

Designing Midtown Oakville

September 2013

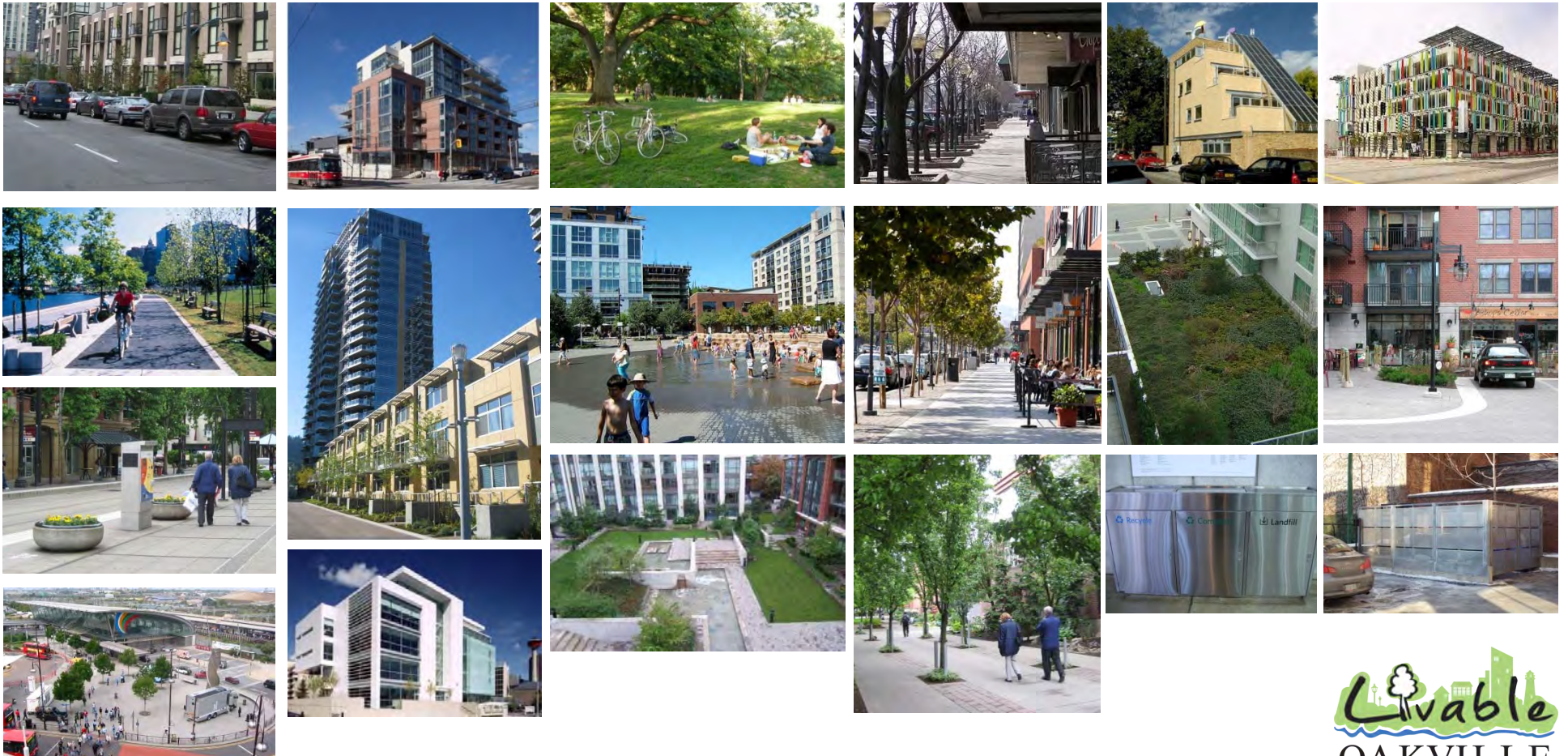


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*Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study. The road network may be subject to change after the EA study is finalized.

** Subject to approval by the Region of Halton.

*** Within Jurisdiction of MTO.

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*Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study.

OAKVILLE

1

Introduction & Overview

Designing Midtown Oakville is a forward-looking document aimed at guiding the future look, feel, and functional operation of Midtown Oakville. This document proposes a number of recommendations to guide the shape of public spaces, buildings, sidewalks, and roads, and also looks at how the Town of Oakville can best supply parking to this emerging community.

INTRODUCTION & OVERVIEW

Midtown Oakville is on the verge of dramatic change. In the coming decades, 20,000 people and jobs will come to the area, bringing new development and new life.

Today's car-oriented concrete landscape will transform into a neighbourhood of offices, condominiums, civic spaces, parks, and plazas: a thriving community with a distinct look and feel.

The purpose of these guidelines is to provide direction on what that look and feel of Midtown should be. The guidelines look at elements like the shape of buildings, public realm zones and districts, the character of public spaces, and the location of parking facilities.

The Midtown Oakville Urban Design Guidelines is also a tool that the Town of Oakville will use to evaluate development applications and implement the vision for Midtown as a sustainable, liveable, distinct community. This document will also provide developers with clarity in terms of urban design expectations for their projects, and the general public with a detailed understanding of what this new community will look like. The Town is in the process of preparing a new zoning by-law which helps implement these design objectives.

The guidelines contained in this document are to be read in conjunction with the Midtown Oakville Parking Strategy Report and other related studies and policy documents.

Oakville has the opportunity to create a new complete mixed use community at Midtown and achieve a standard of urban design, accessibility and sustainability that can become a model for the Town and other communities.







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2

Urban Structure

The urban structure illustrates the skeleton of the urban landscape, showing the principal organizing elements. The rest of Urban Design Guidelines & Parking Strategy are built on top of the urban structure.

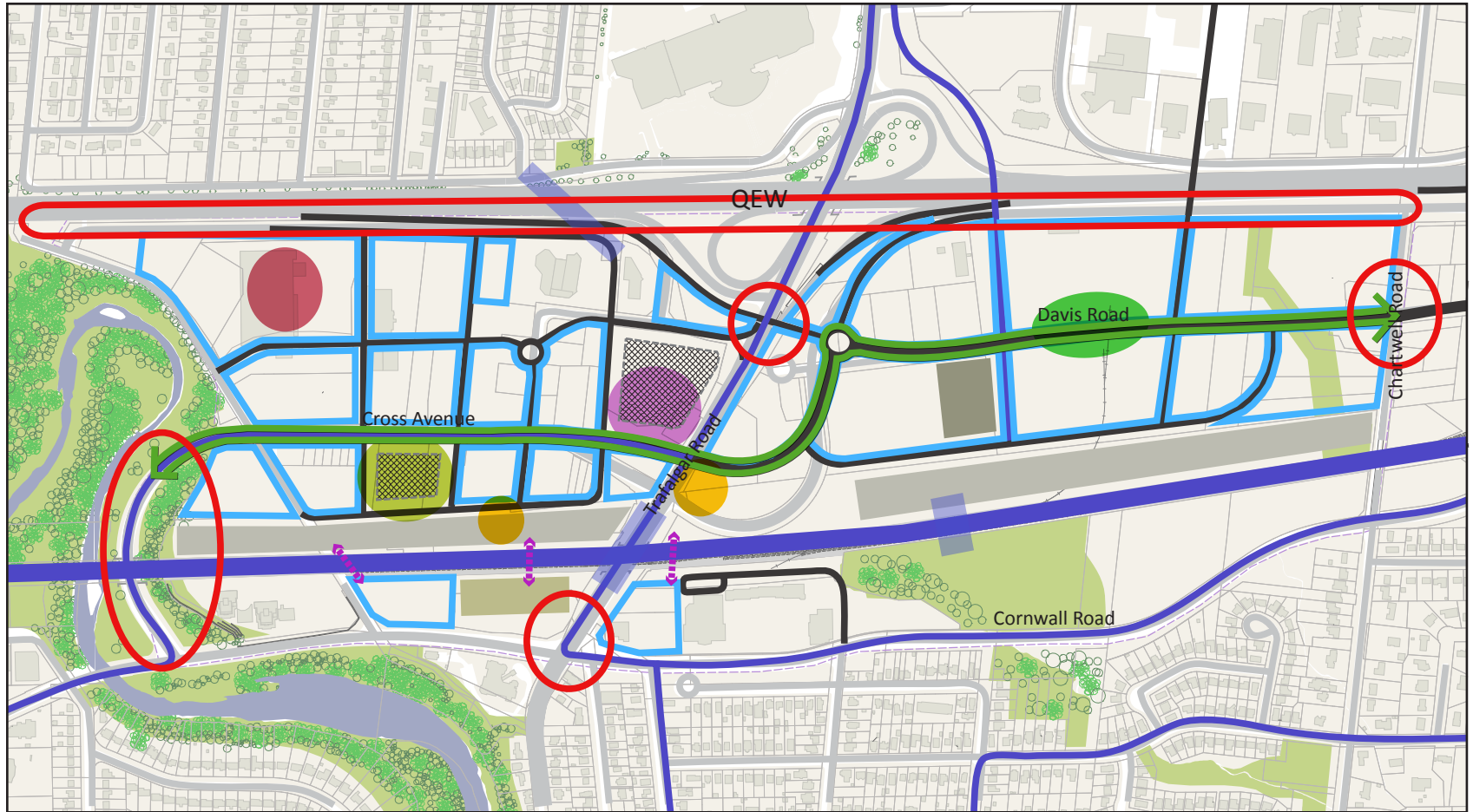



















Figure 1. Urban structure*

-  Existing roads and streets
-  Proposed roads and streets as per Liveable Oakville*
-  Existing and future transit lines**
-  Existing GO parking deck
-  Proposed locations for above-grade crossing
-  Midtown Oakville gateways
-  Proposed development parcels
-  Potential location for future community park
-  Potential location for future Civic Square
-  Potential location for future office district park
-  Potential location for future station plaza next to existing station buildings
-  Potential location for future station plaza next to future station building
-  Potential location for future retail plaza
-  Potential location for future parking deck
-  Potential location for future underground parking
-  Potential location for future surface parking
-  Main pedestrian spine
-  Underpass

The urban structure lays the foundation for the Urban Design Guidelines and Parking Strategy. It also illustrates the primary organizing elements of the landscape: the transportation network, public and open spaces, gateways, and development blocks and built form. Each of these elements is a key component in the community’s landscape, defining its edges, movement system, and passive places.

An Environmental Assessment (EA) study has been undertaken for Midtown Oakville, which is still ongoing. The road and transit networks on the opposite page are illustrated based on Liveable Oakville and other studies such as Metrolinx Mobility Hub Study. These networks may be subject to change once the Environmental Assessment Study is finalized.

*The road network may be subject to change after the Environmental Assessment Study for Midtown Oakville is finalized.

** The transit network may be subject to change after the Environmental Assessment Study for Midtown Oakville is finalized.

The transportation network

The transportation network is the element around which all other urban structure elements organize. It consists of the corridors that facilitate the movement of vehicles, public transit, bicycles, and pedestrians.



Roncesvalles, Toronto, ON (Credit: John Smatlak)

Public realm

Public and open spaces are Midtown's urban relief, providing meeting, gathering, and recreation areas through community parks, office parks, transit plazas, retail plazas, and a civic plaza. The streetscape is also an important open space, connecting Midtown's various destinations.



Diana Memorial Fountain, London

Gateways

Gateways and vistas identify Midtown as a distinct, special community in Oakville. Built form and public realm articulation, combined with public art or landmarks, create a sense identity that is legible from both pedestrian and vehicular perspectives.



Contemporary Building in Los Angeles

Development blocks and built form

The transportation network, natural environment, and major transit infrastructure produce street blocks of varying shapes and scales. These blocks will accommodate developments that will need to be designed in the context of their size, location, and use.



King Street South, Waterloo

Major parking facilities

Due to the presence of a major transit station and the eventual development of a large office district, accommodating cars is a key reality of Midtown's future. The design of these facilities will largely be a function of their location, size, and capacity.



