and vehicular traffic in ways that decrease criminal opportunities.

- Vehicular and pedestrian access to the site is provided by the entry off Trafalgar Road. The single driveway will provide access for all residents, fire/emergency and service vehicles that need to enter the site;
- Access to the underground parking will be controlled via key fob and a key pad with intercom;
- Dedicated visitor parking areas have been provided in the underground parking structure. The spaces are in highly visible locations;
- The entry court is centrally located and has clear visibility at grade and is readily viewed by balconies from both towers;
- Units at grade have doors and windows to promote natural surveillance;
- Pedestrian access throughout the site is by sidewalks which are visible from the at-grade units and the balconies of both towers.

Territorial Reinforcement

People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others. Clear boundaries between public and private areas can be achieved using physical elements such as fences, pavement treatment, art, signs and good maintenance. Identifying intruders is much easier in well-defined spaces.

- The placement of sidewalks and landscaping have been designed to create a sense of place and to guide users through the site safely;

- An entry feature defines the area by providing a name to the development.

Natural Surveillance

The fundamental premise of natural surveillance is that criminals do not wish to be observed. Surveillance or the placing of 'eyes on the street' increases the perceived risk to offenders. Additionally - this increases the actual risk to offenders if those observing are willing to act when a potentially threatening situation develops. The primary aim of surveillance is to keep any potential intruders under observation.

- Windows are located on all facades of the buildings. This provides residents with the opportunity to view what is occurring in the immediate area. The indoor amenity areas feature extensive glazing creating a wide open public realm;
- Proposed lighting will provide suitable illumination for vehicles, pedestrians and cyclists. A lighting plan will be submitted as part of the site plan application.

Maintenance

This is related to the development's sense of 'pride and place' and territorial reinforcement. The maintenance and image of an area can have a major impact on whether it becomes targeted. The selection of materials and finishes will impact the types of maintenance regimes that can be sustained over time. Plant material will be selected for its size at maturity and will be sited to avoid blocking sight lines.

- Condominium ownership will ensure regular ongoing maintenance. In the event that any of the landscape features, pedestrian elements, site services, visitor parking or tenant premises have been damaged, the condominium corporation will work to have these items addressed at the earliest possible convenience.

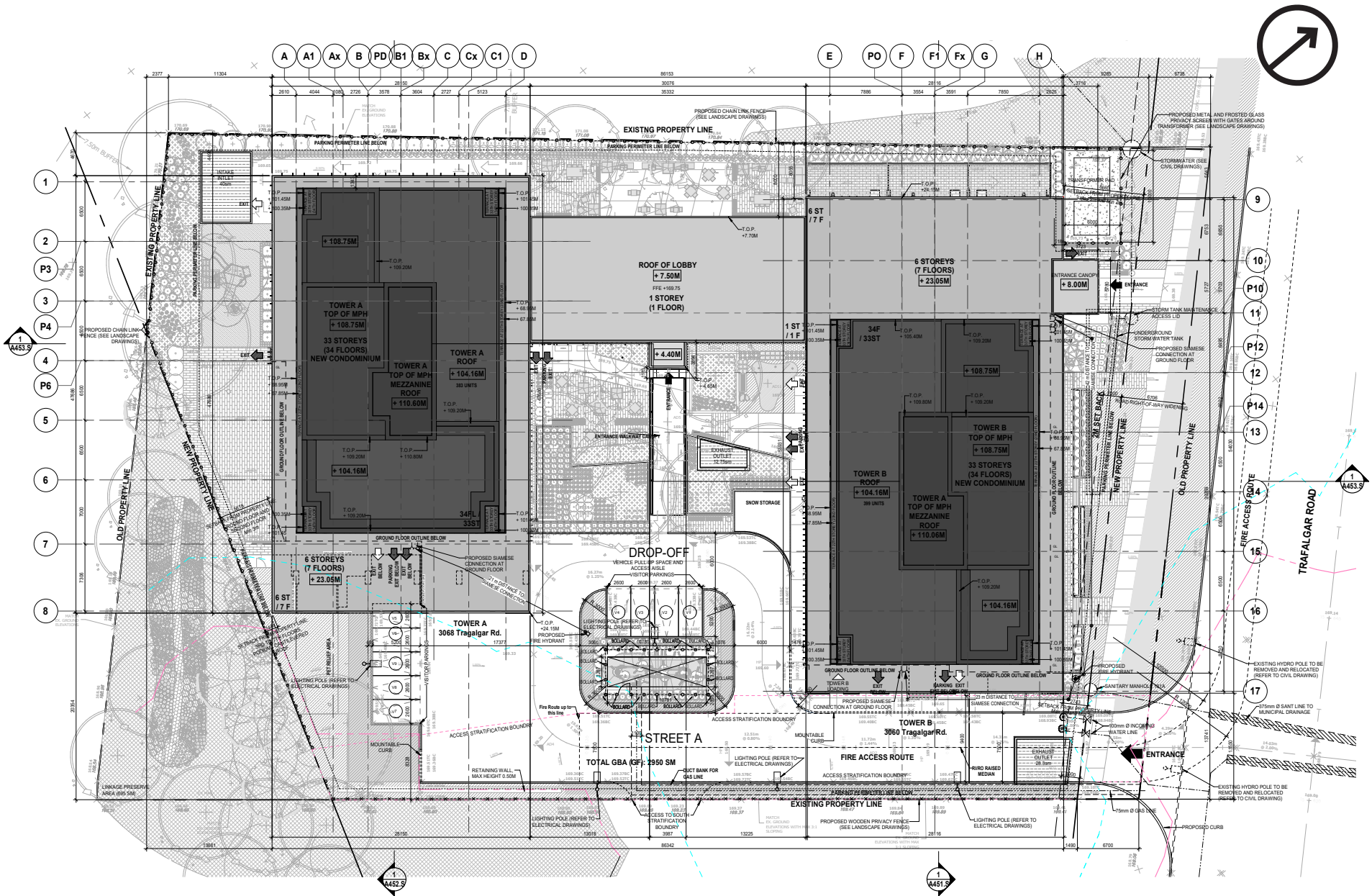


Fig. 12 Site Plan by Quadrangle Architects Limited (not to scale)



Conceptual Rendering
This street level view, along Trafalgar Road, projects the streetscape impression of the main entrance and the materiality of the podium. The tree bark material demonstrates the architectural commitment to respecting the vernacular and developing a modern interpretation.

Fig. 12a Conceptual Rendering - view of main entrance - by Quadrangle Architects Limited (not to scale)



Conceptual Rendering
This semi-aerial view indicates the natural context of this site and the tree bark architectural treatment as the response to this unique North Oakville urban fabric.

Fig. 12b Conceptual Rendering - aerial view - by Quadrangle Architects Limited (not to scale)



Fig. 12c Conceptual Rendering - view approaching site from north - by Quadrangle Architects Limited (not to scale)



Fig. 12d Conceptual Rendering - view approaching site from southwest - by Quadrangle Architects Limited (not to scale)

