



## Sunray Group

10 Aspen Springs Drive  
Municipality of Clarington  
(Bowmanville)  
Region of Durham

# URBAN DESIGN BRIEF



## Gagnon Walker Domes Ltd.

21 Queen Street East, Suite 500  
Brampton, Ontario  
L6W 3P1  
P (905) 796-5790

3601 Highway 7, Suite 310  
Markham, Ontario  
L3R 0M3  
P (905) 477-6556

[www.gwdplanners.com](http://www.gwdplanners.com)

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## **TABLE OF CONTENTS**

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Purpose	
1.2	Disclaimer	
<b>2.0</b>	<b>Site &amp; Area Context</b>	<b>2</b>
2.1	Subject Site	
2.2	Surrounding Context	<b>5</b>
<b>3.0</b>	<b>Policy Context</b>	<b>13</b>
3.1	A Place to Grow: Growth Plan for the Greater Golden Horseshoe	
3.2	Region of Durham MTSA Official Plan Amendment / MCR	
3.3	Municipality of Clarington Official Plan	<b>14</b>
3.4	Bowmanville West Secondary Plan Review	<b>15</b>
<b>4.0</b>	<b>Development Activity</b>	<b>16</b>
<b>5.0</b>	<b>Opportunities, Challenges &amp; Constraints</b>	<b>17</b>
<b>6.0</b>	<b>Vision</b>	<b>18</b>
<b>7.0</b>	<b>Development Proposal</b>	<b>19</b>
7.1	Building Siting & Orientation	
7.2	Linkages, Connections & Circulation	<b>25</b>
7.3	Landscape Areas & Amenity Areas	<b>26</b>
<b>8.0</b>	<b>Built Form</b>	<b>30</b>
8.1	Development & Design Principles	
8.2	Built Form & Massing	<b>31</b>
	8.2.1 Mid-rise Building Built Form Review	
	8.2.2 Tall Building Built Form Review	<b>35</b>

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<b>9.0</b>	<b>Architectural Style &amp; Details</b>	<b>43</b>
<b>10.0</b>	<b>Sustainability Principles/ Priority Green Checklist</b>	<b>45</b>
<b>11.0</b>	<b>Urban Design Assessment</b>	<b>46</b>
<b>Appendix 1</b>	<b>- Solar Study</b>	<b>47</b>

# **1** **INTRODUCTION**

## **1.1** **Purpose**

This Urban Design Brief has been prepared for Sunray Group in connection with the Zoning By-law Amendment and Site Plan Approval Applications that seek to permit the redevelopment of the lands municipally known as 10 Aspen Springs Drive in the Municipality of Clarington (Bowmanville) with a mixed use, 9-storey mid-rise building and a 25-storey, twin-tower mixed use building.

This Urban Design Brief outlines Sunray Group's overall development vision, as well as the development proposal's built form, urban design, and development considerations, as well as the project's sustainability objectives.

The Urban Design Brief should be read in conjunction with the Planning Justification Report prepared by Gagnon Walker Domes Ltd., architectural plans prepared by Mataj Architects Inc., as well as the other technical supporting materials filed in support of the Zoning By-law Amendment and Site Plan Approval Applications.

## **1.2** **Disclaimer**

The text and images in this Urban Design Brief are a preliminary representation of the intended vision and character of the proposed development; they should not be construed or interpreted literally as the final product. In this regard, this Urban Design Brief shall not serve to discourage innovation of the development proposal or prohibit minor alterations as a result of detailed design considerations and/or Ontario Building Code requirements.

## 2 Site & Area Context

### 2.1 Subject Site

The subject site is municipally known as 10 Aspen Springs Drive in the Municipality of Clarington (Bowmanville) and is located at the northwest corner of the intersection of Aspen Springs Drive and Bowmanville Avenue. The 0.98 hectare (2.42 acres) property is rectangular in shape with street frontages of approximately 75 metres along Aspen Springs Drive and 120 metres along Bowmanville Avenue.

The subject site is currently vacant. Bowmanville Drive, within the vicinity of the subject site, provides a suburban cross section characterized by open fields or low-intensity development with large development setbacks.

While the Aspen Springs Drive right-of-way has been developed to an urban cross section, the lack of development at the northwest quadrant of Aspen Springs Drive and Bowmanville Avenue relays an uninviting, desolate and car focused character.

The site topography is generally flat where it abuts Bowmanville Avenue, however slopes down towards the east, dropping by approximately two to three metres along the easterly limits of the subject site.

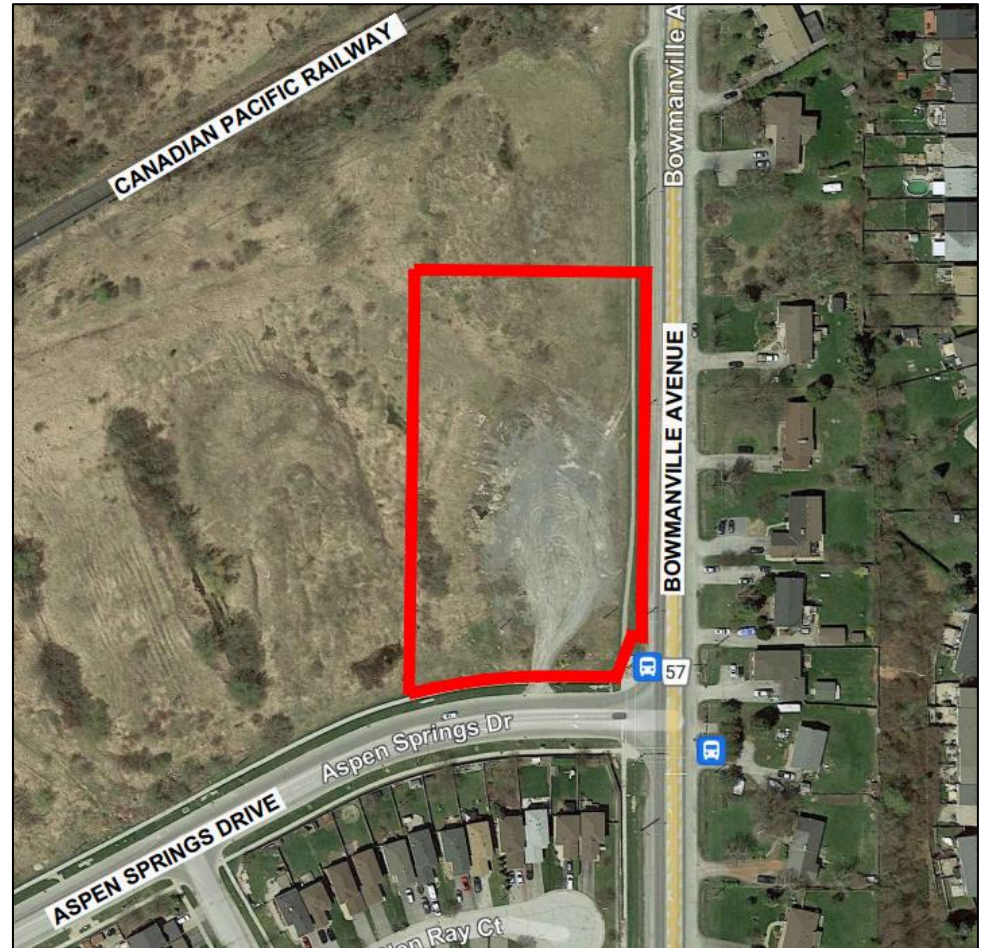


Figure 1 – Subject Site



**Figure 2 – Streetview (Subject Site/ Intersection of Aspen Springs Dr and Bowmanville Ave)**



**Figure 3 – Streetview (Subject Site and Bowmanville Ave)**



**Figure 4 – Streetview (Subject Site from Bowmanville Ave)**



**Figure 5 – Streetview (Subject Site from Aspen Springs Dr)**

## 2.2 Surrounding Context

The subject site is located in the Bowmanville West Urban Centre, a new and emerging community planned for a diverse mix of residential and commercial uses supported by future higher order transit. The subject site is located at a gateway ‘Transportation Hub’ where significant growth and development activity is forecasted.

### Existing Land Uses

Existing land uses within the surrounding context generally consist of low-density residential, large format commercial and low-rise office uses, which are heavily auto oriented. However, recent development within the surrounding context has contributed to the beginning of the evolution of built form from the historically sprawling, low-density, auto oriented development towards pedestrian friendly and transit-oriented development forms.

Surrounding land uses and built form within the local context include:

- North: Vacant (Metrolinx lands), Canadian Pacific Railway corridor, Vacant (future development proposal by others), Large Format Retail, Bowmanville GO “Kiss and Ride”;
- South: Aspen Springs Drive, 2-Storey Single-detached dwellings, 1-2 Storey Commercial, 4-Storey Residential Mid-rise;
- East: 2-Storey Single-detached dwellings, 2-3 Storey Townhouse dwellings, Valleylands;
- West: Vacant (Metrolinx lands), 3-4 Storey Mid-rise Apartments, 3-Storey Townhouse dwellings, Future 11-Storey Residential Mid-rise Apartment.

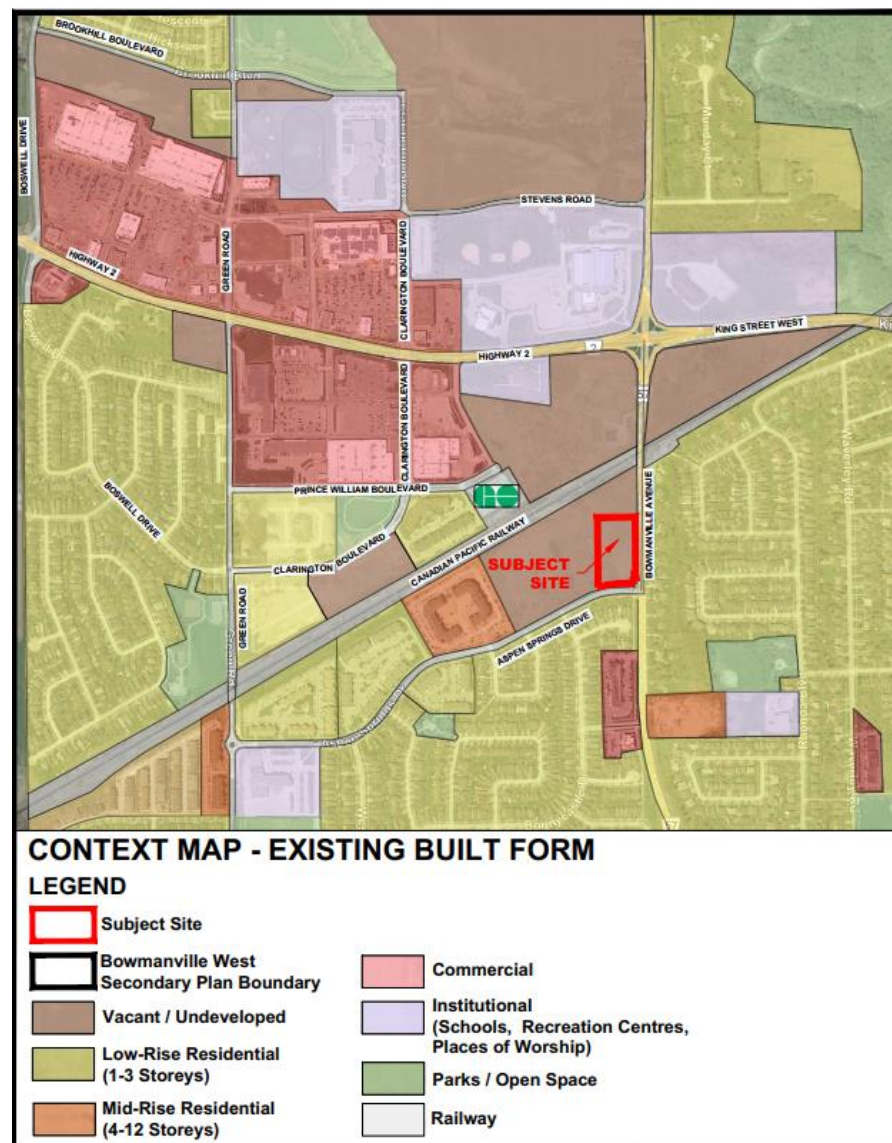


Figure 6 – Built Form Context



Street & Rail Network

Bowmanville Avenue is identified as a Regional 'Type 1 Arterial' that is planned to accommodate larger volumes of vehicular traffic. Aspen Springs Drive is identified as a 'Collector Road' which is primarily intended to distribute neighbourhood traffic. King Street West (Regional Highway No. 2), a mixed use Regional Corridor, is located to the north and serves as the Region's major east-west corridor supporting frequent transit service and ultimately higher order transit.

The Canadian Pacific Railway corridor is located to the north of the subject site, within a distance of approximately 75 metres.

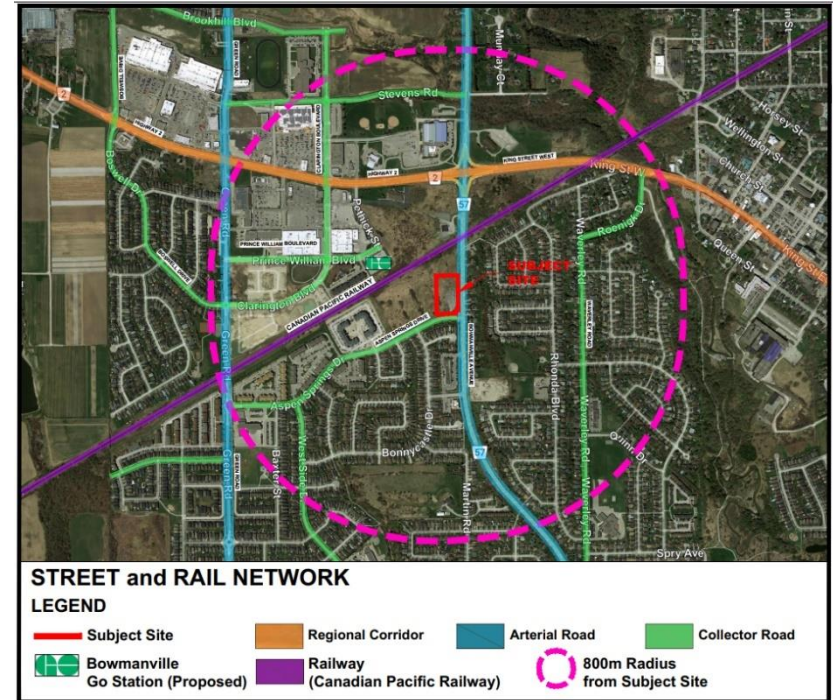


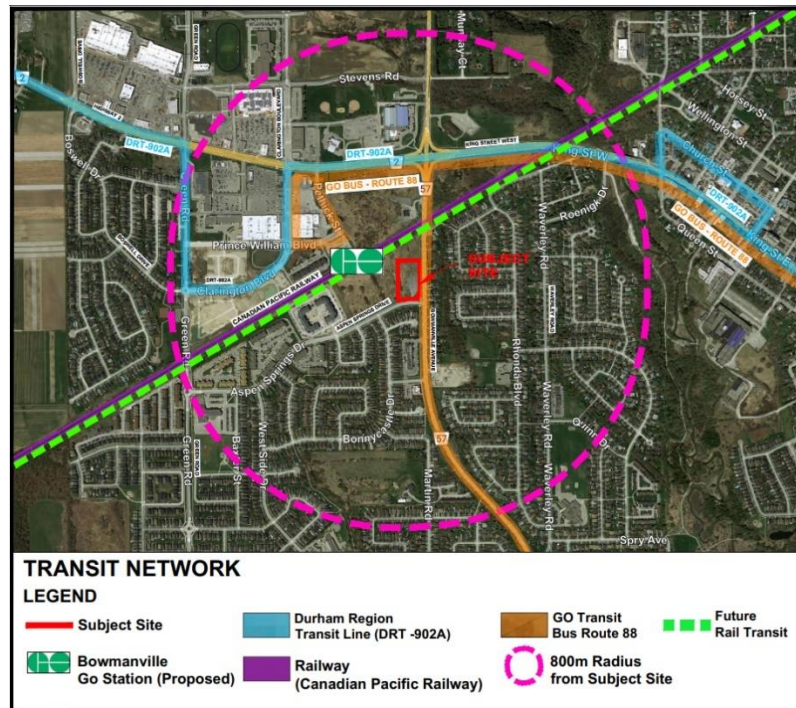
Figure 7 – Street and Rail Network

Transit

Durham Region Transit (DRT) provides local transit service and connections along Highway 2. Regional Transit Route 902A runs east to west, departing at the Oshawa Centre Terminal travelling eastbound towards Clarington, making stops at the Bowmanville Kiss & Ride GO Terminal and Bowmanville Hospital, thereafter looping westbound to its starting terminal. DRT also provides an 'On Demand' shared ride service for Bowmanville residents.

GO Bus service is provided along Bowmanville Avenue, with transit stops located at the intersection of Bowmanville Avenue and Aspen Springs Drive in the north and south directions. GO Bus service along this route provides regular transit connections between Peterborough and Oshawa GO Station.

Figure 8 – Transit Network



Future Bowmanville Go Station / Metrolinx Lakeshore East Expansion



On June 20, 2016, the Province of Ontario announced that Metrolinx would be extending its Lakeshore East GO Rail services to Bowmanville with a new terminal station located on the lands immediately abutting the subject site which are owned by Metrolinx. This investment will add new rail service and connectivity to the Lakeshore East GO Rail line and drive future land use policy in the vicinity of the station towards more urban, transit-supportive development to support investment in the new Bowmanville GO Station.



**Figure 9 – Lakeshore East GO Rail Extension**

Open Space & Park Linkages

The subject site is located within proximity to the multi-purpose trail located within the Bowmanville Creek Valley to the east of Bowmanville Avenue which provides open space connections between King Street West to the north, Rotary Park and Nelson Street Parkette to the east and Baseline Road to the south.

Additionally, there are several parks within 800 metres of the subject site (or 8-10 minute walk), including Waverly Park, Rhonda Park, Baxter Park and Clarington Boulevard Park, and the Garnet B. Recreation Complex lands that all feature various active, programmed amenities.

