BRONTE RIVER
URBAN DESIGN BRIEF

Prepared by:
NAK Design Strategies

Prepared for:
Bronte River LP

OAKVILLE

NAK design strategies

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1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

The Bronte River study area consists of a combined 12.12 hectares (29.95 acres) in the west end of Oakville that is situated within a larger area known as the Merton Lands. These lands are generally located north of the QEW and south of Upper Middle Road between Fourteen Mile Creek and Third Line to the east and Bronte Road to the west. The community development's design vision and guiding principles are rooted in the Town's Livable Oakville Official Plan to "*preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods.*"

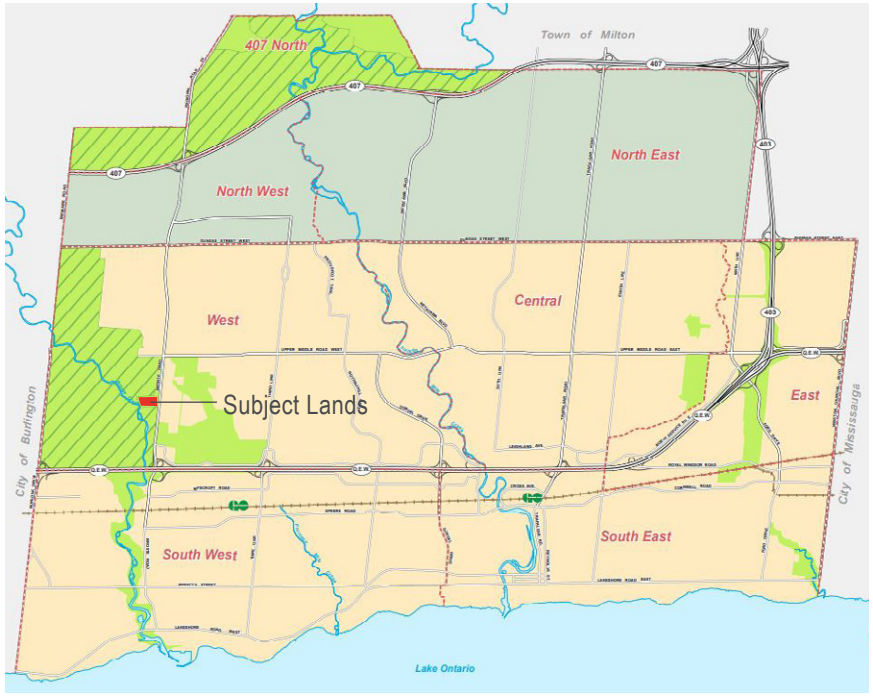


Fig. 1 - Location Bronte River Subject Lands in west Oakville (Livable Oakville - Schedule E: Land Use Boundaries, 2018)

1.1 Design Vision

Preserving and enhancing access to the Natural Heritage System (NHS), woodlot, and provincial park through the development and design of the community, Bronte River will be pedestrian-oriented and offer a diverse mix of housing.

1.2 Community Guiding Principles & Objectives

The Bronte River community is designed to be an integral part of the broader community of the Town of Oakville and Halton Region communities. Bronte River shall be designed and developed to fit seamlessly within the framework provided by the Official Plan, and will be compatible with the future community immediately to the east known as Bronte Green. In order to achieve this, the following community goals and objectives have been established:

- **Provide logical connections with adjacent existing and future communities**
  Recognize the importance of ensuring Bronte River is part of a well-connected and cohesive community framework with strong links to adjacent future residential neighbourhood to the east.
- **Integrate a sustainable natural heritage and open space system**
  Create a community that is designed and integrated with the surrounding natural heritage and open space system to enable access and enjoyment by the immediate and broader residents of Oakville.
- **Provide access and visibility to the natural areas and open space**
  Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability while maintaining the integrity of all environmental systems.


Aerial view facing north east

Photos of existing Bronte River Study Area

- **Create compact and walkable development**
  Recognize the importance of creating a walkable, pedestrian-scaled neighbourhood through public and private realm design initiatives, including appropriately scaled streets and accessible open space features, that will encourage community interaction and foster a sense of place.
- **Encourage a variety of housing types**
  Recognize the benefits of integrating a variety of housing types, styles and densities that animates the street and contributes to the community character.
- **Attractive Built Form Environment**
  Encourage a high standard of design that reflects the existing heritage character of the Town and Region, and creates a sense of place, and contributes to civic pride.
- **Logical street network**
  Establish a street configuration that provides logical, safe and convenient access to Bronte Road and natural features within and beyond the study area.

2.0 CONTEXTUAL ANALYSIS

The Bronte River lands are located on Bronte Road (Regional Rd 25), east of Bronte River, north of the QEW, south of Upper Middle Road, within the community of West Oakville in the Town of Oakville.

2.1 Existing Natural Features, Topography & Vegetation

The existing topography and vegetation of the subject lands is that of gently sloped manicured lawn and wooded areas. NHS lands are a significant natural feature surrounding the majority of the site's south, west, and north boundaries. A small man-made pond is situated toward the west side of the subject lands. Further west, Bronte Creek runs through the NHS with a ravine trail network that connects to the north to Bronte Creek Provincial Park.

2.2 Surrounding Land Uses & Built Form Character

The Bronte River lands are adjacent to the current Glen Abbey Encore development on the east side of Bronte Road, with future medium density residential land uses fronting the subject lands. South of the future east-west collector road, recently built rear lane townhouses are designed in a contemporary style. The Halton Regional Centre, Halton Regional Police Station and Emergency Services Buildings, and the Deerfield Golf Course are located to the southeast, north of the QEW. Established commercial/ residential areas are located to northwest (Palermo West) and southeast (Bronte Village). Built form character of the housing in the area includes a range of architectural styles and materials.

Within the subject lands, the Heritage home on Bronte Road will be retained and sensitively integrated into the new proposed development. (Refer to *2.4 Landmarks & Gateways*). The Georgian-style Enns House is situated near the west end of the lands. It is anticipated that this dwelling will also be retained, to be confirmed during the detailed design phase.

View of the heritage property facing east from Bronte Road

View of 2-storey barn adjacent to the heritage building (source: Heritage Impact Assessment Report, PHC Inc., Sept. 2020)

Front exterior view of the existing Enns House

Ongoing development east of the Bronte River subject lands, along Bronte Road.

View facing north on the west side of Bronte Road

View of Queens Plate Parkette northeast of the subject lands

View facing north from Bronte Road of Halton Regional Centre

Fig. 2.2 - Bronte River Subject Lands

2.3 Views & Vistas from the Site

Given the extensive NHS lands surrounding the subject lands, there are opportunities to preserve the views and vistas to these features. The NHS has directly informed the proposed road network and views will be maintained from streets and public open space where feasible. Refer to *Fig. 6.1.5 Views and Vistas* for potential viewsheds a view corridor opportunities for the Bronte River development master plan.

Fig. 2.3a-c - Existing views and vistas from the Bronte River subject lands.

2.4 Landmarks & Gateways (Heritage Home)

Within the subject lands, the property at 1326 Bronte Road is identified as a listed structure in the Town of Oakville's Heritage Registry. A Heritage Impact Assessment was prepared by Parslow Heritage Consultancy, Inc. (PHC) dated September 17, 2020. In consultation with the Town of Oakville, the report recommends the retention of the red brick residential structure comprised by the c.1911 components of the structure. (Refer to HIA report for details).

The retained structure is intended to be relocated to the corner of Bronte Road and Street 'A', serving as gateway landmark at the entrance into the community. Refer to the complete set of drawings by Huis Design Studio for all preliminary floor plans and elevations.

Right Elevation

Front Elevation

Rear Elevation

Fig. 2.4a-c - Preliminary Heritage Home Elevations (Source: Huis Design Studio)

2.5 Transportation Networks

The entrance road Street ‘A’ of Bronte River is intended to strategically align with the future minor collector road on the east side of Bronte Road. This street will provide an important east-west link between the Bronte River, Bronte Green and adjacent communities to the east.