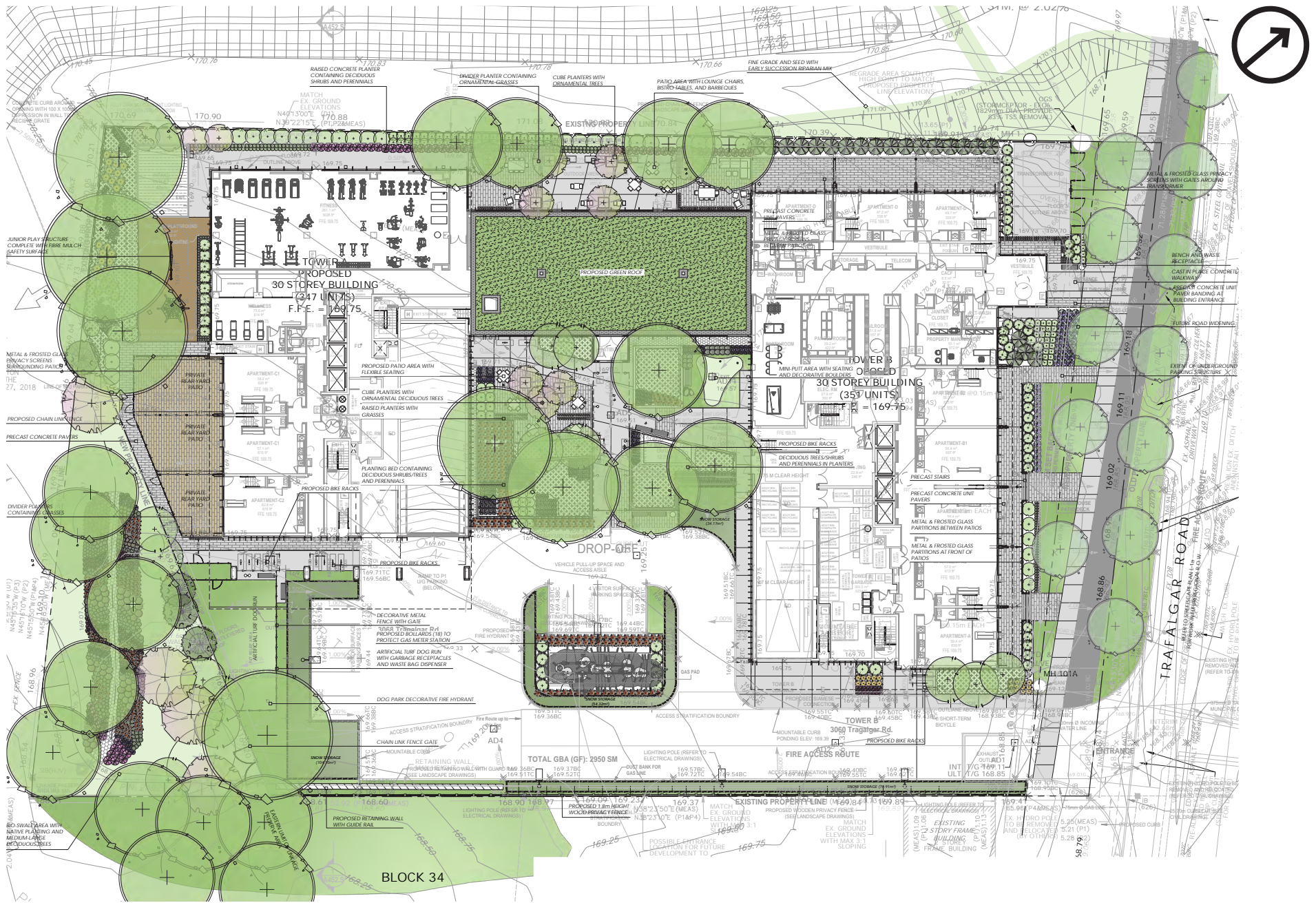


Fig. 13 Concept Landscape Plan (not to scale)

6.4 Built Form

High Rise-Building Typology

Buildings that are 10 storeys in height or taller are considered a high-rise building in North Oakville. The design of high-rise buildings should consider three parts of the building massing:

- The base - which relates to the public street;
- The middle (shaft);
- The top - including the roof, and mechanical penthouse.

Key Design guidelines include:

1. Tall floor-to-ceiling heights at-grade to create flexible commercial space, which contributes to a pedestrian oriented streetscape.
2. The exploration of various means of massing to achieve a variety of very-scaled contemporary built form.
3. Articulated building design which mitigates the mass and shadow impacts of the building, and creates visual interest.
4. The use of articulated materials in the overall building design and where feasible, mitigate the mass and bulk of tall building elements.
5. Consolidated parking, servicing and loading access to the site in order to avoid pedestrian obstructions.

(source: North Oakville Urban Design and Open Space Guidelines, pg. 55)

Architectural Design and Materials (Quadrangle Architects)

Inspiration

3064 Trafalgar is inspired by the Town of Oakville's rich history and natural surroundings. Appearing like two giant oak trees sitting proudly in a landscape, the two towers are linked by a transparent glass spine at the ground floor to minimize the development's footprint while allowing for a more seamless integration with the outdoors.

Amenity

The ground floor is intended to be as welcoming and inclusive to residents and visitors as possible. All of amenity programming is located on the ground floor with a large portion of it intended to be integrated into the building's internal circulation paths. This will contribute to a positive social atmosphere at the heart of the building while ensuring strong connections to the NHS and adjacent outdoor amenity areas.

Design Excellence

The building's massing and façade captures the spirit of an oak tree; a strong, timeless presence in the landscape when viewed from afar, and a rugged, living texture when viewed close-up. In this way, the overall massing has been designed to take the form of a tree; the building is widest at its base (the podium), sturdy in its mid-section (lower podium) and slender as it touches the sky (upper podium).

Materiality

Custom concrete precast panels have been selected for the building's primary cladding material. Each panel has been designed like a strip of bark on a tree, and the concrete's raw texture and properties provide an opportunity to create a durable and robust design that speaks to an oak tree's enduring quality.

Development

3064 Trafalgar is set to be the first tall development in the region and will set a high standard for design excellence, materiality, amenity, and relationship to the natural surroundings. Being the first comes with expectations, and this project will be a symbol for the region and a sign of things to come. It's why we believe the oak tree is such a powerful image and the heart of our development: it represents the region's past, present and future.

(see **Fig. 14-17** for architectural elevations by Quadrangle)

6.5 Built Form Precedents



2901 Rutherford Road Masterplan by Quadrangle



Rush Condos by Quadrangle

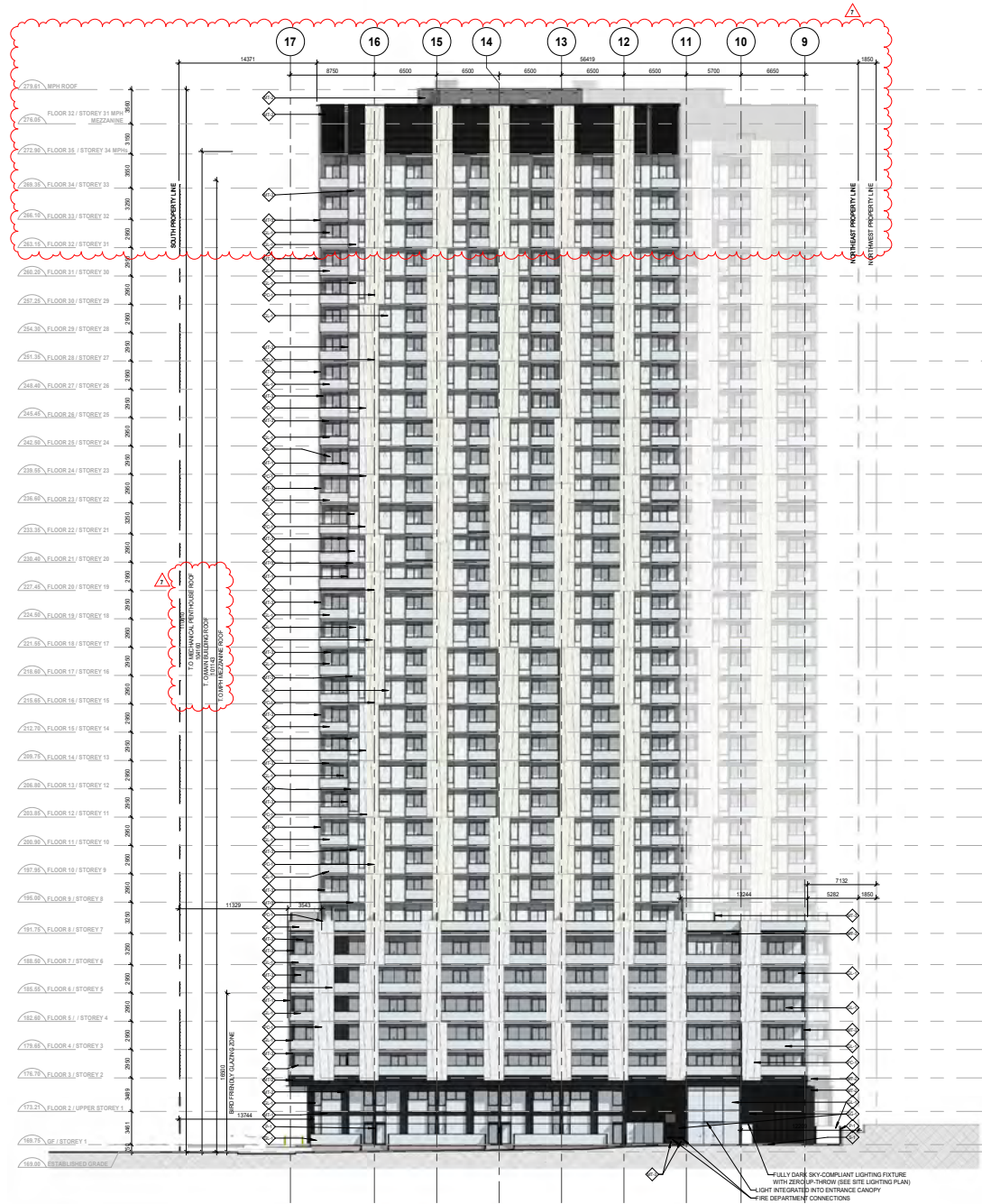


Fig. 14 East Elevation by Quadrangle Architects Limited (not to scale)

