

Livable by Design

URBAN DESIGN MANUAL



Urban Design Direction for Oakville

Staff update - December 2, 2019
Version - 2.0

Endorsed by Council on May 12, 2014
Version - 1.0

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1.0 Setting the direction

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*



1.1 Introduction

Urban design is the art of creating stimulating, thriving and vibrant buildings, places, spaces and networks that make up our towns and cities, and the ways people use, interact with and value them. Urban design is concerned with the environmental, economic, social and cultural consequences of design, not just the appearance of built form.

The **Livable by Design Manual (LBDM)** provides comprehensive and detailed design direction for development to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability of Oakville.

The **LBDM** must be read in its entirety.

The **LBDM** visually articulates 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).

The **LBDM** will inform strategic design decisions in planning for development and redevelopment, land-use, transportation, and infrastructure undertakings.

The **LBDM** sets the design direction that will facilitate desirable and compatible development that responds to the surrounding context, invigorates urban form, maintains and enhances the local character and promotes a more sustainable, barrier free and human approach to development.

The complete **Livable by Design Manual** consists of the following three components:

Part A **Urban Design Direction for Oakville** is applicable to all lands within the municipal boundaries of the Town of Oakville. This document provides clear design-focused direction to create high-quality urban design outcomes for all municipal undertakings (facilities and infrastructure) and for all development undertaken through a planning process

Part B a series of documents that provide comprehensive design direction tailored to specific districts and/or specific types/forms of development in Oakville

Part C site development standards



1.2 Purpose of urban design direction

The ***Livable by Design Manual (-Urban Design Direction for Oakville)*** provides design direction – through text and illustrations – of the Town’s expectations for achieving “... *innovative and diverse urban form that promotes a sustainable, dynamic and livable environment*”. (Section 6, Part C of the *Livable Oakville Plan*)

The purpose of this document is to:

- **visually articulate the design objectives of the *Town’s Official Plan*** to ensure the design of both the public and private realms bolsters the Town’s vision to be the ‘most livable community in Canada’
- **set clear expectations for preferred design and development outcomes** that achieve functional and attractive design by providing:
 - guidance throughout the design process
 - a reasonable degree of certainty
 - predictability through consistent direction
 - flexibility in achieving the most appropriate design solution
 - a framework firmly based on policy direction, existing character, and best practices
- **establish an assessment framework for the review of development proposals** by providing reviewers and decision makers with detailed design directives to evaluate whether projects will be well-executed, function properly, and enhance the public realm
- **provide guiding design principles and urban design direction for the creation of detailed design documents** tailored to a specific context, land-use, or development form – such as, master plans, design framework plans for districts or specific development types, site-specific design briefs, development standards, by-laws, etc.

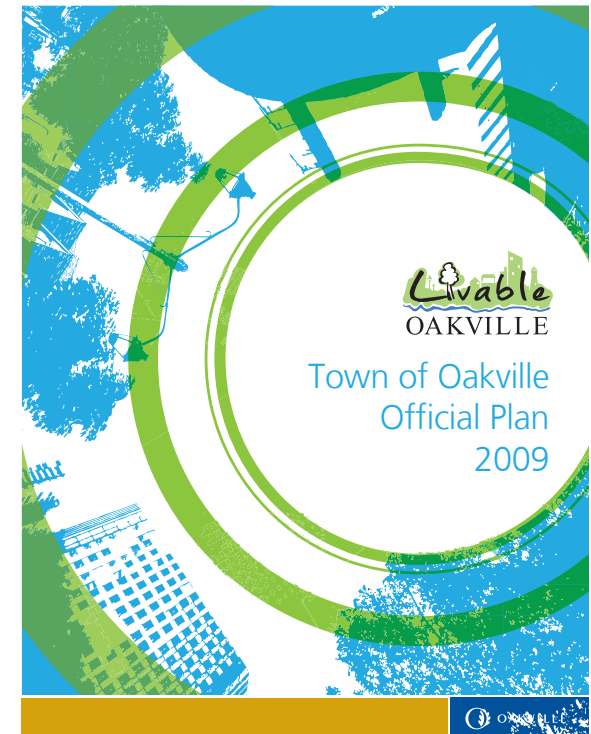


1.3 Policy context

Section 6 of the *Livable Oakville Plan* outlines Council's policy direction on urban design. These policies assist and support the creation of a livable community, including these general objectives:

- a) *to provide diversity, amenity, comfort, safety and compatibility with the existing community*
- b) *to encourage attractive and safe public spaces, such as streetscapes, gateways, vistas and open spaces*
- c) *to promote innovative and diverse urban form and excellence in architectural design*
- d) *to promote the creation of distinctive places and locales, including Midtown Oakville, the other Growth Areas and high profile locations such as gateways to the Town.*

(Section 6.1.1, Part C of the *Livable Oakville Plan*)



1.4 Guiding design principles

The **Livable by Design Manual (LBDM)** is an essential tool for enabling the creation of stimulating, vibrant, and livable places that are attractive, functional, and have a definable sense of identity.

The guiding design principles reinforce the policy direction and design-based approach to community development as outlined in the urban design sections of the Town’s Official Plan.

The guiding design principles are the foundation for the urban design direction presented in Sections 2, 3 and 4 of this document and serve as a framework for the design documents and plans that form Part B of the **Livable by Design Manual**.

New and infill development is expected to be designed and executed in accordance with these six guiding design principles:

SENSE OF IDENTITY – *creating distinct and vibrant communities*

A livable community has a clear hierarchy of distinct spaces and places, complete street corridors that connect them, and a diversity of uses that foster live, work and play. These well-designed urban environments are easily navigated, encourage public interaction, provide engaging places for people, connect a palette of community amenities, and establish a visual character with a distinctive identity.