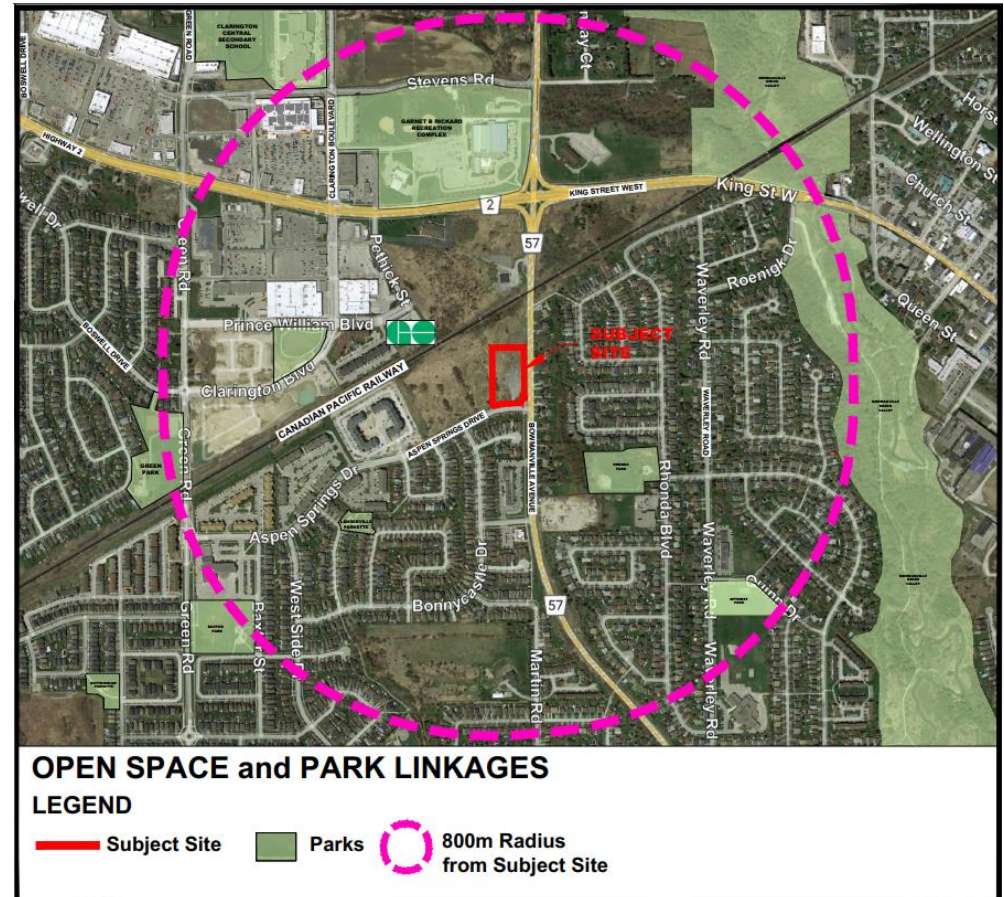


Figure 10 – Open Space and Park Network

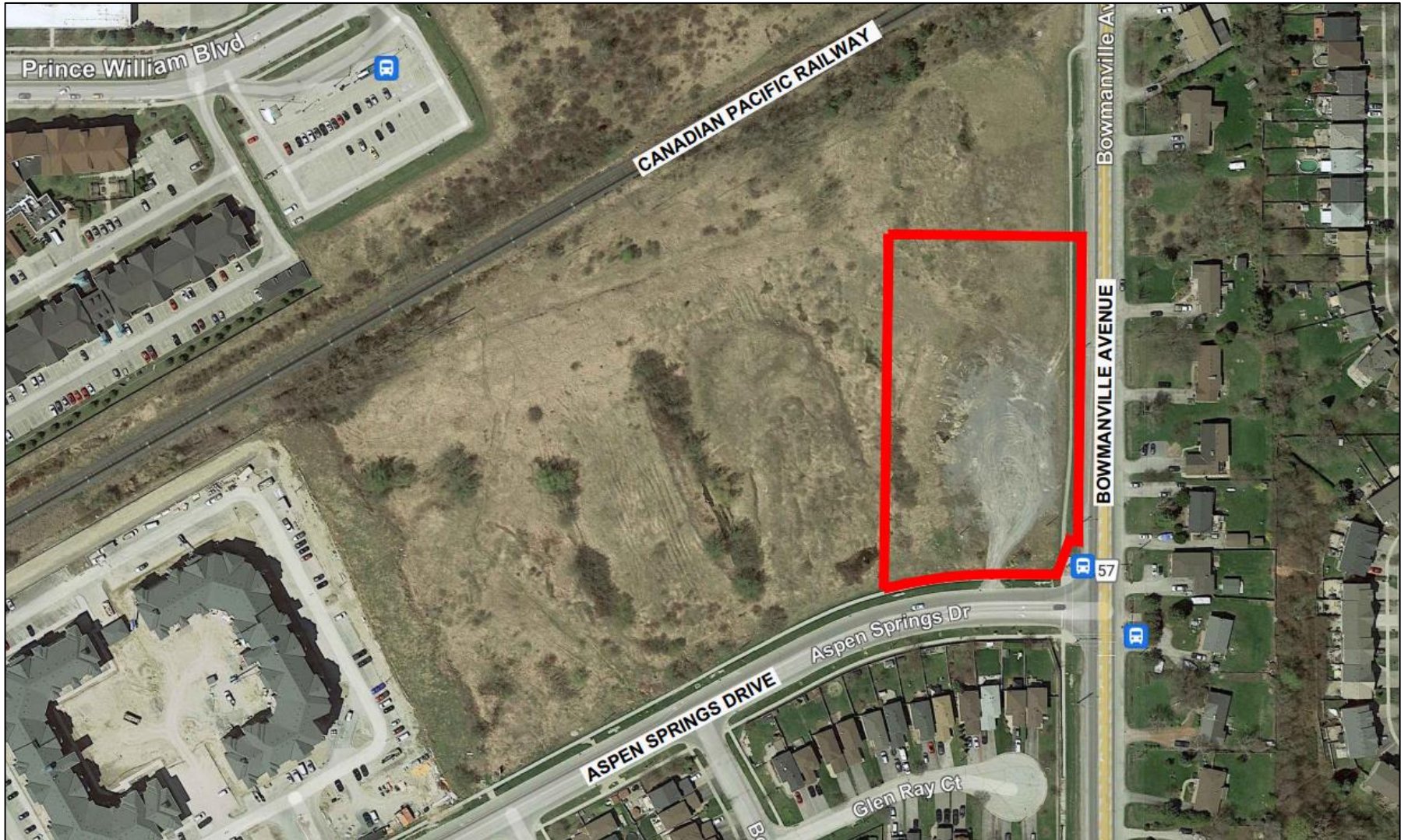


Figure 11 – Adjacent Surrounding Context



**Figure 12 – Streetview (West Side Bowmanville Ave)**



**Figure 13 – Streetview (Aspen Springs Dr/ Rear Lots Glen Ray Ct)**



**Figure 14 – Streetview (Aspen Springs Dr)**



**Figure 15 – Streetview (Mid-rise Apartment – 80-84 Aspen Springs Dr)**



**Figure 16 – Streetview (Mid-rise Apartment – 106 Aspen Springs Drive)**



**Figure 17 – Streetview (Mid-rise Apartment – Green Rd and Aspen Springs Dr)**



**Figure 18 – Streetview (Clarington Blvd)**



**Figure 19 – Streetview (65 Clarington Blvd)**



**Figure 20 – Streetview (Bowmanville GO “Kiss and Ride” – 75 Prince William Blvd)**

# 3 Policy Context

## 3.1 *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)*

Pursuant to the Growth Plan, the subject site is identified as being located within a defined ‘Major Transit Station Area’ (MTSA). MTSA’s include or are around any existing or planned higher order transit station or stop within a Settlement Area, or the area including and around a major bus depot in an urban core. MTSA’s generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

MTSA’s that are served by the GO Transit rail network shall be planned for a minimum density of 150 residents and jobs combined per hectare.

## 3.2 *Region of Durham MTSA Official Plan Amendment / MCR*

On December 22, 2021 Region of Durham Council approved Regional Official Plan Amendment No. 186 (“ROPA 186”). The purpose of ROPA 186 is to delineate the boundaries of the Region’s seven Protected MTSA’s, including the MTSA for the Bowmanville West Centre lands. ROPA 186 also established a policy framework to guide transit-oriented development with the MTSA’s and to establish a minimum density target of 150 persons and jobs per hectare for the MTSA.

Generally, ROPA 186 directs the following:

- Protected MTSA’s will be planned as focal points within their respective communities, providing active places and streetscapes, with a wide range and mix of high-density transit-oriented uses, based on pedestrian oriented built form.
- Land uses within the Protected MTSA’s shall permit a wide range of land uses including mid-rise and high-rise apartments and retail commercial.
- Urban design directions to promote a pedestrian oriented public realm, sustainable transportation and appropriate built form transition.
- Protected MTSA’s shall be planned to accommodate a minimum overall density target of 150 people and jobs per hectare, however, in cases where there is an overlap with an Urban Growth Centre or Regional Centre the higher minimum density requirement shall apply. The highest densities within the MTSA’s shall be within close proximity to commuter stations.



### **3.3 Municipality of Clarington Official Plan**

Pursuant to the Clarington Official Plan, the subject site is located within/at a:

- 'Priority Intensification Area';
- 'Transportation Hub'; and
- 'Prominent Intersection'.

Development in 'Priority Intensification Areas' will be designed to:

- Locate buildings near the street to contribute to a sense of enclosure and a strong street edge;
- Locate main building entrances that are visible and directly accessible from the public sidewalk of the main street;
- Provide active ground floor uses and avoid blank façades;
- Enhance the built environment with attention to massing, building articulation, exterior cladding, and architectural detail;
- Enhance the pedestrian environment with awnings, pedestrian scale lighting, landscaping, benches and other street amenities;
- Provide transitions in scale to areas of lower density;
- Provide for adequate light and privacy for the occupants of new development and the occupants of adjacent properties; and
- Minimize adverse shadow and wind impacts on neighbouring properties or the public realm areas.

'Prominent Intersection' buildings shall be designed to provide a community focal point by having:

- Massing and height sufficient to emphasize the significance of the intersection;
- High quality building materials and building articulation on both street frontages;
- Significant areas of transparent glass;
- Special architectural elements such as the corner design, massing and height, awnings, and entrance door features; and
- Landscaping, street furniture and where appropriate, public art elements to complement the intersection and the building design.

Development in the Bowmanville 'Transportation Hub' shall be developed at a minimum height of 5 storeys and a minimum density of 200 units per net hectare.

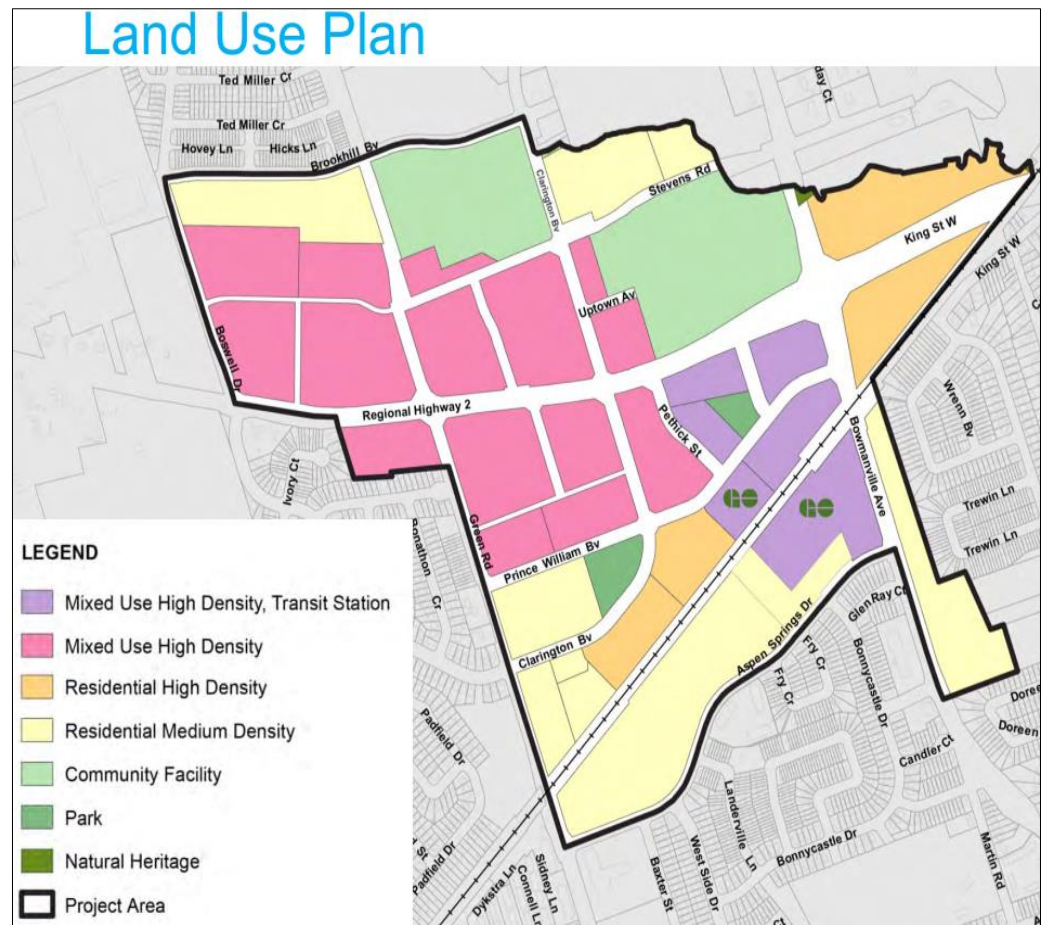
### 3.4 Bowmanville West Secondary Plan Review

The Municipality of Clarington’s Planning Services Department Development Committee began their review of the Bowmanville West Urban Centre (‘Bowmanville West’) Secondary Plan in early 2018 and have conducted four community consultations during the update process.

The Bowmanville West Secondary Plan update process is now in its third and final phase and is anticipated to be finalized and recommended for consideration by the Planning and Development Committee in 2022. The purpose of the Bowmanville West Secondary Plan is to provide detailed plans and land use policy direction which guide future land use change, growth management and development standards and public infrastructure investment.

The Bowmanville West Secondary Plan envisages the following:

- The identification of the entire Secondary Plan as a MTSA;
- Minimum density target of 150 people and jobs per hectare;
- Accommodation for the Regional projection of approximately 7,000 new residential units (13,350 persons);
- Provision of high-rise development around the future GO Station;
- Mixed use development, while maintaining the shopping function of Bowmanville West; and
- Integration of development and enhanced transit connections with GO Station.



**Figure 21 – Land Use (Source: Municipality of Clarington)**

# 4 Development Activity

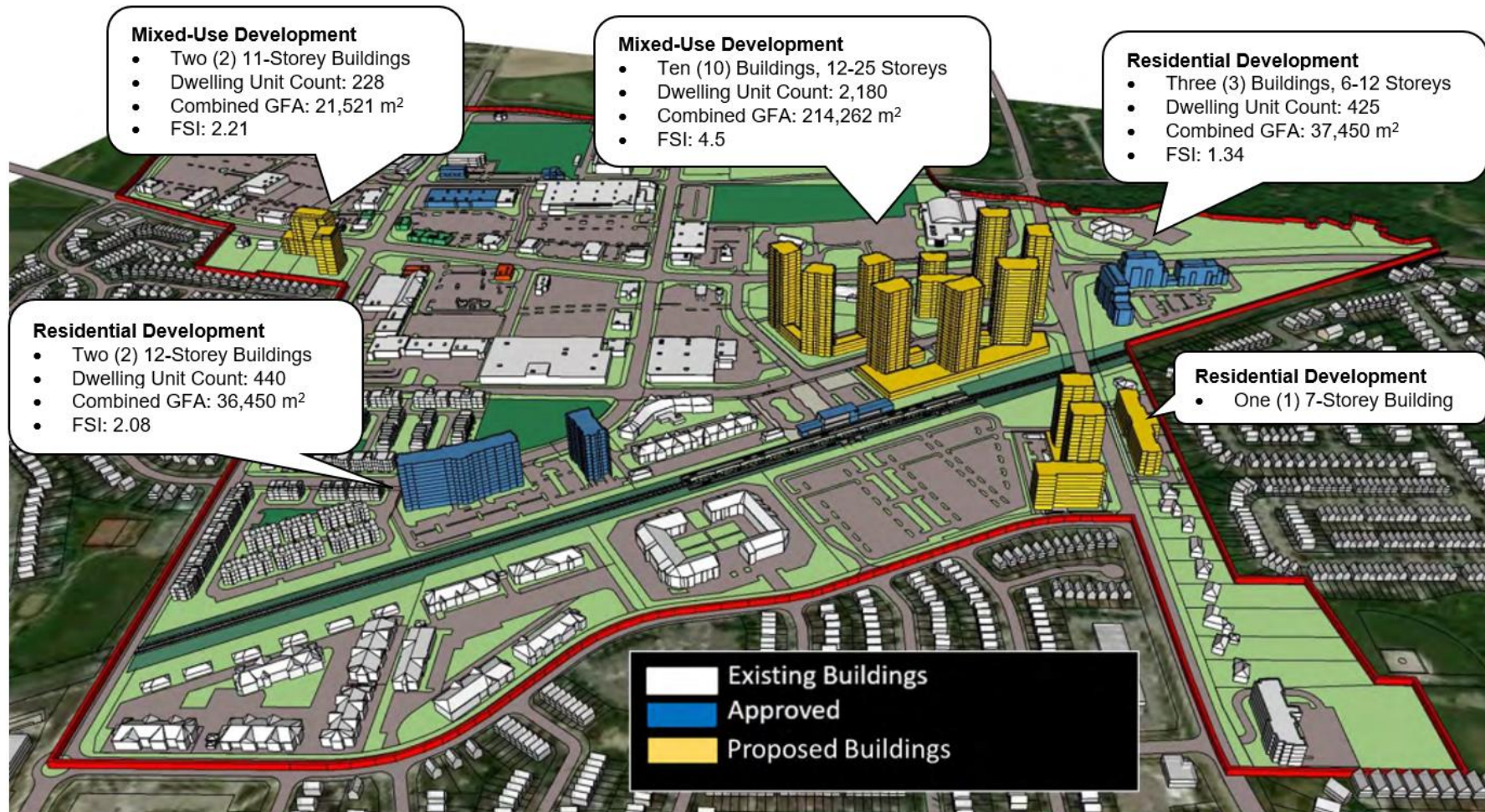


Figure 22 – Local Development Activity

# 5 Opportunities, Challenges & Constraints

## Opportunities

**Transit-Supportive Development/ MTSA** – Higher density, transit-supportive development context to support the delivery and long-term viability of the future Bowmanville GO Station and rail transit extension. The future Bowmanville GO Station shall serve as a major community and transit hub envisaged to improve connectivity between the Durham Region and Greater Toronto and Hamilton Area.