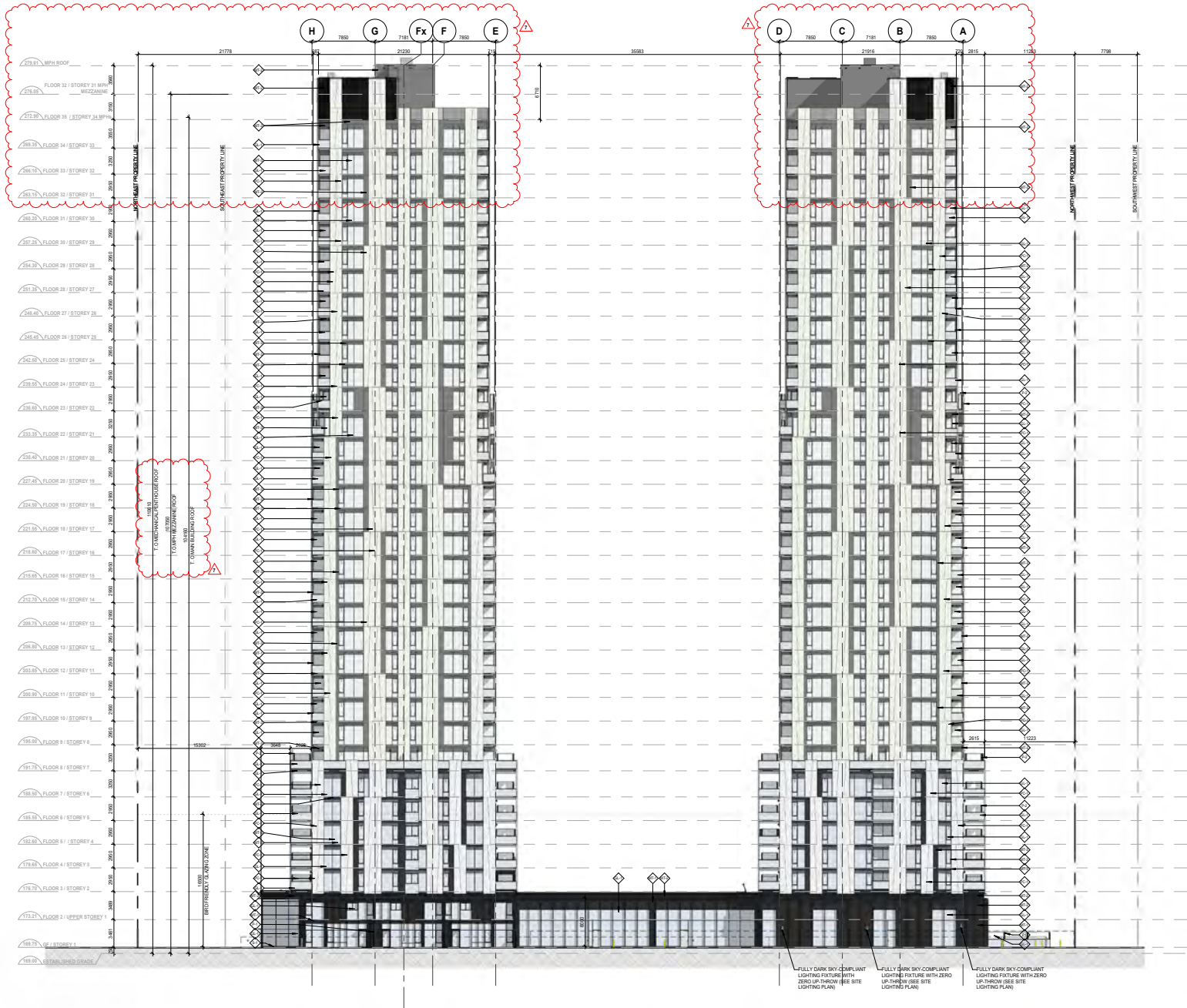


Fig. 15 North Elevation by Quadrangle Architects Limited (not to scale)

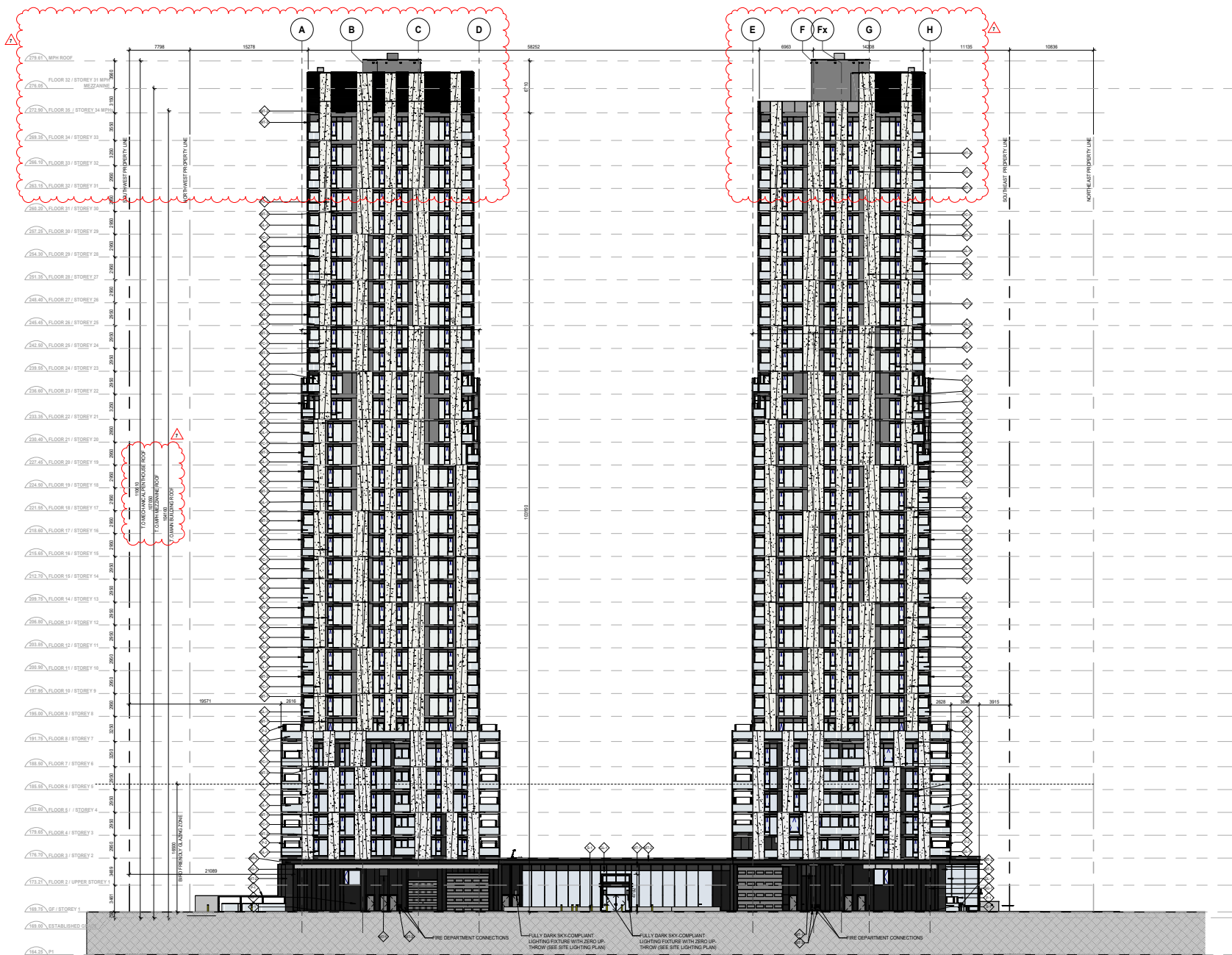


Fig. 16 South Elevation by Quadrangle Architects Limited (not to scale)