As an urban design principle, sense of identity (placemaking) is focused on developing buildings, streetscapes, infrastructure and spaces that are permanent and enduring, memorable and beautiful, adaptable and flexible, and highly-valued. Ultimately, the collective aspect of these characteristics creates a recognizable and vibrant community.

COMPATIBILITY – *fostering compatibility and context-specific design*

The townscape of Oakville has evolved over many years, resulting in variety and diversity of development patterns and building forms with unique qualities and characteristics.

As an urban design principle, compatibility is the purposeful integration of new development into an existing context by ensuring the proposed massing, height, rhythm, street presence, and materials can co-exist with the established surroundings, without unacceptable adverse impact. Compatibility is the application of appropriate and context-specific design solutions that ensure new development is integrated into and complements the diversity of community functions, built environment and identity.



Sense of identity



Compatibility

Guiding design principles *(continued)*

CONNECTIVITY – *enhancing connectivity and accessibility*

Improving the corridors that connect Oakville’s districts and neighbourhoods presents an opportunity for the creation of ‘complete streets’, which connect people to local places, buildings and surrounding environment, connect private spaces with the public realm, and connect old with new.

As an urban design principle, connectivity promotes choices for mobility and improved accessibility, whether the mode is walking, driving, cycling or taking transit. Streetscapes can assist in defining the character of districts and their design should reflect the surrounding context, land uses, and landmarks so that networks of public open spaces are created to facilitate social and civic interactions. Connectivity also considers how linkages are made to and through individual sites and public spaces.

SUSTAINABILITY – *integrating sustainability and resiliency*

Sustainability is the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. The design objective is to create sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, intensification versus sprawl, conservation of natural areas, building in harmony with the surrounding environment and greater use of existing infrastructure.

As an urban design principle, sustainability relies on accommodating growth through compact development on a street-grid road system supported by alternative transportation modes and re-enforces walkability, promoting green building design and incorporating alternative energy sources, and combining living, working and playing environments in close proximity.



Connectivity



Sustainability

Guiding design principles *(continued)*

LEGACY – *preserving built heritage, cultural and natural resources*

Oakville has a rich built, cultural and natural history which is relevant and visible today in its historic buildings, landscapes and natural areas.

As an urban design principle, legacy is focused on the preservation and enhancement of built heritage, cultural features and landscapes, significant public views, and natural heritage systems and features. These features continue to endure through the evolution of the Town's form and creation of livable places. This design principle facilitates greater compatibility between old and new elements, strengthens community identity, celebrates the Town's cultural and natural assets, and inspires new development to become an asset for future generations.

CREATIVITY – *inspiring creativity and innovation*

Unique communities emerge when their feel and function reflect local values, history, culture, places, landmarks, buildings and the surrounding landscape. As Oakville continues to evolve, new development and redevelopment will contribute to and build upon the unique community features, attributes and distinct identity.

As an urban design principle, creativity encourages development that incorporates a range of inspired and innovative design solutions that positively respond to the scale and materiality of the local context. This principle promotes a high-quality built environment comprised of appropriately designed buildings, pedestrian-focused places, attractive streetscapes, enhanced views and vistas, and adaptable gathering places, which all respond to their local surroundings.



Legacy



Creativity

1.5 Implementation

The **Livable by Design Manual (LBDM)** is intended to provide clear design direction for achieving a consistent level of quality development and public realm improvements across the town. The **LBDM** presents a comprehensive framework upon which a creative urban design dialogue can occur in order to achieve context-driven design solutions.

The urban design direction described and illustrated throughout this document does not preclude alternative approaches. A degree of flexibility can be afforded in their interpretation and application that responds to the specific context and achieves the most appropriate design solution. Further, the urban design direction statements are not intended to be interpreted and applied independently or singularly, rather, their application should be approached comprehensively to ensure the overall intent is being met. The LBDM must be read in its entirety.

The images and diagrams that accompany the urban design direction statements provide a visual description and should not be interpreted as the only potential design solution. The dimensions and metrics referenced in the urban design direction statements describe a preferred sense of scale and/or optimal condition. A degree of flexibility can be afforded to the application of the dimensions and metrics that responds to the specific context and achieves the most appropriate design solution.

To establish a benchmark by which development proposals will be evaluated:

- **Town Council and committees** will refer to the manual when assessing whether the proposal expresses the town's expectations for public undertakings and site development
- **Town staff and external agencies** will use the manual as an evaluation tool for the review of development applications and as a reference for design decisions on town-initiated studies and capital projects
- The **development industry** (including developers, consultants, agents and property owners) will demonstrate, through submitted materials
- for development applications, how their proposal aligns with the urban design policies of the Livable Oakville Plan and the manual
- Members of the **public** will reference the manual for greater awareness of the benefits of positive urban design on their community.

The **LBDM** applies to all development proposals that are subject to review and planning approval by the town. Planning processes include official plan amendments, zoning amendments, plans of subdivision, site plan control, sign variances and Committee of Adjustment applications, as permitted under the Planning Act. In each section, where applicable, references are provided to other town documents that have influenced the creation of the directives and are to be read in conjunction with this document.

2.0 Design direction for the public realm

The public realm is comprised of interconnected places that are available for use by everyone for everyday life – streets, plazas, parks, urban squares, trails and public buildings – whether publically or privately owned.