Civic Center Parking Structure, Santa Monica



FOR SALE
Call [unreadable]
[unreadable]

SAFeway

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P



SQMA, San Francisco

3

Transportation

The transportation system consists of roads and sidewalks that accommodate vehicles, public transit, cyclists, and pedestrians. Balancing the needs of these different users is a key objective of the Urban Design Guidelines.

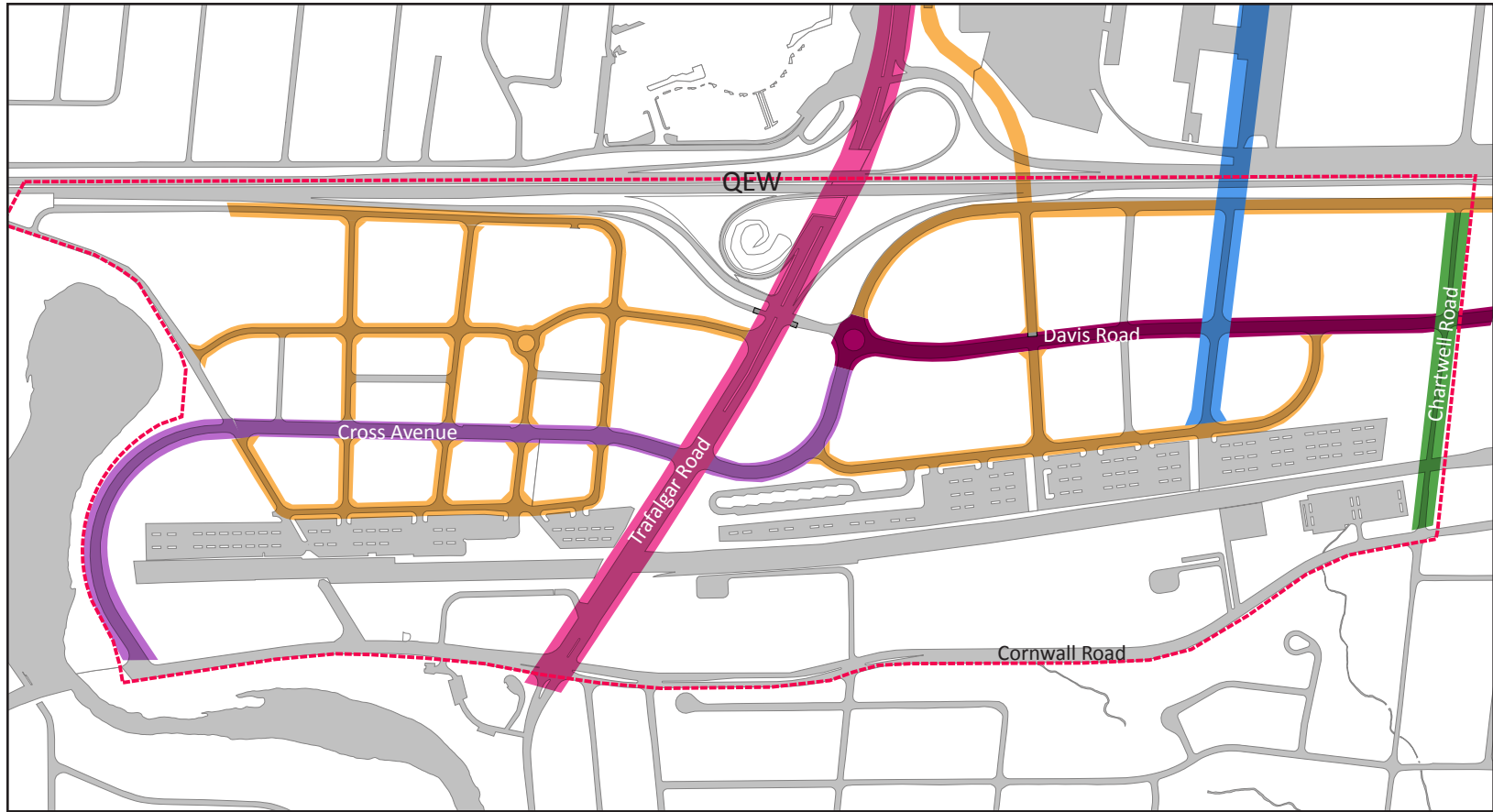


Figure 2. Street Right of Ways

- Local street right of way
- Traditional main street right of way
- Commercial / Employment Corridor
- Potential new street right of way with overpass
- Mixed use corridor street right of way
- New right of way for existing street

3.1. Street Design

The design of roads and sidewalks depends largely on their transportation and placemaking function in Midtown. This section identifies the different streets in Midtown and defines design standards to guide their look and feel.

Every street should accommodate the following within its public right-of-way:

- Roadway;
- Pedestrian path zone;
- Planting and furnishing zone;
- Bicycle movement; and
- If possible, on-street parking.

The EA study for Midtown Oakville will further inform how the road and transit network will unfold, which may not reflect the same patterns as outlined in these guidelines. The outcome of the EA study will ultimately supercede the illustrated street and transit networks, as well as any street cross-sections and plan views shown in this document.

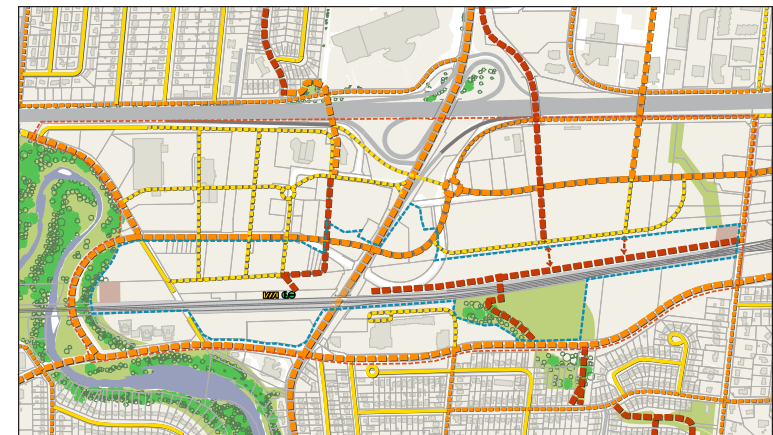


Figure 3. Bicycle network*

- Existing road network
- - - Proposed road network
- Proposed bike routes / lanes (Liveable Oakville)
- - - Proposed new bike routes

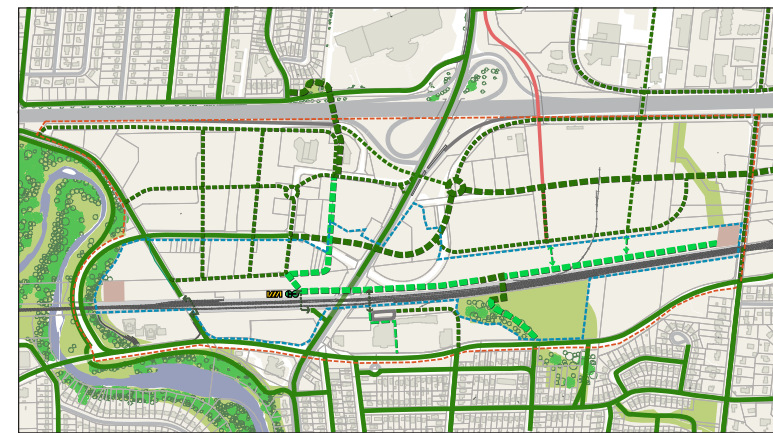


Figure 4. Pedestrian network*

- Existing pedestrian network
- Underground connections (existing & proposed)
- - - Proposed pedestrian network (Liveable Oakville)
- Proposed new pedestrian network

*Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study. The road network may be subject to change after the EA study is finalized.

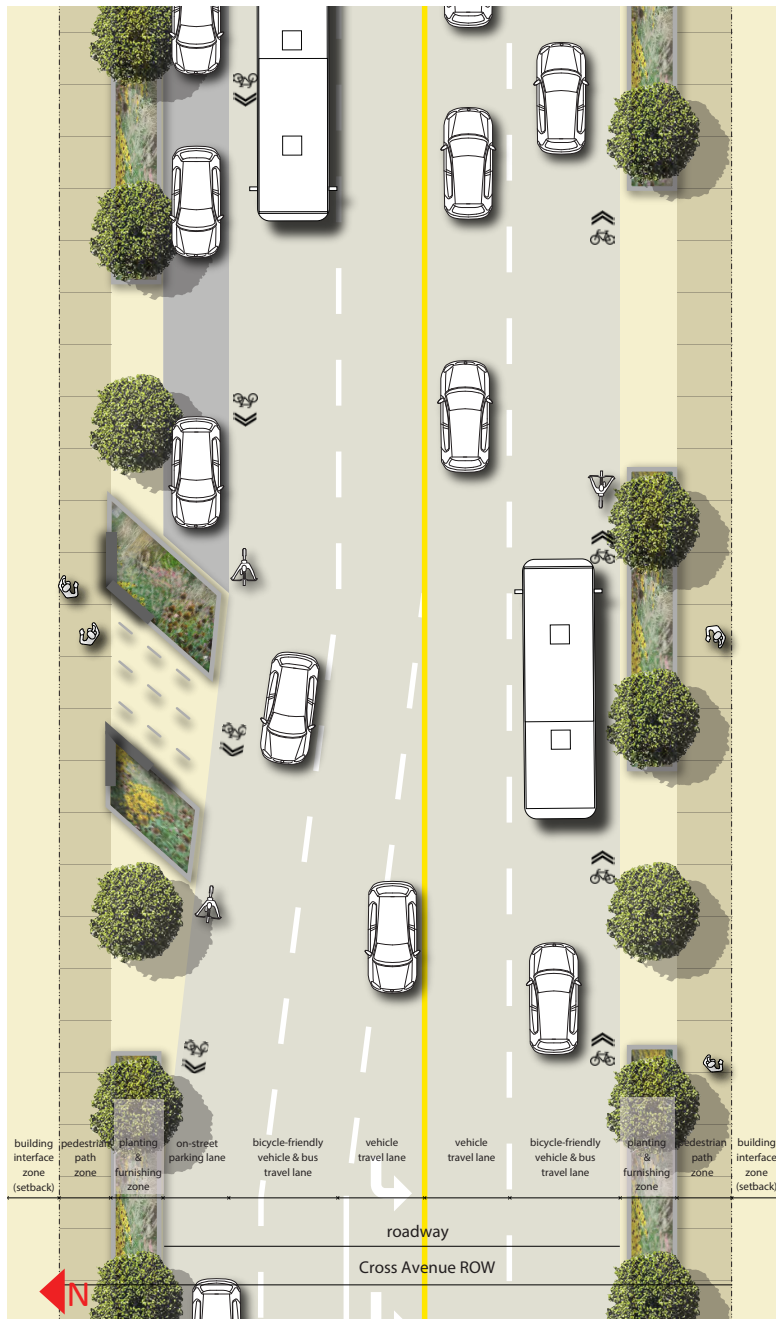
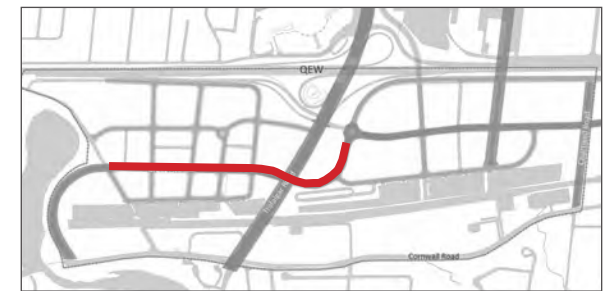


Figure 5. Suggested Cross Avenue plan view

3.1.2. Cross Avenue

Cross Avenue will be Midtown’s traditional main street, its primary pedestrian corridor. While the street does accommodate vehicles, buses and bicycles, its primary function is to create a pleasant pedestrian experience. The following guidelines may apply to Cross Avenue:

1. Cross Avenue should have 4 vehicle travel lanes and one turning lane.
2. The north side of Cross Avenue could have permanent lay-by parking, while the south side should accommodate off-peak hours lay-by parking.
3. New development should be set back from the front property line to accommodate street-animating activities like patios, restaurants, seating and landscaping.
4. The curb travel lanes should be wider to accommodate vehicles, buses and bicycles.
5. Paved sidewalks should be minimum 2 m wide.
6. The planting and furnishing zone should be generously landscaped and provide ample benches and bicycle parking as well as public transit amenities (i.e. bus stops, shelters and benches).
7. Special paving, bump outs and / or traffic tables may be utilized to indicate pedestrian crosswalks.
8. The building interface zone (setback) should be used for front landscaping to provide a transition between the public and private realms, while maintaining the character of the street.