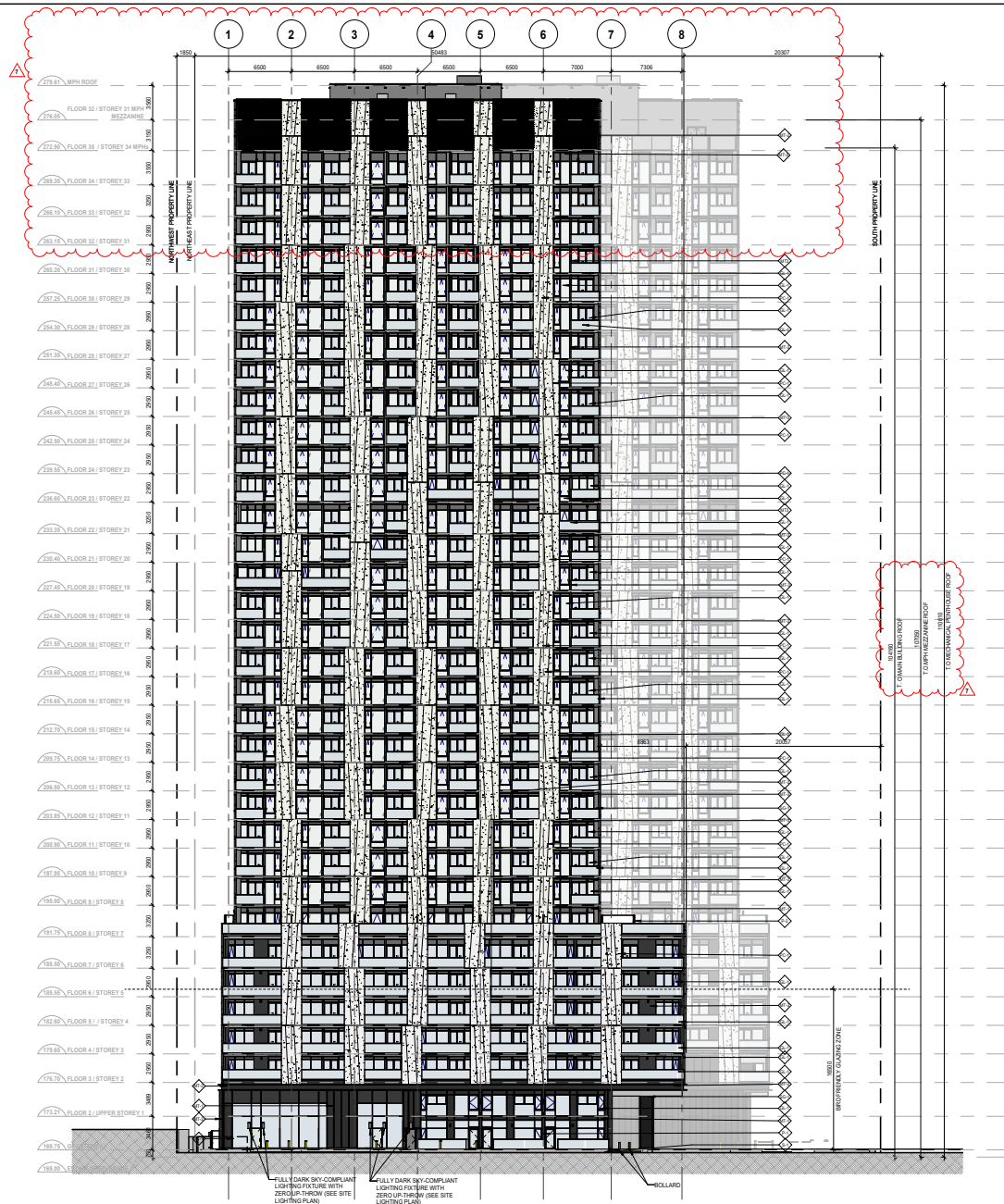


Fig. 17 West Elevation by Quadrangle Architects Limited (not to scale)

6.6 Circulation

Site circulation is a key organizing and design element for most development projects and must be considered early in the design process. The circulation for the proposed site plan proposes appropriate pedestrian, bicycle and vehicular circulation.

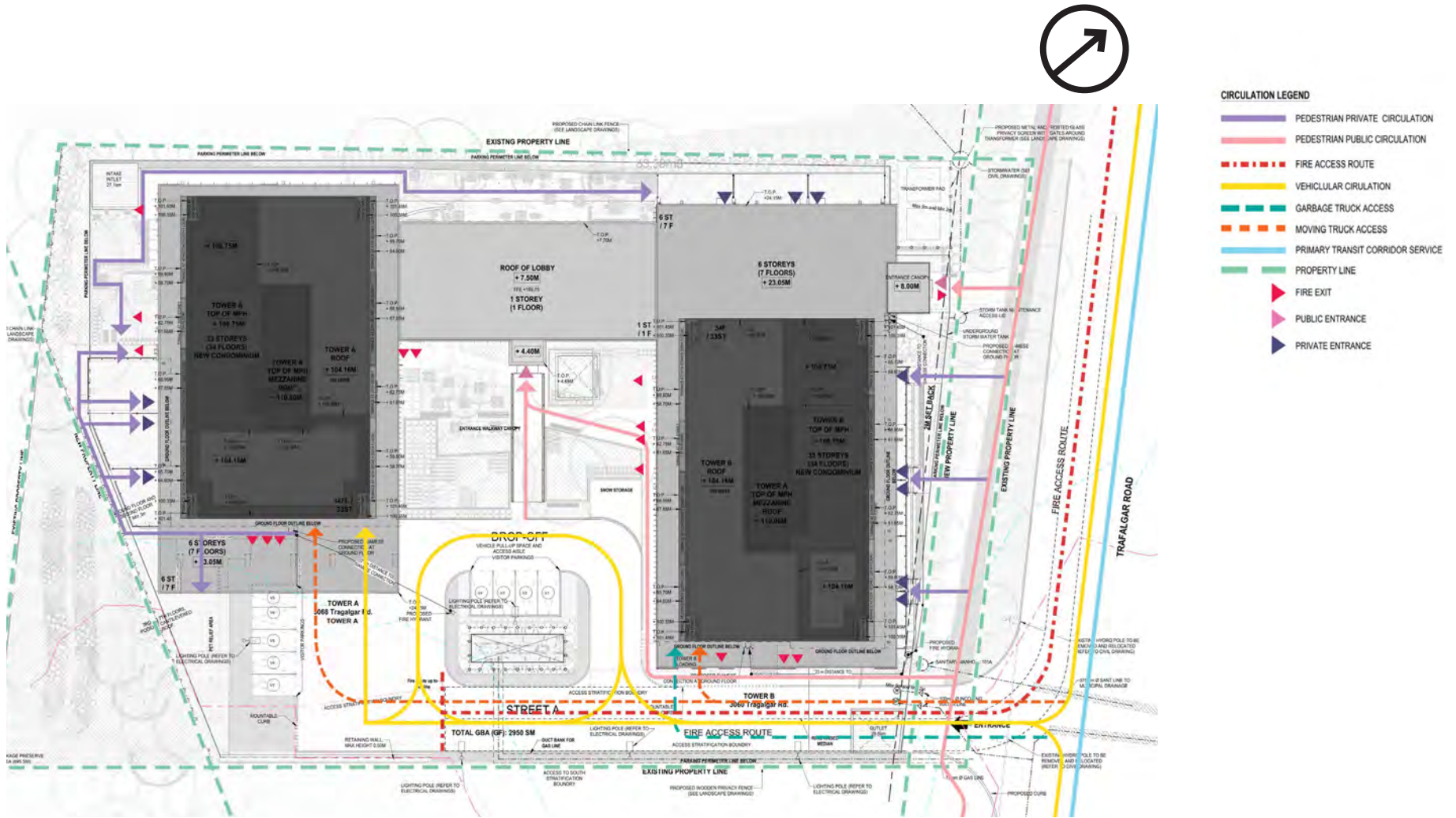


Fig. 18 Site Circulation Analysis (not to scale)

7.0 SUSTAINABILITY TECHNIQUES

In keeping with the objectives of the Secondary Plan, the Town of Oakville is committed to sustainable development in the North Oakville East.

As per the North Oakville East Secondary Plan, the proposed development will be designed to:

- reduce the consumption of energy, land and other non-renewable resources;
- minimize the waste of materials, water and other limited resources;
- create livable, healthy and productive environments; and,
- reduce greenhouse gasses.

(source: section 7.4.2, Sustainable Development Strategy, North Oakville East Secondary Plan, pg. 13)

The following is a list of building and site design features which the proposed development strives to incorporate:

- street design prioritizes pedestrian connections and links to current and future transit stops;
- bicycle parking is incorporated inside the building to encourage a healthy lifestyle;
- all parking is proposed below grade to allow for extensive landscape design to reduce the amount of hard surface on site, thus improving site drainage;
- water efficient landscape design with a bioswale recharging ground water towards the existing creek;
- construction materials to be locally sourced where possible to reduce the environmental impact of transportation;
- proposed tree canopy to maximized shading, reduce solar radiation and protect development from wind and rain;

8.0 SHADOW IMPACT STUDY

The shadow impact study included in this brief was conducted to demonstrate the impact of the proposed development at 3064 Trafalgar Road on the surrounding context.

The contextual information was modeled in Revit, along with the proposed development. The shadow analysis was generated in Revit, using the location and time data provided in the Oakville Development Application Guidelines, Shadow Impact Analysis document.

Analysis

The shadow impact analysis starts 1.5 hours after sunrise and ends 1.5 hours before sunset.

Impact to Residential Amenity Area:

The outdoor amenity is located at ground level between the two proposed towers. The shadow impact analysis demonstrates that shadow impacts on the outdoor amenity would primarily be in the afternoon hours during the March 21 Study and December 21 Study.

Impact to Public Sidewalks:

The public sidewalk is located along Trafalgar Road. The shadow impact analysis demonstrates that the sidewalk in question would receive minimum 2 hours of continuous sunlight on March 21, June 21, and September 21. The maximum continuous sunlight received is 4 hours on June 21.

Impact to Building Faces and Roofs:

The analysis demonstrates the shadow impact on the existing building faces and roofs to the north of the site would not exceed two consecutive hourly times on December 21.

*For Shadow Impact Study see **Appendix B**.*

CONCLUSION

In summary, the preceding review is intended to demonstrate that the proposed development at 3064 Trafalgar Road adheres to the Town of Oakville's Planning Policies and Guidelines.

The guidelines contained within this Urban Design Brief are intended to lead the design of the development on the basis of good site planning with specific discussions on planning framework, design, and built form.

The development is subject to completion of the planning approvals process and refinement of the development concept.

Detailed design will be implemented through the final development design and Draft Plan approvals process. The subject Urban Design Brief is required as part of a complete Zoning By-law Amendment application identified through the Formal Consultation process. This supporting document will aid in the implementation of the corresponding Zoning By-law Amendment.

Appendix A

HEIGHT MODELING OF SURROUNDING CONTEXT

provided by:

Quadrangle Architects Ltd
&
Bousfields Inc.