**Creation of Sense of Place** - The subject site and immediately abutting Metrolinx owned lands are vacant, therefore creating an immediate opportunity to provide development that will more positively contribute to the creation of sense of place for the Bowmanville West Urban Centre.

**Mixed Use Development** – Opportunity exists to provide mixed use development which will provide a combination of residential as well as commercial functions at grade to support the surrounding residential community and enhance the vibrancy of the area. The provision of additional residential and commercial uses within a well connected Bowmanville West Urban Centre/ MTSA will support participation in active transportation methods and reduce dependency on the personal automobile.

## Challenges & Constraints

**Topography** – While the subject site’s topography is generally flat, there is a drop-off in grade along the west limit of the property. Development of the subject site will require effective grading measures to manage changes in grade and a strong pedestrian interface along the street.

**Existing Streets** – The subject site has frontage on two public streets, each with a different planned character and purpose. Built form on the subject site and the provision of access shall positively respond to each street frontage.

**Mutual Access Provision** – Incorporation of a shared private laneway along the north property limit, as requested by Metrolinx, to provide a mid-block vehicular connection from Bowmanville Avenue to the future GO Station.

**Built Form Transition** -- The transition of massing between the proposal and the stable low-rise residential located to the south of Aspen Springs Drive which requires the implementation of urban design best practices to ensure a suitable transition and cohesive fit with the abutting low-rise built form, while achieving the public realm and density targets of applicable planning policies

# 6 Vision

**“Development will enhance the quality, coherence, safety, accessibility and amenity of the public realm as the transit node evolves, while at the same time ensuring that proposed development provide a compatible built form transition to the adjacent existing and/or planned context.”**

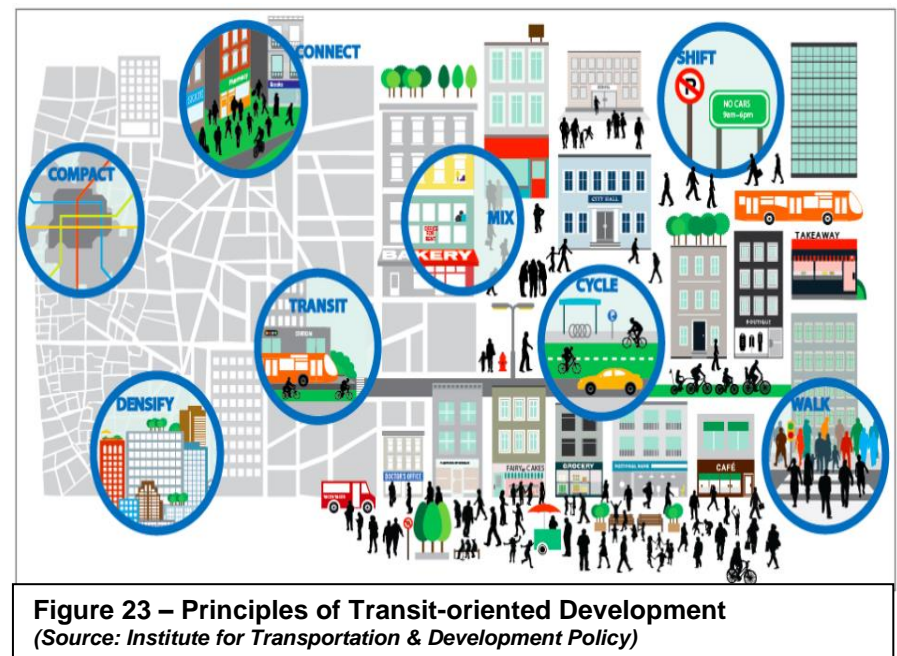
The vision for the subject site involves the transformation of the vacant, underutilized property into a compact, multi-building, mixed use condominium development which will serve as a landmark destination that is attractive, vibrant and connected. The development proposal will reinforce the existing and planned structure of the Municipality of Clarington in a positive way as it continues to evolve in response to planned growth.

New buildings are envisaged to frame the public realm with good street proportion to create an urban sense of place with a pedestrian focus to promote walking. Development of the lands for amongst the highest densities in the Municipality is contemplated to capitalize on the regional connections provided through existing and proposed regional transit service centred around the future Bowmanville GO Station. The development will enhance the quality, coherence, safety, accessibility and amenity of the public realm as the transit node evolves, while simultaneously ensuring that proposed development provides a compatible built form transition to the adjacent existing and/or planned context.

## Transit-Oriented Development

Transit-oriented development is at the forefront of the overall development vision. Transit demand is strongly related to development patterns and, in particular, development density. In areas with denser development and more people and employees, transit can be provided in close proximity to many people. Combined with a good pedestrian environment, transit can become very convenient and well used.

At its most basic, transit-oriented development is a mixed use community that encourages people to live near transit services (approximately 500-800 metres or 10-minute walk to higher order of frequent transit service) and reduces their dependence on driving. Transit-oriented development is development that strives to give people choices in how they travel, minimizing the impacts of traffic and creating a sense of community and place. Transit-oriented development features vibrant streetscapes, pedestrian-oriented buildings, and land use characteristics that make it convenient and safe to walk, bike, and use public transit. To achieve these benefits, development must be truly transit-oriented rather than just adjacent to transit.



**Figure 23 – Principles of Transit-oriented Development**  
(Source: Institute for Transportation & Development Policy)

# 7 Development Proposal

## 7.1 Building Siting & Orientation

The development proposal advances a mixed use condominium development comprised of two (2) buildings that have been sited parallel to, and oriented towards, the boundary municipal streets.

The proposal features the development of a substantial percentage of the street frontages of Bowmanville Avenue and Aspen Springs Drive. A privately owned, publicly accessible plaza is proposed at the intersection of Aspen Springs Drive and Bowmanville Avenue to reinforce the gateway function of the intersection within the Bowmanville West Urban Centre, further define the intersection and expand the public realm experience along the adjacent public right-of-ways.



Figure 24 – Project Render from Intersection of Aspen Springs Dr and Bowmanville Ave

Building 1, sited along Bowmanville Avenue, is a twin-tower mixed use building. A tower-base building typology is proposed that features twin towers up to 25 storeys in height and a 4-storey base building podium. A total of 485 residential units are proposed within Building 1 along with 433 m<sup>2</sup> of street related retail commercial along Bowmanville Avenue.

Building 2, sited along Aspen Springs Drive, is a 9-storey mid-rise mixed use building. A total of 122 residential units are proposed within Building 2 along with 191 m<sup>2</sup> of retail commercial that is oriented towards Bowmanville Avenue.

Building setbacks of 2.3 to 4.0 metres are proposed along the public streets to facilitate an enhanced landscaped streetscape condition with appropriate relation to the pedestrian realm along Bowmanville Avenue and Aspen Springs Drive. A privately owned landscaped plaza is incorporated at the intersection of Aspen Springs Drive and Bowmanville Avenue that serves as a forecourt streetscape feature to the development and a complementary space to ground level commercial uses.

The development features additional private outdoor amenity spaces at grade as well as rooftop amenity spaces (above the 4<sup>th</sup> storey podium for Building 1 and above the 9<sup>th</sup> storey for Building 2). In total the development provides 1,861 m<sup>2</sup> of interior private amenity (2.73 m<sup>2</sup> per unit) and 2,044 m<sup>2</sup> of outdoor private amenity (additional 3.4 m<sup>2</sup> per unit).

The primary driveway access to the subject site is provided from Aspen Springs Drive which leads to a rear private courtyard that services both buildings, connecting to the underground parking, surface parking and waste/loading areas. Secondary access is provided to the private driveway that shall be shared between the subject site and the adjacent Metrolinx lands providing additional access to Bowmanville Avenue.

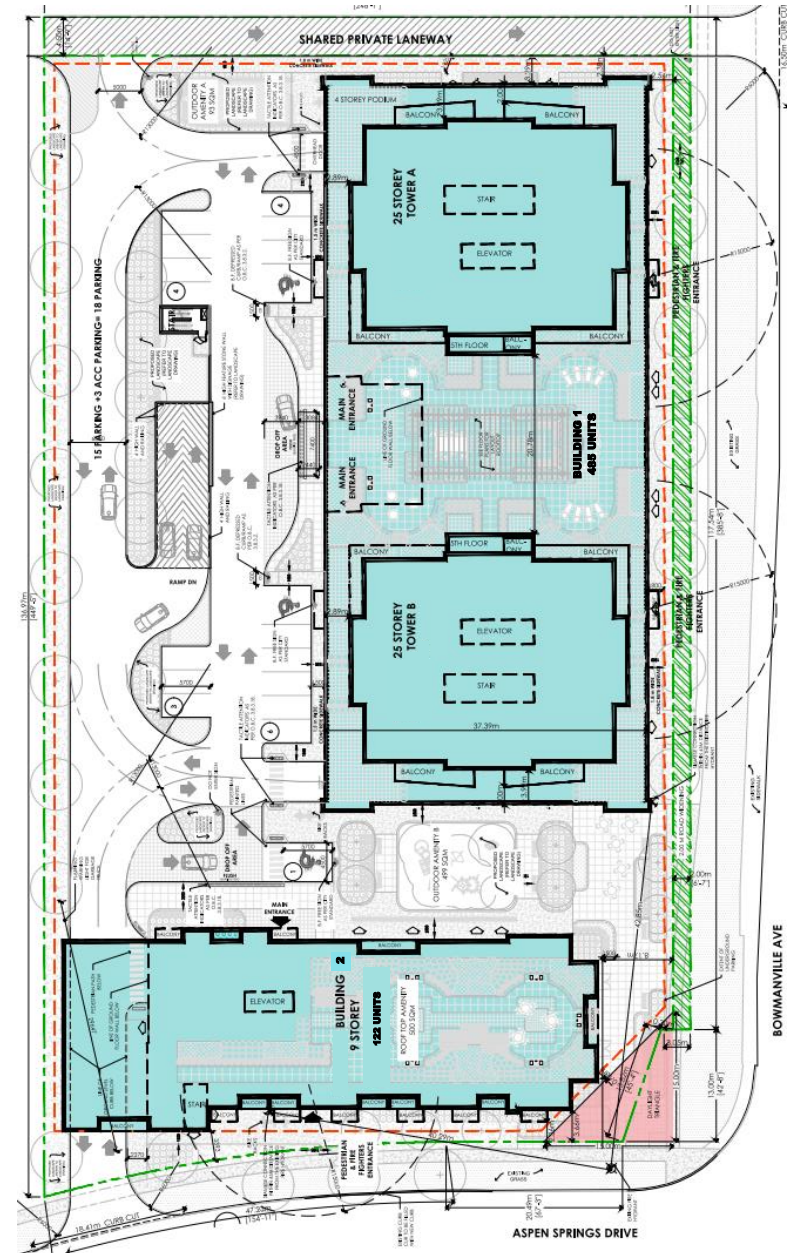


Figure 25 – Site Plan

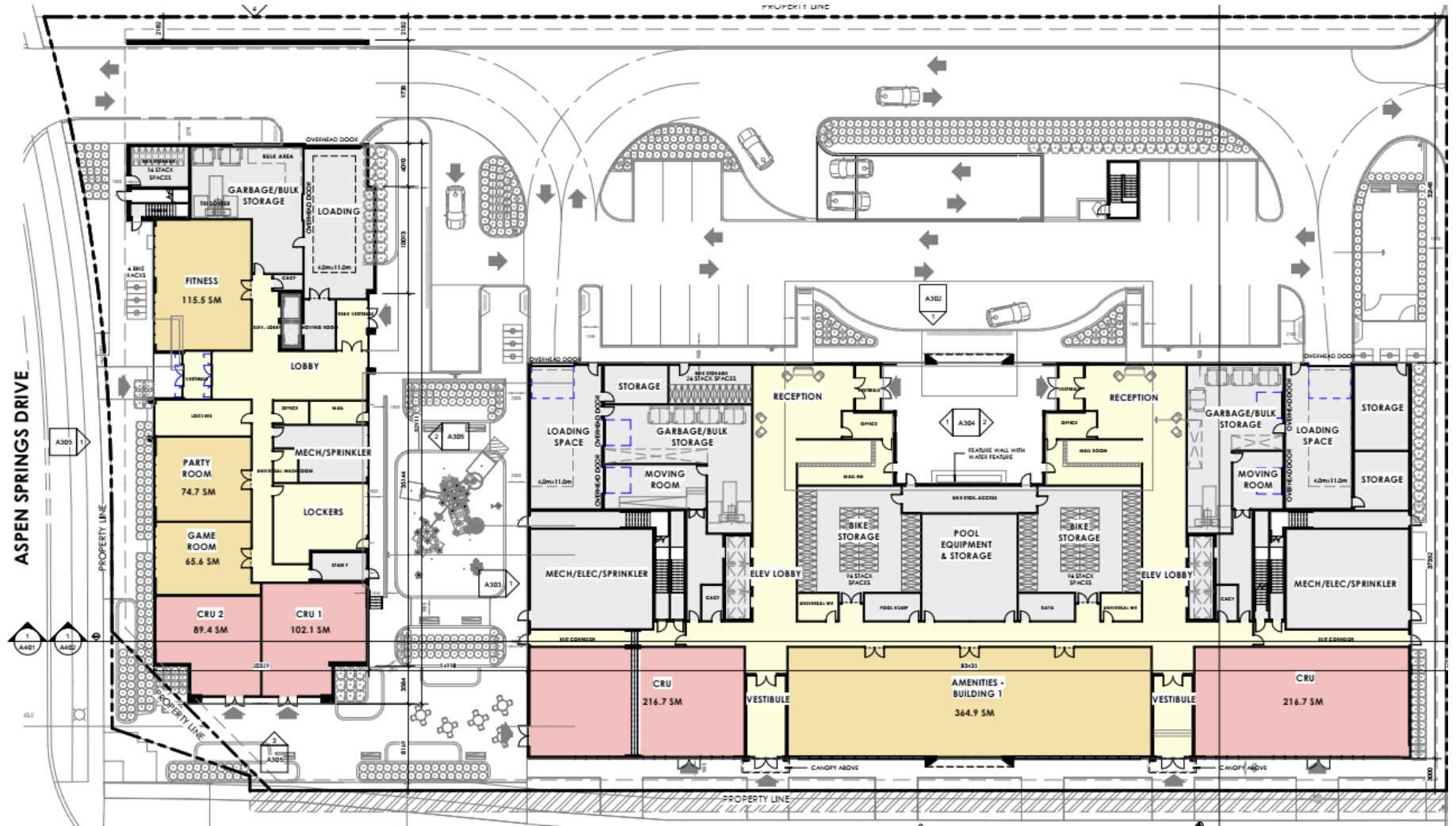


Figure 26 – Ground Floor Plans



Elevations



Figure 27 – Building 1 East Elevation

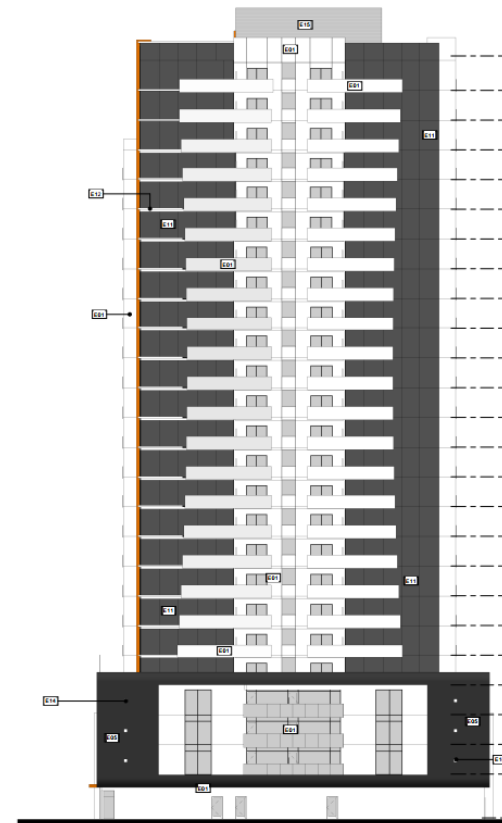


Figure 28 – Building 1 North Elevation



Figure 29 – Building 1 West Elevation

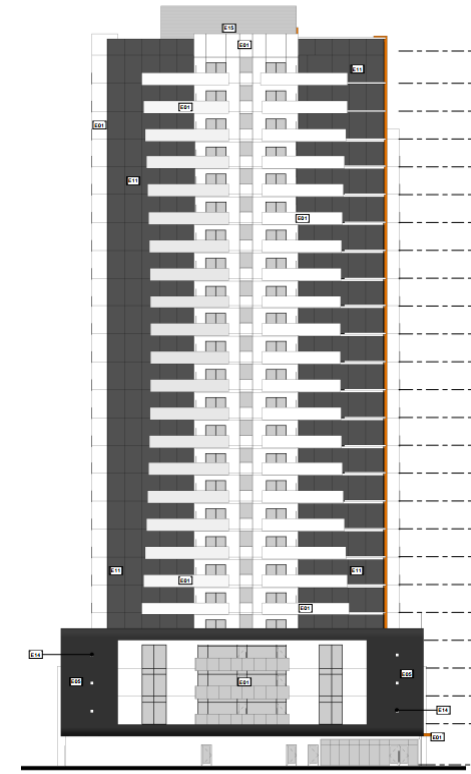


Figure 30 – Building 1 South Elevation



## 7.2 Linkages, Connections & Circulation

### Pedestrian Circulation

Pedestrian connections will be incorporated to encourage the use of active transportation and support the vision for a pedestrian and transit-oriented development.