Key map

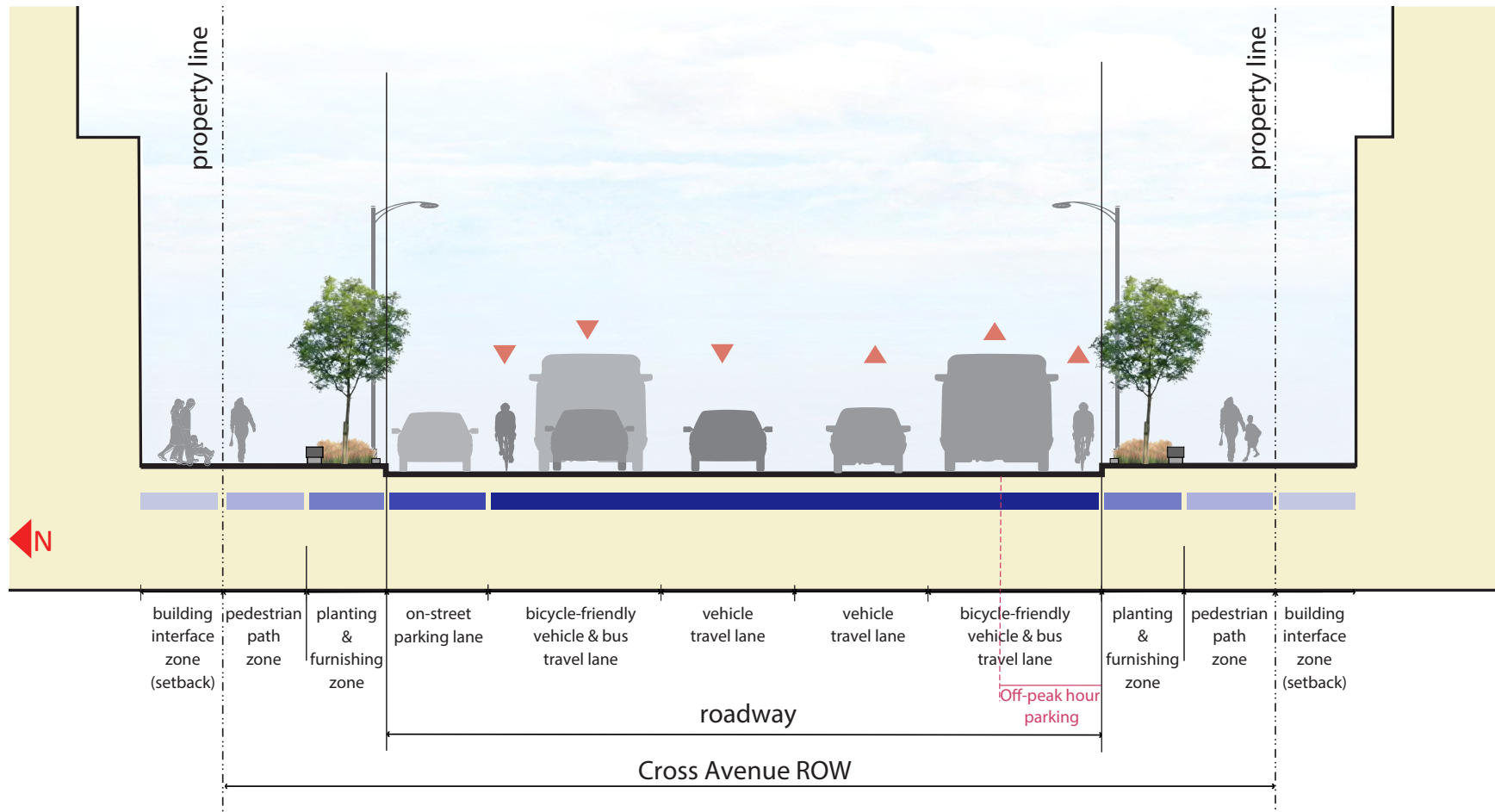


Figure 6. Suggested Cross Avenue street section

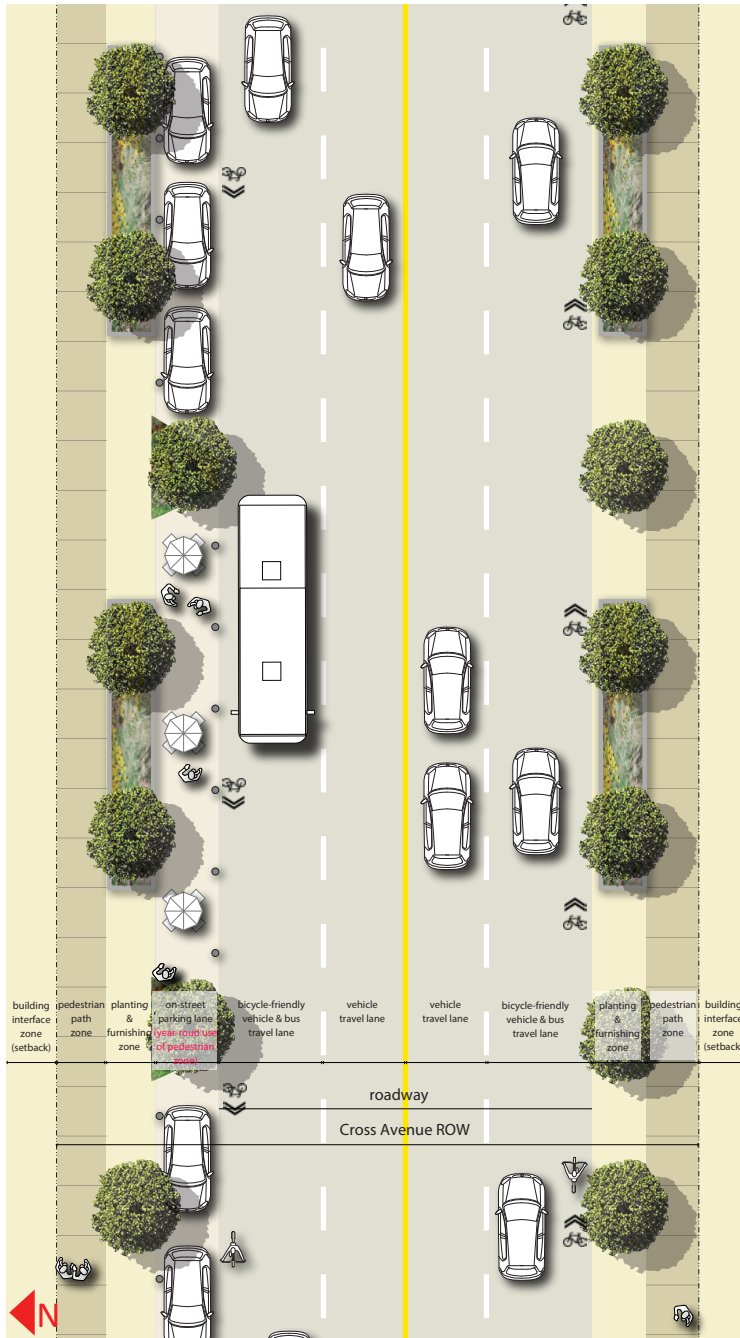


Figure 7. Suggested Cross Avenue plan view (alternative)

3.1.3. Alternative for Cross Avenue

Other alternatives may be considered for Cross Avenue in order to create a better streetscape and to increase the year-round use potential of the pedestrian zone. Therefore, some additional guidelines may be applied:

1. Permanent lay-by parking can be located on the curb, beside the paved roadway.
2. The number of lay-by parking spaces could be reduced during summer time.
3. The remaining lay-by parking spaces can become an extension of the pedestrian realm for patios during mild weather seasons.
4. Bollards may be used to delineate the vehicle travel lane from the extended sidewalks during the mild weather seasons.
5. Additional street furniture may be included in the seasonal sidewalk extension areas.

King Street in Kitchener, Ontario provides a good example of this type of street.

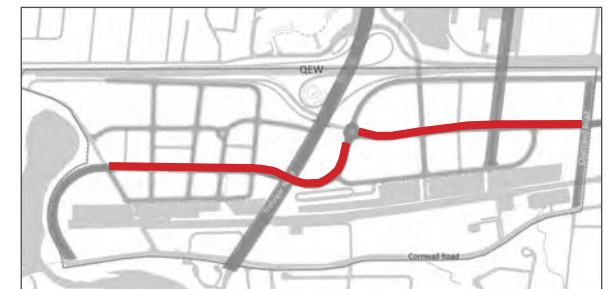
3.1.4. Davis Road

Davis Road is an employment corridor, an active office street that accommodates pedestrian, vehicular, transit (bus) and bicycle traffic, with a balanced approach to accommodating pedestrians, cyclists, and vehicles. Unless otherwise noted, Davis Road should follow the same guidelines as Cross Avenue. The following guidelines may apply to Davis Road:

1. All buildings should be setback from the front property line to create opportunities for street-related activity.
2. The planting and furnishing zone should be generously landscaped and provide ample bicycle parking.



King Street, Kitchener, Waterloo



Key map

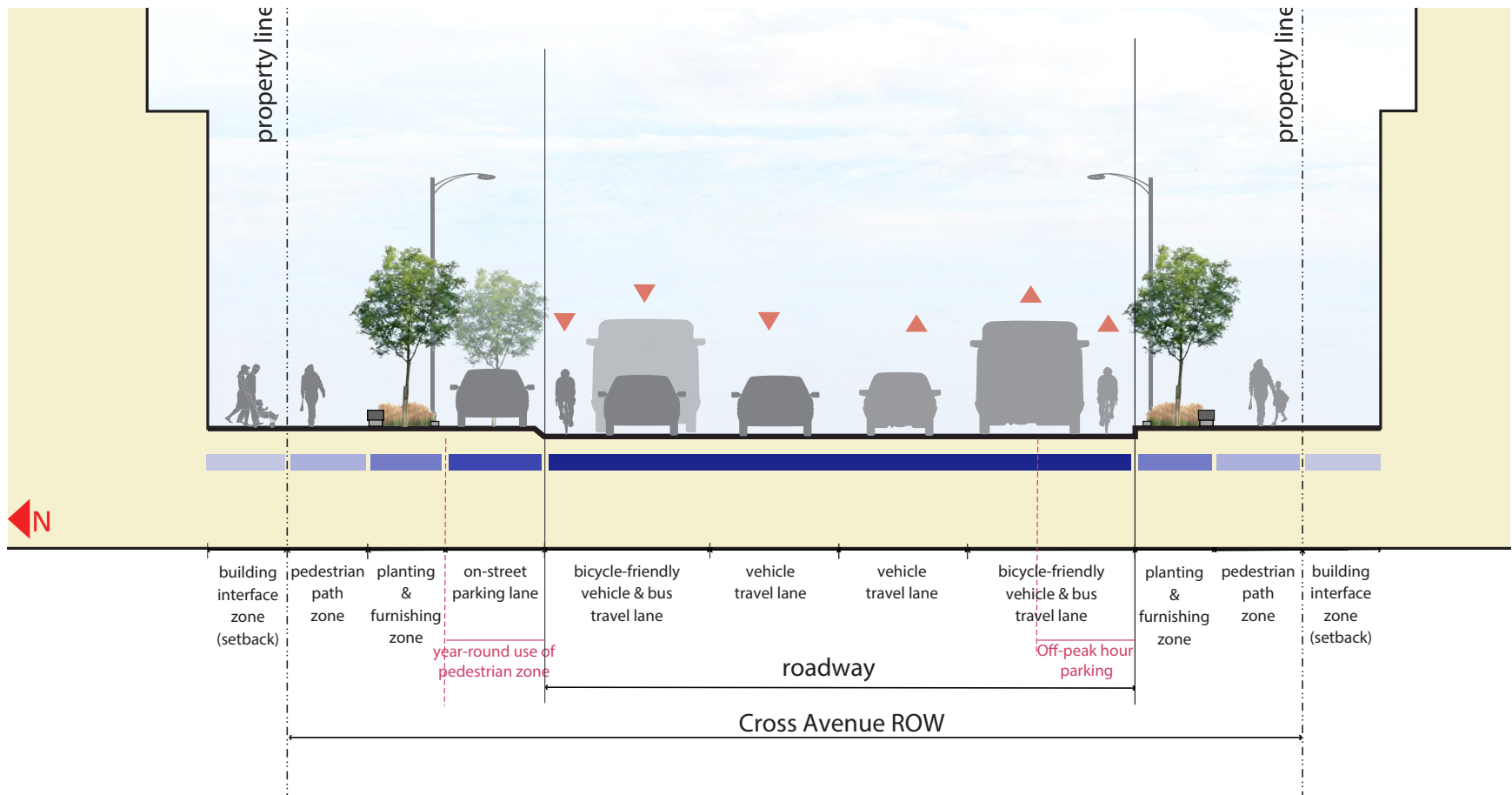


Figure 8. Suggested Cross Avenue street section (Alternative)