July 8, 2021

Project No. 20343

Tricia Collingwood
Senior Planner
East District - Planning Services
1225 Trafalgar Road
Oakville, ON L6H 0H3

Dear Tricia:

**Re: *Appendix A – Urban Design Requirements Response Memo*
*3064 Trafalgar Road, Oakville***

The final Zoning By-law Amendment staff report for the 3064 Trafalgar Road redevelopment included Appendix A which included number of urban design requirements as part of the Site Plan process.

In this regard, please find below responses to each of the requirements noted in Appendix A. The Requirements of Appendix A are noted in light grey, with the responses in black below.

- *During the site plan application process the applicant will be required to submit an analysis of the proposal with regards to:*
 - *Compatibility;*
 - *Modelling the larger surrounding area (potential future development) and evaluate the heights based on the “as-of-right” heights as well as the proposed heights;*
 - *Including the future as-of-right development of adjacent properties as well as the planned and approved nearby developments along the east side of Trafalgar Road and along Dundas Street East.*
 - *Demonstrating that the proposal does not limit the development potential of the adjacent properties and that it does not negatively impact the abutting heritage features;*

A massing model of the surrounding context was prepared by BDP Quadrangle which shows approved and proposed developments and a conceptual massing of future development potential on soft site in the surrounding area, including the as-of-right heights and potential bonusing heights.

The massing model demonstrates that the redevelopment of 3064 Trafalgar Road with two 30-storey towers does not limit the development potential of adjacent properties and it does not negatively impact surrounding lands.

- *Demonstrating within the Urban Design Brief (UDB) how the proposed built form will fit within the existing and approved development in the surrounding area;*

The 'as-of-right' height permission of the subject lands is 20-storeys (NOESP Section 7.6.4.8 d vii), with the opportunity to increase up to 30-storeys with the execution of a bonusing agreement (NOESP Section 7.6.4.8 d ix & Section 7.10.2). In our opinion, this is one of the best sites in North Oakville for consideration of implementing of the Town's bonusing provision of 30-storeys.

From a built form perspective, the site is a contextually appropriate location for tall buildings given its: large site size and depth; specific location, backing onto NHS lands; location along Trafalgar Road, a Major Arterial road which is identified as a priority transit corridor and is a planned Higher Order Transit route; existing and planned tall buildings in the area; and significant separation distance from any low-rise residential uses.

From a policy perspective, the proposal conforms with the policies of Section 7.6.4.8 of the North Oakville East Secondary Plan including Policy b) which states that the highest development densities will be focused along Trafalgar Road, with building heights and densities generally scaling down east and west of Trafalgar Road. Additionally, Section 7.10.2 states that increases in height up to 30 storeys is permitted in the TUC subject to bonusing. We would note that the NOESP policies do not specifically prescribe where in the TUC bonusing up to 30 storeys is to be considered therefore, in our opinion, implementing the maximum permitted height of 30 storeys through bonusing should be evaluated on a site-specific basis.

From an urban design perspective, permitting a narrow podium with taller tower height of 30-storeys allows the building to 'touch the ground lightly' providing more outdoor amenity space at grade for future residents while providing a stronger connection to the NHS, as opposed to a 'squash and spread' approach which would result in a larger proportion of the site being occupied by the building footprint thereby reducing the available greenspace. As well, the proposed towers are adequately set back from the property lines, provide a generous tower separation distance, and have slender floorplates which limit shadowing and sky view impacts on the surrounding lands.

Given that the tallest 'as-of-right' height (20 storeys) in the TUC is permitted on the site, and the contextual, built form and urban design attributes listed above, in our opinion, this site is located in the appropriate location to accommodate the height peak of 30 storeys and fits within the existing and planned context of the area.

- *Ensuring the pedestrian environment has a strong focus along Trafalgar Road that considers heights/massing along the frontage of the property;*
- *A micro-climate study to ensure that the pedestrian conditions along Trafalgar Road are appropriate;*

The tower fronting Trafalgar Road is set back from the street, and the podium of both towers is 6 storeys providing an appropriately-scaled base building element along Trafalgar Road. The podium provides an edge to frame the street and interior

courtyard. Grade-related townhouse units are provided along Trafalgar Road to animate the street and create a pedestrian-scaled environment along the street.

Furthermore, a Pedestrian Level Wind Study was prepared by Gradient Wind, dated June 30, 2021, and concluded that based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Oakville, conditions over all pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. A comparison of the existing versus future wind comfort surrounding the study site indicates that the proposed development will have a generally neutral influence on grade-level wind conditions, with consistent improvements in close proximity to the study building facade.

- *Sun/shadow study.*

A sun / shadow study was prepared by BDP Quadrangle, dated June 30, 2021, and has been submitted under a separate cover. The study shows that there is some incremental shadow impact on surrounding lands to the north, east and southeast and various times of day however, it is minimized by the narrow tower floorplates.

- *The Town's standards in Livable by Design Manual (LBDM) must be adhered to with regard to architectural detailing as well as massing. According to LBDM, Section 3.1.25, "For tall buildings, design the floorplate above the building base with maximum area of 750.0 square metres. This control results in slender tower design and lessens shadow and wind impacts at ground level." In addition, through the review of the site plan application the exterior size of the tower floorplate will be tightly controlled to ensure it does not extend beyond 40 metres as measured to the furthest extents.*

The LMDM urban design guidelines recommend a maximum tower floorplate of 750 square metres. As agreed to during the rezoning process, the upper tower floorplates (floor 22 to 30) are 750 square metres, and the lower floorplates (floor 7-18) are 800 square metres, with the floors in between (19 to 21) being the transition floors.

With respect to the 40-metre diagonal dimension for the towers, this was not emphasized as a requirement at the rezoning stage, and the discussions mostly related to the size of the floorplates. As well, we would like to note that the 40-metre guideline dimension is only referenced in the older Designing Midtown Oakville Urban Design Guidelines which do not apply to this area. Additionally, the newer and more applicable The Livable by Design Manual guidelines do not include the 40-metre diagonal guideline and instead reference the 750 square metre floorplate and the 25-metre tower separation distance, which is consistent with our rezoning discussions. The floorplates, as proposed, are very close to meeting the 40-metre diagonal dimension and are consistent with the intent of providing slender towers. Only the outer-most corners of the towers extend beyond the diagonal dimension (largely balconies).

Furthermore, following the rezoning process, further refinements to the building's design were undertaken to enhance the architectural vision for the project while

minimizing the physical and visual impact of the towers from the surrounding area. Part of those design refinements included the relocation of the exterior balconies on the north and south facades to the four corners of the building. We believe this architectural move greatly reduces the visual impact of the towers from the exterior by producing a more slender profile on the north and south sides of the building as a result. Additionally, shifting the balconies to the corners of the tower also allows the design to avoid a more cube-like profile around the building perimeter, allowing the corners to be animated with balcony life.

It is our firm belief that this architectural gesture greatly enhances the building's design and we would strongly request that no further action be taken to reduce the profile of the floor plates at the risk of losing this vision.

- *Maximize the amount of glazing of the first storey building wall for non-residential uses oriented toward any lot line to achieve a sense of animation at-grade.*

The non-residential glazing of the first storey oriented towards all lot lines has been maximized:

- On the north façade, an amenity space within Tower A and a glass circulation spine connecting both towers at grade are completely transparent.
 - On the west façade, the entire elevation is glazed to provide maximum transparency to the outdoor amenity area.
 - On the south façade, all non-residential and service spaces are completely glazed, and;
 - On the east façade facing Trafalgar Road, the lobby and entrance area is completely transparent to demarcate the public entrance to the building while animating the internal lobby spaces.
- *Residential units are prohibited from having bedrooms on the first floor for units that face Trafalgar Road.*

There are no bedrooms provided on the first floor on the units facing Trafalgar Road.

We trust the foregoing provides you with sufficient information for your review. Should you have any questions, please do not hesitate to contact the undersigned at 416-947-9744.

Yours truly,
Bousfields Inc.