A successful public realm contains:

- a network of streets that accommodates multi-modal choices for pedestrians, cyclists, transit and vehicles
- a network of accessible, interconnected and predictable pedestrian-oriented spaces and routes
- well-designed, barrier free, and comfortable public spaces that relate directly to the surrounding buildings with ground floor uses that encourage greater pedestrian activity and generate interest
- well-designed street furnishings, wayfinding, and public art installations that provide orientation, identity and a sense of place



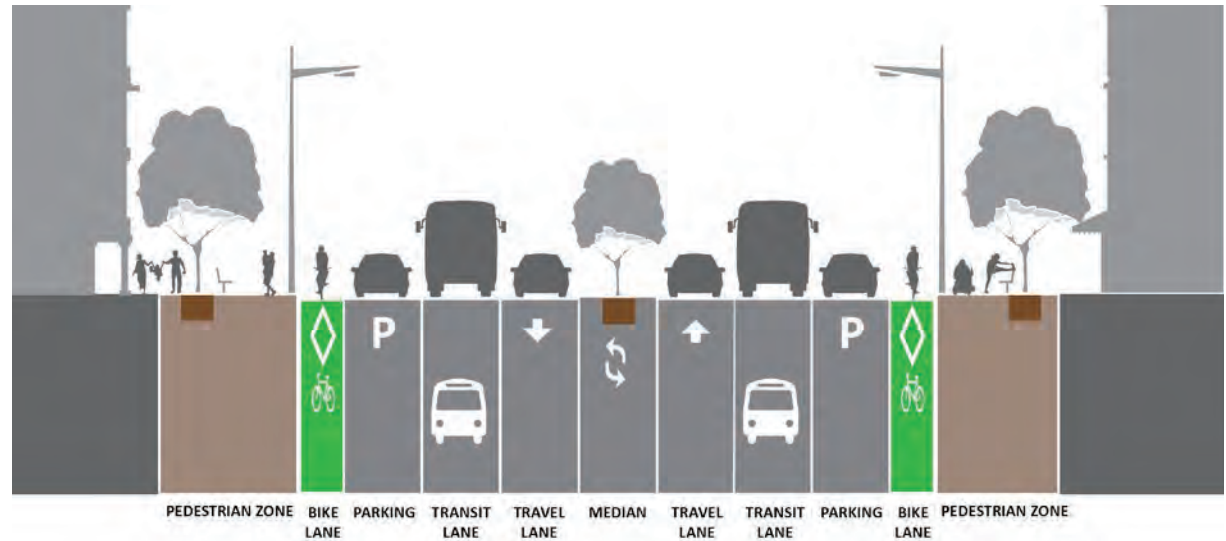
2.1 Complete Streets

Complete streets enable safe, attractive and comfortable access and travel for users of all ages and abilities – including pedestrians, cyclists, motorists, and transit riders. In balancing the needs of all users, a complete street approach reflects the understanding that streets must serve a multitude of mobility, social, recreational and ecological needs of its users.

The benefits of creating complete streets are:

- achieving circulation alternatives other than cars
- increased health benefits through walking and biking
- improvements to safety
- lower transportation costs
- creating a sense of identity
- providing opportunities for social interaction

Streets are vastly underutilized resources, but by diversifying their function and character, by prioritizing the needs of pedestrians, cyclists, transit users, and by using streets as public spaces for social interaction and community life, streets can contribute to a more livable community.



Typical cross section of a complete street



A complete street supports multiple travel modes: driving, transit, walking and cycling

Complete Streets *(continued)*

design direction:

ATTRIBUTES OF COMPLETE STREETS

Each street is unique and a reflection of the required roadway function, era of completion and subsequent improvements, physical constraints, and character of abutting buildings and spaces. There is no one prescribed design solution or 'one-size-fits-all' approach in creating complete streets; the desired form and feel will ultimately influence the scope of change.

1. Design new streets and enhance existing streets that incorporate the following complete streets attributes, where appropriate:
 - a) **multi-modal:** providing safe access and offer convenient travel choices for all users within the right-of-way
 - b) **create convenient connections:** facilitating efficient and convenient interfaces and connections among various travel modes to various destinations
 - c) **prioritize pedestrian and cyclist use and comfort:** providing users with comfortable spaces and demarcated routes, while creating conditions that promote convenience and walkability
 - d) **barrier free:** facilitating ease of use and access for all users by incorporating universal design principles and meeting the town's standards for accessibility
 - e) **safe:** supporting pedestrian safety and security through the use of predictable and unobstructed routes that are connected by visible and convenient crossings
 - f) **ecologically sustainable:** extending the urban forest to enhance the community's long-term ecological functioning and assist in achieving the tree canopy coverage target
 - g) **spaces for public life:** creating visually interesting and flexible public spaces for social, commercial and recreational activities that encourage people to spend time on the street
 - h) **create enclosure:** establishing appropriate proportions of street width to abutting building wall height to create a sense of enclosure and comfort for pedestrians
 - i) **memorable:** creating a distinctive and recognizable identity that provides meaning, orientation, and reflects local culture and history, through the use of streetscape elements, pedestrian-oriented spaces, and interesting architectural backdrops



Complete Streets *(continued)*

COMPONENTS OF COMPLETE STREETS

Complete street components are organized into two distinct zones, a roadway zone and a pedestrian zone. Each zone contains sub-components that are designed for specific functions and activities, and together, can create a complete street. It is important to note that all components may not necessarily be incorporated on all streets, just where warranted.