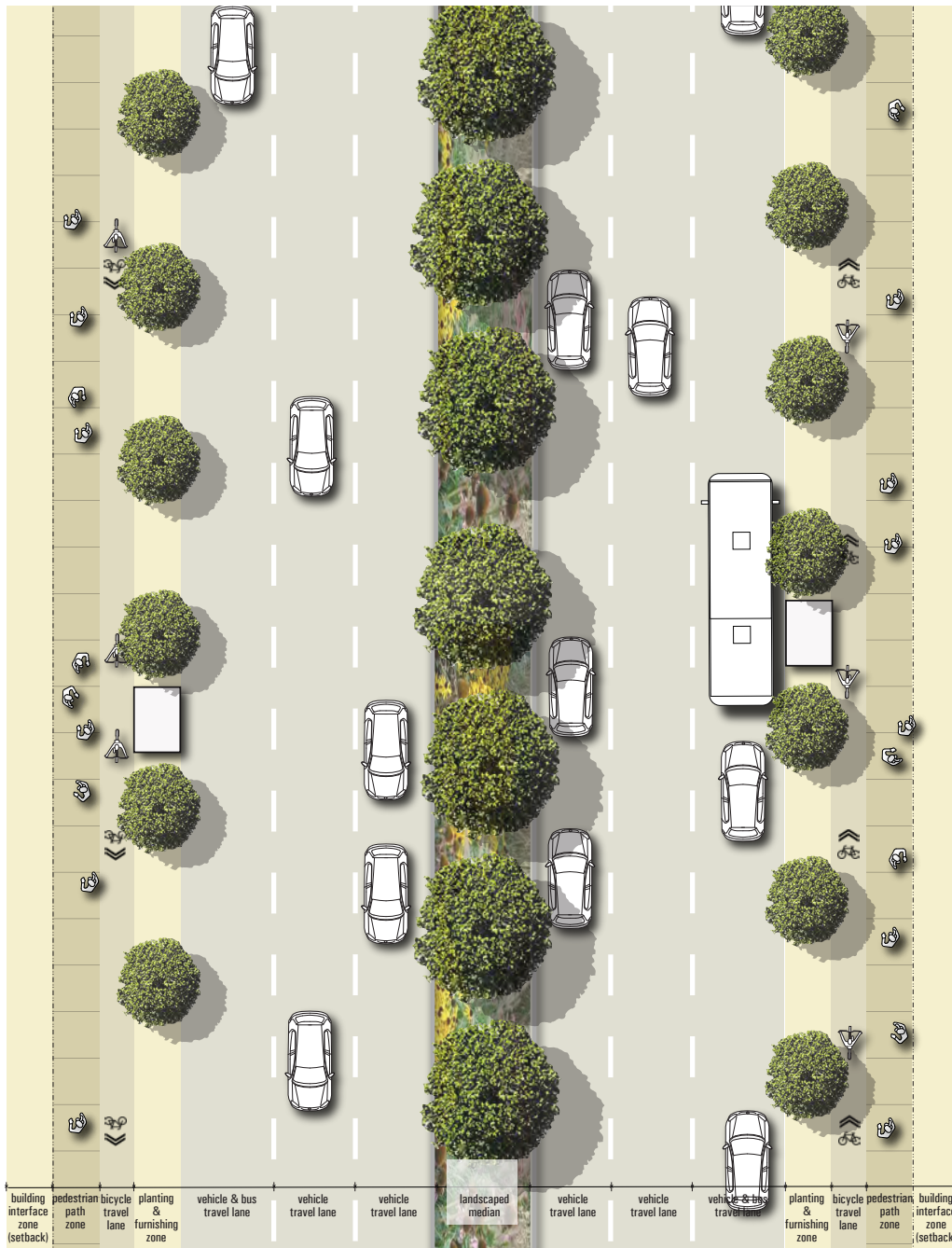


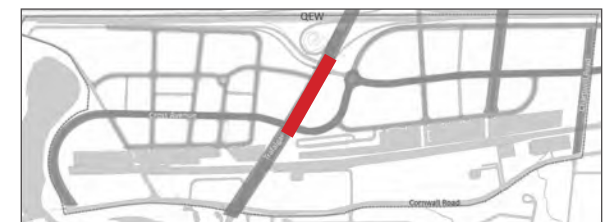
Figure 9. Suggested Trafalgar Road central plan view*

3.1.5. Trafalgar Road (Central Part)

Trafalgar Road is viewed as a major mixed use corridor: a high-activity, high-priority street that can accommodate a large volume of pedestrian, vehicular, transit and cyclist traffic. This corridor must equally balance vehicles, bicycles, and pedestrians and deal with the many turn lanes.

The following guidelines may apply to Trafalgar Road:

1. Trafalgar Road should accommodate 6 vehicle travel lanes and one turning lane at major intersections.
2. The curb vehicle travel lanes should be wider to accommodate vehicles and buses.
3. Protected bicycle travel lanes could be implemented on the curbs on both sides of the road.
4. Paved sidewalks should be minimum 2 m wide.
5. All buildings should be setback from the front property line to create a generous pedestrian corridor.
6. The planting and furnishing zone should be generously landscaped to reinforce a sense of identity and to accommodate street furniture and bus stops.
7. Grade changes along Trafalgar Road should be enhanced through creative landscaping, architecture and lighting.
8. The median along Trafalgar may be used for public art, landmark entry features and vegetation to encourage traffic calming.
9. The median could be planted with trees where there are sufficient width and soil volumes to ensure healthy tree growth.
10. Considerations should be given to maintenance access, and possibly raised, irrigated planers and minimise salt damage.



Key map

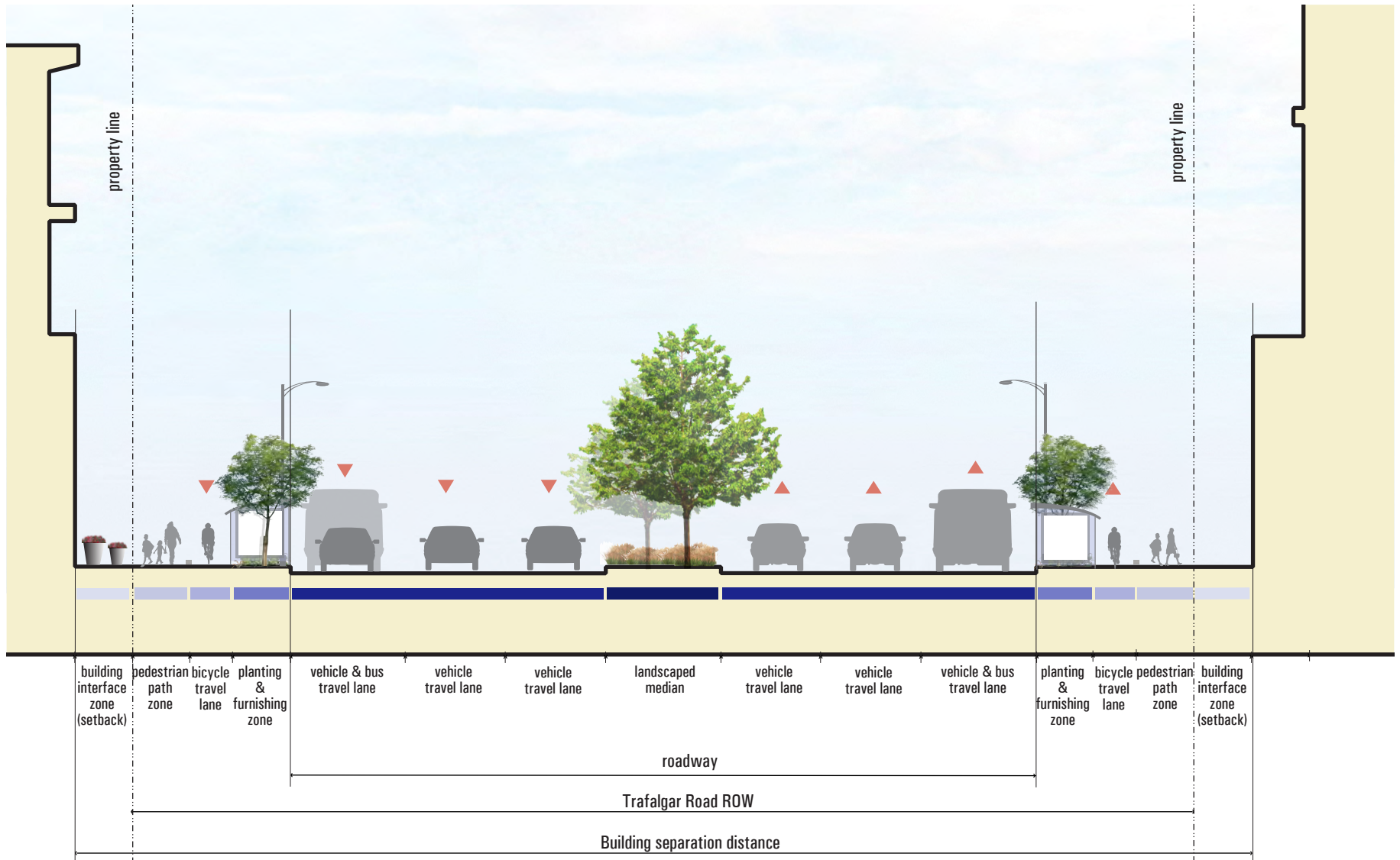
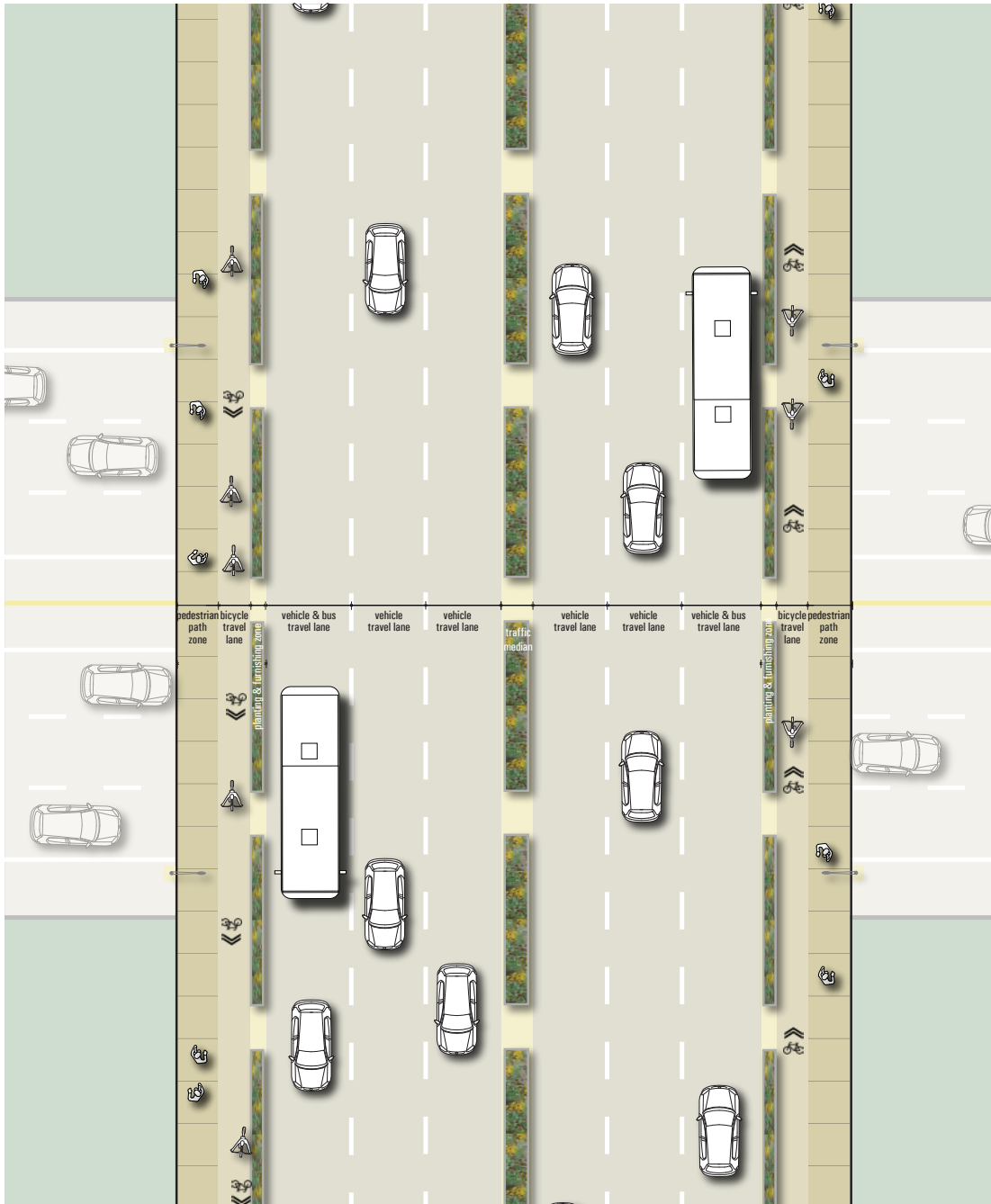