The development will provide direct, barrier-free and convenient access for pedestrians to navigate through the internal site walkways that lead to the proposed buildings, parking areas, private amenity areas as well as the external municipal sidewalk network and proposed walkways connecting the site to the adjacent Metrolinx lands.

Building entrances have been located directly along abutting public streets to encourage streetscape animation and activity. Secondary entrances are provided within the internal courtyard for residential vehicle drop-offs and visitors.

The outdoor amenity space located between Building 1 and Building 2 will provide outdoor social gathering opportunities and child recreation space for the development and that is connected with, and complementary to, the proposed retail units and corner plaza space. It will also provide a mid-block pedestrian connection and provide porosity within the development.

Internalized pedestrian connections are designed with distinctive surface materials that promote an engaging visual aesthetic, notably through the use of coloured and texturized paving materials. Where necessary in limited locations, crosswalks are incorporated to express the pedestrian priority within the development. All internalized pedestrian routes have been designed to a minimum width of 1.5 metres pursuant to AODA standards.

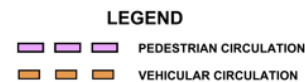
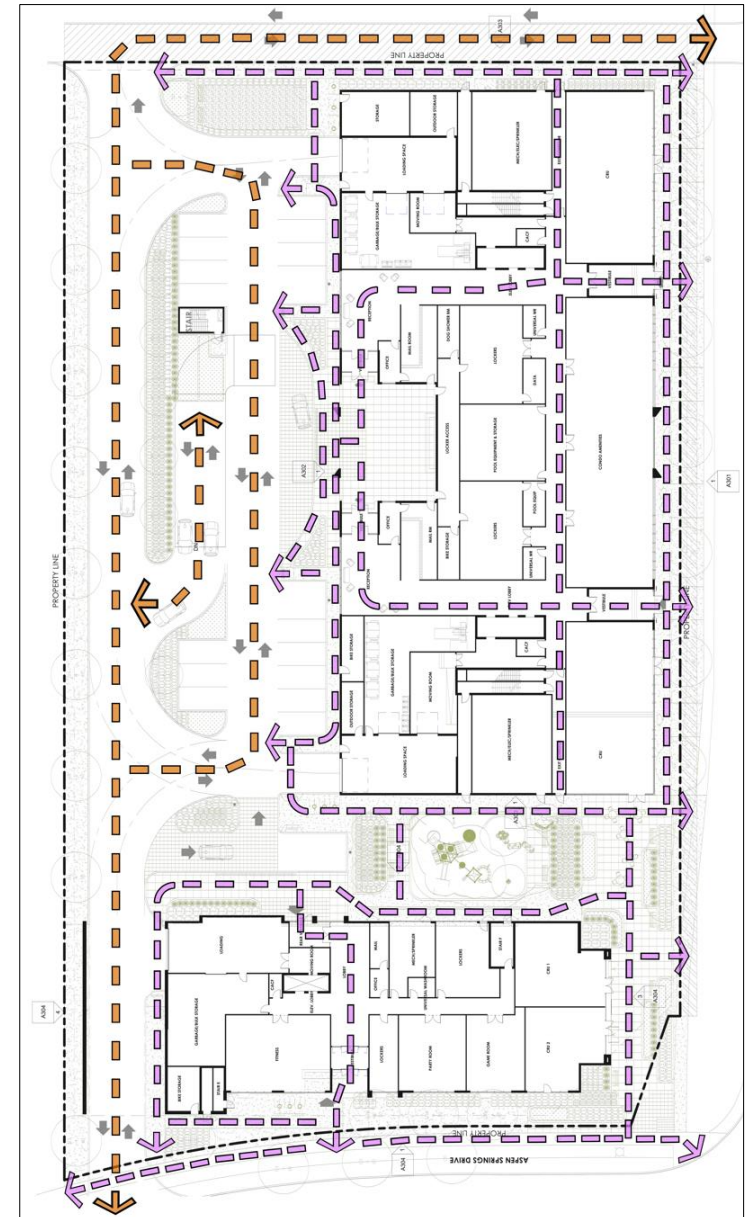


Figure 35 – Circulation



To promote active transportation, short-term bicycle parking areas have been strategically placed at grade within the development to ensure their safe and effective use. Long-term resident bicycle parking has been located at the ground floor with immediate and direct access to the street.

### *Vehicular Circulation*

Vehicular access points to the development have been minimized to limit traffic impact to adjacent rights-of-way and to reduce conflicts with pedestrian traffic along public sidewalks.

Primary vehicular access is proposed via Aspen Springs Drive by way of a driveway breezeway through Building 2 that connects with the development's 6.5 metre private internal driveways. The internal driveways provide access to individual drop-offs for Building 1 and Building 2, the limited surface parking, underground access ramp and service areas.

The internal driveway connects to an additional 4.5 metre private, east-west laneway along the northern limits of the subject site, which provides additional access to Bowmanville Avenue. In the interim, the east-west laneway will be restricted to one-way eastbound movements until such time as the full cross section of the private route is implemented in conjunction with the redevelopment of the abutting Metrolinx lands.

Loading spaces serving the development (3) have been incorporated within the buildings. In the interim, all waste collection vehicles servicing the site will utilize the internal circulation areas from Aspen Springs Drive until such time as the east-west laneway is widened within the abutting Metrolinx lands.

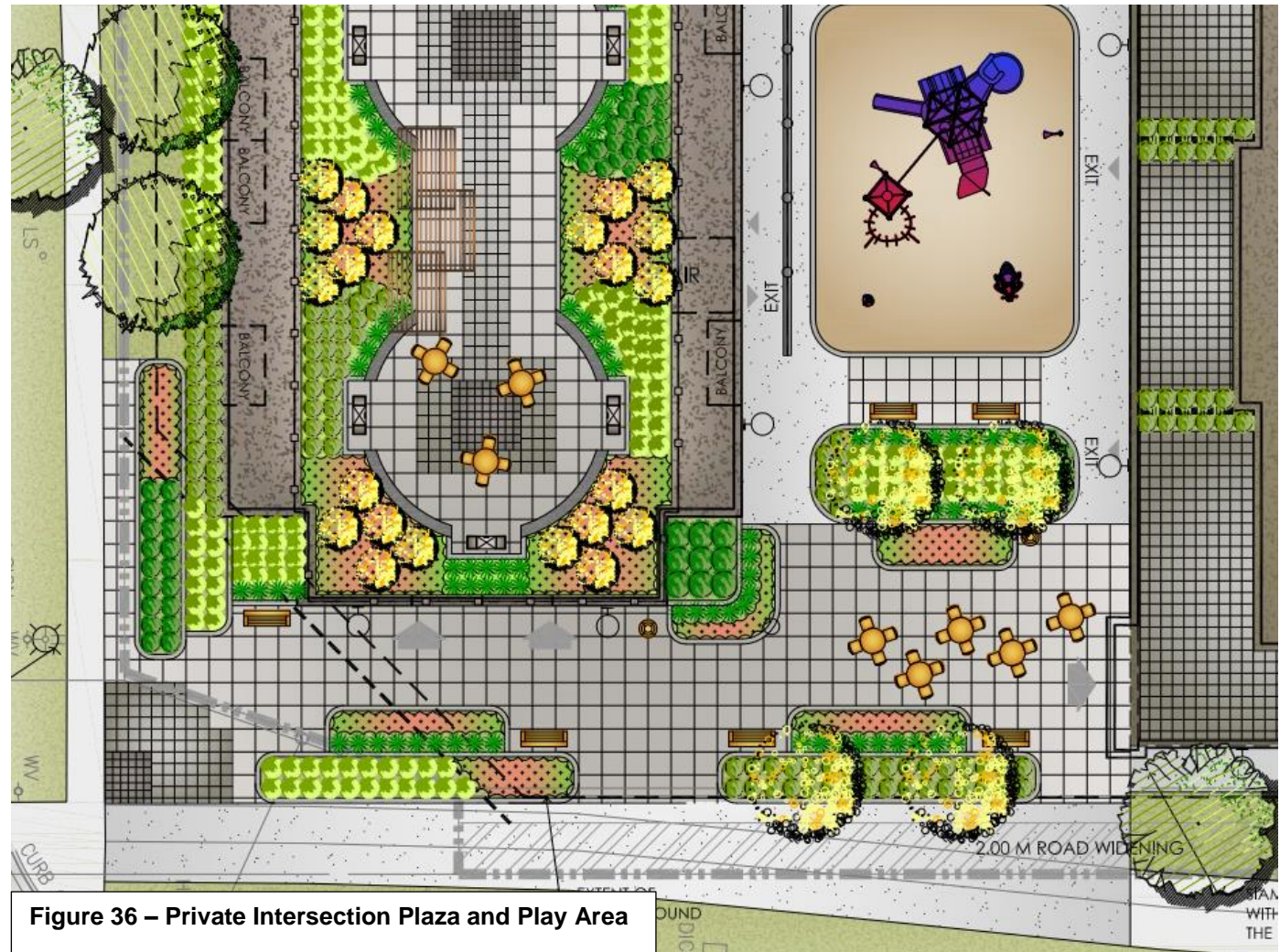
All parking, loading and internalized driveways are screened from existing public streets through the strategic placement of buildings and landscape features along the frontages of Aspen Springs Drive and Bowmanville Avenue.

### **7.3 Landscape Areas & Amenity Areas**

Private landscape areas will be incorporated along the proposed building edges where they face public streets to enhance the streetscape aesthetics and to provide appropriate separation or connections to public sidewalks. Building setbacks from Bowmanville Avenue will be primarily hardscaped to convey the emerging urban condition and support active grade related uses. The Bowmanville streetscape condition shall incorporate raised planting beds where appropriate. The landscape plan also features prominent streetscape elements, such as street trees, bike racks, outdoor furniture and seating areas. Along Aspen Springs Drive a more balanced landscape approach is proposed consisting of soft landscape beds and hardscaping within a larger setback from the street line that contemplates the more transitional character and function of this right-of-way.

New boulevard trees will further contribute to the pedestrian scale of development along the street to implement and/or improve upon the municipality's streetscape design standards.

Building massing has been setback from the intersection of Aspen Springs Drive and Bowmanville Avenue to create a privately owned publicly accessible plaza at this intersection. The plaza, which will feature hard and soft landscape elements, will serve to reinforce the gateway function of the intersection within the Bowmanville West Urban Centre, further define this 'Prominent Intersection' and expand the public realm experience along the adjacent public right-of-ways. The plaza will feature street furniture to complement the proposed grade-related commercial within the development and provide an additional gathering space to foster social interaction and "place-making".



**Figure 36 – Private Intersection Plaza and Play Area**

The landscape plan utilizes the large space between the proposed buildings to provide a vibrant private outdoor amenity space that is programmed for children's play. Activities in this space will include a children's play structure, child recreation amenity and seating areas.

A second, private outdoor amenity area located at the northerly limit of the site is dedicated for a small dog park for the exclusive use of site residents.

Indoor amenity space on the ground floor is intended to be highly visible and transparent in order to provide animation along the adjacent public realm on Bowmanville Avenue and Aspen Springs Drive. Private rooftop amenity spaces are provided for each building, which are intended for outdoor dining, grilling stations, seating areas and casual social gathering amongst residents and their visitors.

The proposal incorporates approximately 1,861 m<sup>2</sup> metres of indoor amenity space and 2,044 m<sup>2</sup> of outdoor amenity space – of which 592 m<sup>2</sup> is located at grade and includes the 500 m<sup>2</sup> privately owned, but publicly accessible plaza and amenity area at the intersection of Aspen Springs Drive and Bowmanville Avenue. An additional landscape buffer is provided along the west property line to distinguish property limits and to provide a soft, complementary transition to built form.



**Figure 37 – Render Private Intersection Plaza**

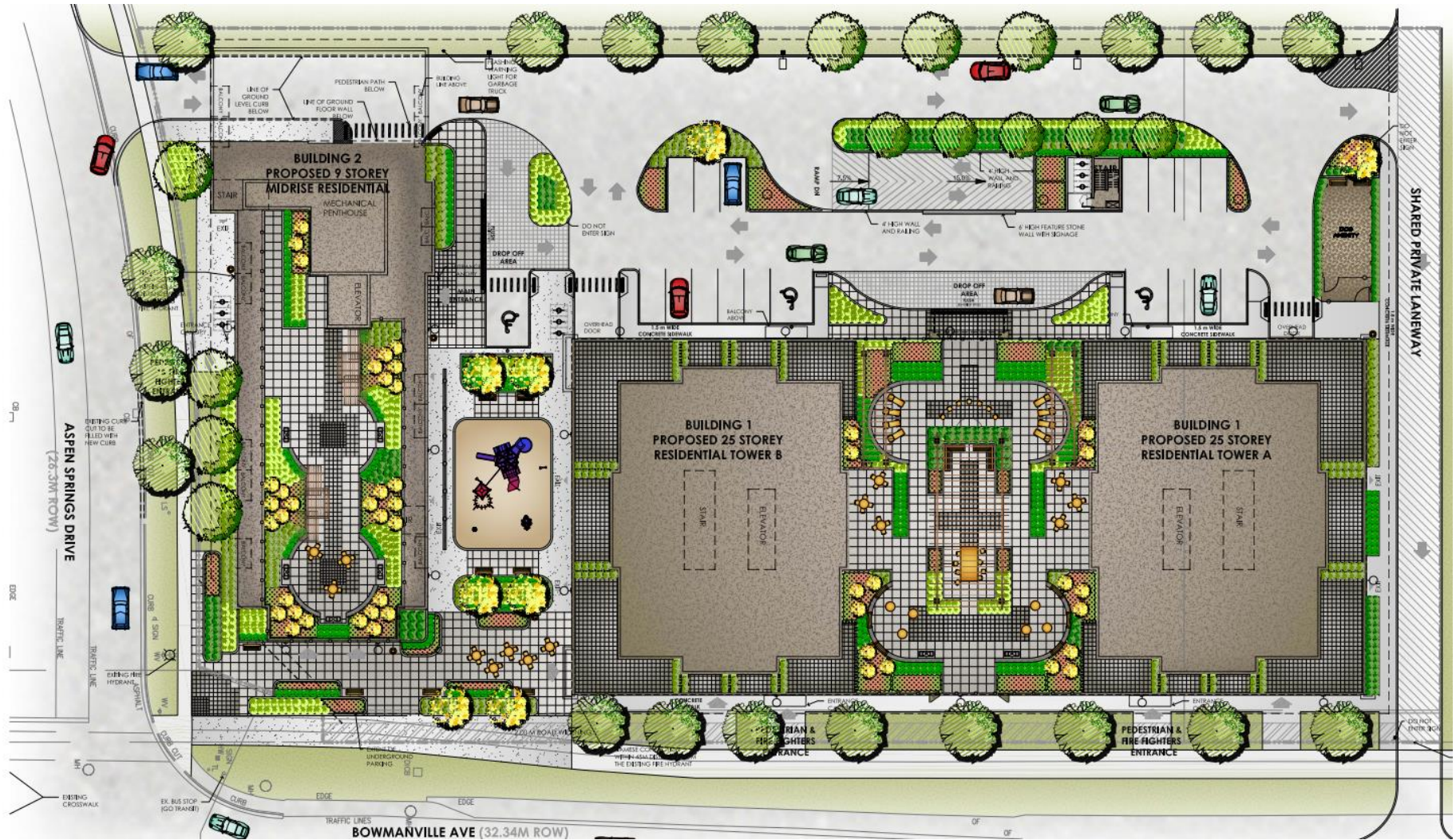


Figure 38 – Landscape Plan



# 8 Built Form

## 8.1 Development & Design Principles

The proposed development will introduce a new built form within the surrounding context. As a result, the use of built form elements have been placed at the forefront of urban design and architectural considerations in an effort to create a development that strives beyond the goal of functionality, but also facilitates a comfortable and attractive environment. Key design considerations for the development proposal include the following:

### Transit-Oriented Development

- Providing a compact, mixed use development within the immediate vicinity of a future GO Station and within a MTSA.
- Focusing density and building mass along the arterial street edge with the intent of defining and supporting sidewalks and access to transit.
- Supporting Bowmanville Avenue as an emerging mixed arterial corridor between Aspen Springs and Highway 2.
- Providing a mix of unit types and building typologies to serve the diverse and evolving needs of Clarington.



### Sense of Place

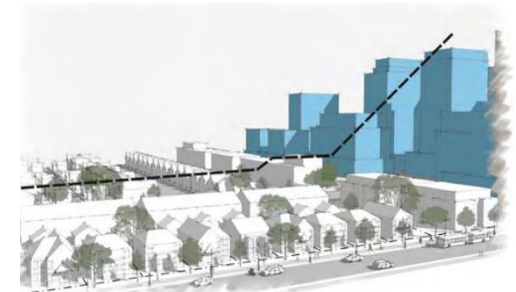
- Providing an architectural built form that enhances the character of the vacant site and provides prominence at the corner of Bowmanville Avenue and Aspen Springs Drive.
- Setting back buildings at the corner of Bowmanville Avenue and Aspen Springs Drive to integrate the private and public realm, complement ground floor retail uses and promote social interaction.
- Incorporating retail space and active ground level spaces to animate the public realm and create a more vibrant streetscape.



- Designing building entrances and pedestrian connections along the street to create a walkable development supportive active transportation and an urban streetscape condition.
- Siting of buildings parallel to street edges to provide an appropriate sense of enclosure along Aspen Springs Drive and Bowmanville Avenue.
- Improving the public realm experience by providing mid-rise development along Aspen Springs Drive and a tower-base tall building typology along Bowmanville Avenue that will provide a pedestrian scaled street wall to appropriately frame the public realm.
- Implementing appropriate tower step-backs, tower separation distances and maximum floor plate sizes to mitigate the perception of height and massing, allow for sun penetration, open sky views and provide adequate levels of privacy.
- Advancing high-quality architectural design that will contribute to the emerging Bowmanville West Urban Centre.

### Built Form Transition

- Assessing angular planes to measure compatible transition of new development to stable, low-rise residential uses outside of Secondary Plan Area.
- Integrating progressive transition of building typologies and/or built form to provide a compatible fit with lower-scaled, stable areas.



## **8.2 Built Form & Massing**

### **8.2.1 Mid-rise Building Built Form Review**

Mid-rise buildings are defined by their height, which are generally no taller than the width of the adjacent public right-of way and typically no higher than 12 storeys.