Roadway zone

2. Provide vehicle travel lanes that accommodate all types of vehicles - cars, bicycles, trucks and buses. Determine vehicle lane widths by the type of the road, the surrounding context and whether all types of vehicles share the same lane or are provided separate lanes.
3. Where warranted, incorporate transit travel lanes that accommodate buses along major transit corridors to increase the efficiency of public transport. Locate lanes curb-side or in the center of the roadway.
4. Where warranted, as per the *Active Transportation Master Plan* (2009), incorporate bicycle travel lanes for the exclusive use of cyclists that provide dedicated, safe and comfortable mobility accommodation. Design lanes may be part of a shared vehicle lane, a dedicated lane adjacent to a vehicle lane, a separate 'bicycle boulevard' lane, or incorporated into an off-roadway multi-use trail.
5. Provide on-street parking lanes for convenient parking facilities that support adjacent land uses and provide a buffer between moving vehicles and the pedestrian zone.
6. Where warranted, incorporate medians to narrow the travelled portion of the roadway, provide additional greening, and act as a refuge to facilitate safe pedestrian crossings.
7. Incorporate pedestrian crossings that are highly visible, predictable, accessible, and identifiable (marked and signed) paths for pedestrian movement across the roadway. Locate crossings at intersections of streets and at mid-block locations where warranted.

Pedestrian zone

Pedestrian zones are comfortable, barrier free and aesthetically pleasing environments that encourage walkability and connect users to buildings, amenities and other destinations, as well as provide spaces for social interaction and gathering. For detailed design direction on the pedestrian zone, refer to section 2.2 on streetscapes.



2.2 Streetscapes

Streetscape is the design quality of a street, the visual effect of all of its components set against the context of the built form and landscape that frame it, give it scale, and provide varying degrees of enclosure.

This section primarily focuses on the pedestrian zone of the streetscape, which is organized into four sub-zones: building interface zone, pedestrian path zone, planting and furnishing zone, and curb zone.

Refer to the following documents for additional direction:
Switching Gears: Transportation Master Plan (2013)
Municipal Roadway Lighting Standards (2012)
Active Transportation Master Plan (2009)

design direction:

BUILDING INTERFACE ZONE ELEMENTS

The building interface zone accommodates the transition between public and private property. The design direction for the building interface zone is tailored primarily to mainstreet and mixed use corridor contexts with active building frontages.

1. Maintain or create a continuous streetwall of building façades to provide a sense of enclosure and backdrop to pedestrian activities.
2. Orient and position primary building façades, entrances and public spaces directly towards streets.



Streetscape: the pedestrian zone



A continuous street wall (2.2.1)



Primary building façades and principal entrances facing street (2.2.2)

Streetscapes *(continued)*

- 3. Design and construct patios and outdoor retail displays to be compatible with the surrounding streetscape elements and architectural qualities of abutting buildings. Ensure these features do not obstruct pedestrian circulation.
- 4. Incorporate canopies and awnings on building façades and umbrellas within patio spaces to provide protection from inclement weather.



Patios and retail display spaces at building interface (2.2.3 and 2.2.4)

PEDESTRIAN PATH ZONE ELEMENTS

The pedestrian path zone is dedicated to pedestrian access that provides predictable, continuous, unobstructed, and barrier free movement. The width of the pedestrian path is dependent on the function of the corridor, width of the roadway, and volume of pedestrian traffic.

- 5. Select sidewalk surface treatments based on streetscape function, desired permeability, durability, shape flexibility, pedestrian volumes and barrier free movement.
- 6. Provide continuous, unobstructed, and barrier-free sidewalks on both sides of a street.
- 7. Incorporate traditional paving materials, such as standard scored concrete, for the majority of sidewalk surface treatments. Incorporate non-traditional paving materials to signify special locations, assist in wayfinding, define pedestrian-priority routes, and establish a hierarchy of public spaces.



Variety in sidewalk materials and character (2.2.5 to 2.2.7)

Streetscapes *(continued)*

PLANTING AND FURNISHING ZONE ELEMENTS

The planting and furnishing zone creates a comfortable, human scale environment, while providing a buffer between the pedestrian path and the roadway zone.

8. Wherever possible, select street trees that are native and non-invasive species, well suited to harsh urban conditions, and medium and large stature in size to achieve canopy targets. Avoid plants that drop seeds along a barrier free path of travel.
9. Where warranted, install street trees that incorporate continuous soil trenches, advanced rooting techniques where soil volume targets cannot be achieved with traditional planting methods, and/or drainage systems that connect to viable outlets.
10. Wherever possible, plant street trees along both sides of all streets.
11. Position street tree plantings to prevent conflicts with above and below ground utilities and door swings of parked vehicles.
12. Establish a tree planting spacing rhythm or pattern that provides flexibility to adapt to the streetscape function. Where possible, integrate groupings of street tree plantings without impeding transit facilities, pedestrian circulation and street furniture.
13. Wherever possible, incorporate planting beds into street tree planting areas or design as stand alone greening features.



Treelined street provides shade and sense of enclosure (2.2.10)



Plantings define and buffer the pedestrian environment (2.2.12 and 2.2.13)

Streetscapes *(continued)*

14. Select and position street furniture and wayfinding elements to optimize convenience, access and comfort, to reinforce a sense of place, and to provide a consistent streetscape appearance while maintaining a barrier free path of travel.
15. Where warranted, select streetlight standards that incorporate both roadway and sidewalk-oriented fixtures to reduce the number of poles required to maintain sufficient illumination levels.
16. Where warranted, incorporate supplemental pedestrian-oriented lighting standards to illuminate primary walkways and spaces along wider sidewalks and within urban squares.
17. Place bicycle parking facilities close to transit stops, building entrances, and urban squares. Where space permits and activity levels warrant, these facilities can be located within the interface zone.
18. Design bicycle facilities as a stand-alone feature or clustered to accommodate multiple bicycles.
19. Position transit stops and shelters in convenient and barrier free locations for patron pick-up and drop-off and along pedestrian connections.
20. Design transit facilities with signage/features that identify the stop and provide seating and waiting/queuing space and shelter from the elements.