Figure 10. Suggested Trafalgar Road central cross section

* Subject to approval by the Region of Halton



3.1.6. Trafalgar Road Bridge

As mentioned previously, Trafalgar Road is viewed as a major mixed use corridor, providing the opportunity to travel using alternative modes of transportation. However, Trafalgar Road changes across its length. All modes of transportation, especially pedestrians and cyclists should be able to travel safely and continuously between sections of this important street. Careful design will be required to successfully cross the many slip lanes. The following guidelines may apply to Trafalgar Road over the QEW:

1. Trafalgar Road should accommodate 6 vehicular vehicle travel lanes.
2. The curb vehicle travel lanes should be wider to accommodate both vehicles and buses.
3. The current sidewalks can become protected bicycle travel lanes, implemented on both sides of the bridge, with design and signalling attention to slip lane crossings.
4. Additional new paved sidewalks may be installed as extensions to both sides of the bridge.
5. Raised planters next to the curbs will provide safety for pedestrians and cyclists.
6. The traffic median can accommodate raised planters for beautification and traffic calming.



Key map

Figure 11. Suggested Trafalgar road bridge plan view*

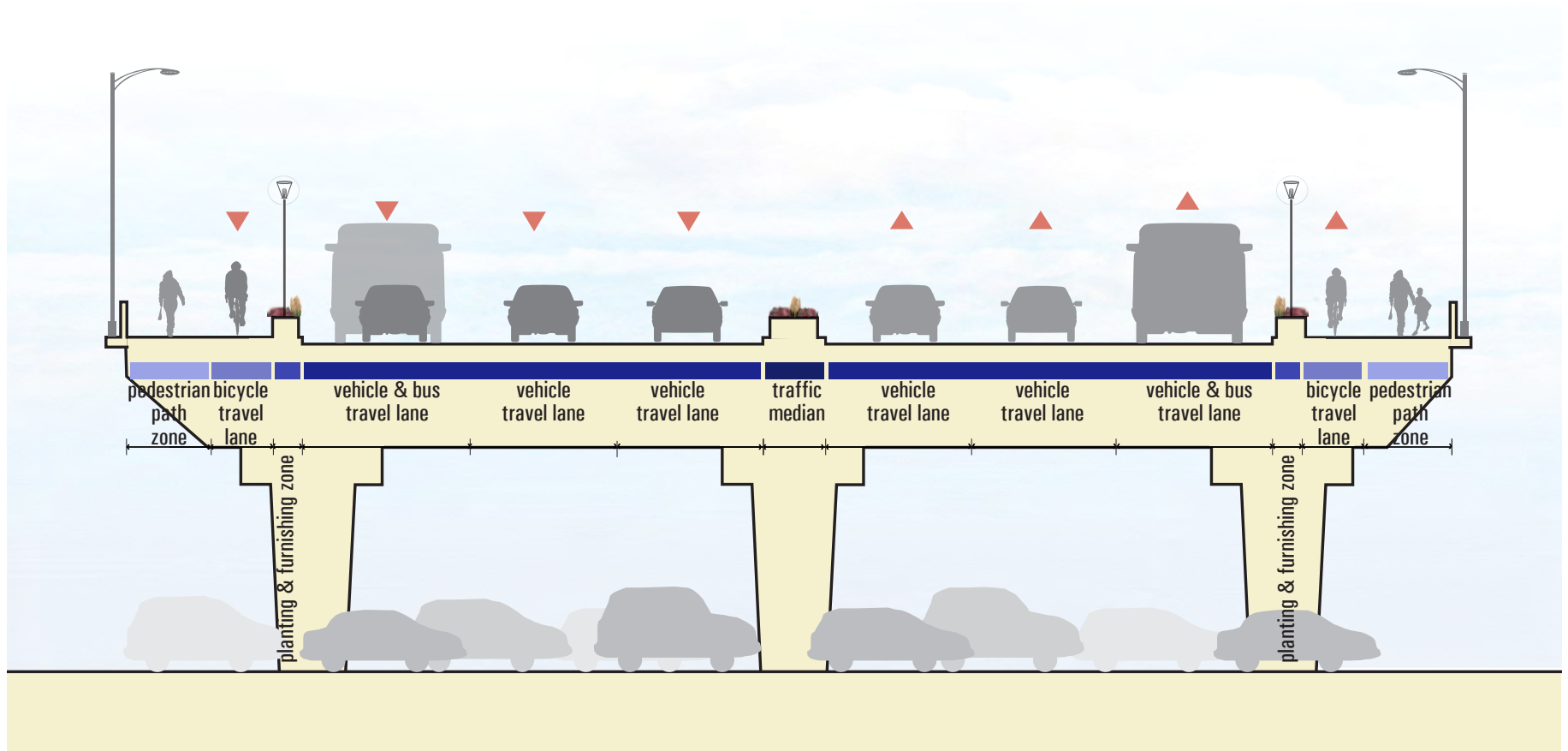


Figure 12. Suggested Trafalgar road bridge cross section*

* Within Jurisdiction of MTO.

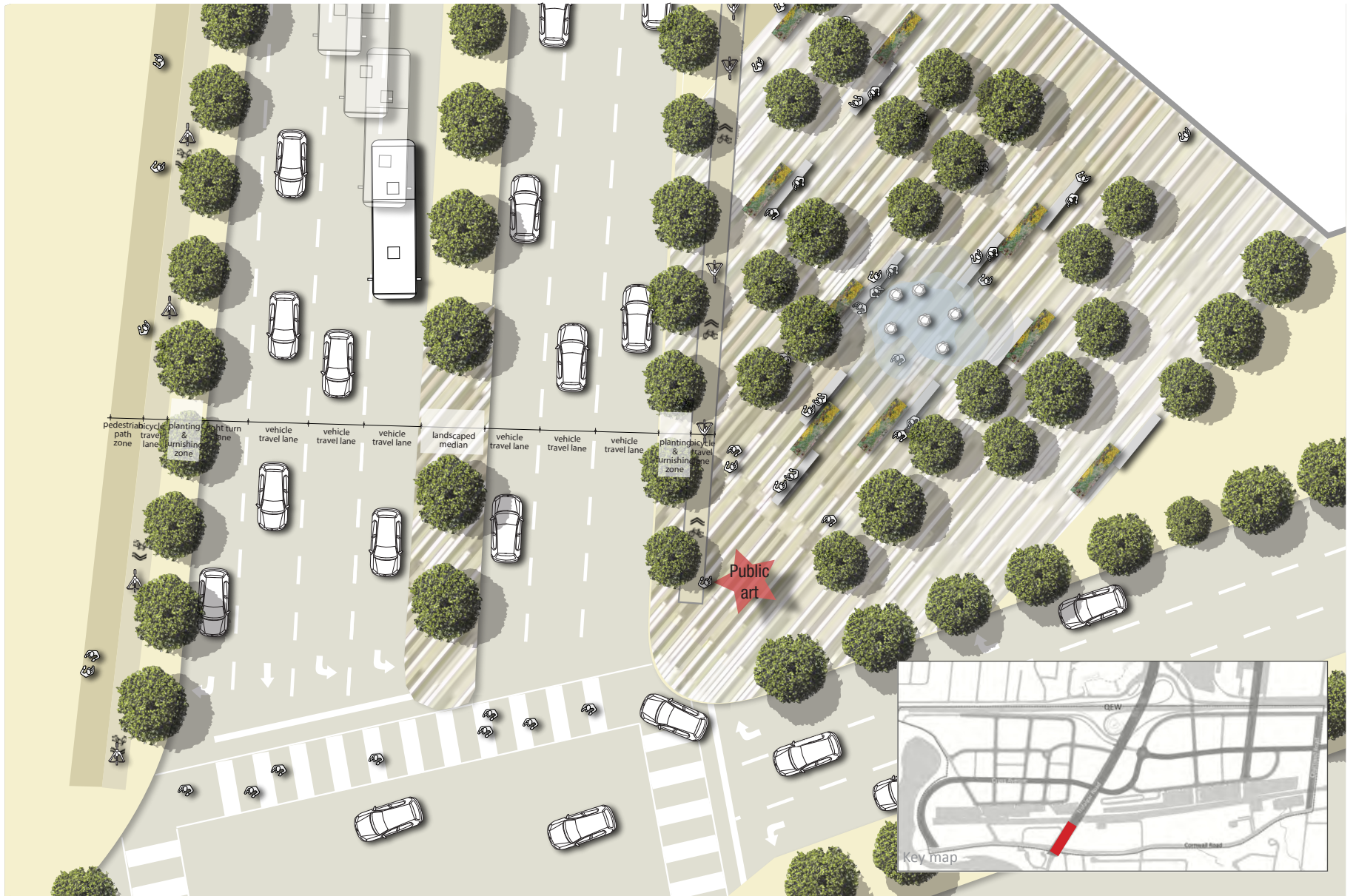


Figure 13. Suggested Trafalgar road south plan view*

3.1.7. Trafalgar Road South (Close to Cornwall Road)

The intersection of Trafalgar Road and Cornwall Road will be one of Midtown Oakville’s main gateways (please see the “Gateways” section on pages 57 and 61). Additional vehicle travel lanes will be required to provide easy turning for vehicles. The following guidelines apply to Trafalgar Road South:

1. Trafalgar Road should accommodate 6 vehicle travel lanes and one turning lane.
2. Protected bicycle travel lanes should be implemented on both sides of the road.
3. Paved sidewalks should be minimum 2 m wide. However, on the south west corner, some special treatments may be required due to the existing bioswale and catch basin.
4. The planting and furnishing zone should be generously landscaped to reinforce a sense of distinct identity.
5. The current triangle at the south east corner of Trafalgar Road and Cornwall Road can become a hard landscaped area, with lighting, a water feature, street furniture and public art to emphasize the entry to Midtown Oakville (please see page 61).
6. The median along Trafalgar Road may be used for public art, landmark entry features, vegetation to encourage traffic calming.
7. The median should be planted with trees where there are sufficient width and soil volumes to ensure healthy tree growth.