Oakville Transit bus routes currently run north-south along Bronte Road, with a stop located approximately 250m south of the subject lands. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater community. An existing multi-use trail located on the west side of Bronte Road provides north-south active transportation connections and opportunities for additional trails through the protected parkland system along Bronte River.

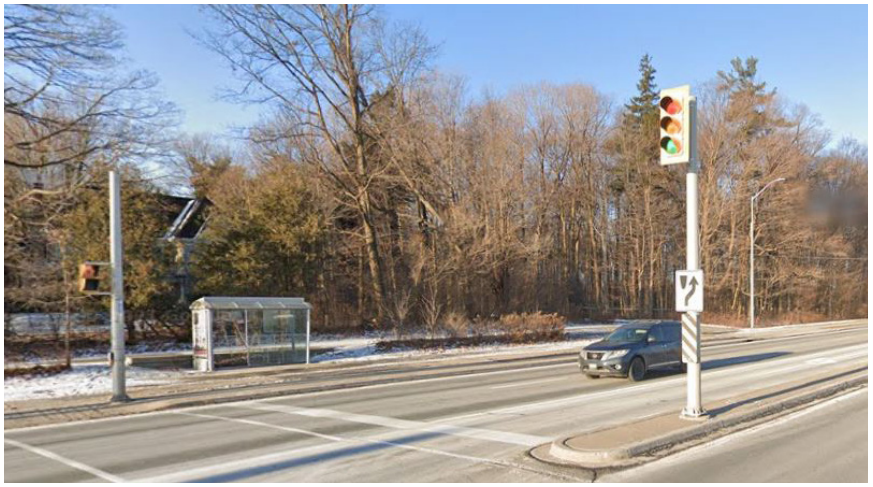


Fig. 2.5a - Existing bus stop on the west side of Bronte Road, located south of the Bronte River subject lands.

Fig. 2.5b - Existing multi-use trail on the west side of Bronte Road running north-south adjacent to the subject lands.

3.0 POLICY CONTEXT

The proposed development for Bronte River is subject to several planning studies and processes. This Urban Design Brief outlines a set of guidelines consistent with the objectives of the following documents:

3.1 Town of Oakville Official Plan (2006)

Providing direction for the physical, social, and economic development of the municipality for the Town of Oakville, The Oakville Official Plan (OP) is the main policy statement related to future land use planning and development for the municipality. The planning and design of this development is based on the Town's detailed set of objectives, illustrated recommendations and guidelines that will impact urban living, employment and recreation, implementing the broad policies of the OP.

The design and structure of the Bronte River reflects the overall policy goals, including:

3. HOUSING

3.1 Oakville will foster the development of balanced residential communities by ensuring the provision of a wide variety of dwelling units differing in terms of density, size, tenure and price.

Part B addresses the following goals relevant to Bronte River:

Section 6 - Urban Aesthetics

- To encourage excellence in building and landscape design in sympathy with the distinct character of existing communities and with the natural features of the landscape

Section 7 - Heritage Conservation

- *To preserve the heritage of such resources as archaeological sites, building, and structure of historic and/or architectural significance, value or interest.*

3.2 The Livable Oakville Official Plan (2009)

The Livable Oakville Official Plan (LOOP) updates and enhances the Town of Oakville Official Plan (2006). Aligning with the policy framework, the character and layout of the Bronte River lands recognizes and reflects the following guiding principles set in Livable Oakville:

2.2 Guiding Principles

2.2.1 Preserving and creating a livable community in order to:

- *preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods;*
- *direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated;*

2.2.2 Providing choice throughout the Town in order to:

- *provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,*
- *foster the Town's sense of place through excellence in building and community design.*

2.2.3 Achieving sustainability in order to:

- preserve, enhance and protect the Town's environmental resources, natural features and areas, natural heritage systems and waterfronts.

Bronte River is consistent with the land use allocated in Livable Oakville (Schedule H - West Land Use). These land uses are designated as follows:

- Medium Density Residential - strategically located along Bronte Road, adjacent to the current Glen Abbey Encore development on the east side.

- Low Density Development - located in the western portion of the subject lands.
- Natural Area - located between the NHS / Parkway Belt and the surrounding the residential uses.

Part E, Section 27.3.10 addresses the goals and objectives for growth and development in the Bronte Road West Lands (Town of Oakville 2009: E80-E81):

- *Development of the Bronte Road West Lands shall contribute to a complete community.*
- *Development within 400 m of Bronte Road, a higher order transit corridor with frequent transit service, shall be transit-supportive with built form oriented toward Bronte Road.*
- *A public road shall be the primary access into the Bronte Road West Lands supporting multiple mobility choices and connections.*
- *The proposed road shall form a minor gateway location at the intersection of Bronte Road.*

The following key elements on the Bronte River plan are consistent with urban design guidelines for the Bronte Road West Lands :

- *Development should be designed to provide a sense of place and neighbourhood character.*
- *Development shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.*
- *Development shall be designed to provide for various lot patterns and housing choices.*
- *To avoid garage-dominated streetscape where lot frontages are narrow, rear laneways may be permitted.*
- *Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.*
- *Building frontages and main entrances shall address Bronte Road.*
- *Views and pedestrian connections from the developed area into the Natural Area shall be encouraged.*

3.3 Livable by Design Manual (LBDM)

The Livable by Design Manual (LBDM) apply to all development proposals that are subject to approval by the Town. The purpose of the LBDM is to visually articulate the strategic direction and design objectives of the Livable Oakville Plan and North Oakville East and West Secondary Plans (collectively referenced as the Town's Official Plan). Part A and C of the manuals apply to Bronte River, with Part A providing detailed design direction for the public realm, built form, and site development, and Part C establishing the Site Design and Development Standards for Oakville.

"The Town of Oakville is committed to achieving a high standard of urban design and architectural quality to provide an innovative and diverse urban form that promotes a sustainable, dynamic and livable environment."

– Section 6, Part C of the Livable Oakville Plan

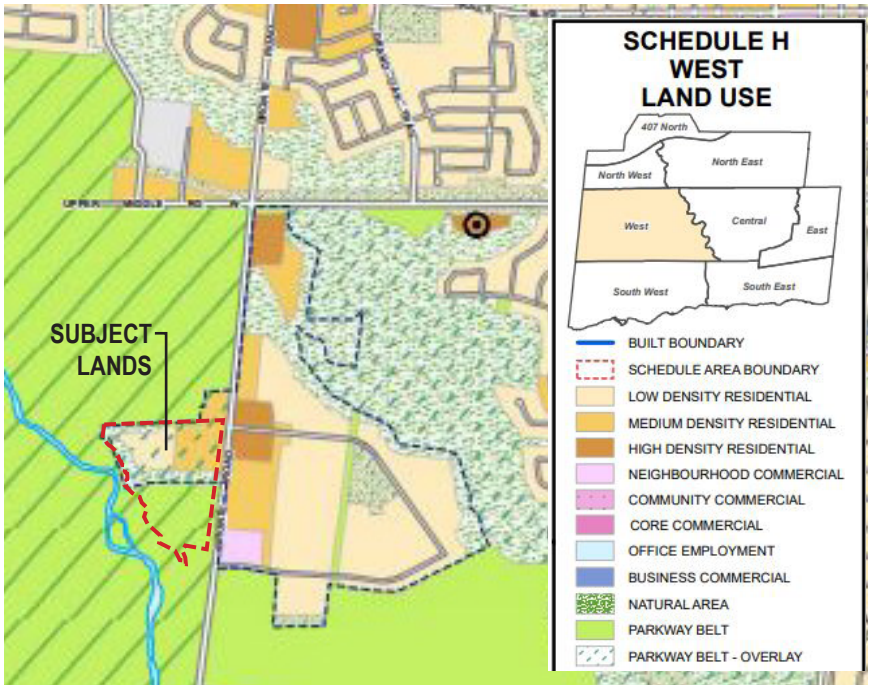


Fig. 3.2 - Location of Subject Lands in Livable Oakville - Schedule H: West Land Use

4.0 DEVELOPMENT FRAMEWORK

The OPA direction and the development framework for the surrounding residential communities will serve as the main building components for delineating the various land uses, establishing the street hierarchy network and providing the framework of land uses in Bronte River. The following section describes these key structuring elements.