Sasha Lauzon, M.PL., MCIP, RPP
Senior Associate



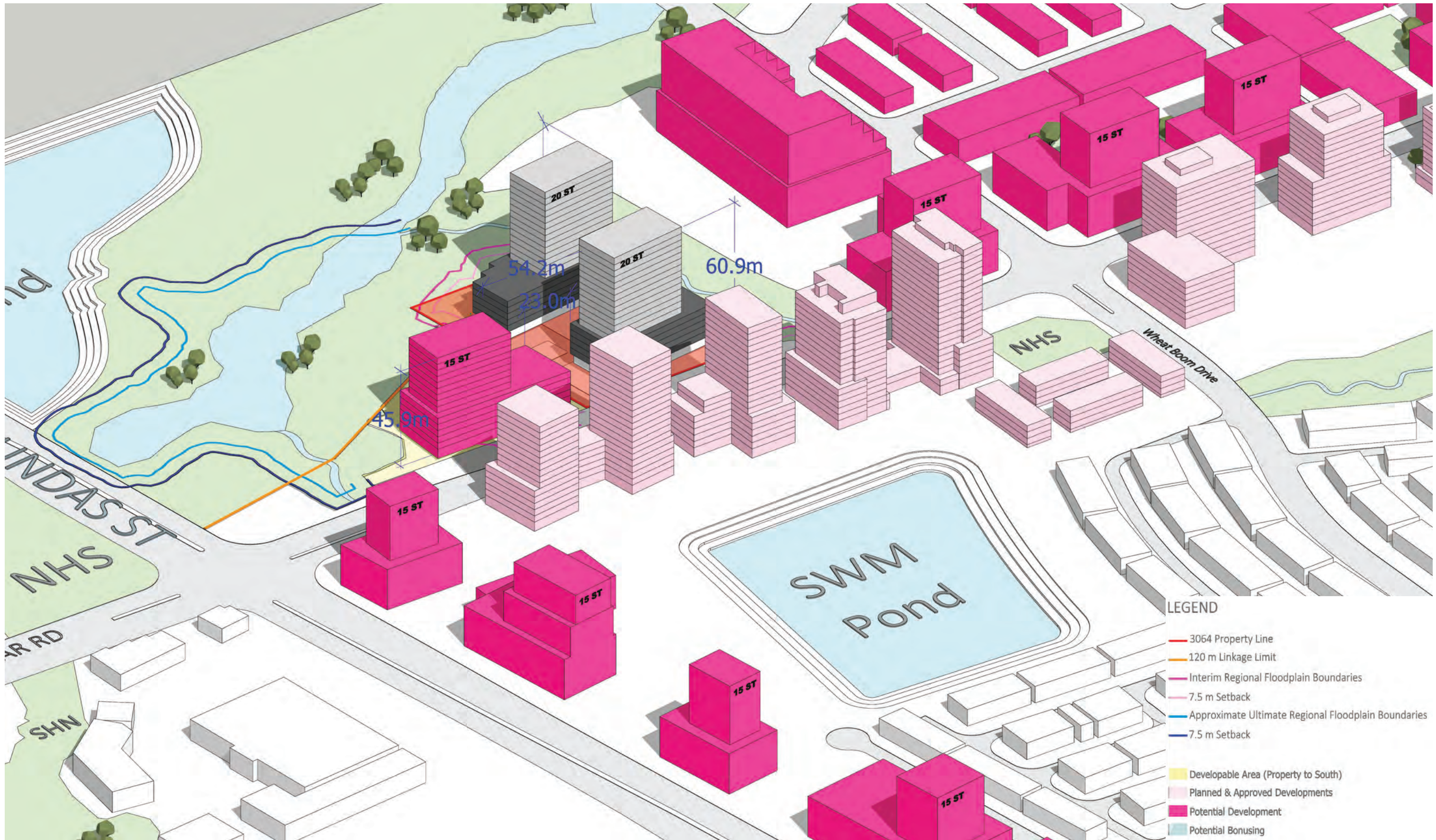
3064 Trafalgar Rd

Appendix A: Context Diagrams

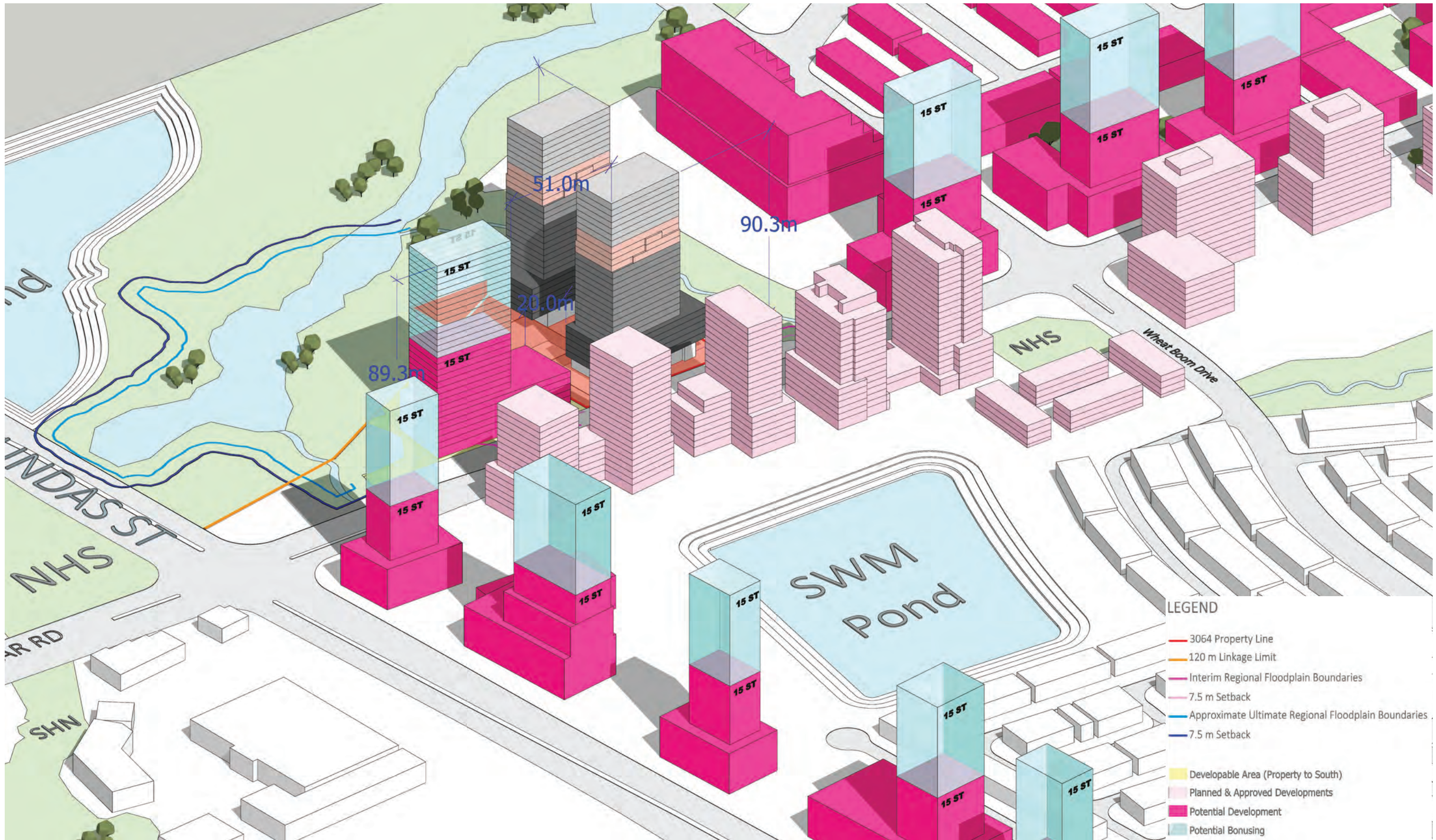
3064 Trafalgar Rd, Oakville, Ontario
Distrikt Developments
30 June 2021

t 416 598 1240
www.bdpquadrangle.com

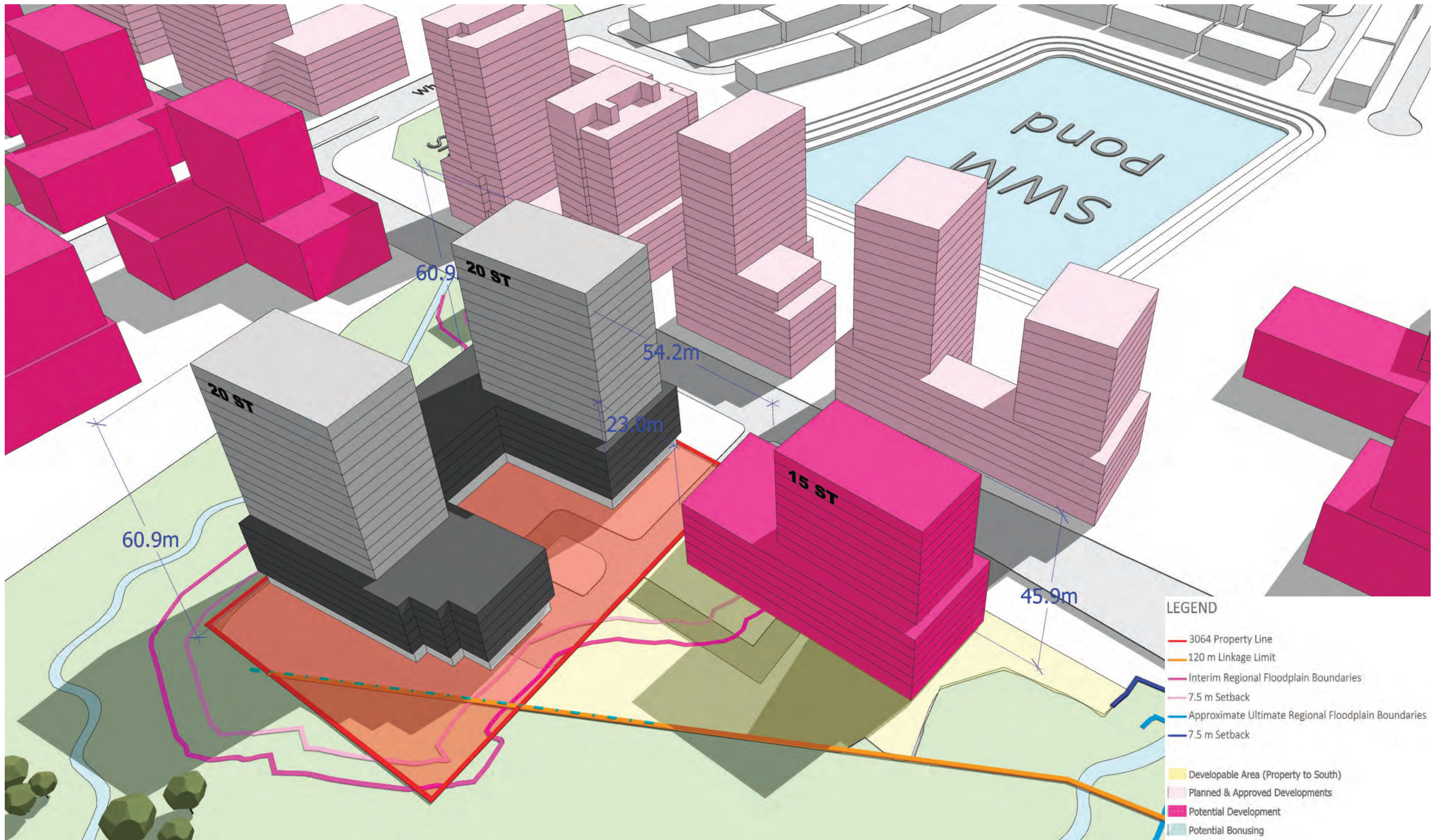
Quadrangle Architects Limited
901 King Street West, Suite 701
Toronto, ON M5V 3H5