High quality street furniture and transit facilities (2.2.14 to 2.2.20)

Streetscapes *(continued)*

CURB ZONE ELEMENTS

The curb zone accommodates utilities and provides for pedestrian movement between parked vehicles and the pedestrian path. The pedestrian zone and planting/furnishing zone may encroach into the curb zone when additional buffering is needed in high traffic areas or where an extension of the pedestrian environment is warranted.

21. Whenever possible, locate utilities and their associated control features underground.
22. Creatively integrate above-ground utility features within the streetscape design or screen/conceal them from view from the public realm.
23. Where warranted, incorporate curb extensions at the intersections of roadways and at mid-block locations to expand the pedestrian path into the roadway, to provide additional pedestrian queuing space and to shorten roadway crossings.
24. Provide barrier free curb ramps at all intersections, which include detectable warning surfaces.



Above ground utility box creatively concealed (2.2.22)



Curb extension expands the pedestrian path and shortens crossings (2.2.23)

2.3 Gateways

Gateways provide a sense of arrival to Oakville and its various special districts through well-designed built form, landscaping and enhanced streetscape treatments that together promote a distinctive identity and establish points of reference.

Major gateways are located at visually prominent sites positioned at key entry points into the Town and Growth Areas. Minor gateways are located at secondary entry points to the Town, prominent intersections, and entrances to special districts.

Gateway locations will be identified in supplemental design documents.

design direction:

1. Demarcate gateways through consistent and coordinated design elements to provide orientation, reinforce entry points and define the district's distinctive character. Elements which contribute to the character of the entrance and sense of arrival can include:
 - a) built form (siting, height, massing and materials)
 - b) streetscape features (plantings, lighting, and street furniture)
 - c) wayfinding elements and public art
 - d) urban squares and contextual landscape features
 - e) feature and accent lighting
2. Reinforce a gateway location by designing and enhancing built form at corners and other strategic locations that incorporates:
 - a) significant vertical elements
 - b) distinctive architectural treatments
 - c) variation in building massing
 - d) main entrance(s) oriented directly towards the street and, where applicable, the intersection
3. Reinforce the district character by incorporating the design elements or theme utilized on the gateway feature(s) onto the road allowance, streetscape, public lands and where appropriate, onto private sites throughout the district.



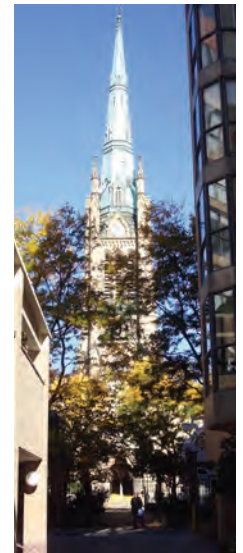
2.4 Public views and vistas

Public views and vistas to significant natural, cultural and architectural resources can create strong points of reference for orientation and foster a sense of community identity.

Make every effort to maintain and enhance significant views and vistas from the public realm to landmarks and features, and to ensure that proposed development and infrastructure undertakings do not obstruct or dominate these views and vistas. Capitalize on opportunities to create new public views and vistas to community resources and signature buildings.

design direction:

1. Maintain, enhance or create views and vistas from the public realm to these significant community features:
 - a) major civic and institutional buildings
 - b) built landmarks, such as heritage resources, signature buildings, public art installations, etc.
 - c) Lake Ontario and harbours/marinas
 - d) natural features and open spaces
2. Maintain, enhance and create public views and vistas along significant corridors through the strategic alignment of rights-of-ways, the layout of pedestrian routes and open space systems, the siting and orientation of built form and placement of street trees.
3. For buildings situated at the corners of major intersections or, incorporate vertical elements that provide visual interest, reinforce the strategic location, and contribute to the overall skyline.
4. On sites terminating a view corridor, align built form and other features with the view-shed and incorporate architectural elements that create a focal point, such as main entrances, windows, art installations, and/or landscaping.



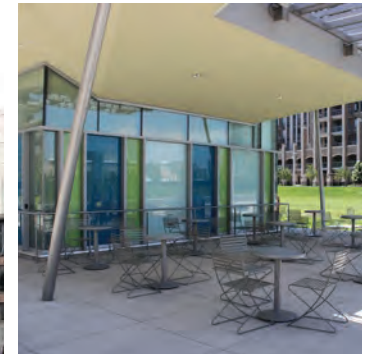
2.5 Urban squares

Urban squares are highly accessible and flexible spaces that are designed and programmed as pedestrian places for formal and informal gatherings, social interactions, passive leisure activities and/or local events. Urban squares can be plazas, forecourts and courtyards that are extensions of the larger public realm, whether in private or public ownership.