4.1 Boundary Interface

Planned as an integrated and complete community, residential land uses within Bronte River reflect a coordinated pattern of land uses for all surrounding development, consistent with the plan for Bronte Road West Lands established in Livable Oakville.

The intersection into Bronte River reflects the community structure established in Livable Oakville as the proposed entry road aligns with the minor collector road in the future community to the east, forming a minor gateway location. The land uses are also consistent with Livable Oakville, with built form oriented towards Bronte Road, reinforcing the gateway location framed by medium density built form.

A medium density block is proposed along Bronte Road immediately to the north, with a narrow portion of this land use designated within the subject lands. The NHS forms the boundaries on the south and west sides, with designated Greenbelt lands along the north, at the rear of the future medium density block.

Fig. 4.1 - Plan showing land uses on the Bronte River subject lands, within the surrounding residential development

4.2 Pattern of Land Uses (Community and Private)

The site proposes a mix of medium and low-density residential product, ranging from a medium density condominium units to single detached dwellings on a 12.12 hectare land parcel (4.75 ha developable area). Key environmental features include an LID measure / Ecoswale, and the Natural Heritage System buffer running along the south, west, and northwest edges of the site. The proposed uses within the subject lands include:

- NHS lands - Surround the subject lands on the south, west, and north sides;
- Medium Density Residential - 3 storey rear lane townhouses, back to back townhouses, and 3 storey traditional townhouses located in Condo Block 'A'
- Low Density Residential - Includes the Heritage House, the existing Enns House, and freehold dwellings with a range of lot sizes
- Open Space / Vistas - Open space areas that provide views, trail head locations, active transportation connections, and soft landscape opportunities.

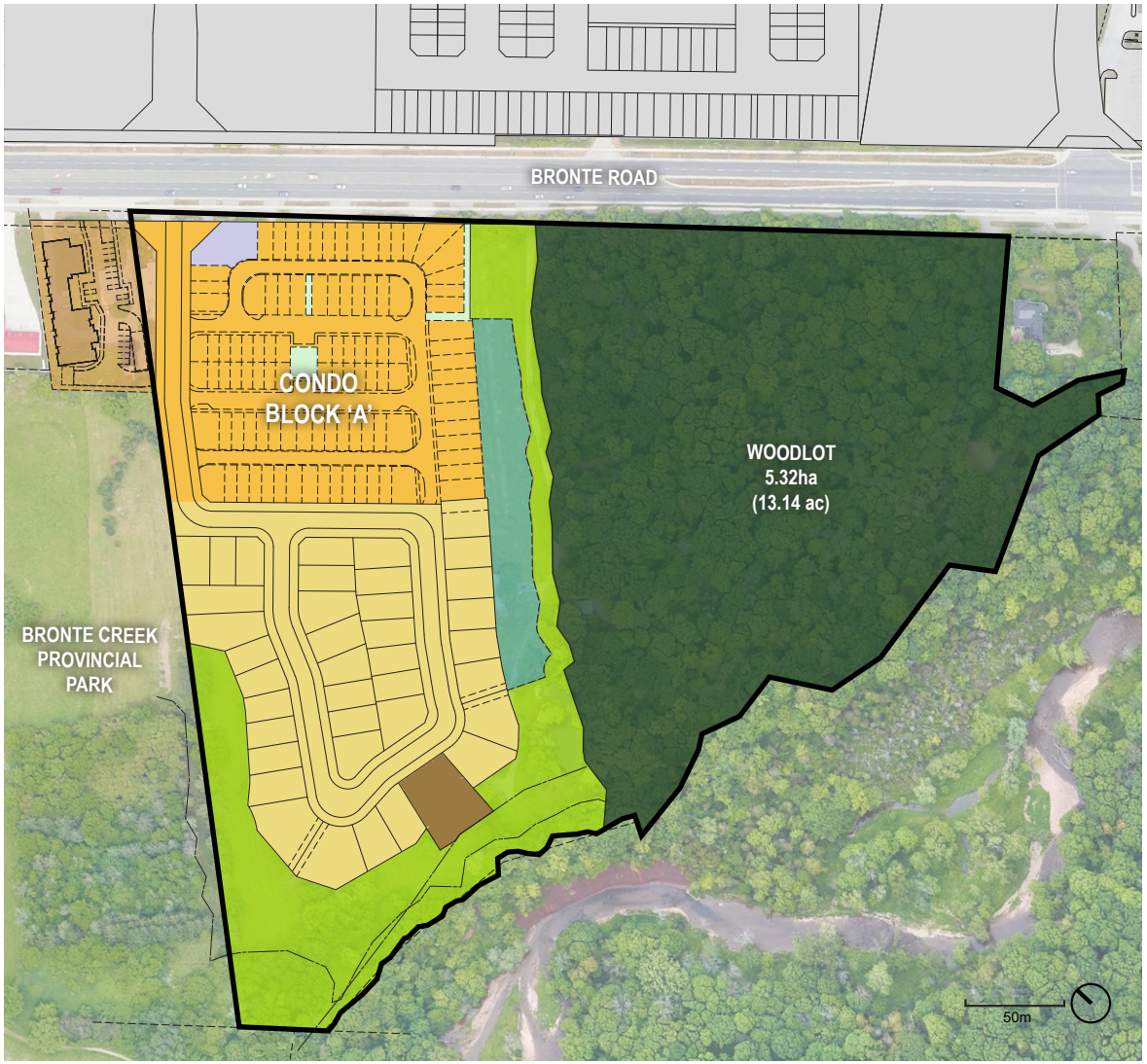


Fig. 4.2 - Bronte River Pattern of Land Uses

LEGEND

- SITE BOUNDARY
- BUFFER
- LID
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- OPEN SPACE / WALKWAY / VISTA BLOCK
- ENNS HOUSE
- HERITAGE HOUSE
- FUTURE DEVELOPMENT

4.3 Street Network

Extending west from the minor collector street that runs through Bronte Green, Street ‘A’ aligns with this intersection and serves as the vehicular entrance into the Bronte River community. Within the development, Street ‘A’ is designed as a local road with a 17m right-of-way that forms a ‘P’ loop, and primarily serve the freehold single detached residential dwellings. In Condo Block ‘A’, 11.6m R.O.W. laneways serve the traditional townhouses, rear lane townhouses and back to back townhouses, with 7.5m R.O.W for rear lane access.

The proposed road hierarchy will, therefore, consist of the following street types (refer to Fig. 4.3):

- Arterial Road - Regional and community connector / borders the subject lands on the east;
- Local Street - 17.0m R.O.W. / 2 travel lanes, 1 parking lane, 4.5m boulevard - neighbourhood social focus;
- Condo Laneway - 11.6m R.O.W. / with townhouse frontage and lay-by parking;
- Condo Laneway - 7.5m R.O.W. / provides rear lane access to garages of rear lane townhouse units.

Fig. 4.3 - Road Hierarchy Plan for Bronte River

4.4 Natural Heritage System

A significant structuring element of the future community is the NHS lands that extend along Bronte Creek Provincial Park to the north and towards Lake Ontario to the south. The proposed land use fabric for Bronte River, including streets, and residential land uses, was planned and designed with the surrounding natural areas on the south, west, and northwest edges of the subject lands. On the south side of the developable area, a 5.32ha woodlot is dedicated as part of the NHS. This woodlot provides opportunities for trail connections through this preserved natural feature, to the existing multi-use trail on the west side of Bronte Road.

An Environmental Impact Assessment (EIA) was prepared by Beacon Environmental to assess the potential impacts of the redevelopment proposal on natural heritage features and functions. In evaluating the potential impacts of the proposed Draft Plan, a multi-disciplinary integrated approach was adopted to ensure that interrelationships between natural heritage features and surface water and groundwater systems and development related effects were appropriately considered.