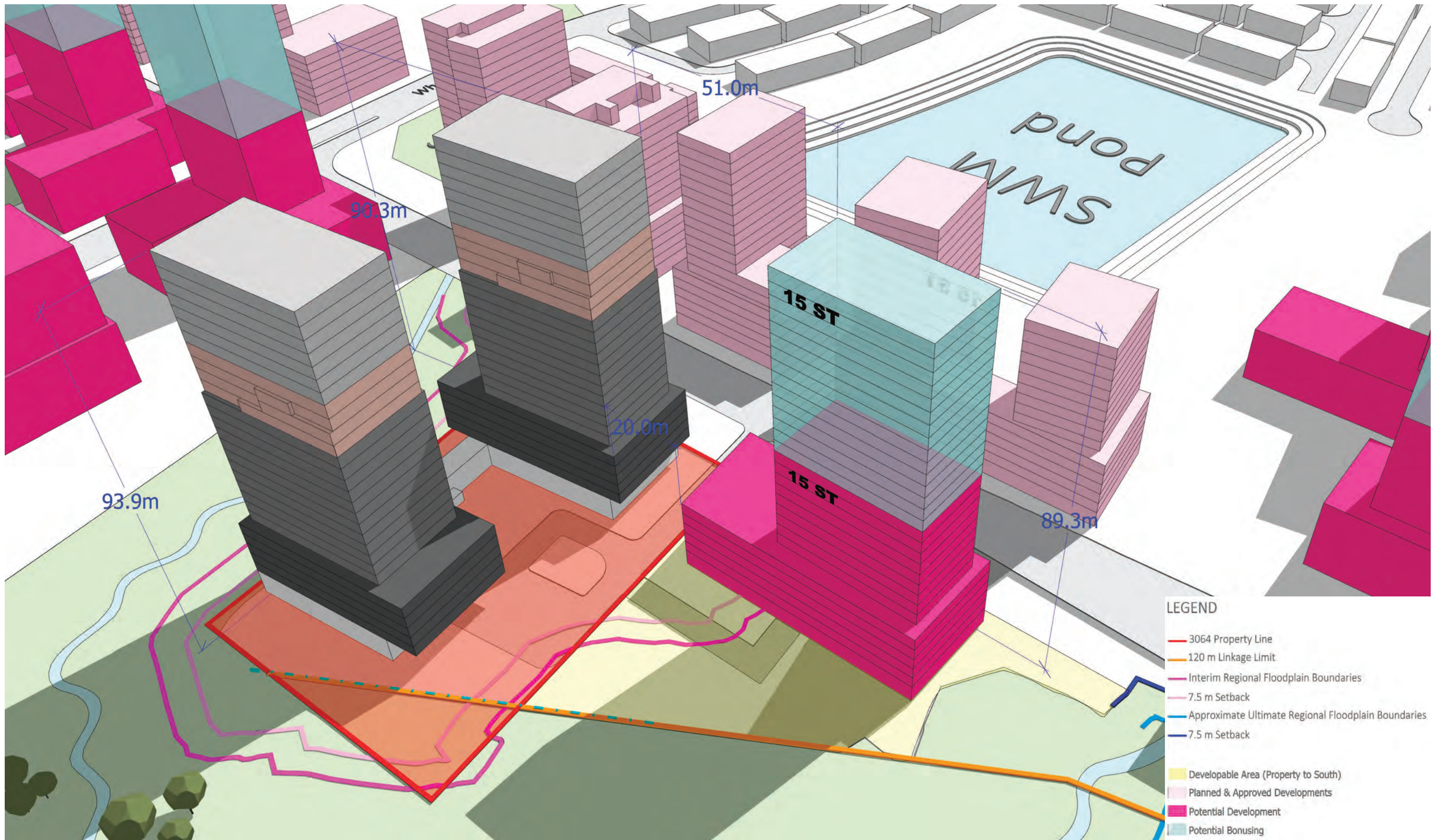
View of Site Context: As-of-Right



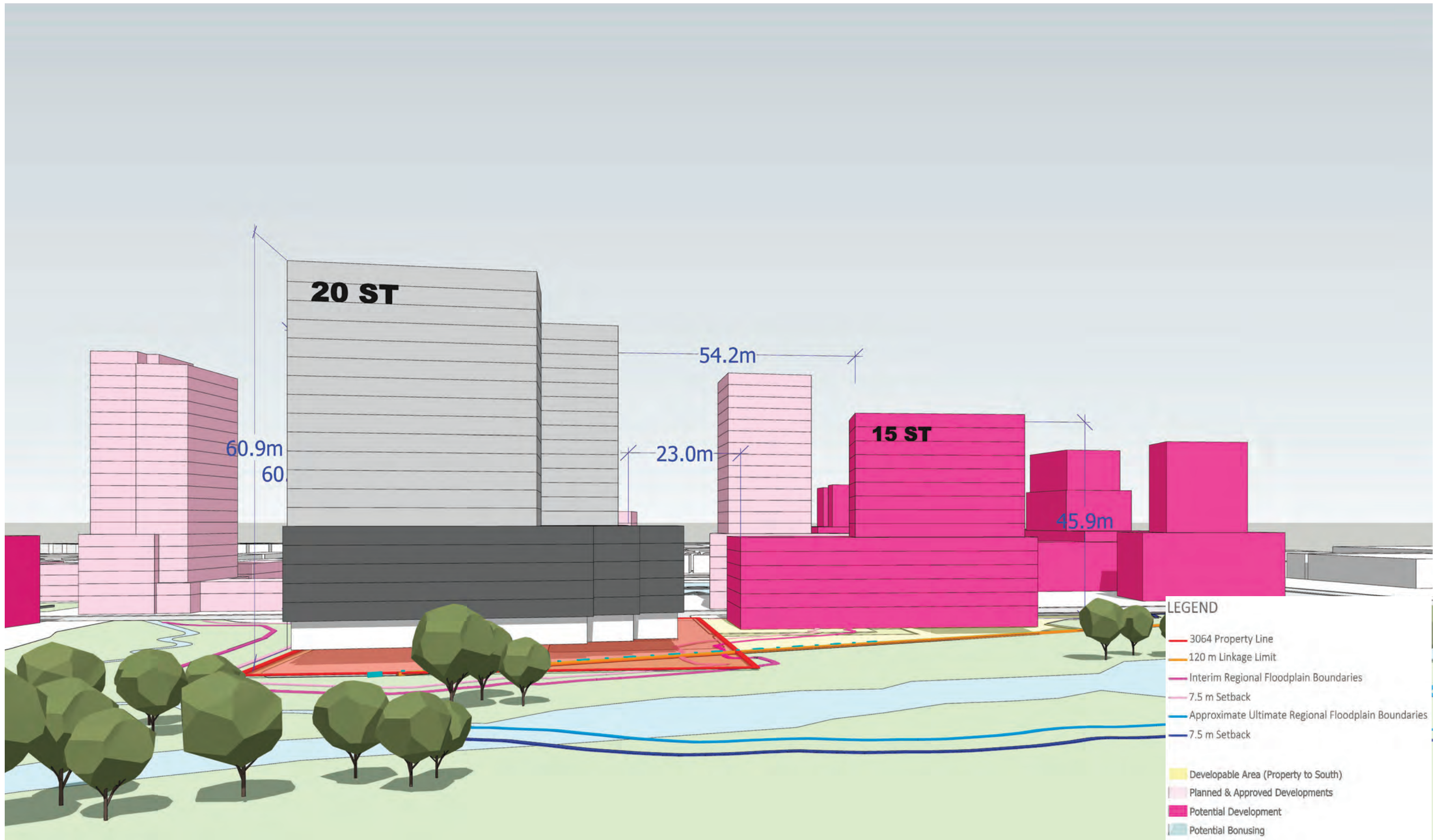
View of Site Context: Proposed Building and Bonusing Potential