The subject development proposes a mid-rise building along Aspen Springs Drive to provide a progression of built form height and building typology to the single detached dwellings that exist in the stable neighbourhood located to the south of the subject site. The following is an assessment of the built form associated with the proposed mid-rise building (Building 2).

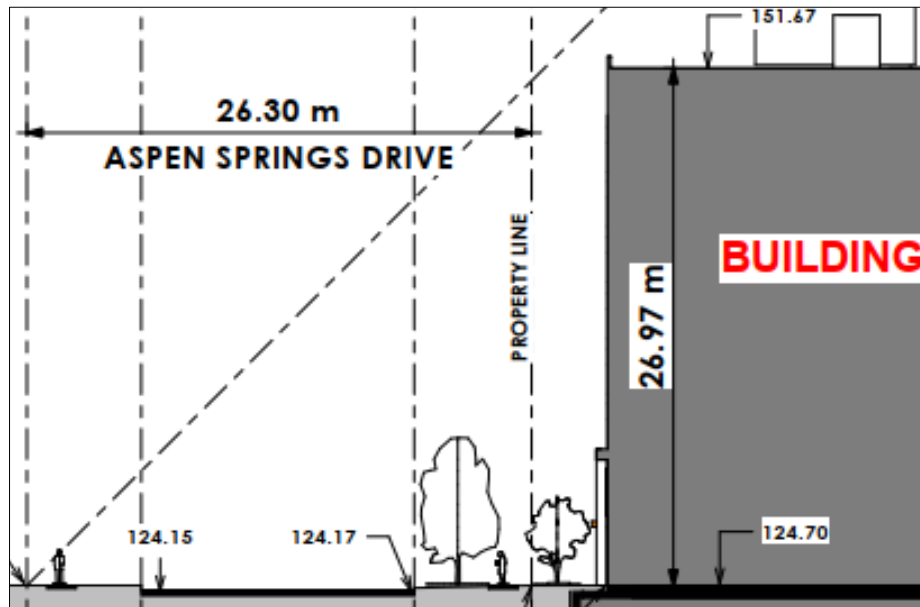


**Figure 39 – Render Mid-rise Building 2 (Aspen Springs Dr)**

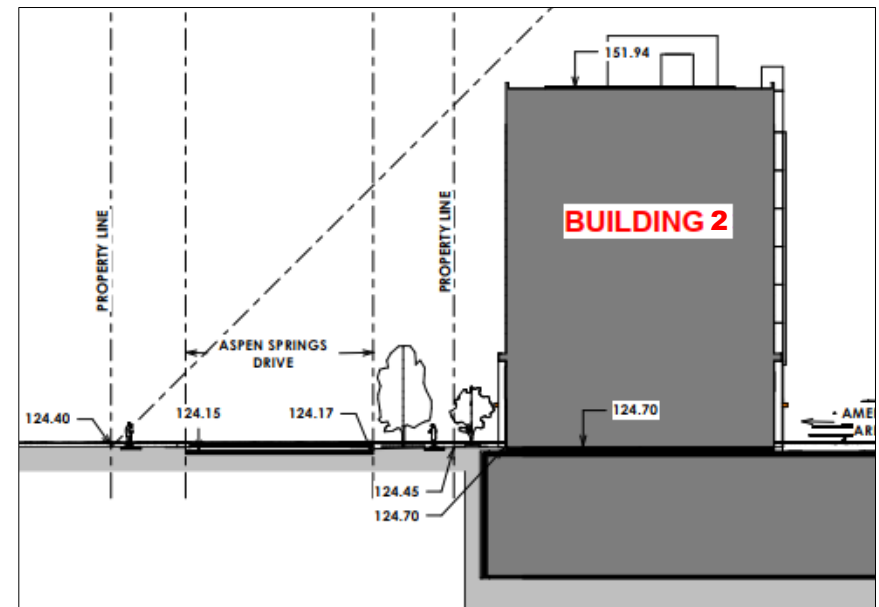
*Maximum Building Height*

A maximum building height of 27 metres is proposed, which meets the 1:1 ratio to the width of the adjacent Bowmanville Drive right-of-way (33 metres); thereby defining the building as a mid-rise typology. A 1:1 ratio is also substantially achieved along the Aspen Springs Drive right-of-way (26.3 metre width).

As an assessment of appropriate transition of built form to stable low-rise areas outside of the Secondary Plan area a 45 degree angular plane was applied; measured from the rear lot line of the existing single detached dwelling lots on Glen Ray Court. The proposed 9-storey building height of Building 2 falls fully underneath the assessed 45 degree angular plane.



**Figure 40 – Building Height to Street Width Ratio**



**Figure 41 – Angular Plane Transition**

Streetwall

Materiality and architectural articulation has been strategically incorporated to break up the main facades along Aspen Spring Drive and Bowmanville Avenue into horizontal and vertical sections to reduce the perceived overall building height and to portray a transitional streetwall element that effectively integrates the low/mid-rise development along Aspen Springs Drive with future tall buildings contemplated along Bowmanville Avenue. The mid-rise building has been setback over 8.0 metres from Bowmanville Avenue limiting the width of the mid-rise building to 63.0 metres wide along Aspen Springs Drive to provide physical relief to the built edge along the adjacent streetscape. The provision of a vehicular breezeway through the mid-rise building, a 2.1 metre setback to the west and the proposed corner plaza space provide suitable breaks in built form to complement the landscaped setback conditions and to appropriately set the public realm.



Figure 42 – Mid-rise Building 2 Elevation

Setbacks & Building Separation

A 2.1 metre setback is proposed between the mid-rise building and the west lot line to accommodate a break in the streetwall in the conceptual circumstance that the Metrolinx lands to the west are developed. Sufficient side yard setback is provided to permit glazing coverage on the secondary westerly façade to avoid blank sidewalls.

A 15 metre separation distance has been provided between the main wall face of the mid-rise building and the mid-rise base building element of the proposed tall building to provide a clear separation between buildings, facilitate an adequately sized outdoor amenity space at grade, and provide appropriate access to light, sky views and privacy to future residents within the development.

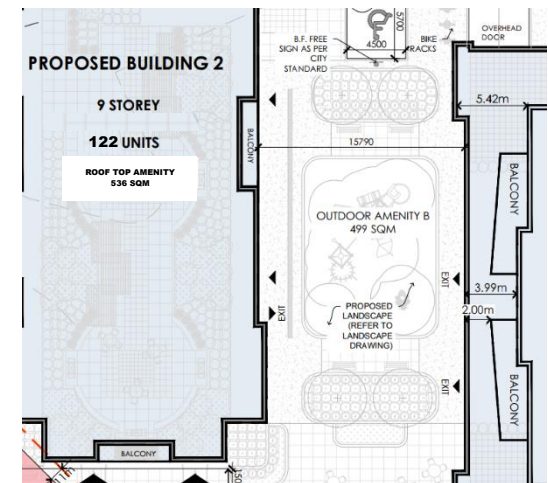


Figure 43 – Building Separation

### Minimum Ground Floor Height

A minimum ground floor height of 3.6 metres is proposed to facilitate flexibility to the range of potential retail uses at grade and to provide sufficient vertical clearance for internalized loading activities. The minimum ground floor height provides increased emphasis to the grade related massing of the building, providing a stronger connection to the pedestrian realm and streetscape condition.

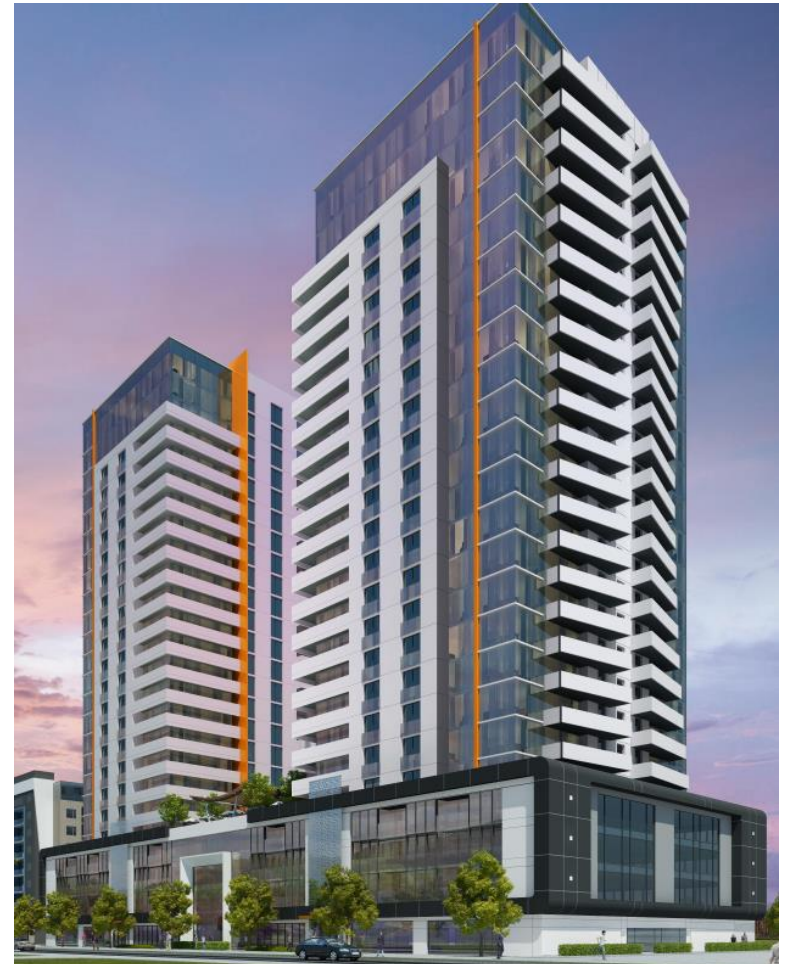
### 8.2.2 Tall Building Built Form Review

Tall buildings are generally defined as those which are taller than the width of the public right-of-way that they are located on, and typically higher than 12 storeys. Tall buildings are a key component of a balanced intensification strategy in locations where they are deemed to be appropriate, such as MTSAs, along Arterial Roads and at other strategic growth areas.

Tall buildings due to their landmark locations and visibility within the skyline shall have a greater design responsibility given their visual prominence. Tall buildings can be used to mark key intersections and to identify gateway locations and neighbourhood points of activity. The massing of the lower levels of tall buildings shall define streets and open spaces with good proportion.

### Tall Building Components

Most tall buildings follow a standard form consisting of three integrated parts, being a base building (podium), middle, and top. Building 1 has been designed in the form of a twin-tower tall building in the tower-base building format with defined tall building components.



**Figure 44 – Building 1 Elevation (Bowmanville Ave)**

**Top** - The top of the building, consisting of the upper floors, has been designed with a high degree of glazing to create a distinctive cap while reinforcing the overall design of the building's character. The building top creates a classic look that will create a positive and timeless impression on the local skyline. The provision of a partial upper level step back has been created through materiality along the primary westerly and easterly facing facades at the vertical terminus of the white EIFS panelling. Mechanical penthouses are setback and integrated to reduce their exposure.

**Middle** - The main building elements between the top and base comprise the building towers. The building towers provide a slender massing and have been placed to address matters of sky views, privacy, wind and access to sunlight. The towers have been articulated with a cohesive and complementary use of materials to promote design excellence.

Architectural fins have been incorporated to provide a contrasting colour of vertical banding to the towers to add richness to the façade composition. The use and placement of white EIFS panels, glazing and vertical banding will create vertical elements to further reduce the massing of the already slender floorplates. Projecting balconies have been positioned on the south and north building facades to create a curvilinear design aspect to create visual interest within the rectilinear tower massing.

**Base Building** - The base building, consisting of the lower four storeys, has been sited and massed to frame the public realm and adjacent private plaza at a pedestrian scale. Building entrances and active street front uses have been articulated within the base building to contribute to the evolution of an urban public realm along Bowmanville Avenue. Various colour and textural elements provide design interest and reduce the perception of base building massing.

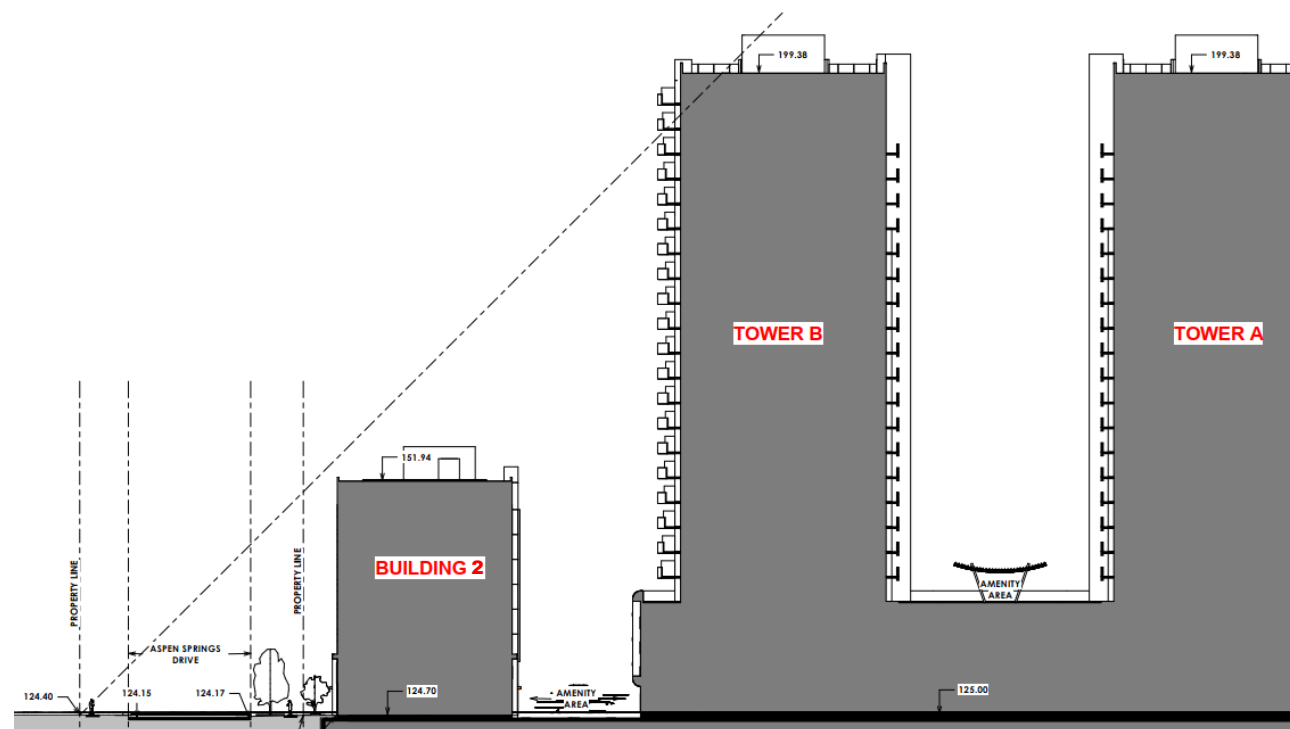


Figure 45 – Tall Building Components

Fit, Transition & Scale

Appropriate fit and transition can be achieved when tall buildings respect and integrate with the height, scale and character of neighbouring buildings, reinforce the broader municipal structure, provide appropriate horizontal separation and transition down to stable, low-rise neighbourhoods.

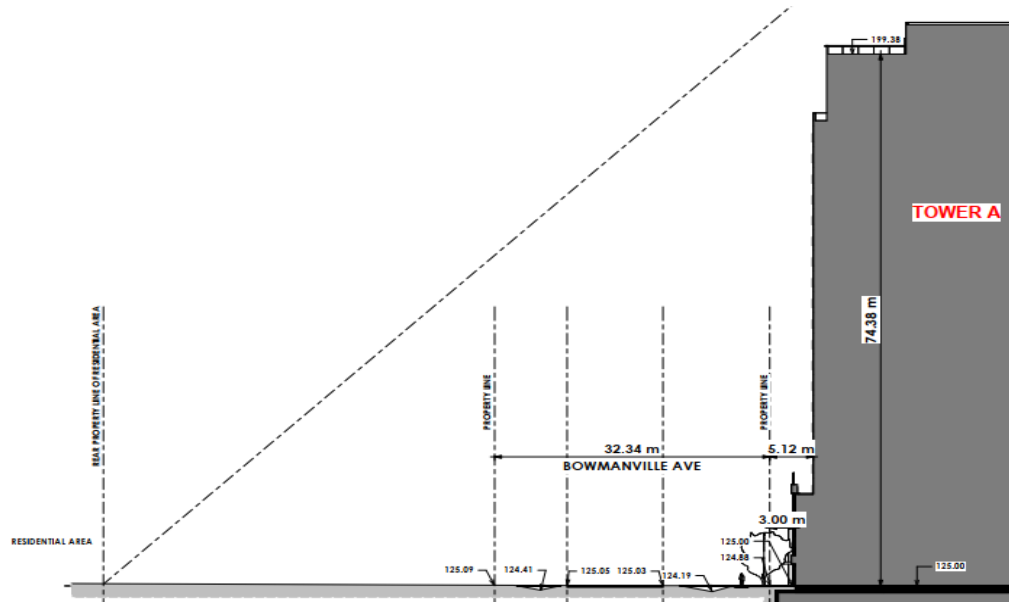
To provide an evaluation of contextual fit of the proposed tall building heights, the provision of a transitional angular plane was assessed, measured from the stable, low-rise residential neighbourhoods to the south and east. The application of a 45 degree angular plane is a suitable measure to assess transition in scale to low-rise areas where growth is not anticipated to ensure that shadow, sky view and overlook impacts are mitigated.



Building 1 and its component 25 storey twin towers have been designed to primarily fall below a 45 degree angular plane measured from grade at the limit of the rear yards of the low-rise dwellings backing onto the south side of Aspen Springs Drive and the rear lots of the western-most dwellings fronting onto Trewin Lane and McCrimmon Crescent to the west. A partial encroachment into the angular plane is witnessed at the south portion of the top level of Tower B from the south limit of Aspen Springs Drive. Given the small magnitude of the encroachment, the Tower has been deemed to meet the general intent of the angular plane assessment and is deemed to provide proper transition. The towers are located well below the 45 degree angular plane measured from McCrimmon Crescent to the east.