As the proposed Draft Plan will be limited to portions of the subject property that already support development and will be setback further from natural heritage features and natural hazards than the existing development, no direct impacts to significant natural heritage features and their ecological functions are anticipated. Indirect impacts related to the increased human density will be mitigated through implementation of buffers and fencing and controlled access to the adjacent valleylands and tableland woodlot.

Fig. 4.4 - Natural Heritage System defines the structure of the Bronte River lands.

5.0 DEVELOPMENT MASTER PLAN

Primary vehicular and pedestrian access to the proposed Bronte River development is from the arterial connector, Bronte Road. Aligning with the vision in Livable Oakville, this entry road completes the minor gateway intersection with more prominent medium density defining its four corners. Consistent with the land use patterns in Livable Oakville, the proposed plan of subdivision designates medium density residential closer to Bronte Road, framing this regional connector on both east and west sides.

A range of 3 storey townhouses in Condo Block 'A' shall comprise the eastern portion of the plan, with single detached residential comprising the majority of the western portion of the developable land area. These low density residential area consists of front-loaded dwellings on lots with varying widths and depths, with front elevations and driveways accessed from the local street network.

A series of public open spaces (NHS, open space / vista blocks, LID measure) with walkway / trail connections are proposed in Bronte River. The proposed development recognizes and preserves existing NHS features, while integrating strategic views, vistas and a trail within the woodlot. There are 4 key elements that characterize Bronte River and form the overall development master plan: NHS lands, residential land uses, trail connections, and the LID measure. Bronte River contains the following land uses –

- Medium density condominium block - Rear lane townhouses, traditional townhouses, and back to back townhouses;
- Single detached dwellings;
- Heritage House;
- Natural Heritage System Buffer;
- Low Impact Development (LID) Measure / Eco Swale;
- Open Space / Walkway / Vista Blocks;
- Local Road – 17.0m right-of-way; and
- Lane – 11.6m, 6.5m.

Fig. 5.0 - Bronte River Development Master Plan

LEGEND

- SITE BOUNDARY
- BUFFER
- LID
- OPEN SPACE / WALKWAY / VISTA
- HERITAGE HOUSE
- ENNS HOUSE
- REAR LANE TOWNHOUSES
- BACK-TO-BACK TOWNHOUSES
- FRONT LOADED TOWNHOUSES
- DETACHED HOMES (41')
- DETACHED HOMES (42')
- DETACHED HOMES (50')

6.0 DETAILED DESIGN DIRECTION

6.1 Open Spaces and Connections

As part of the Bronte River overall planning and coordination of amenities, a series of open spaces and connections are proposed within the development. The surrounding NHS lands offer opportunities for trail connectivity to natural areas and strategic views toward open space features.

Open Space / Walkway / Vista Blocks

Several open space / vista blocks are proposed to enhance the development by supporting safe and direct access by walking and cycling through the development, trails, and the broader community. The proposed open space / vista blocks in Condo Block 'A' will provide opportunities for soft landscaping and pedestrian connections between laneways. Near the south east corner of the developable lands, a walkway block will provide visual connections to the woodlot and convenient pedestrian access to the multi-use trail on Bronte Road.

LEGEND

- SITE BOUNDARY
- BUFFER
- LID
- WOODLOT TRAIL
- WALKWAY / VISTA / OPEN SPACE
- SIDEWALK
- CONNECTING ROUTES
- FUTURE FACILITY ON REGIONAL ROAD
- EXISTING MULTI-USE TRAIL

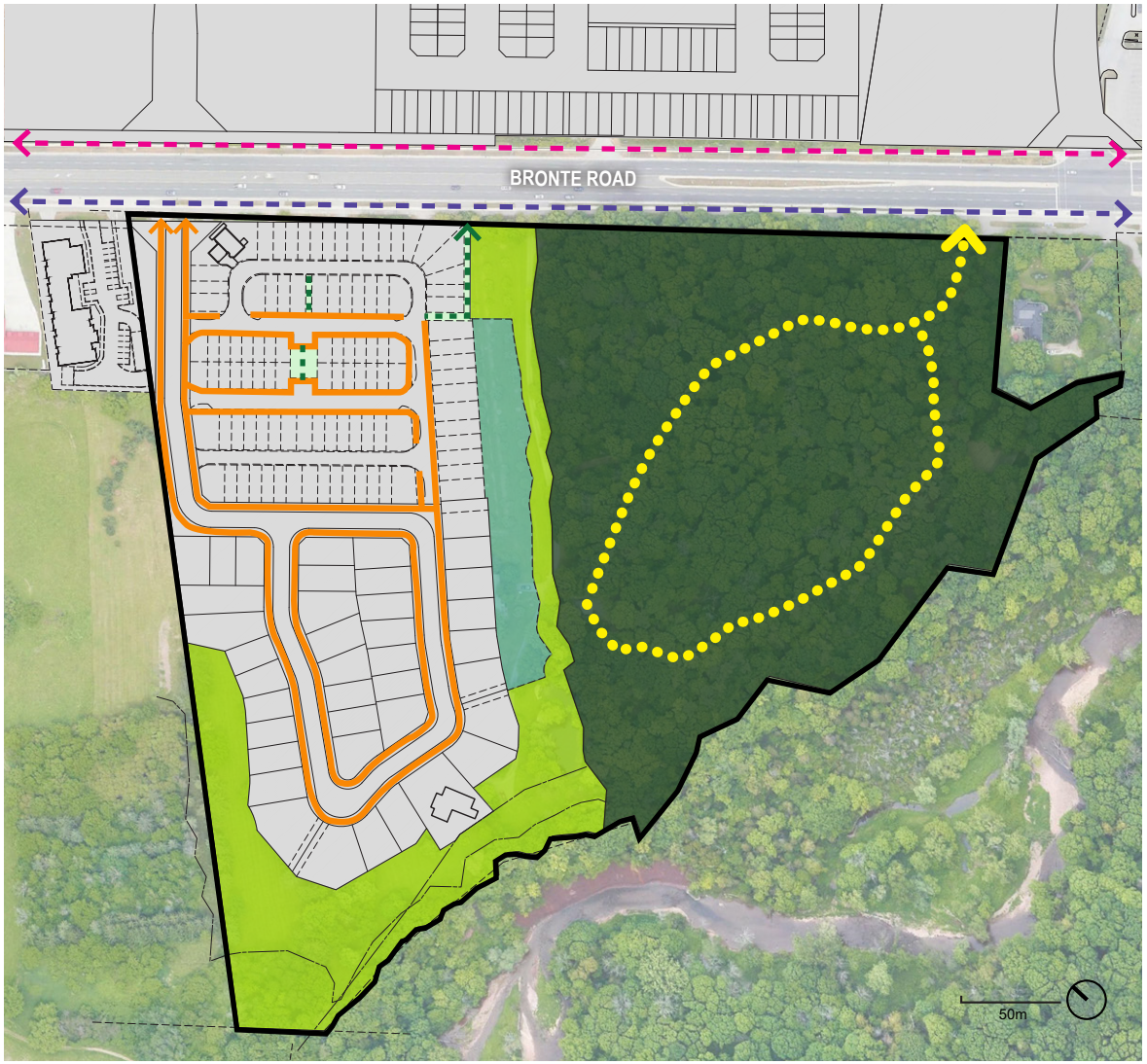


Fig. 6.1 - Bronte River Open Space & Trails Plan

6.1.2 Views and Vistas

Opportunities to provide strategic views and viewsheds towards the existing NHS shall be integrated into the proposed street and block framework. These views and viewshed opportunities to the NHS are primarily provided through the location of street frontage along a portion of Street 'A' at the north, and the proposed open space / vista blocks to the south

Figure 6.1.2 illustrates these opportunities.

Fig. 6.1.2 - Views & Vistas Plan for Bronte River

6.1.3 Active Transportation & Trail Network

Livable Oakville calls for the development of an extensive recreation trail system as part of a comprehensive active transportation network. The trails system proposed for Bronte River will provide access and visibility to the NHS/woodlot from Bronte Road and the local streets within the development.

Reflecting Livable Oakville's Active Transportation Plan (Schedule D), the following existing and proposed connections provide active transportation linkages for the development.