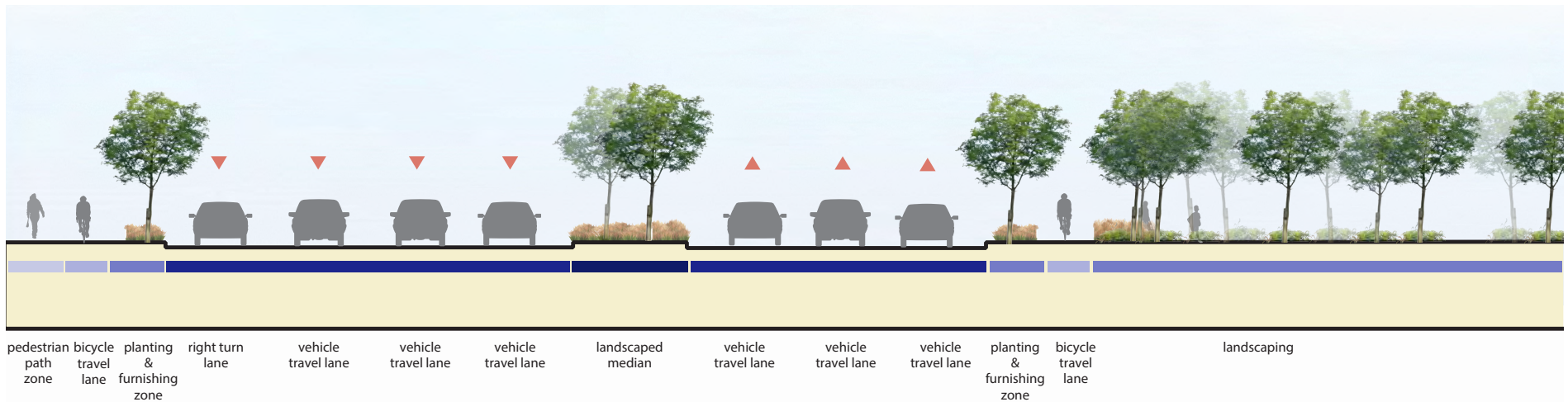


Figure 14. Suggested Trafalgar road south cross section*

* Subject to approval by the Region of Halton.

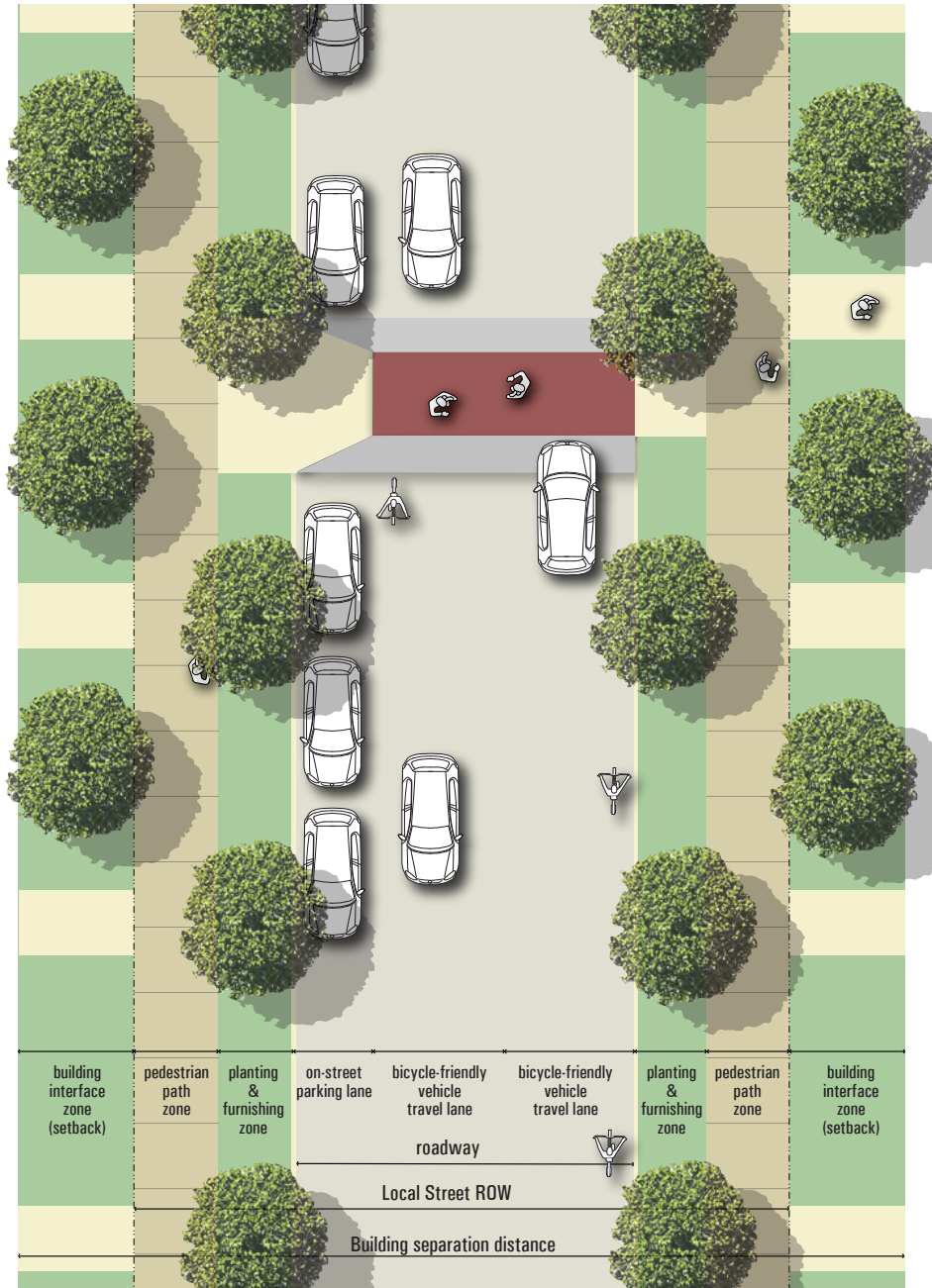
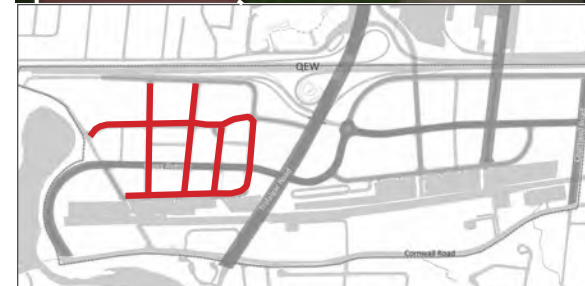


Figure 15. Suggested plan view for local streets

3.1.8. Midtown Local Streets

The Midtown local streets are smaller scale residential streets in West Midtown. These narrow streets provide local access within the Midtown and enable movement through the district. The following guidelines apply to Midtown local streets:

1. Midtown local streets should have 2 bicycle friendly vehicle travel lanes.
2. Lay-by parking should be included on one side of the street.
3. Pedestrian crossings should be designed on traffic tables to calm traffic and enhance pedestrian safety.
4. The building should be setback from the front property line to create space for landscaped entry zone and front-yard landscaping to complement the streetscape.
5. If the unit entry is higher than the street elevation, the development setback should be less wide compared to entry points at street level.
6. The pedestrian zone should be landscaped with trees and lighting.