Figure 46 – Angular Plane Transition

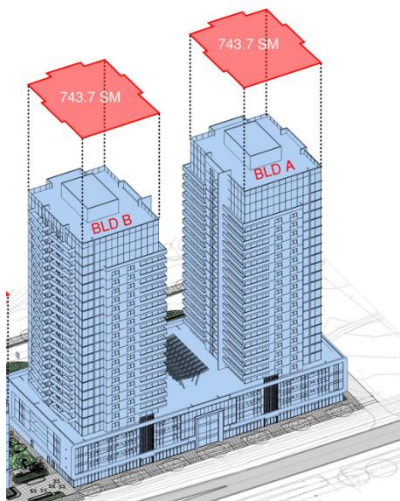




A 12.5 metre setback has been provided between the Tower in Building 1 and the north lot line to protect for the implementation of an adequate tower separation distance of 25 metres between the proposed tower and future potential tower(s) on the abutting Metrolinx owned lands.

**Figure 47 – Angular Plane Transition**

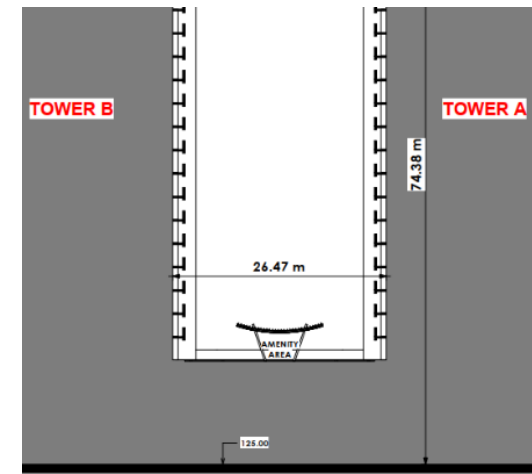
*Tower Floorplates, Separation & Stepbacks*



When adequately separated, slender, point form towers with compact floor plates cast smaller, faster moving shadows, improve access to sky view, permit better views between buildings and through sites, and contribute to a more attractive skyline.

Slender towers with small tower floor plates of 750 m<sup>2</sup> (exclusive of balconies) are proposed in addition to the implementation of a 25 metre tower distance separation between the main walls of Towers A and B.

**Figure 48 – Floorplates**



**Figure 49 – Tower Separation Distance**



March 21<sup>st</sup> – Shadow impacts from the proposed development are concentrated to those lands located at the northwest of the Aspen Springs Drive and Bowmanville Avenue from 9:18 am to 1:18 pm. The proposal begins to incrementally shadow residential properties along the west side of Bowmanville Avenue after 1:18 pm, properties along McCrimmon Crescent after 2:18 pm and properties along Trewin Lane after 5:18 pm. The rooftop amenity on Building 1 is provided with partial or full sun all day. The rooftop amenity on Building 2 remains in full sun all day. The children’s play area located between Buildings 1 and 2 remains shaded from the sun until 4:18 pm. Shadows do not encroach into the plaza amenity at the intersection of Bowmanville Avenue and Aspen Springs Drive until after 11:18 am with partial sun available throughout the day.

June 21<sup>st</sup> - Shadow impacts from the proposed development are concentrated primarily to the subject site but as well as those lands located at the northwest of the subject site from 9:18 am to 2:18 pm. The proposal begins to incrementally shadow residential properties along the west side of Bowmanville Avenue at 2:18 pm, with minor shadows on those properties located along McCrimmon Crescent and Trewin Lane after 4:18 pm. At 6:18 pm shadow has moved off of McCrimmon Crescent, but remains on Trewin Drive and there is a minor encroachment of shadow resultant from the mid-rise building on a limited number of rear yards of those dwellings located at the eastern limit of Glen Ray Court. The rooftop amenity on Building 1 is provided with partial or full sun all day. The rooftop amenity on Building 2 remains in full sun all day. The children’s play area located between Buildings 1 and 2 is provided with full or partial sun all day until 6:18 pm. Shadows do not encroach into the plaza amenity at the intersection of Bowmanville Avenue and Aspen Springs Drive until after 1:18 am with partial sun available until 6:18 pm.

September 21<sup>st</sup> – Shadow impacts from the proposed development are concentrated to those lands located at the northwest of the Aspen Springs Drive and Bowmanville Avenue from 9:18 am to 1:18 pm. The proposal begins to incrementally shadow residential properties along the west side of Bowmanville Avenue after 1:18 pm, properties along McCrimmon Crescent after 2:18 pm and properties along Trewin Lane after 4:18 pm. The rooftop amenity on Building 1 is provided with partial or full sun for the majority of the day. The rooftop amenity on Building 2 remains in full sun all day. The children’s play area located between Buildings 1 and 2 remains shaded from the sun until 4:18 pm. Shadows do not encroach into the plaza amenity at the intersection of Bowmanville Avenue and Aspen Springs Drive until after 12:18 am with partial sun available for the majority of the day.

December 21<sup>st</sup> – Shadow impacts from the proposed development are concentrated to those lands located at the northwest of the Aspen Springs Drive and Bowmanville Avenue from 9:18 am to 11:18 am. The proposal begins to incrementally shadow residential properties along the west side of Bowmanville Avenue at 12:18 pm, properties along McCrimmon Crescent at 1:18 pm until dusk.

The Shadow Study demonstrates that shadow impact on adequate access is provided to on-site amenity areas and that shadow impacts on adjacent properties are suitably limited.

See Appendix 1 for the Shadow Study completed by Mataj Architects Inc.

*Pedestrian Street Level Character*

A 4-storey base building is proposed for Building 1. This building base height provides a streetwall condition along Bowmanville Avenue that appropriately responds to the width of the adjacent right-of-way (proposed podium streetwall height is less than 40% of the measured right-of-way width) while also providing proper pedestrian related enclosure to the street and intersection plaza space.

The 4-storey base building height also: provides an appropriate transition to the 9-storey mid-rise building, considers the emerging “main street” condition along Bowmanville Avenue through the planned redevelopment of this corridor north of Aspen Springs Drive, and provides a proportional balance to the height of the towers above.

The building base has been articulated to break up the perceived length and mass of the podium. Along Bowmanville Avenue, 100% of the street frontage along the base building will be commercial uses or active indoor amenity space/lobby to promote street activity and interaction with the street and provide natural surveillance. Clear, unobstructed views into and out from shared ground floor uses facing Bowmanville Avenue are provided through the use of transparent windows, where appropriate and desirable.

**Figure 51 – Building 1 Base/Podium**



Main pedestrian entrances are emphasized in the design of the building base to convey their significance along the public realm. Access to pedestrian entrances shall provide a seamless and accessible connection from the adjacent sidewalk/ walkways.

# Urban Design Brief

10 Aspen Springs Drive, Bowmanville



A minimum ground floor height of 4.2 metres is proposed to facilitate the flexibility in providing a range of marketable retail uses at grade and to provide sufficient vertical clearance for internalized loading activities. The minimum ground floor height provides increased emphasis to the grade related massing of the building, providing a stronger connection to the pedestrian realm and streetscape.

The use of canopies over residential and non-residential building entrances provides weather protection and contributes to the pedestrian scale of the streetwall.

Balconies within the base building have been recessed and integrated into the base building to reduce its perceived massing.

## **9** **Architectural Style & Details**

The proposal incorporates high-quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the building façade. The façade design is inspired by a contemporary style with clean lines and an uncomplicated colour scheme blended with strong accent elements. The façade treatment will serve as a precedent of design excellence for new developments within the Bowmanville West Urban Centre.

The building designs utilize a common palette of materials and colors for overall cohesiveness but strategically applied to appropriately define building elements. Vertical and horizontal expressions of solid materials have been utilized across each façade to reduce the perceived bulk of the building and to create visual interest.

- A tinted, frameless curtain wall is proposed for the tower components to provide a clean backdrop to the buildings, with white, black and grey EIFS panels as accent materials mixed into the contemporary design.
- Use of glass panels at the balconies add to the clean lines of the building.
- Use of architectural accents and canopies help to animate entrances at the pedestrian level.
- Material utilization at the ground floor level provides the buildings strong physical relationship with the pedestrian realm.

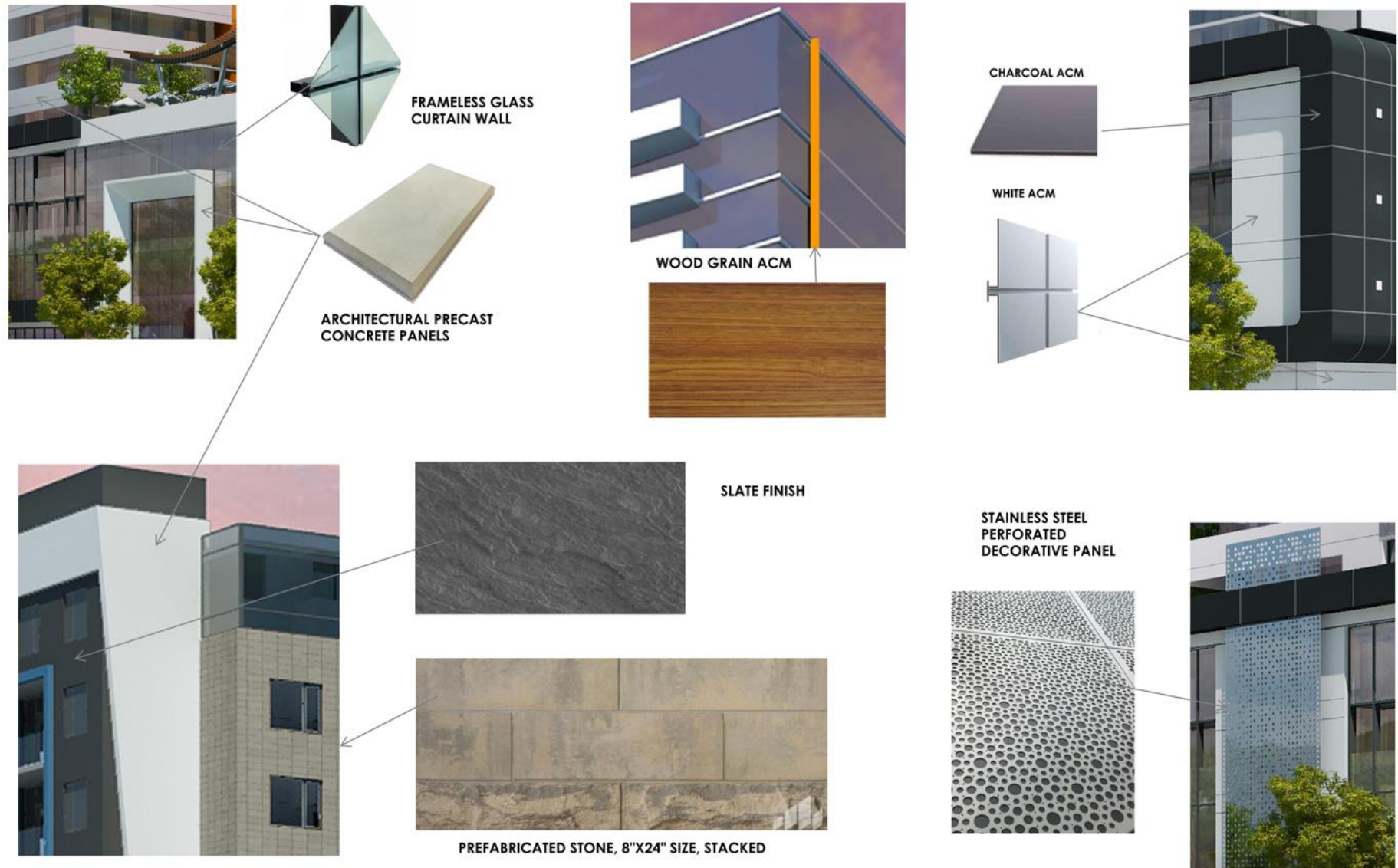


Figure 52 – Building Materials

# 10

## Sustainability Principles/ Priority Green Checklist

The “Priority Green” Clarington program has been advanced to address Council’s vision for building a sustainable and caring community to support the Municipality’s commitment to sustainable development. The proposal promotes sustainable “green development” as follows pursuant to the Priority Green Clarington Site Plan Checklist:

### Built Environment

- Intensification: Development of a vacant, underutilized site within the Bowmanville West Urban Centre with compact, transit-oriented development within a mixed use, MTSA and abutting a future higher-order transit station.
- Density: Achieves minimum residential density requirements pursuant to Official Plan and Provincial Plan targets.
- Housing Mix: Provides mid-rise and high-rise housing typologies to diversify housing choices within the Municipality of Clarington for persons of all incomes, ages and lifestyles.
- Connectivity: Pedestrian connections are provided to foster active, convenient and safe mobility through the internal pathways and to the municipal sidewalk. Direct pedestrian connections are provided from building entrances to the transit stop located at Aspen Springs Drive and Bowmanville Avenue and the provision for convenient connection to future higher-order transit.
- Bicycle Parking: Inclusion of short-term and long term bicycle parking within the development to promote clean, active transportation methods.
- Urban Landscape Biodiversity: No greater than 25% of the same tree species are planted. The development utilizes a high level of native, drought tolerant plant species.

### Natural Environment & Open Space

- Stormwater Management: Achieves applicable Municipal and Conservation Authority requirements and best practices.
- Bird Friendly Design: Buildings designed to create visual markers on glazing façades 6 to 9 metres of rooftop amenity areas in combination with non-reflective glass to prevent bird collisions.

### Infrastructure & Buildings

- Building Energy Efficiency: Satisfies Ontario Building Code requirements.
- Water Efficiency: Reduction of water consumption through the utilization of low-flow/flush fixtures and faucets.



# 11 Urban Design Assessment

The built form analysis conducted through this Urban Design Brief concludes that a mixed use, mid-rise and tall building development is supported at this strategic location through the policy context of the Municipality of Clarington Official Plan, Region of Durham Official Plan, Provincial Plans and the emerging policy regime of the Bowmanville West Secondary Plan.

The proposal advances built form and public realm measures intended to provide compatible intensification while accommodating the substantial growth that is planned for the Bowmanville West MTSA. The proposal successfully integrates a built form that optimizes the use of an underutilized site and provides residential and retail uses that will support existing and future planned transportation along the Bowmanville Avenue corridor and within the Bowmanville GO MTSA.

The orientation, layout, built form and architecture of the proposed development appropriately addresses Provincial and local policy objectives with respect to intensification within an MTSA, while providing an urban design character that is transit-supportive, pedestrian-oriented and streetscape character defining. The built form provides pedestrian scaled built-up edges, publicly accessible streetscape spaces and mixed uses to give shape and a sense of enclosure to reinforce the pedestrian realm.

The scale of the proposed development is appropriate for its context and has provided adequate consideration of progressive transition of built form typologies and building heights to stable, low-rise neighbourhoods outside of the proposed Secondary Plan.

The proposal also exhibits due regard for sustainable development principles in its design.

It is our opinion that the proposed development represents good urban design, is appropriate within the existing and planned context and contributes to the planned growth and intensification of the Bowmanville West MTSA/ Secondary Plan area.