- Existing Multi Use Trail - Located along the west side of Bronte Road, providing a north-south connection to adjacent communities.
- Facility on Regional Road (TBD) - A potential future north-south connection along Bronte Road, connecting with other bike routes and major trails.
- Potential NHS/Woodlot Trail - In addition to the networks indicated on Schedule D in Livable Oakville, a future woodlot trail is proposed in the southern portion of the subject lands, connecting with the multi-use trail on Bronte Road.

The trail design shall align with the Town's Design of Public Spaces Standard Procedure and the Recreational Trail Accessibility Audit and Strategy.

The following guidelines shall apply to Bronte River:

- The entry to the woodlot trail from Bronte Road may include a trailhead amenity feature consisting of seating, waste receptacle and information signage, to signify an active transportation entry point for recreational trail access.
- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use. It is expected that both asphalt and screenings will be considered.
- Trails may vary in size to allow two-way cycling, based on Town of Oakville standards.
- Trail lighting requirements shall be determined on a site-by-site basis and take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- All trails shall be appropriately set back from adjacent residential rear lot lines.

Fig. 6.1.3a - Image example of a major trail in Oakville linking open spaces

Fig. 6.1.3b - Example of typical trailhead signage in Oakville.

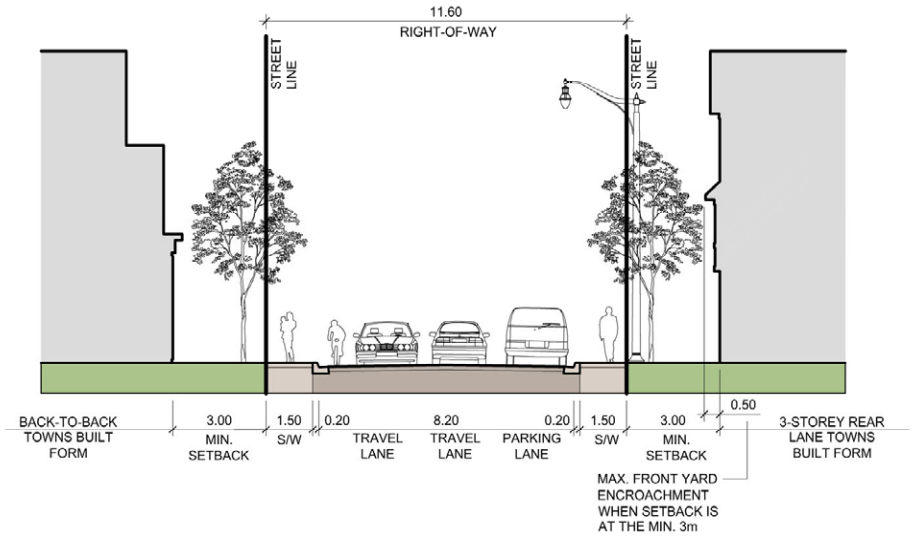
6.2 Medium Density Residential

Consistent with the land use vision for the Bronte West Lands in Livable Oakville, medium density residential is concentrated on the east portion of the subject lands (Condo Block 'A'), with built form frontage along Bronte Road. The proposed townhouses and the density along Bronte Road and Street 'A' emphasize the east-west community gateway that is intented for this location. The townhouse built form in the plays a key role in strengthening the urban structure and defining the character of the surrounding neighbourhoods through walkable and transit-supportive built form.

The following guidelines shall apply specifically to the design of streetscape and built form within the Neighbourhood Centre Area in Bronte River:

6.2.1 Streetscape

Street-accessed townhouses, rear-lane townhouses, and back-to-back townhouses will front onto the 11.6m condo road. As illustrated in section 6.2.1, the condo road will include sidewalk on both sides, lay-by parking, and two-way vehicular circulation. Between the sidewalk and the townhouses, setback buffers may allow for narrow crown/small stature tree planting between garage access locations, subject to utility locations.



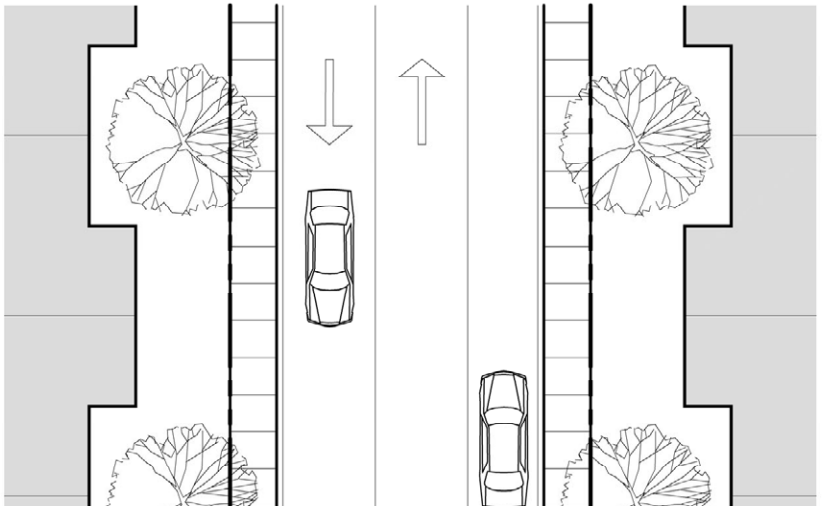


Fig. 6.2.1 - Conceptual cross-section of the 11.6m right-of-way in Condo Block 'A'.

Note: Ultimate street tree location is subject to coordination with the composite utility plan

6.2.3 Townhouse Built Form

The townhouses in the Condo block form should be designed with regard to its prominent location within the Bronte River community. Consistent with the guidelines for this land use designation, the following describes the planned built form for this specific block in Bronte River:

Building Types

- A combination of townhouse typologies are proposed in Condo Block 'A', including rear-lane, back-to-back, and front loaded townhouses.

Orientation

- Built form shall have a strong orientation to the street with minimal setbacks to provide the appropriately scaled street edge along this Bronte Road, Street 'A' and the Condo lanes.

Height & Massing

- Townhouses and any homes in condo block will be a minimum 3 storeys and up to 6 storeys.
- Building scale and architectural styles shall be provided in a manner that reinforces an attractive, active, human-scaled street environment.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to buildings from adjacent sidewalks.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated facades, ample fenestration, interesting roof lines, and prominent entrances.
- Building design for the corner location abutting the Heritage House, shall reflect an architectural treatment appropriate to this highly visible location.
- Ample fenestration shall be provided along building sides fronting onto the streets to visually connect with the streetscape.
- The design of flat-roofed buildings should incorporate cornice/ parapet treatments.

Fig. 6.2.3a - Image example of townhouses designed in a contemporary style.

Fig. 6.2.3b - Image example of townhouses designed in an English Manor style.

- Given the prominence of this gateway location along Bronte Road within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style, and incorporate high quality materials.

Services / Utilities

- Architectural design shall mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).

6.3 Low Density Residential

Low density residential areas comprise the western portion of the developable area in Bronte River. The proposed development master plan is intended to permit a range of single residential products along local roads. A diversity of architectural expressions and elevations in these areas is necessary to provide visual interest along the streetscape.

The following guidelines shall apply specifically to the design of streetscape and built form within the low density residential areas:

6.3.1 Streetscape

All streets within the low density residential area are intended to provide a comfortable pedestrian experience, with local roads having relatively lower levels of local vehicular traffic. Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.