Key map

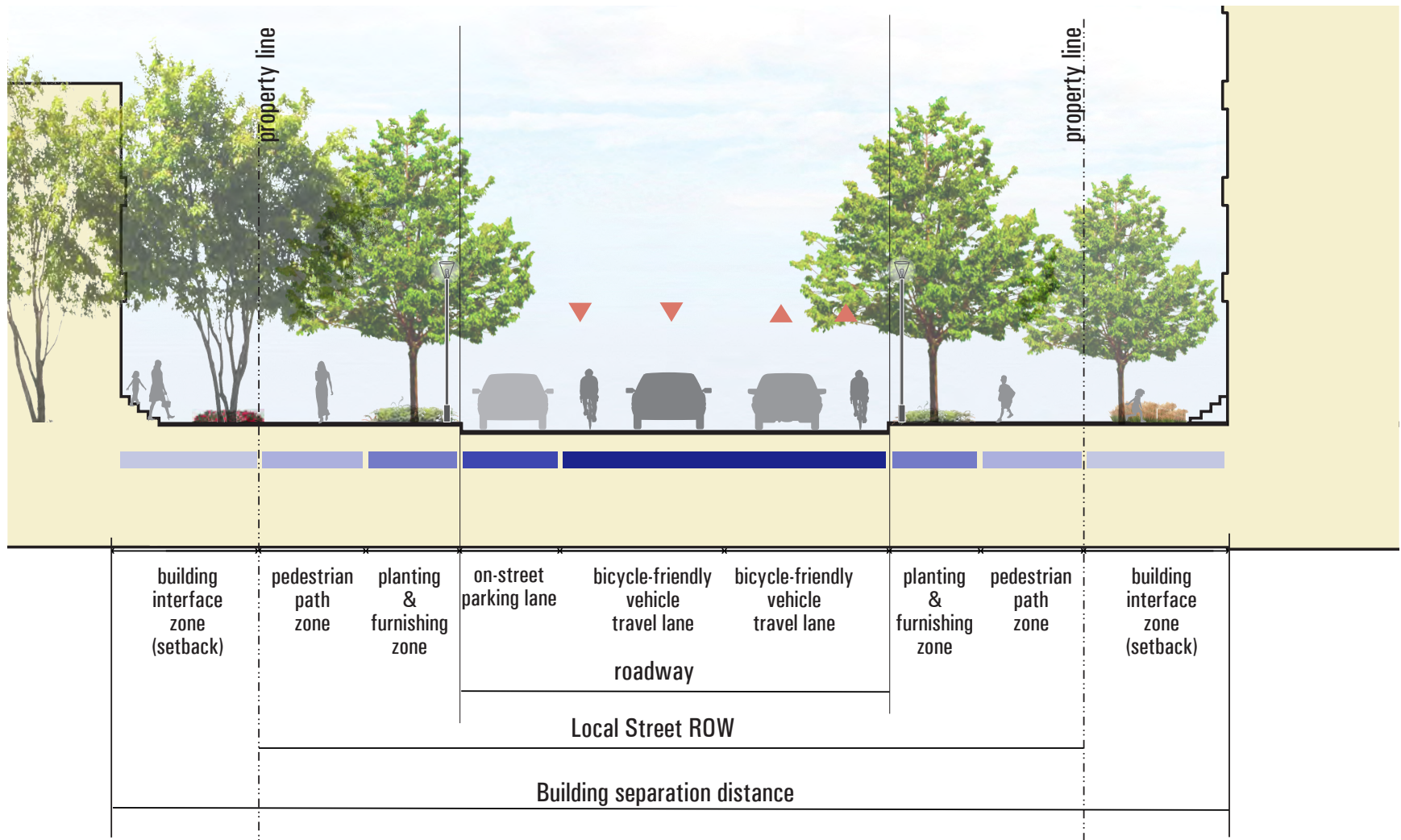


Figure 16. Suggested cross section for local streets

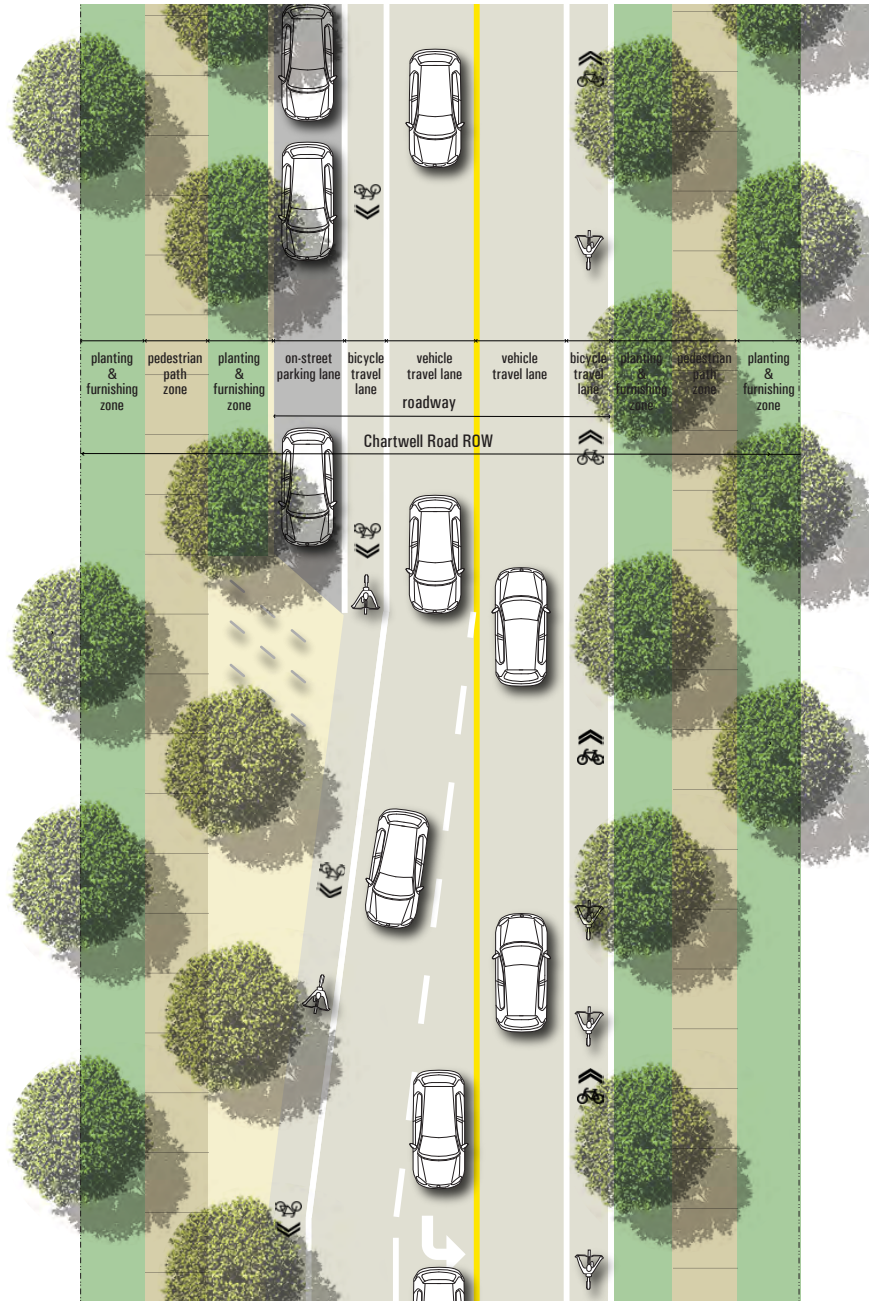


Figure 17. Suggested Chartwell Road plan view

3.1.9. Chartwell Road

Chartwell Road will be an automobile- and cyclist-focused road for East Midtown, providing access to the office or institutional uses in the area.

The following guidelines apply to Chartwell:

1. There should be 2 vehicle travel lanes and one turning lane.
2. Dedicated bicycle lanes should be implemented on both sides of the road.
3. Lay-by parking should be included on one side of Chartwell Road.
4. Sidewalks should be on both sides of the road, with a minimum 2 m width.
5. The pedestrian zone should be landscaped with trees and lighting.
6. Due to the wide right-of-way additional setback may not be required on Chartwell Road.



Chartwell Road Today



Key map

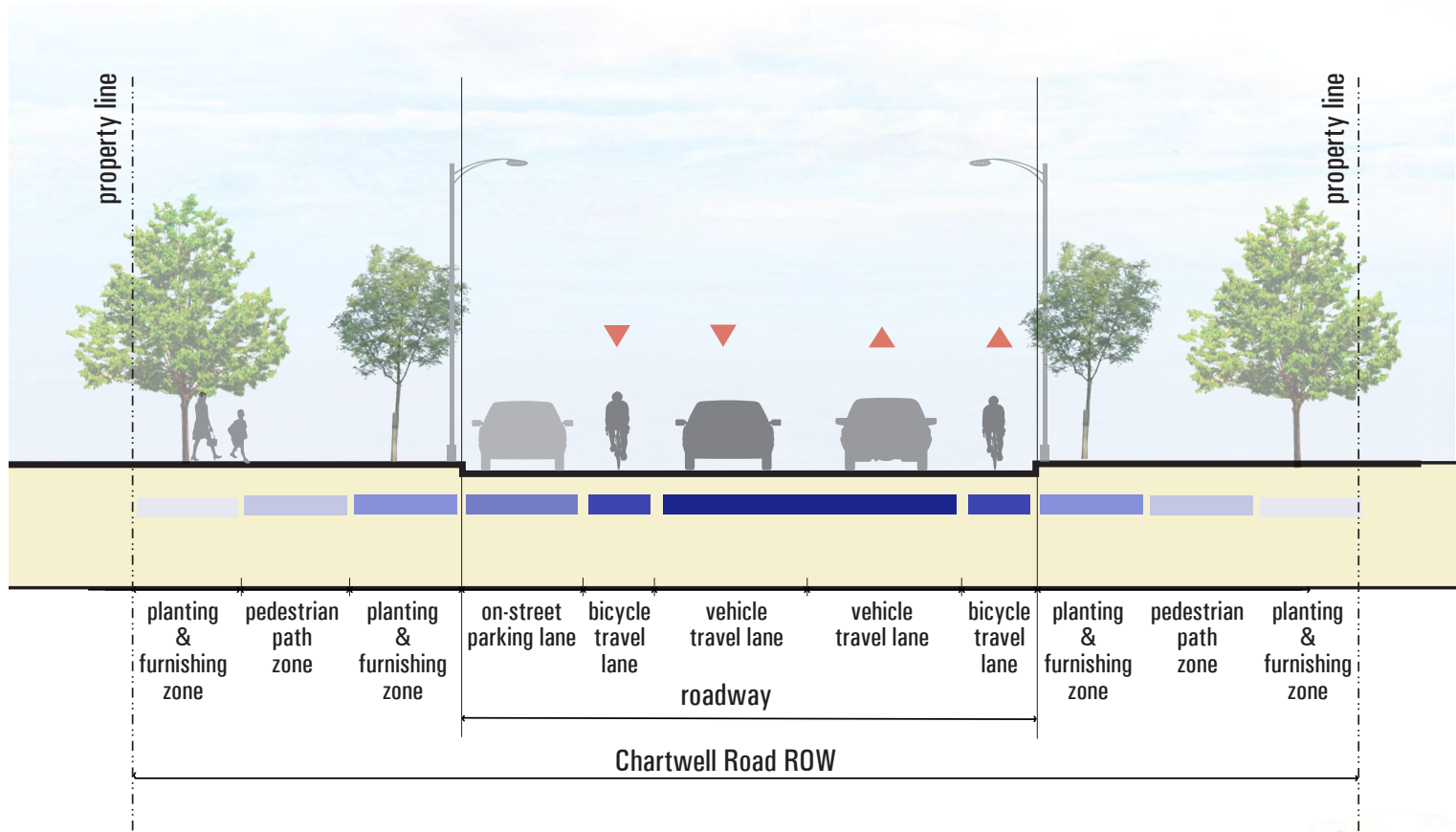


Figure 18. Suggested Chartwell Road cross section

3.2. Bicycle and Pedestrian Paths

Bicycle and pedestrian pathways create safe and convenient active transportation infrastructure.

Pedestrian circulation around the station area

The transit station is a central feature of Midtown Oakville. It should be very easy to access by pedestrians and cyclists coming from different directions including:

- Trafalgar Road
- East of Midtown
- West of Midtown
- South side of the rail tracks

Access to the Station will be facilitated by different paths and routes as described in the following pages.

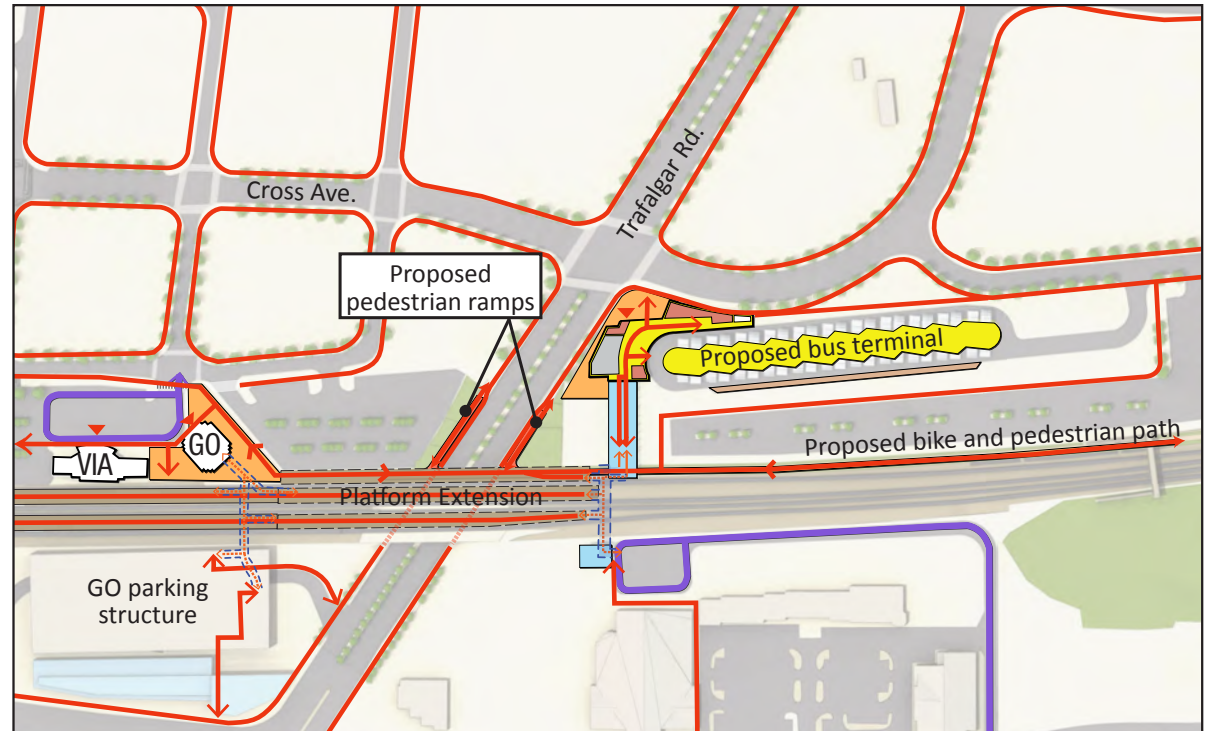


Figure 19. Concept 1 - Station access and circulation*

- Walkways/Sidewalks
- Underground pedestrian access
- ▲ Station entrance
- Proposed kiss 'n' ride

3.2.1. Rail Corridor Pathway

The rail corridor pathway provides convenient access directly to the transit station. The pathway can be used by pedestrians, commuters who have parked in the GO parking lot, and cyclists travelling to or from transit.