Since urban squares can be seamless extensions of the pedestrian network and experience, also refer to and apply the design direction presented in section 2.2 **Streetscapes**.

design direction:

1. Design urban squares as publically accessible places that:
 - a) create a sense of enclosure by the relationship of adjacent buildings and streetscape features
 - b) maximize user comfort and enjoyment
 - c) create barrier free environments for all users
 - d) adapt easily to changing short and long-term needs of users
 - e) prolong the daily and seasonal life of the space with illumination and weather protection elements
 - f) integrate and connect local history, culture and natural features



Urban squares *(continued)*

2. Design urban squares with a balance of hard and soft landscaping to creatively define and articulate activity and gathering areas, circulation routes, entry points, and resting places.
3. Incorporate the following elements in the design of urban squares:
 - a) trees and overhead structures to provide shade
 - b) decorative paving materials to define pedestrian areas
 - c) lighting fixtures to illuminate pedestrian routes and create safe spaces for evening activities
 - d) seating oriented towards activity areas
 - e) coordinated site furnishings
 - f) public art installations and wayfinding elements
4. Configure urban squares such that the width is at least one-third the length. Maintain a minimum dimension of 5m in any direction to facilitate pedestrian movement and prevent circulation pinch-points.
5. On larger development sites, incorporate an urban square in a high-profile location, or establish a series of smaller, interconnected places, that are well integrated into the site design and enhance the public realm.



2.6 Public art

Public art is an integral component of dynamic, livable communities by playing a significant role in the creation of attractive public places. Public art can enhance local identity and character, interpret local history, traditions and culture, foster creativity, and instill a sense of civic pride.

Public art may include, but is not limited to, sculptures, murals, architectural features, signage, fountains, seating and street/site furniture, stylized infrastructure elements, and design of amenity space. Consider the installation of public art during the initial design stages of development sites and public realm improvements.

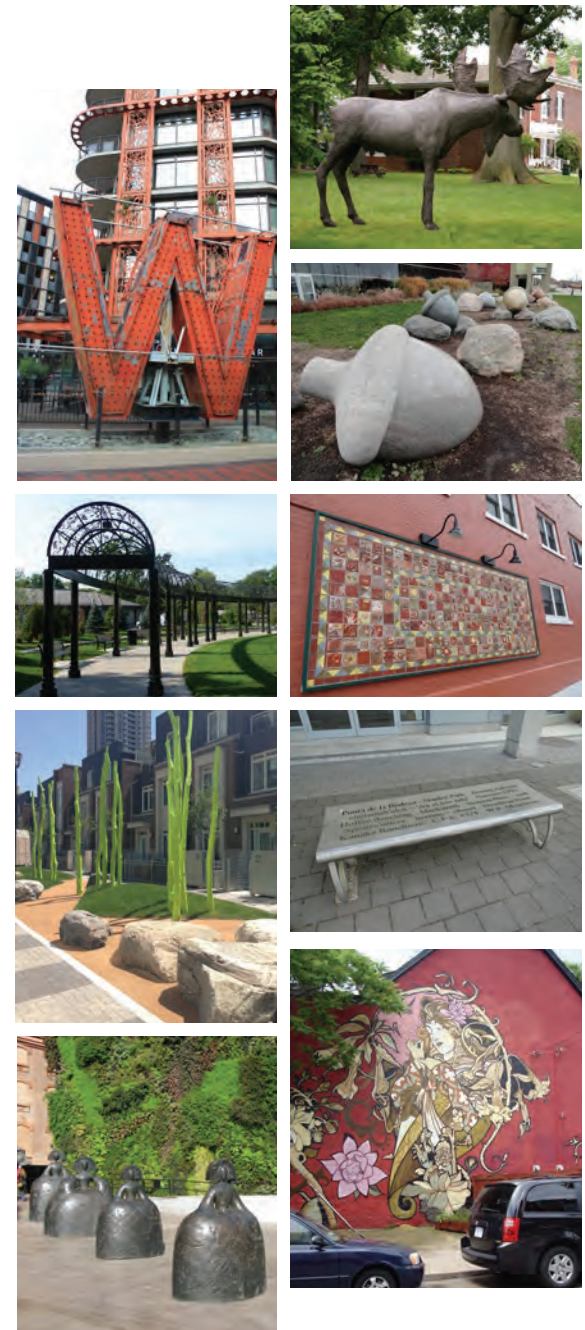
The following design direction related to public art in the public realm must be read and applied in conjunction with:

Town of Oakville Arts Policy (MS-REC-003),

Town of Oakville Public Art Procedure (MS-REC-003-002),

design direction:

1. Select locations that best showcase the public art installation, such as:
 - a) culturally significant sites
 - b) publicly accessible spaces that accommodate gatherings and high pedestrian traffic
 - c) highly visible locations, such as gateways and urban squares
 - d) significant development or redevelopment sites
2. Install public art that achieves a positive relationship in scale, spacing, and materials with adjacent building massing, materials and architectural elements and, where applicable, adjacent open space/natural features.
3. Where appropriate, incorporate accent lighting to highlight the artistic installation.



2.7 Wayfinding

Wayfinding elements help orient people in an unfamiliar environment by providing key visual and navigational information along paths of travel.

Successful wayfinding systems typically incorporate landmark buildings, significant natural features, markers, public art installations and street furnishings. In addition, effective wayfinding includes unique surface treatments, maps, and signage that incorporate universal design principles. These elements, whether incorporated collectively or individually, become communication tools to facilitate movement, connect places, and reinforce identity within the built environment.

design direction:

1. Design and install wayfinding systems that achieve the following navigational and orientation objectives:
 - a) barrier free, flexible and user-friendly
 - b) clear and consistent information and branding
 - c) strategic and predictable placement
 - d) coordinated design and theme
 - e) clearly identify intuitive paths of travel
 - f) complement other public realm and site elements
2. At the town-wide level, design comprehensive wayfinding systems that are primarily oriented towards drivers and cyclists. These systems will typically include gateway features and trailblazing signage providing navigation to destinations within the community.
3. At the district level, design comprehensive wayfinding systems that are oriented towards all modes of travel, but primarily geared to pedestrians. These systems will typically include gateway features, directional signage to local destinations, maps, unique surface treatments, public art and distinctive furnishings.
4. On a larger development site, design comprehensive wayfinding systems that are oriented towards all modes of travel. These systems will typically include directional signage for on-site destinations, unique surface treatments and furnishings, and landmark buildings.