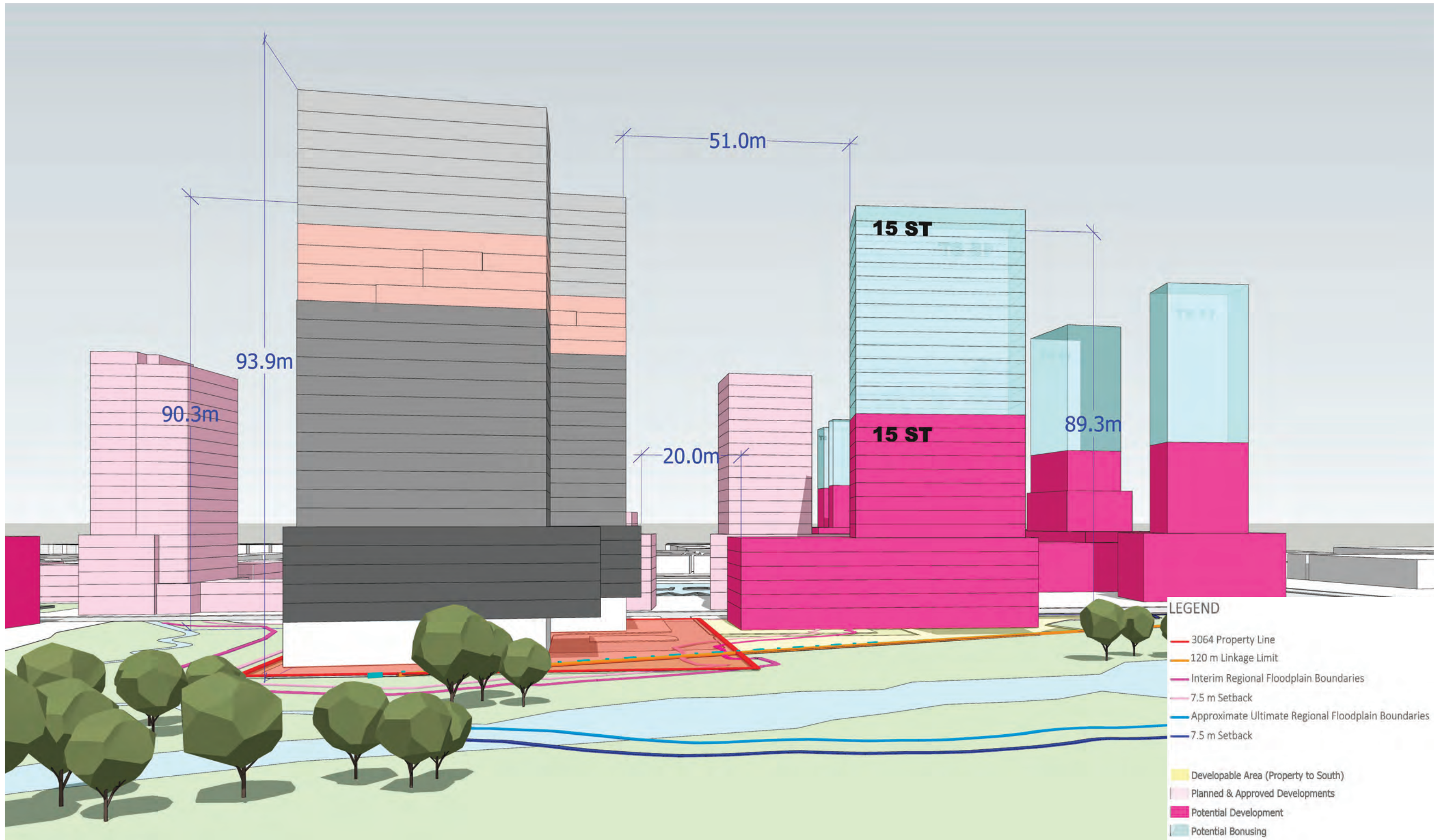
View of Site: As-of-Right



View of Site: Proposed Building and Bonusing Potential



View from NHS: As-of-Right



View from NHS: Proposed Building and Bonusing Potential



Overview showing potential driveway connection to south property

Appendix B

SHADOW IMPACT ANALYSIS

provided by:

Quadrangle Architects Ltd

9:16 AM



BDP. Quadrangle 3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024

10:18 AM



BDP. Quadrangle 3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024
Shadow Studies

April 21 ☒

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BDP. Quadrangle 3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024

April 21 ☒

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BDP. Quadrangle 3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024
Shadow Studies

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BDP. Quadrangle 3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024
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BDP. Quadrangle 3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024
Shadow Studies

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BDP. Quadrangle
3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024

April 21 ☒

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Proposed / Under Construction Context 3060 & 3068 Trafalgar Rd. 33 Storeys Shadow
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Shadow Studies

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BDP. Quadrangle
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June 21 ☒

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3060 & 3068 Trafalgar Rd. | Project No. 20002 | 14 March 2024

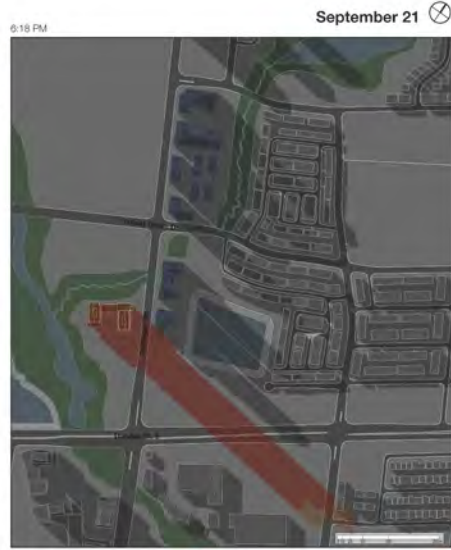


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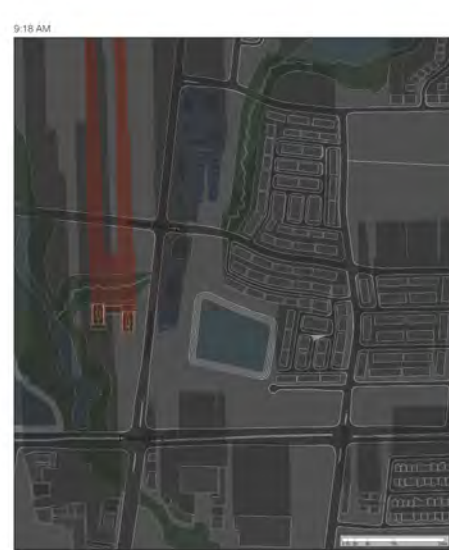


BDP. Quadrangle
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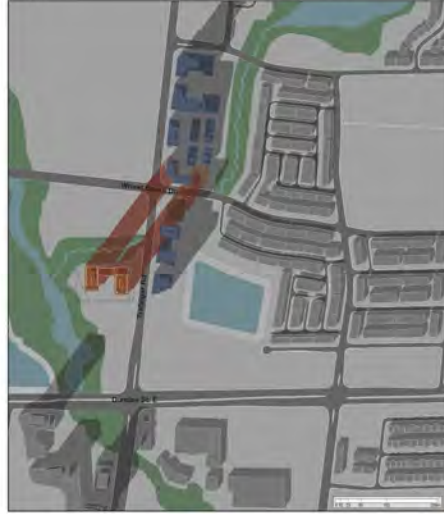
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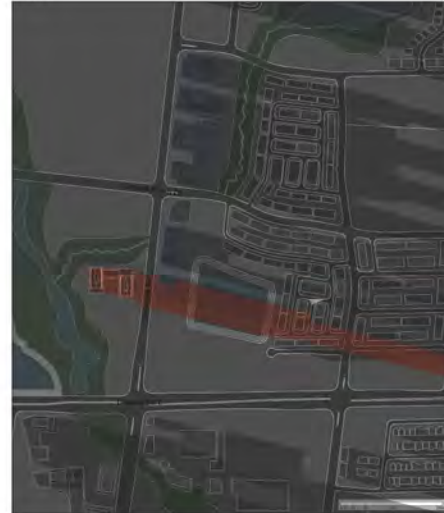
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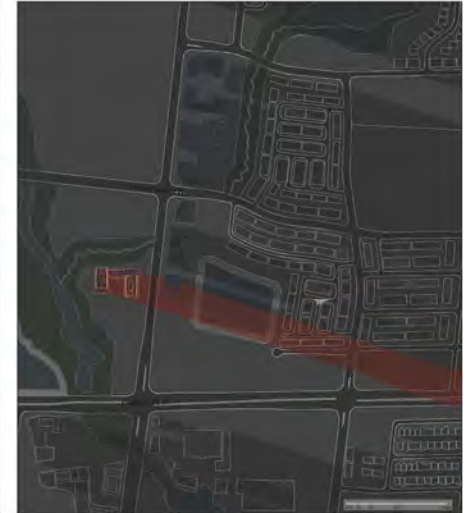
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