# A PPENDIX 1

## SOLAR STUDY



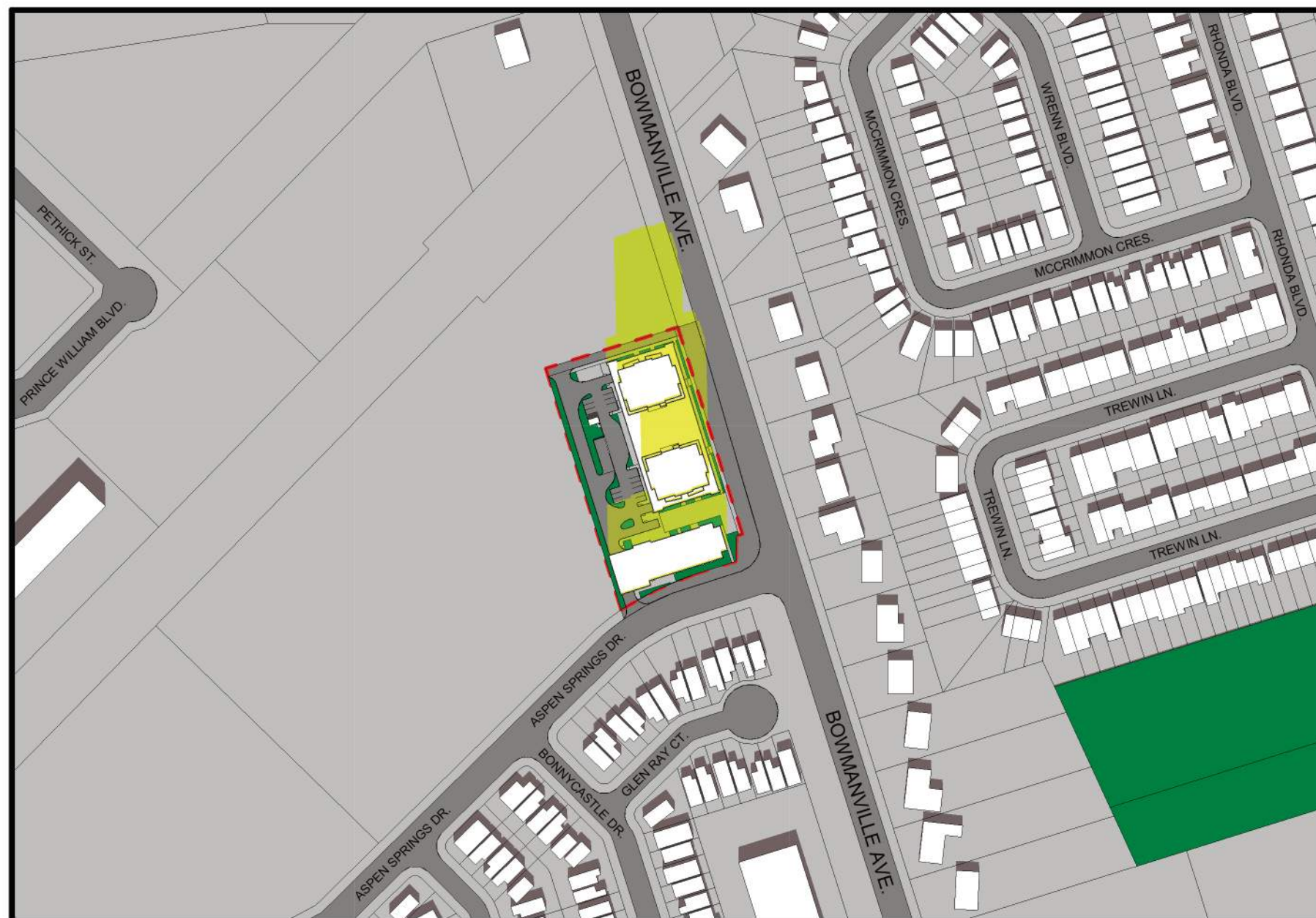
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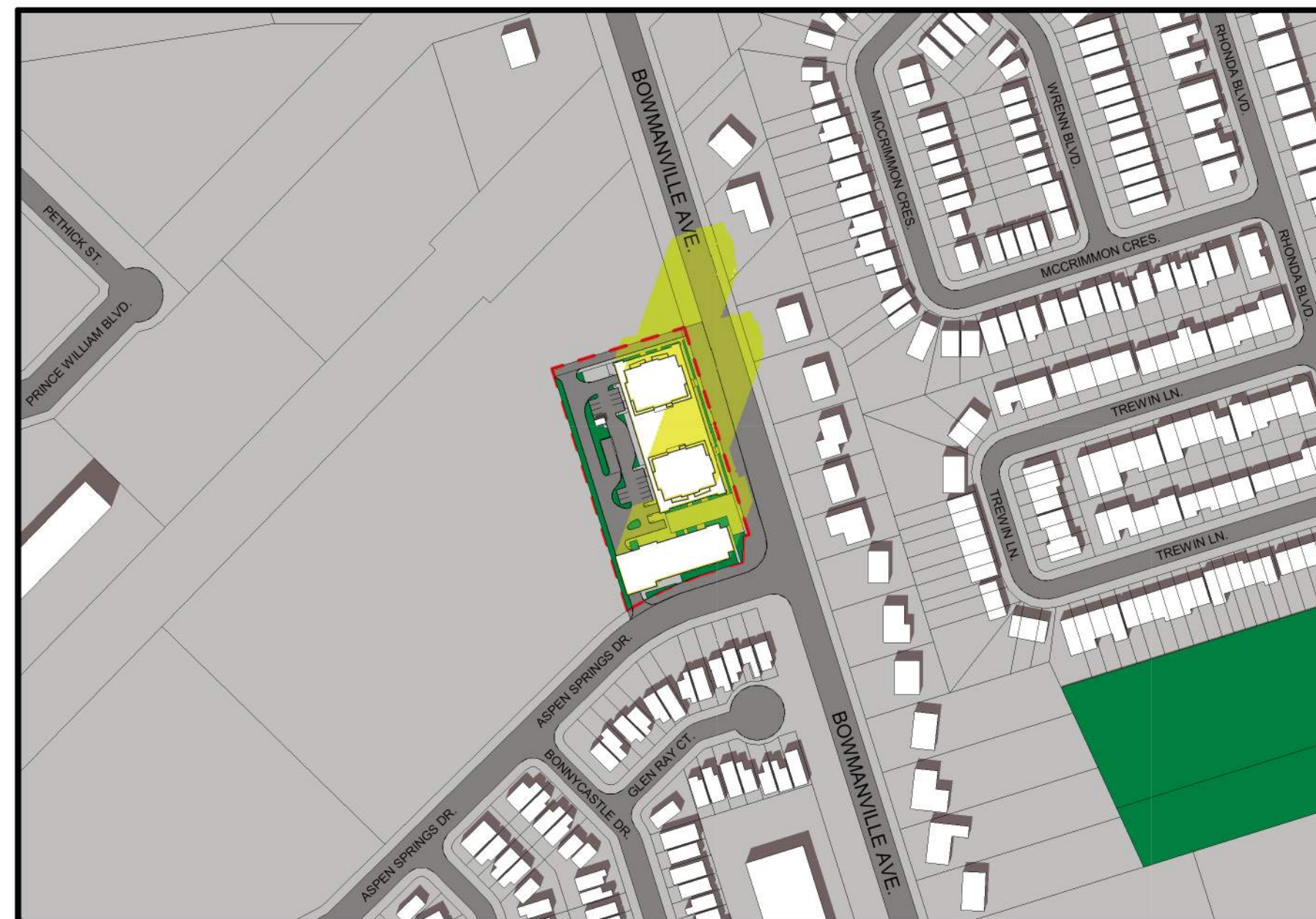
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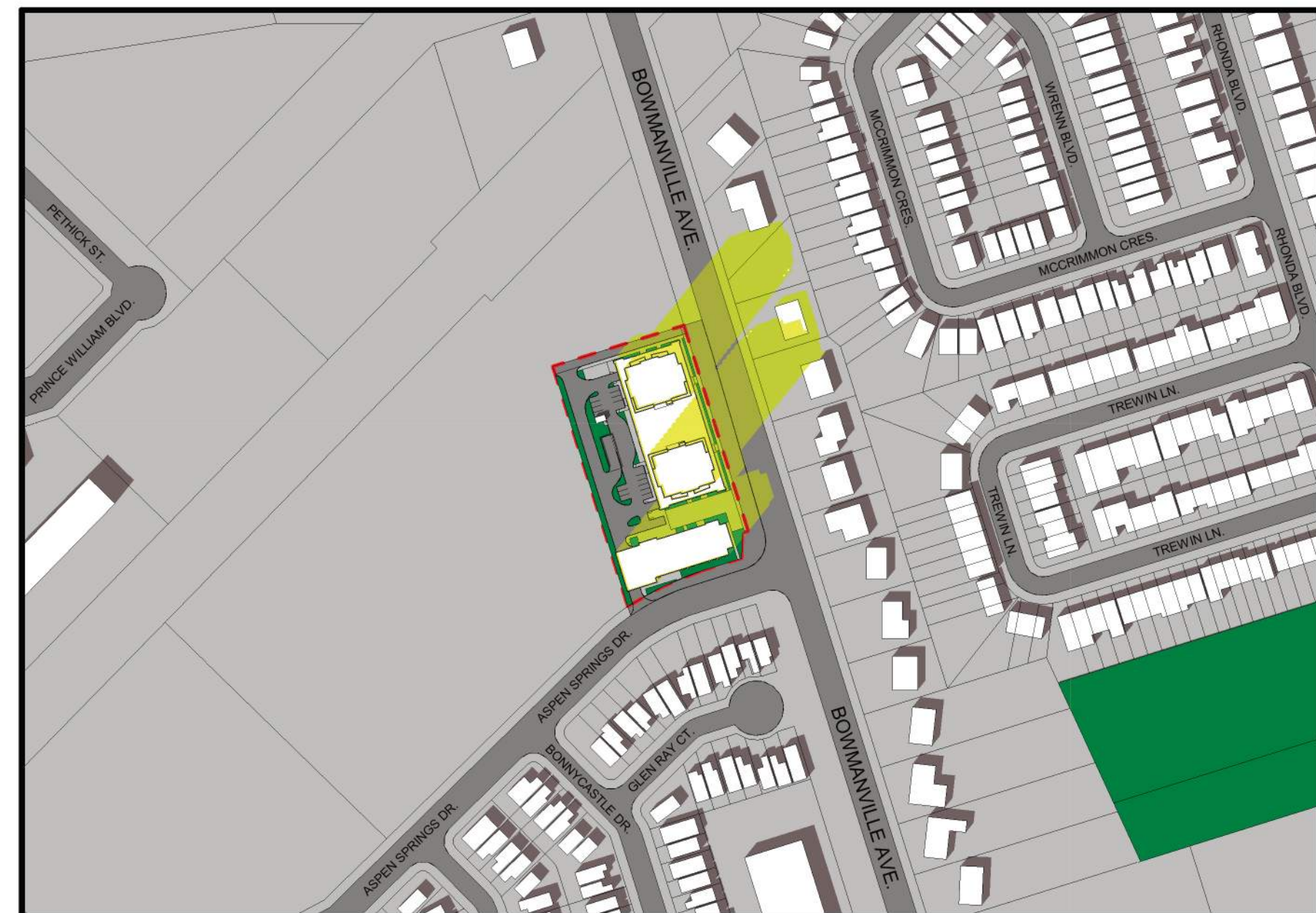
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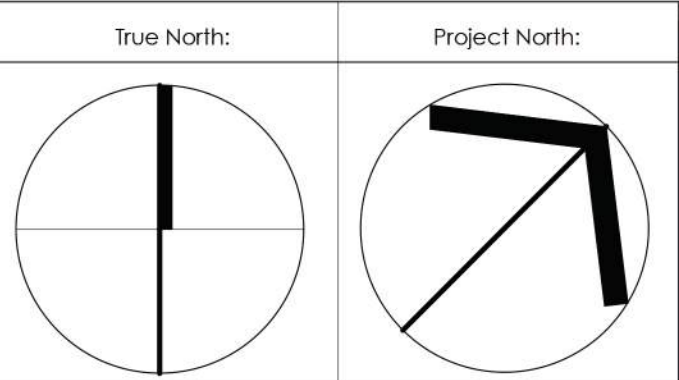
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**WORK IN PROGRESS**



Architect's Stamp

**MATAJ ARCHITECTS**  
INCORPORATED  
418 Iroquois Shore Road, Unit 206,  
Oakville, Ontario  
L6H 0X7  
T. 905.281.4444

Project:  
**BOWMANVILLE DEVELOPMENT**  
10 ASPEN SPRINGS DR, BOWMANVILLE, ON L1C 4W7

Sheet Title:  
**SOLAR STUDY - MARCH 21ST**

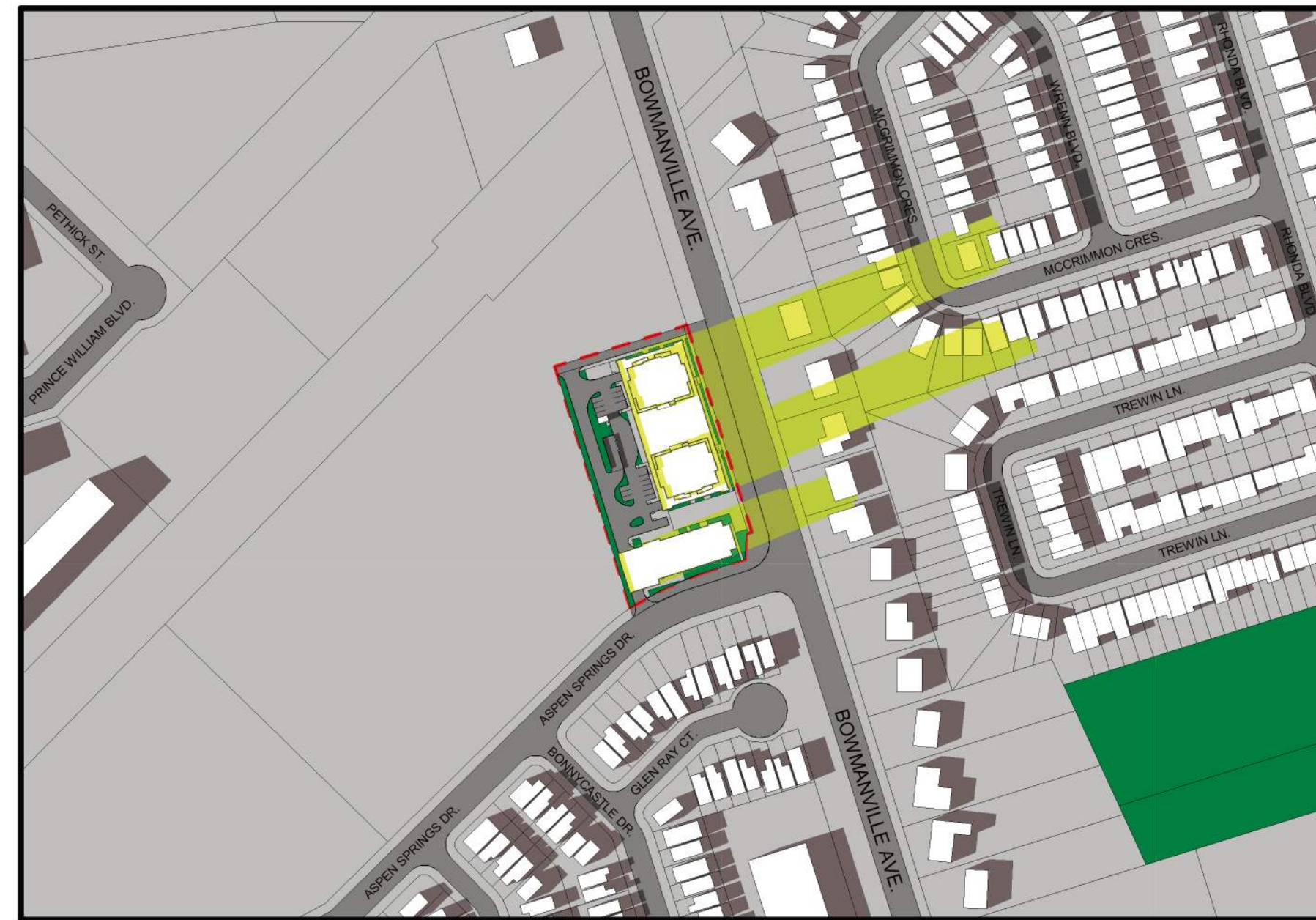
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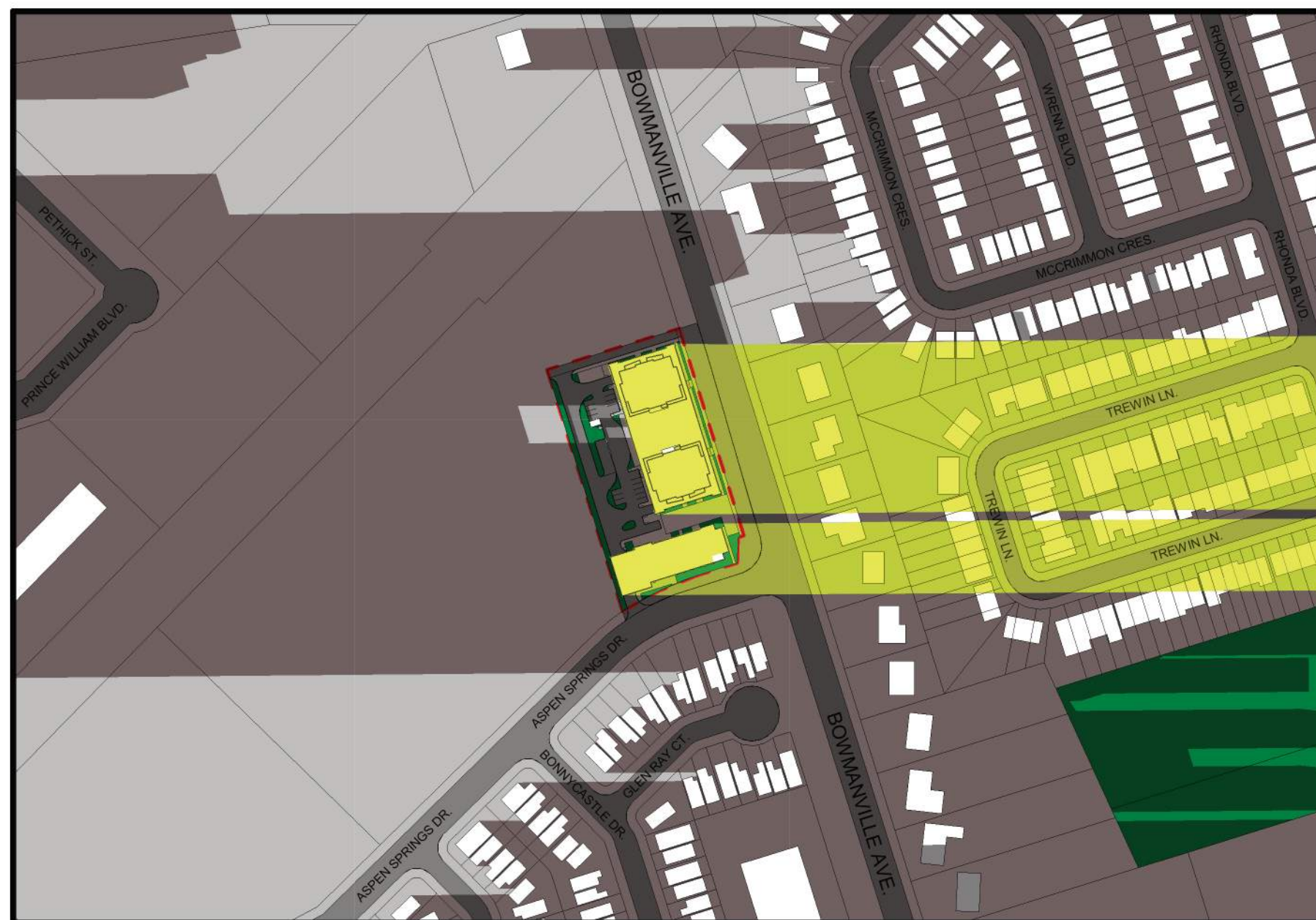
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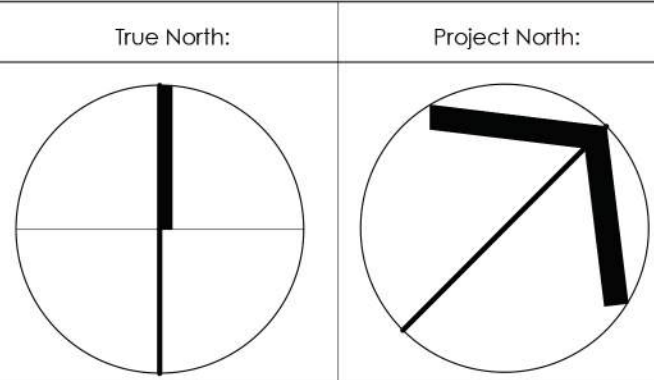
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Architect's Stamp  
**MATAJ ARCHITECTS INCORPORATED**  
418 Iroquois Shore Road, Unit 206,  
Oakville, Ontario  
L6H 0X7  
T. 905.231.4444