3.0 Design direction for built form

Built form defines and frames the public realm and influences site design and function. The intent is to achieve well-designed built form that is linked with the local context to create liveable, functional and attractive environments.

Successful built form:

- contributes to dynamic, distinct, and complete communities
- creates visually attractive and innovative buildings and spaces
- responds to the scale, materials, and design features of surrounding buildings and spaces
- creates a strong sense of enclosure by locating buildings near the street line and providing continuous street walls
- supports a desirable and barrier free pedestrian environment at ground level
- balances building height, massing and form to reinforce the structure and character of the area
- facilitates street activity and active transportation with façades oriented to the street and public places
- respects adjacent natural and built heritage features and places
- responds to the local climate by incorporating pedestrian weather protection features and maximizing solar orientation
- minimizes impacts of height and massing on public spaces and surrounding buildings
- minimizes impacts of parking facilities and site service areas

The aim of this design direction is to facilitate individual architectural expression and not advocate a particular architectural style. Attention is placed on the built form elements to achieve an appropriate contextual fit.



3.1 Tall and mid-rise buildings

Successful tall and mid-rise buildings are architecturally interesting and create a cohesive design composition through their proportion, scale, massing, building materials, and architectural character. These building forms typically feature a defined base that can emphasize human scale and create a pedestrianized environment, a middle section that reduces the potential appearance of bulk, and a top section that can create an interesting skyline.

Most mid-rise and tall buildings will typically be located within the Town's Growth Centres and along Intensification Corridors.

In applying the design directives, tall buildings are those which are greater than twelve storeys, while mid-rise buildings are between six and twelve storeys in height.



Tall and mid-rise buildings *(continued)*

design direction:

BUILDING BASE

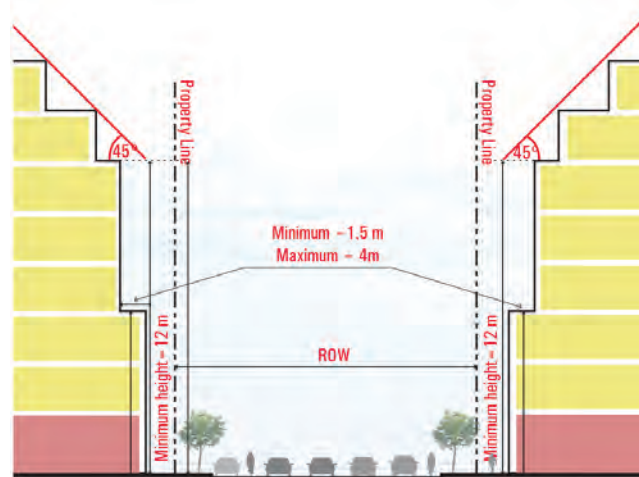
The base establishes the building's relationship with the public realm, that is, how it meets the street. The design and scale of the building base provides comfort for pedestrians at street level, supports activity for retail units, provides privacy for residents, and creates consistency with the overall character of the area and streetscape.

Height of building base

1. Establish the height of the building base to be no greater than 80% of the right-of-way width up to a maximum of 6-storeys. Above this established maximum height, stepback the remaining building at a 45 degree angle from the main street wall, to allow for sunlight penetration on the street.
2. Where a stepback of the main wall of the building base is proposed, situate it no lower than 12.0m above grade and with a minimum depth of 1.5m, to ensure the building continues to frame abutting public spaces and streets.

Ground floor treatment

3. Enhance the building façade along the street edge by incorporating creative building elements that are compatible in style, scale and placement.
4. For ground floor commercial uses facing a public street or space, incorporate:
 - a) a minimum first storey floor to ceiling height of 4.5m
 - b) a minimum of 75% glazing on façade(s) to achieve visual interest and access to natural lighting
 - c) architectural treatments on all non-transparent surfaces



Determining building base and stepback dimensions



Building base frames the street with a stepback above 12m from grade

Tall and mid-rise buildings *(continued)*

5. For ground floor residential units, incorporate floor to ceiling heights between 3.5m and 4.5m.
6. Incorporate weather protection elements on the building base, such as awnings, canopies, and projecting façade elements, to:
 - a) provide coverage at main building entrances, along active commercial streets, and near transit stops
 - b) achieve a minimum clearance of 3.75m measured from grade
 - c) maintain clear sightlines to ground floor uses and entrances

Entranceways

7. Incorporate architectural treatments, canopies, awnings, accent illumination and landscaping to accentuate principal building entrances.
8. Design principal entrances to commercial units that are oriented towards and highly visible from the public realm and located at the same level/ plane with the sidewalk. Secondary entrances may be oriented to private amenity areas.
9. For uses above the ground floor, design principal entrance(s) in highly visible locations with direct access from the public realm.
10. For ground level residential units directly accessed from the public realm:
 - a) raise the entrances to at least 0.9m higher than the elevation of the abutting sidewalk by incorporating stairs or ramps for barrier free access, landings, landscaping, and low decorative fencing. In primarily mixed-use developments, these entrances may be oriented towards secondary streets and private amenity areas



Windows and entrances provide a high level of transparency at street level



Canopies along the façade provide weather protection



Canopy and landscaping clearly identifies the principal entrance

Tall and mid-rise buildings *(continued)*

- b) setback the units from property line a minimum depth of 2.5m to 4.0m. However, where patios are inset into the building face, the setback can be reduced to a minimum depth of 2.0m
- c) provide a minimum 1.0m depth of soft landscape treatment between the property line and private patio/porch

- 11. Locate entranceways associated with passenger loading areas internal to the site or at the rear or side of the building.
- 12. Locate vehicular-access entrances/exits to structured parking internal to the site or at the rear or side of the building and incorporate the access ramp into the building, not as a free-standing element on the site.