Local Roads

Typical roadway cross-sections for the 17.0m local road right-of way includes:

- Sidewalks on both sides of the street;
- One lane in each direction;
- On-street parking on one side of the street;
- Single row of trees in grass boulevards between sidewalk and curb.
- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance approved Town standards.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

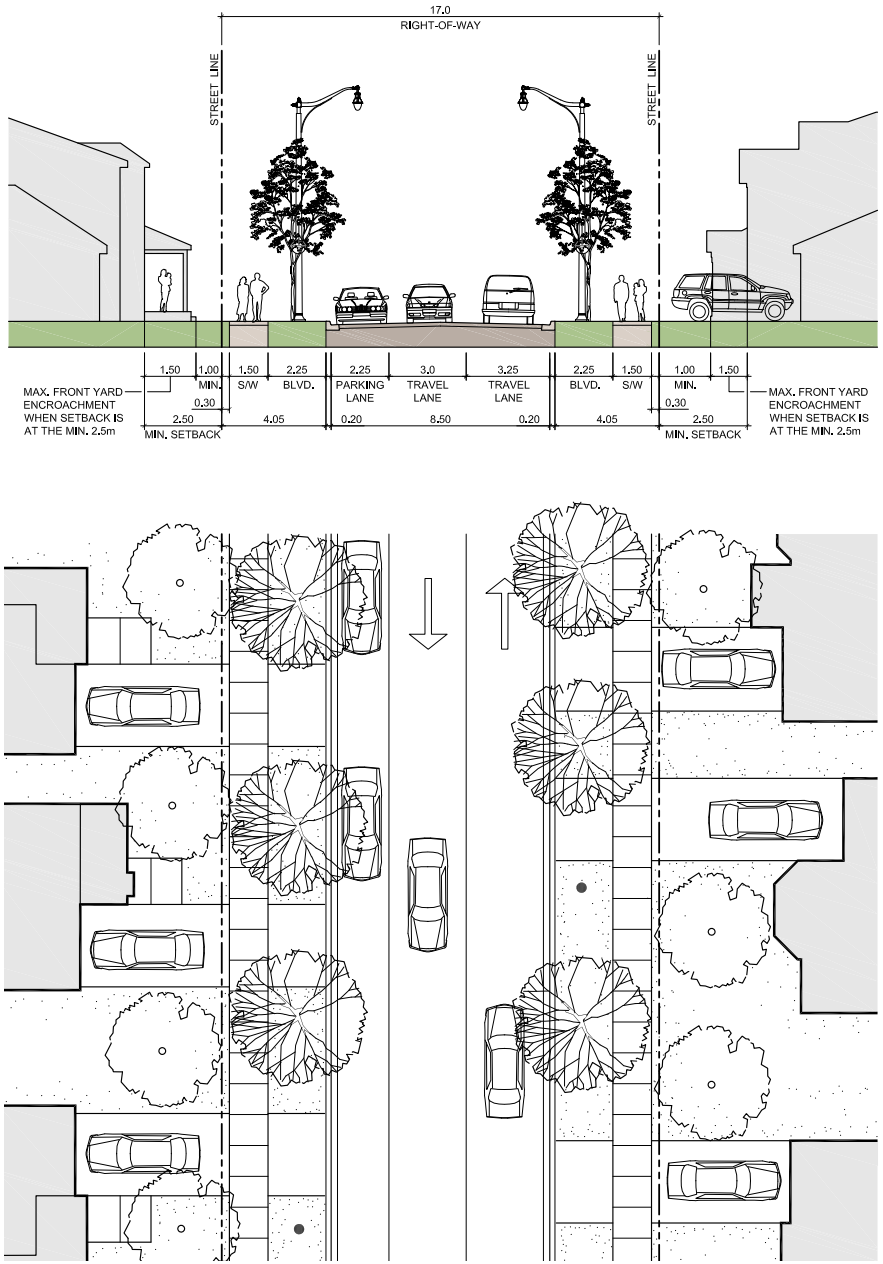


Figure 6.3.1 - Low Density Residential / Local Road Streetscape - 17.0m R.O.W. / 2 travel lanes / on-street parking on one side / 4.05m boulevard.

6.3.2 Single Detached Dwellings - Built Form

The low density residential areas propose a range of single detached residential products. The built form in these areas should be designed to provide visual interest along the streetscape.

Building Types

- A combination of single detached dwellings are proposed, with lot sizes ranging from 41'-50'.

Height / Massing

- A variety of 2 and 3-storey buildings will be permitted. To ensure appropriate massing relationships, careful consideration shall be given to siting of dwellings.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided, such as:
  - Avoid siting 3-storey dwellings adjacent to bungalows, raised bungalows or 1-1/2-storey dwellings;
  - When 2-storey dwellings are sited among bungalows or 3-storey dwellings, they should be placed in groupings of at least 2 units;
  - When 3-storey dwellings are sited among 2-storey dwellings they should be placed in groupings of at least 2 units.

Architectural Elements and Materials

- To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- The façade detailing, materials and colours of a dwelling should appear authentic and be consistent with the architectural style. Materials shall be of a high-quality.
- Architecture shall be complementary with the housing designed for the surrounding communities.
- Stylistic influences may be borrowed from traditional-period Ontario precedents, and may include English Manor, Craftsman, Modern, Contemporary, etc.

Fig. 6.3.2a-b - Image examples of single detached dwellings that are designed to provide visual interest along the streetscape.

Architectural Variety

- Single detached-dwellings should be designed to contribute individually and collectively, to the character of the various neighbourhoods.
- Dwellings should be designed with two highly differentiated elevations. Models for which there is high demand should have additional facade treatments to avoid the effect of monotony in the streetscape.
- Identical elevations should appear a maximum of three times per row of ten single-detached dwellings and shall not be permitted directly across the street; dwellings with the same exterior colour package may be repeated a maximum of every three dwellings. For visual diversity along each street, no fewer than two detached dwellings should be present between identical elevations.
- Identical colour packages should be avoided for dwellings located opposite from one another.
- No more than three alternative elevations of a same model may be sited alongside one another. At least two different model designs (with different building footprints and floor plans) should occur per group of ten dwellings, except at gateway lots.
- With regard to corner lots, flanking elevations must not be the same as those on lots abutting or directly opposite. Identical kitty-corner lot elevations are acceptable.

Porches

- Designs with covered front porches or porticos are desirable in so far as they are consistent with the architectural style.
- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches may be located closer to the street than garages.
- On corner lots, wraparound porches are encouraged where appropriate to the dwelling style.
- Where main dwelling entries are visible from the street they should be appropriately lit.
- To provide variety along the streetscape, some dwellings may feature side entries.
- Where porches are used, they should be functional and kept as open as possible.
- Where porticoes are used as a covered porch with walls, they should be consistent in proportion and scale to suit the style of architecture they are intended for and be kept as open as possible.

Garages

- Where garages are attached, they should be integrated into the main massing of the dwelling with limitations to their projection into the front yard.
- Attached garages located within the front or flankage yards and accessed from the street shall be of a similar architectural style and proportional scale to the adjoining dwelling, with limitations to their projection into the front or flankage yards.
- Street facing garages should be minimized in scale in compliance with the vision for Oakville. The following are considered acceptable design options for attached street facing garages:
    - Integrate the garage into the main massing of the dwelling, in line with the porch projection;
    - Integrate the garage into the main massing of the dwelling, in line with the main front wall;
    - Situate the garage to the side of the dwelling, set back from the main front wall.

- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred, where possible.
- Only sectional, roll-up type garage doors shall be considered.
- A variety of garage door header treatments shall be utilized and shall be consistent with the architectural style of the dwelling.
- Light fixtures mounted to the side or above the garage door is encouraged, with a lamp style consistent with the architectural style of the dwelling.
- Where dropped garage conditions occur on rear-to-front sloping lots, alternative architectural treatment shall be employed to minimize the massing between the top of the garage door and the underside of the soffit. The following are some techniques that may be considered:
    - Lower the garage door and/or increase the roof pitch;
    - Add a decorative gable louvre or feature;
    - Integrate additional architectural treatment such as decorative brick patterns to provide a break in the massing;
    - Consider window treatments above the garage doors, as appropriate to the dwelling;
    - Provide wider and/or arched lintels over the garage door to reduce the massing.

Fig. 6.3.2c - Image example of a single detached dwellings that contribute individually and collectively, to the character of the various neighbourhoods.

6.4 Priority Lots

Priority lots are those located prominently within the community. Their visual significance within the streetscape requires that the siting, architectural design and landscape treatment of residential built form on these lots be of an exemplary quality to serve as landmarks within the community. Prominent lot locations identified have a greater degree of visibility and, therefore, require special design consideration to ensure an attractive built form, appropriate to its location, is achieved.