1. The rail corridor pathway should be minimum 3 m wide.
2. A landscaped area on either side of the rail corridor pathway could provide shade, safety, and comfort.
3. Similar lighting should be used along rail corridor pathway and transit plazas to provide visual connectivity.
4. Real-time data about vehicle arrival time should be evident along the Rail Corridor Pathway, either through display boards or through responses in the built form (such as changes in lighting colour, light pulsations, etc).

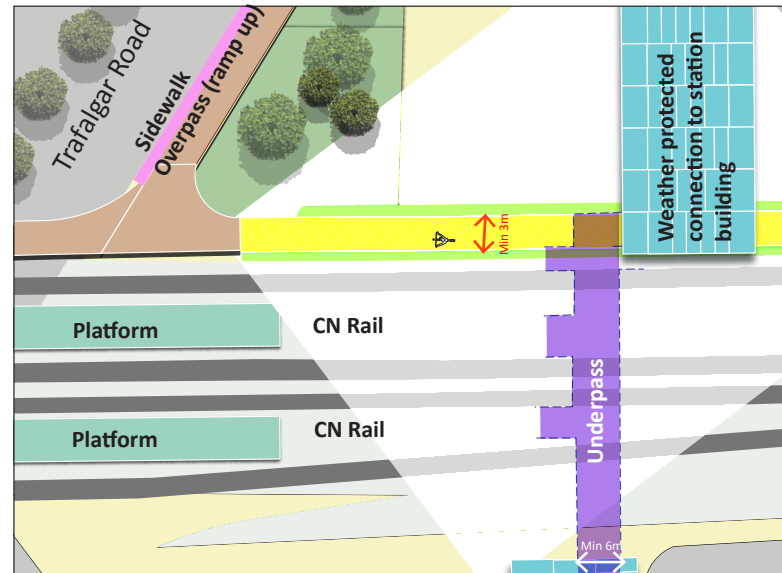
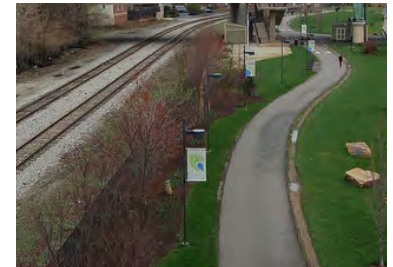


Figure 20. Rail corridor pathway, overpass and underpass



Schukyll River Trail, Jacksonville



Creekside Park, Vancouver, BC



Key map

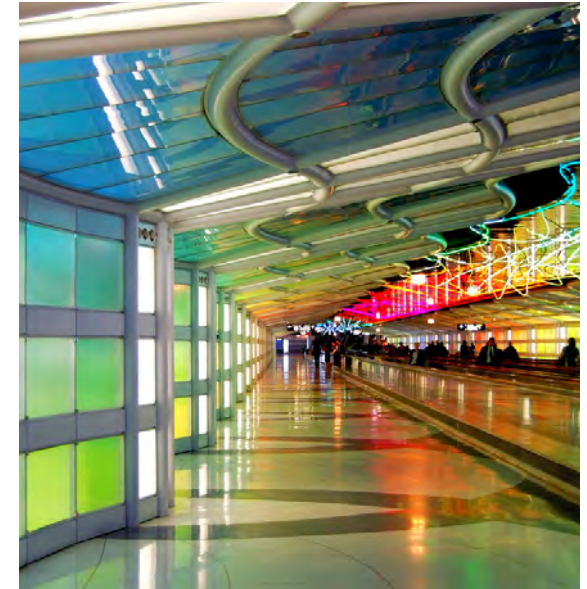
3.2.2. Underpasses

Because of the topography and major transportation infrastructure in Midtown, the landscape features several overpasses and underpasses. These pieces of infrastructure should be accentuated to create interest and signal the area's distinct identity.

1. Underpass entrances should be well-designed, inviting and easy to find.
2. The pedestrian tunnels under the rail tracks should be a minimum of 6 m wide.
3. Underpasses should feature prominent and distinct lighting to provide a safe environment and create a distinct sense of place.
4. Underpasses should provide direct access to and from station building, bus terminal and railway platforms.
5. Where underpasses reach the ground level through stairs and elevators, weather protected elements should be designed to provide a covered path to the station building.



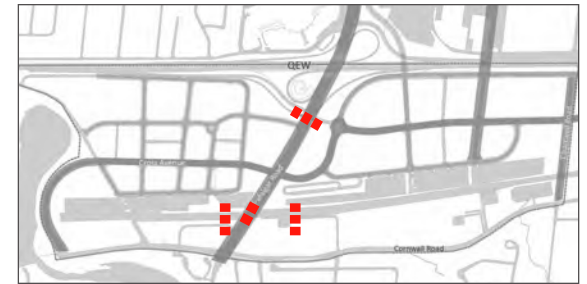
Pedestrian tunnel, Canary Wharf, London, UK



Chicago O'Hare Airport Tunnel, Chicago



Tunnel entrance, Canary Wharf, London, UK



Key map

3.2.3. Pedestrian and Cyclist Ramps & Overpasses

The pedestrian and cyclist ramps on the south side of the tracks lead from Trafalgar Road directly to an extension of the transit platform, providing transit customers with quick, convenient access.

1. Pedestrian and cyclist ramps should be 3 to 4 m wide.
2. Lighting should be used on the pedestrian and cyclist ramps that is consistent with the lighting used in the transit plazas.
3. The ramps should be designed to accommodate people with disabilities and, if possible, integrated with the adjacent buildings.

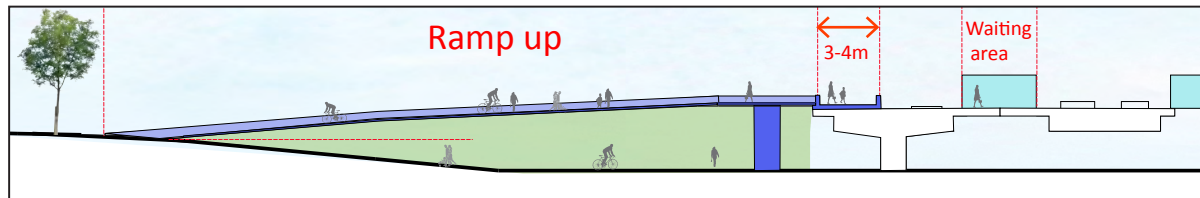


Figure 21. Cross section of the Trafalgar overpass (southern side)

3.2.4. QEW Pedestrian Bridge & Overpass

The QEW pedestrian bridge provides a pedestrian connection in west Midtown. This bridge will create a valuable physical link between Midtown and the residential neighbourhood to the north. The Pedestrian Bridge over QEW:

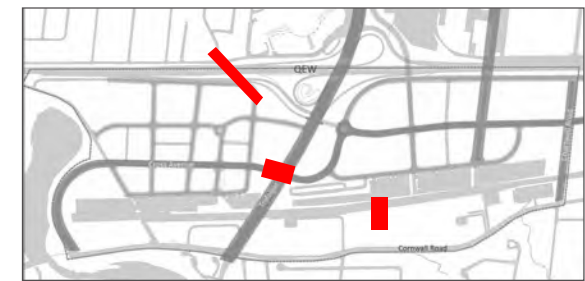
1. Should be a minimum of 3 m wide;
2. Should be designed to accommodate people with disabilities; and
3. Should be visible and accessible.



Canada Line Bike Bridge, Vancouver



Canary Wharf, London, UK



Key map

3.2.5. Pedestrian connection to Sixteen Mile Creek

Sixteen Mile Creek is one of the biggest assets of Midtown Oakville. It is located at the western-most edge of the study area and is easily accessible to residents and visitors at any time. To maximize the use and safety of Sixteen Mile Creek, the following guidelines are recommended:

1. A clear entrance to Sixteen Mile Creek should be provided from Lyons Lane, and, if possible from the intersection of Cross Avenue and Cornwall Road.
2. The existing natural trail should be maintained.
3. For the ease of pedestrians and cyclists, and to make it accessible to all users, including those with disabilities, the existing trail should be paved with appropriate materials.
4. For safety, lighting and signage should be provided.
5. While facilitating the connection to, and use of, Sixteen Mile Creek, all applicable natural heritage standards and regulations should be considered.
6. A new access path to the creek should be explored at the west end of Cross Avenue to benefit the new community population.



Access to the Don Valley, Toronto, ON



Key map

3.2.6. Pedestrian Circulation in GO surface Parking Lots

GO Transit surface parking lots will serve transit commuters in Midtown Oakville. However, pedestrians and cyclists should be able to travel safely through the lots to access other parts of Midtown Oakville. Working with Metrolinx / GO Transit will help achieve the following guidelines:

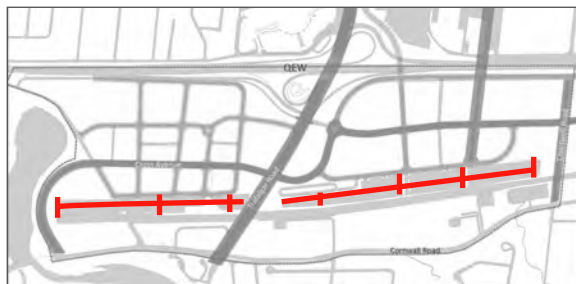
1. Clear, unimpeded and barrier free pathways should be provided.
2. Pathways will be clearly defined by specific materials and paving.
3. Tree planting can create a buffer between the pathways and vehicles while also contributing to the beautification of the surface parking area.
4. Pathways should be straight to provide visibility, safety and accessibility for all users.



Riverdale, Utah



NSE - Kitakyushu Technology Centre, Japan



Key map

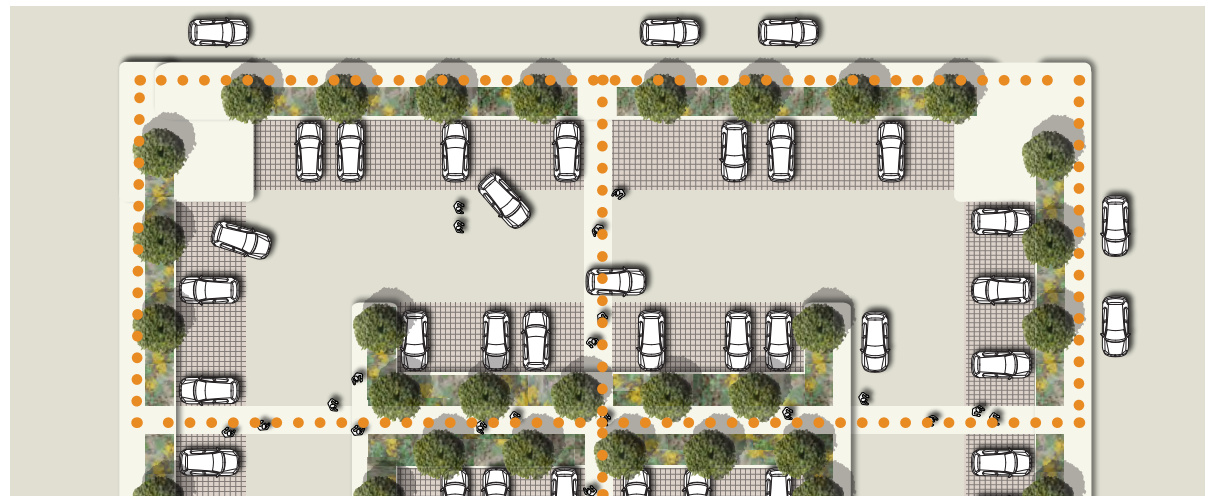


Figure 22. Clear pedestrian and cyclist pathways and circulation on GO surface parking lots