Project:  
**BOWMANVILLE DEVELOPMENT**  
10 ASPEN SPRINGS DR, BOWMANVILLE, ON  
L1C 4W7

Sheet Title:  
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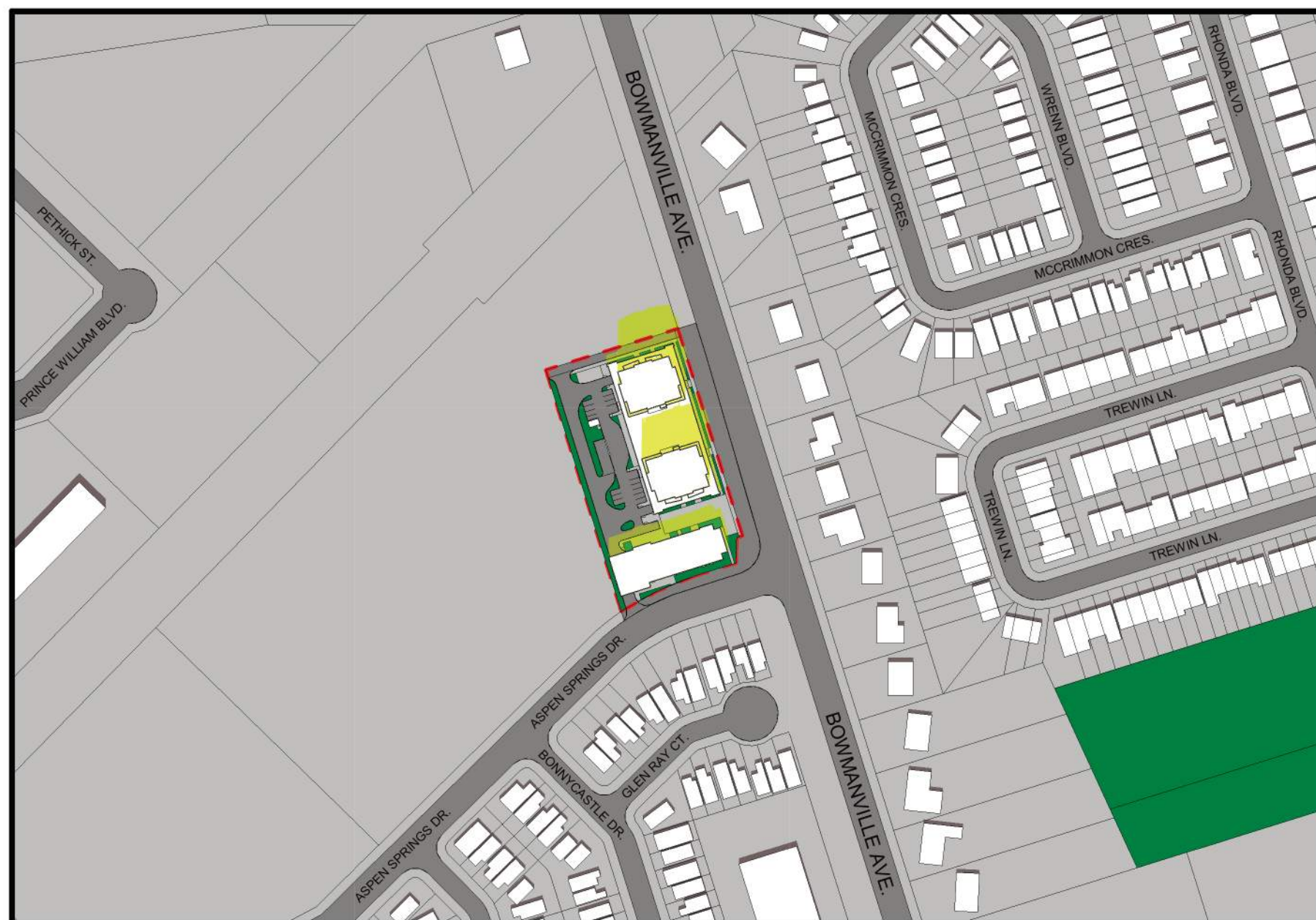
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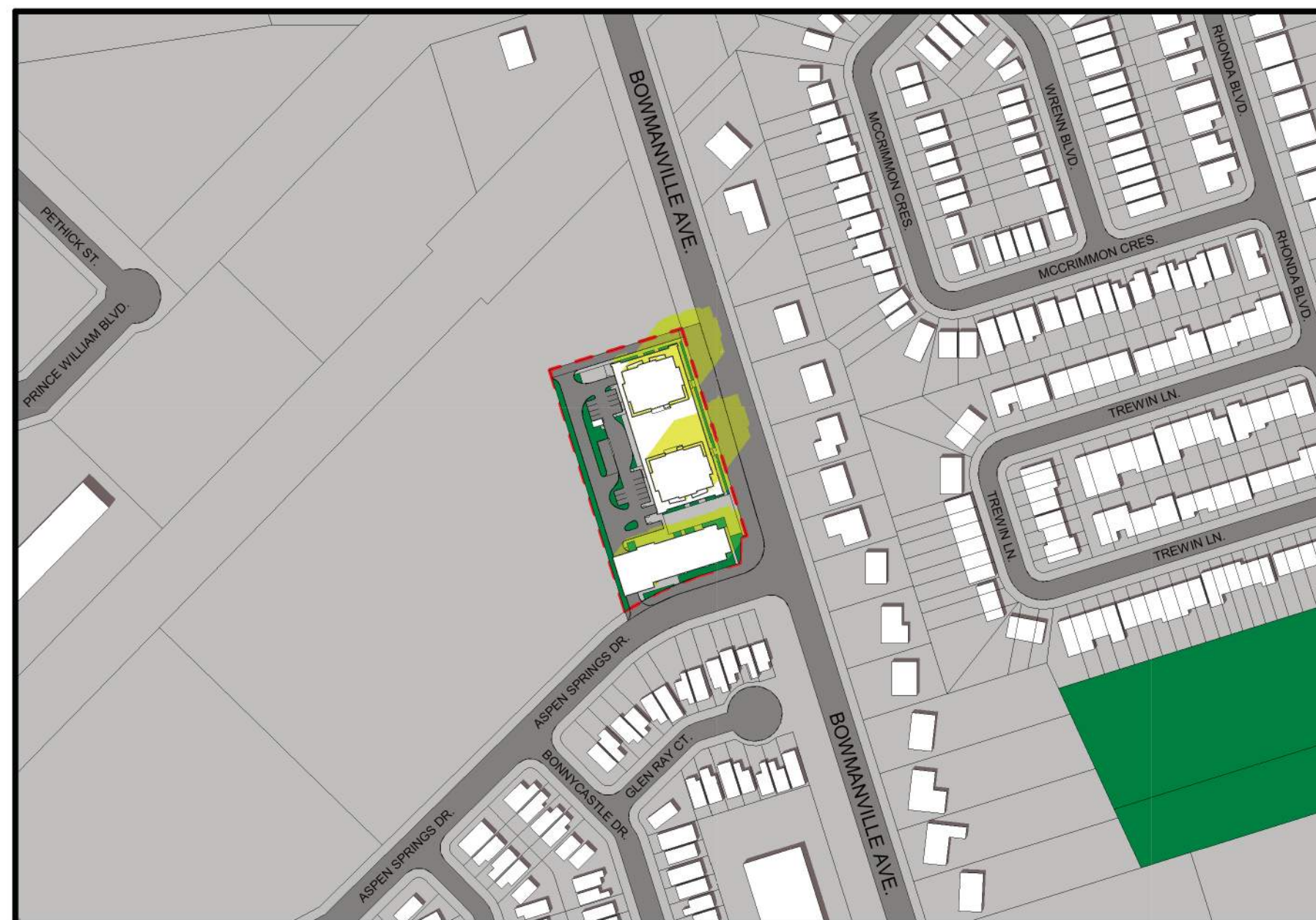
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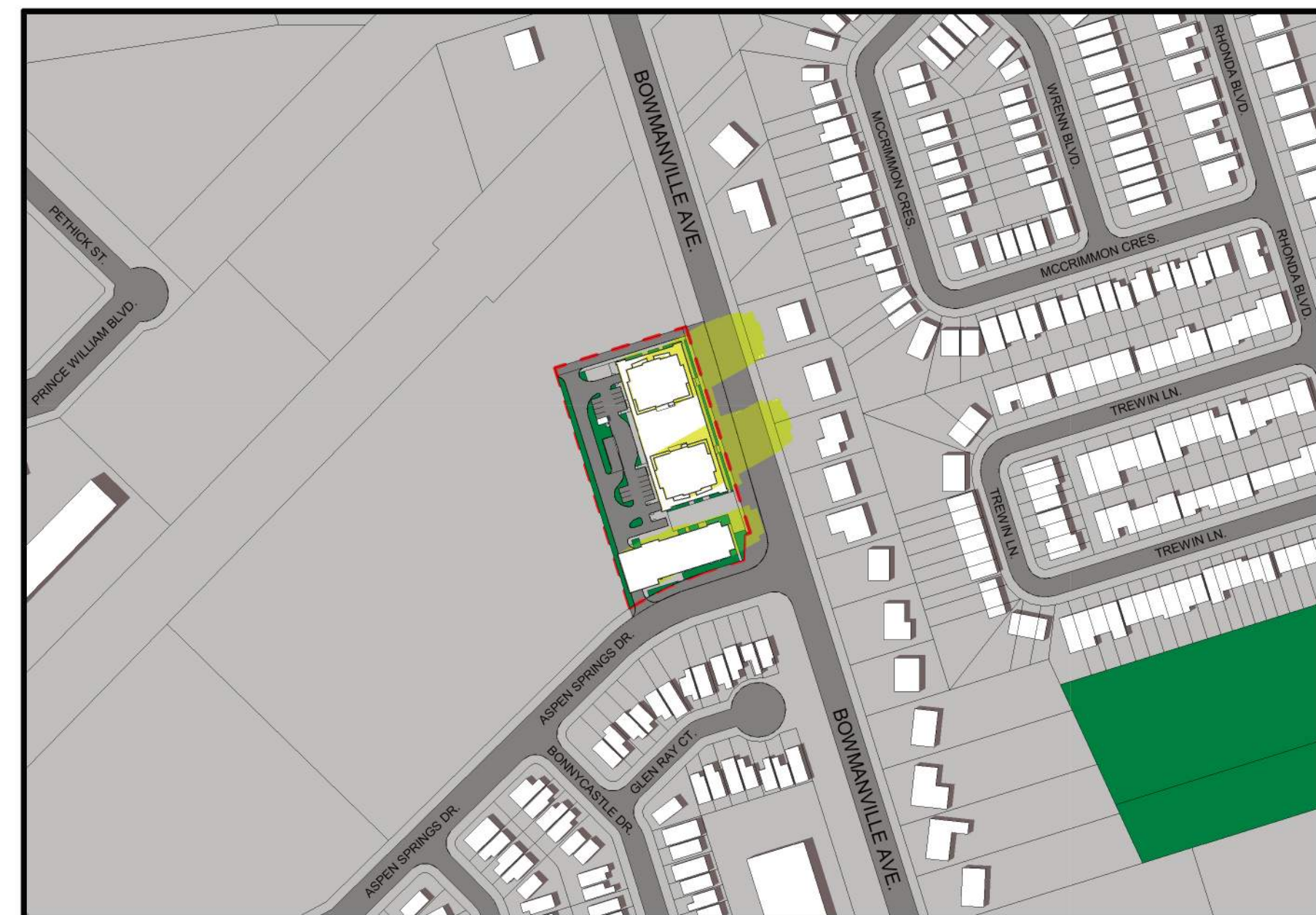
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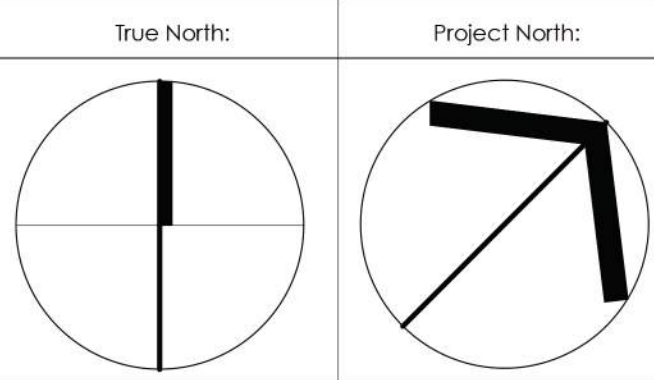
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418 Traquais Shore Road, Unit 206,  
Oakville, Ontario  
L6H 0X7  
1.905.281.4444

**Project:**  
**BOWMANVILLE DEVELOPMENT**  
10 ASPEN SPRINGS DR, BOWMANVILLE, ON L1C 4W7

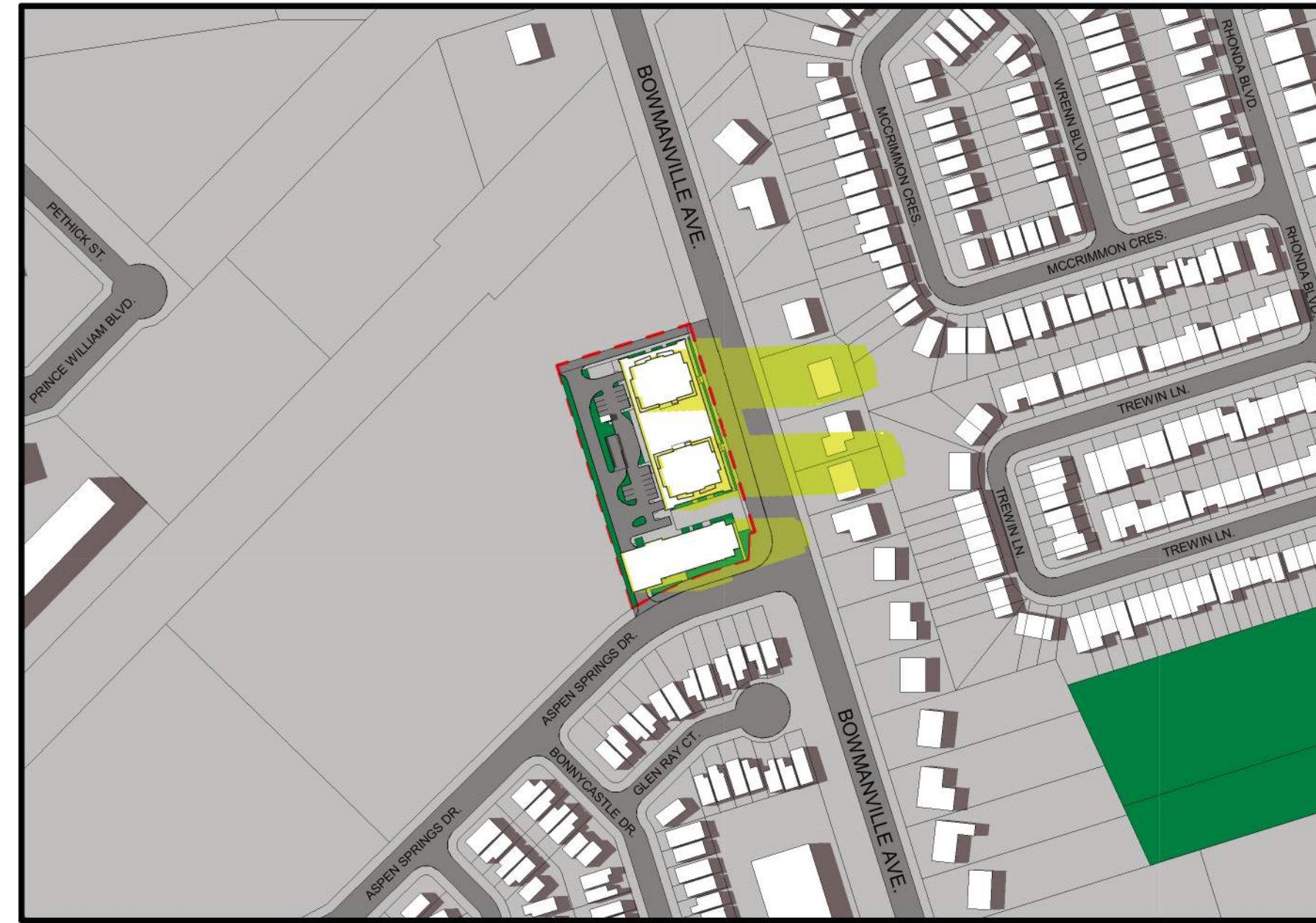
Sheet Title:  
**SOLAR STUDY - JUNE 21ST**

Design By: Designer	Drawn By: Author	Approved By: Approver
Scale: 1 : 3000	Date: 22/02/07	Project No.: 21-019

Drawing No:  
**SS.03** of:  
Drawing Series:  
BUILDING PERMIT



**1 SS.04 - JUNE 21ST @ 3:18PM**  
1 : 3000



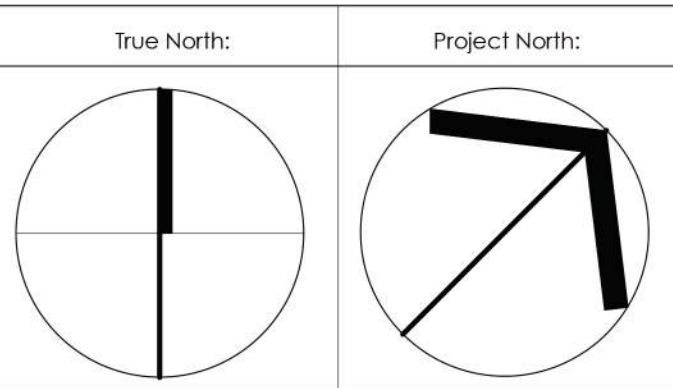
**2 SS.04 - JUNE 21ST @ 4:18PM**  
1 : 3000



**3 SS.04 - JUNE 21ST @ 5:18PM**  
1 : 3000



**4 SS.04 - JUNE 21ST @ 6:18PM**  
1 : 3000



SPA FILE NO. -

REV	DESCRIPTION	REV. DATE

Drawing Issues/Revisions:

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Sheet Title:  
**SOLAR STUDY - JUNE 21ST**

Design By: E.M.	Drawn By: C.D.	Approved By: E.M.
Scale: 1 : 3000	Date: 22/02/07	Project No.: 21-019

Drawing No:  
**SS.04** of:

Drawing Series:  
BUILDING PERMIT