The following priority lot plan for Bronte River demonstrates the lot locations requiring special design considerations, corner lots, view terminus lots, and dwellings requiring upgraded rear and side architecture adjacent to the NHS and woodlot, Heritage House, and existing Enns House.

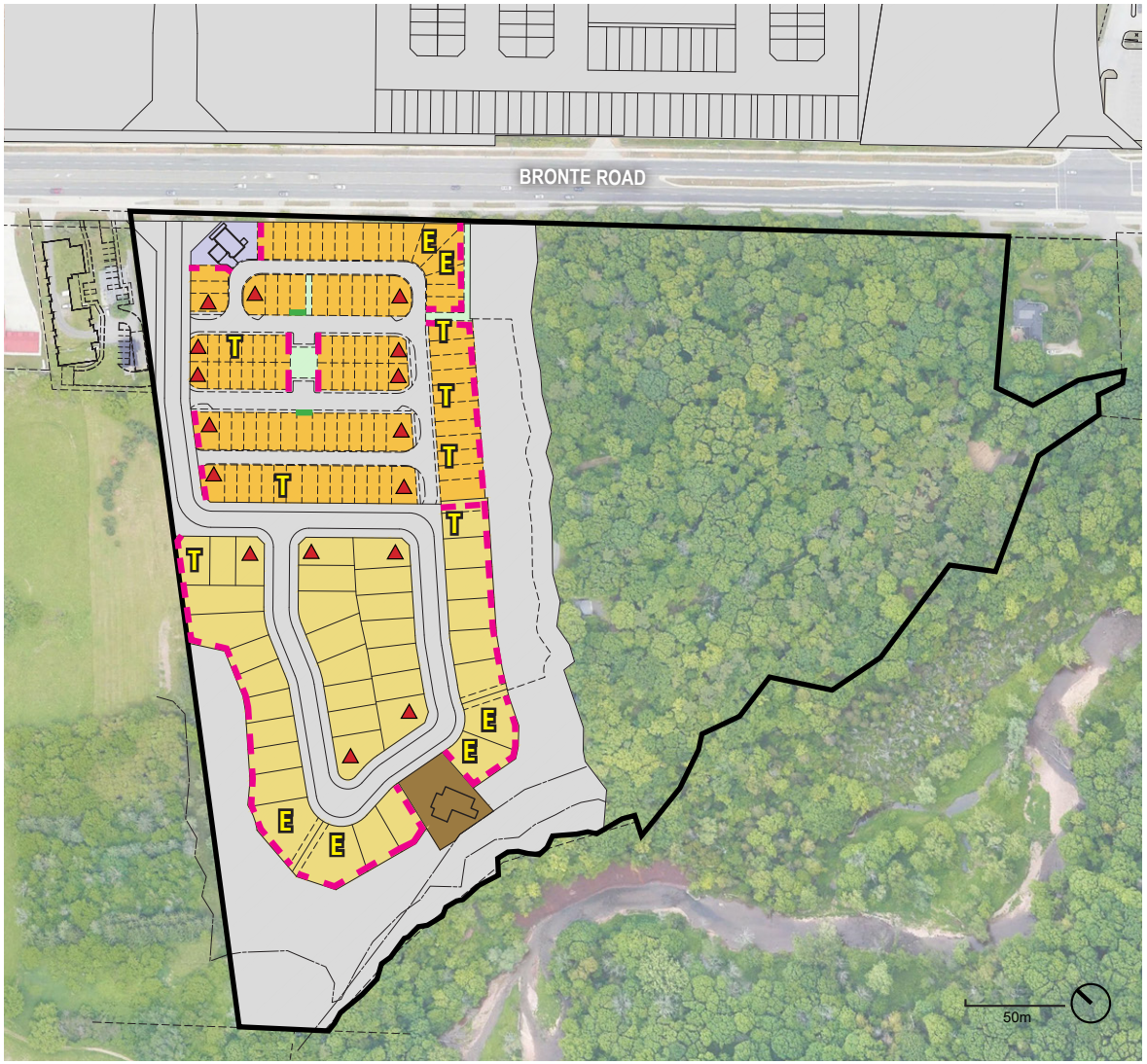


Fig. 6.4 - Priority Lot Plan for Bronte River

6.4.1 Corner Lot Dwellings

Dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character and quality of the community.

- Dwelling designs must be appropriate for corner locations, with elevations that address both street frontages. Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner lot dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive architectural elements, such as wraparound porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encourage on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling.
- A privacy fence shall enclose the rear yard portion of the corner lot dwelling. In order to minimize the length of the fence facing the flanking street, it shall begin as close as possible to the rear corner of the dwelling.
- Rear lane garages on corner lots shall have upgraded side elevations facing the street.
- At corner gateway locations, porches and main entries shall be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.

Fig. 6.4.1a - Image example of a corner lot dwelling that addresses both street frontages.

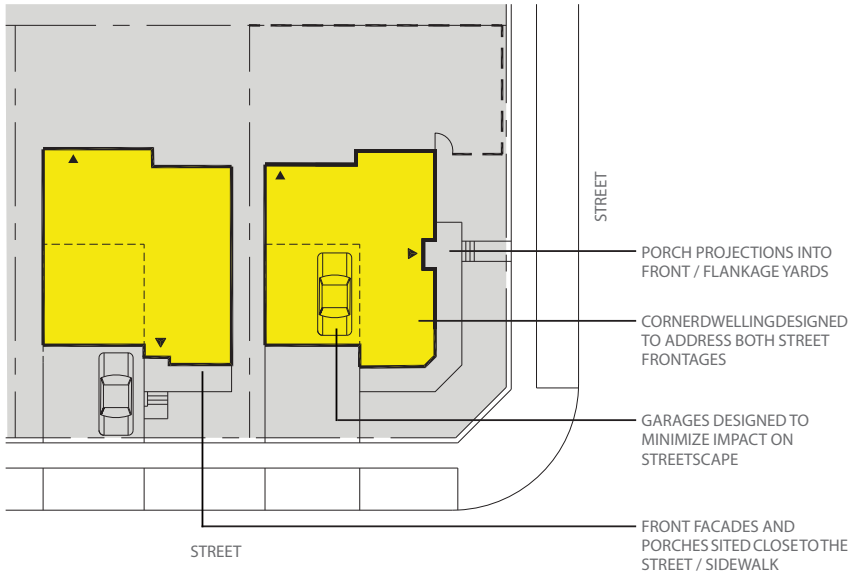


Figure 6.4.1b - Conceptual siting of single-detached dwellings and corner treatment considerations.

Fig. 6.4.2 - Image example of a view terminus dwelling in the adjacent community, with a prominent architectural entry at the terminus view

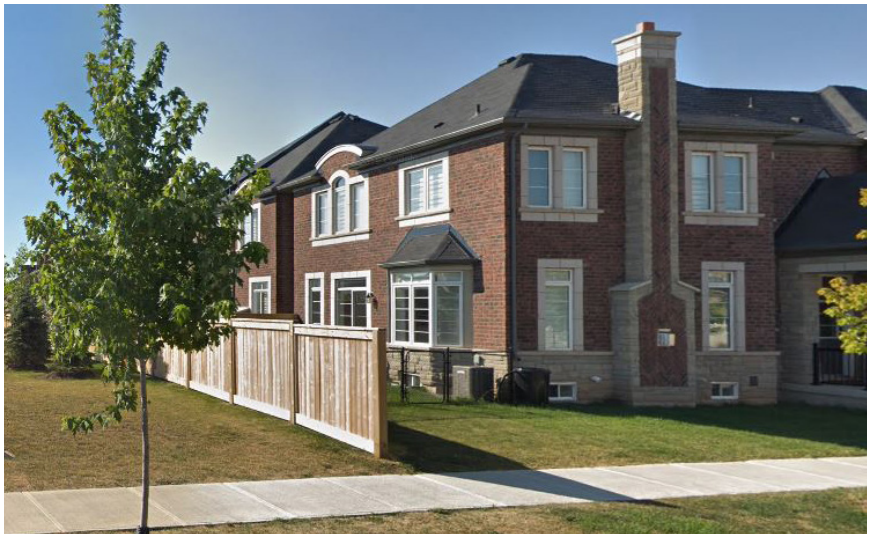


Fig. 6.4.3 - Image example of an upgraded side architecture dwelling.

6.4.2 View Terminus Dwellings

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the lot, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.

6.4.3 Upgraded Rear and Side Architecture Dwellings

Where a dwelling's rear or side elevation is prominently exposed to the public realm, both the front and side/rear elevations shall be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc.

- The design of the applicable rear and/or side facade shall, therefore, acknowledge the prominent exposure to the public realm.
- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing (quoining, dichromatic), gables and dormers, wall articulations, etc.

6.5 Sustainability Features

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, bringing forward strategies to better manage increased population densities, resource and energy consumption and vehicular traffic volumes.

Walkability is one of the cornerstones of sustainable community design. Open spaces and amenities within Bronte River are located within comfortable walking distance of the majority of residents. In addition, proposed open space walkways linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections.

Sustainability is supported by:

- The publicly accessible NHS / woodlot and the existing multi-use trail on Bronte Road, and Oakville transit bus stops are located within comfortable walking distance (400m / 5 minute walk) of the majority of residents.
- Pedestrian-scaled streets with housing and streetscape combining to create a comfortable, safe and attractive environment, through careful consideration of building scale, building placement and façade treatment, garage locations, and street trees, as well as road profiles;
- Proposed walkways/trails associated with natural features in Bronte River have been linked with the sidewalks and Bronte Road multi-use network, offering convenient and enjoyable pedestrian connections.

6.5.1 Low Impact Development Measures (LID)

The primary LID is a Bio-filtration swale. It is a grass lined or vegetated swale with a sand filtration system at the bottom. Water tolerant plantings are required on the bottom with engineered topsoil beneath. Below the engineered topsoil and plantings is a rock gallery with an underdrain that collects filtered water and discharges it to the naturalize outfall channel.

Passive LIDS to promote recharge will be extra depth topsoil and rood leader draining to rear yards.

The following sustainable development practices shall also be considered in the Bronte River development:

- Provide landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity.
- Emphasize the sourcing of local materials and manufactured components where possible.
- Consider shading screens, eaves and overhangs to reduce heat absorption through windows.
- Utilize low-e glass and other energy efficient materials and construction methods.
- Consider introducing advanced technologies and practices into the building process where possible.
- Utilize recycled materials where possible, reducing the demand for new materials and increasing the market for recycling.
- Pedestrian walkways / trails shall be connected and integrated with the sidewalks in the community.

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7.0 IMPLEMENTATION

Figure 7.0 - Aerial photo of Bronte River lands facing west

The UDB has addressed pertinent urban design issues as applied to Bronte River's overall community goals and objectives, land uses, structuring elements, streetscapes, open spaces, built form, sustainability and low-impact development strategies. The intended result is the development of a community that is reflective of the fundamental key design tenets of broader Oakville planning area.

The Bronte River Urban Design Brief aligns with Livable Oakville and the guidelines set in the Livable by Design Manual. The Urban Design Brief strives to consider aspects of built form and open space design that are specific to the Bronte River lands within the overall framework of the surrounding Oakville communities. However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all relevant Oakville studies.

A design review process is required for all new ground-related freehold residential construction within the subject lands to ensure new development proposals and building designs are in compliance with the requirements of this Urban Design Brief and with the Livable by Design Manual.

Architectural design and siting proposals for residential built form shall be evaluated through an architectural control design review and approval process in accordance with Town of Oakville requirements and conditions of Draft Plan approval, including the following:

- That the Owner finalize and submit a revised Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units;
- The Owner shall submit elevation drawings and typical lotting plans for all models on lots not subject to site plan control to Planning Services Urban Design staff for review and approval. Upon acceptance, these drawings shall be added as an Appendix to the Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.

Architectural design and siting proposals for medium density residential (except freehold townhouses), mixed-use, and/or non-residential built form shall be evaluated through the Town of Oakville's Site Plan Approval process in accordance with the Town's Site Plan By-law. The Town may request that the Control Architect play an advisory role in the design review process.

7.1 ARCHITECTURAL CONTROL PROCESS

If a Control Architect is appointed to administer the implementation of the Bronte River Urban Design Brief, the Control Architect shall have obtained proven experience in the field of architectural design within Ontario and the Greater Toronto Area, shall be member in good standing of the Ontario Association of Architects, and shall be deemed acceptable by the Town of Oakville to perform the required design control duties.

The architectural control review and approval process by the Control Architect will be undertaken in an expeditious and fair manner on behalf of the Town of Oakville. It shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder for any intended submissions;
- Model review and approval;
- Review and approval of exterior materials and colours;
- Review and approval of house sitings;
- Periodic site monitoring for compliance.

7.2 PRELIMINARY REVIEW

- Preliminary model design sketches which are in conformity with the Urban Design Brief /and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect or Town Urban Design Staff for review.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect or Town Urban Design Staff.
- Preliminary grading plans and streetscapes for individual lot sitings should be submitted to the Control Architect or Town Urban Design Staff for review prior to submission for final approval.

7.3 FINAL REVIEW AND APPROVAL

7.3.1 Working Drawings

- Working drawings must depict exactly what the Builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear/side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations, which have been given final approval, is to be submitted to the Control Architect or Town Urban Design Staff as soon as possible after model approval has been given. These should be on 1 sheet per each dwelling type.

7.3.2 Site Plans

- Engineer certified site plans are to be submitted to the Control Architect or Town Urban Design Staff at a minimum scale of 1:250 and may be submitted on single legal-size (8-1/2" x 14") sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly indicate:
    - model and elevation type;
    - driveway extending to street curb;
    - a note indicating rear or side upgrades, where applicable.

7.3.3 Streetscape Drawings

- To assist in the review process, a streetscape drawings (blackline) must accompany each request for siting approval.
- Streetscape drawings shall accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.
- In the review of streetscapes, minor elevation changes may be required. The onus is on the Builder to ensure that these required changes are implemented in the construction of the dwellings.

7.3.4 Exterior Colour Packages

Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards, which include the colour, type and manufacturer of all exterior materials.

Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

7.4 SUBMISSION REQUIREMENTS

The Builder is required to submit the following to the Control Architect of Town Urban Design Staff for final review and approval:

- 6 sets of engineer approved site plans;
- 4 sets of working drawings;
- 3 sets of streetscapes;
- 2 sets of colour schedules;
- set of colour sample boards (to be returned to the Builder).

- The Control Architect or Town Urban Design Staff will retain one set of the foregoing, other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect or Town Urban Design Staff to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and, if acceptable, will be subject to re-approval by the Control Architect or Town Urban Design Staff.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these guidelines and all applicable regulations and requirements, including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's or Town's office, as necessary.

7.5 TOWN OF OAKVILLE APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect or Town Urban Design Staff and the project engineer (site plans only), as required, prior to submission to the Town of Oakville for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect or Town Urban Design Staff and Project Engineer (site plans only).
- Approvals by the Control Architect or Town Urban Design Staff and the Project Engineer do not release the builder from complying with the requirements and approvals of the Town of Oakville and/or any other governmental agency.

7.6 MONITORING FOR COMPLIANCE

- The Control Architect or Town Urban Design Staff will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the Control Architect or Town Urban Design Staff to be in non-compliance with the Urban Design Brief will be reported in writing to the Builder.
- The Builder will respond in writing to the Control Architect or Town Urban Design Staff of their intention to rectify the problem, after which the Developer will be informed of the Builder's response.
- The Developer and/or Town may take appropriate action to secure compliance.
- In the event that a Control Architect is appointed and the Town is not satisfied with the performance of the Control Architect, it reserves the right to refuse acceptance of drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect, if necessary, to the satisfaction of the Town. The Developer will be responsible for all costs relating to architectural review and approval.

NAK
design strategies

421 RONCESVALLES AVE
TORONTO ON M6R 2N1
nakdesignstrategies.com

T: 416.340.8700