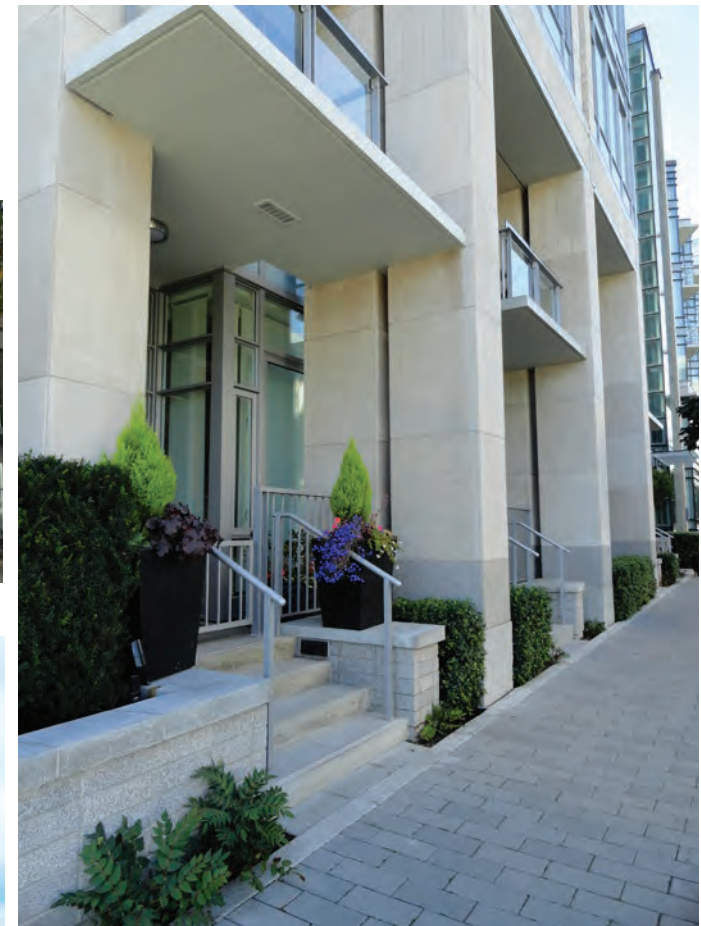
Visible and accessible commercial entrances

Frontage and setbacks

- 13. Extend the façades of the building base parallel along the full length of the property where it abuts the public realm to ensure the street wall creates a sense of enclosure.
- 14. Within Growth Areas and along Intensification Corridors, design the main wall of the building to occupy a minimum of 85% of the façade zone along the lot length abutting a public street.
- 15. On a corner lot, design and mass the building main wall to wrap the corner and address both frontages and incorporate enhanced architectural treatment that highlight the corner, such as taller elements, protruding elements, and balconies.



Building base creates a continuous street wall



Raised residential entrances create a transition between public and private space

Tall and mid-rise buildings *(continued)*

- 16. Design the building at a maximum length of 55.0m along the façade zone before incorporating a significant break in massing. Incorporate a break with a minimum depth of 6.0m and minimum length of 9.0m to achieve a significant vertical break and setbacks.
- 17. Incorporate strategic setbacks from the property line in the façade zone to accommodate urban squares, seasonal retail and patio space, extensions of the streetscape, public art, and entrances to above-grade uses.
- 18. Establish a consistent pedestrian scale at the street level by incorporating human-scaled built form and architectural features at key locations along the façades, such as, horizontal banding (datum lines), cornices, and openings.

Building Base Separation and Side Property Setbacks

- 19. Where two abutting mid-rise buildings have primary windows facing each other, incorporate a minimum 10.0m setback from the shared property line to create an overall minimum building separation of 20.0m.
- 20. Where two abutting mid-rise buildings have secondary windows facing each other, incorporate a minimum 7.5m setback from the shared property line to create an overall minimum building separation of 15.0m.
- 21. Setback buildings a minimum of 5.5m from a side property line at a minimum height that is based on 80% of total right-of-way width. This design direction does not apply to buildings that are six storeys or less.



Building design accentuates and defines the corner



Building base design creates a human scale along the street



Strategic setbacks create a public open space and forecourt

Tall and mid-rise buildings *(continued)*

BUILDING MIDDLE

The middle portion of a building, or 'tower' in tall buildings, is generally considered to begin above the third storey to sixth storey (that is, above the podium).

- 22. Design the building middle to:
 - a) incorporate varied architectural detailing
 - b) reinforce horizontal datum lines of abutting buildings
 - c) minimize shadows and adverse microclimate conditions onto the public realm and private amenity spaces.

Relation to the building base

- 23. For a tall building, stepback the middle component a minimum of 5m from the main wall of the building base.
- 24. On corner lots, at gateways, or within a view terminus, the building middle may extend down to ground level without a distinct building base.



Building middle rises from the podium base



Building middle steps back from the main wall of the base



In this landmark location, the tower element extends directly to the ground

Tall and mid-rise buildings *(continued)*

Floorplate control and massing

25. For tall buildings, design the floorplate above the building base with maximum area of 750.0 square metres. This control results in slender tower design and lessens shadow and wind impacts at ground level.
26. Incorporate projections and indentations into the tower to moderate the scale of the building middle and to achieve greater visual interest and an enhanced skyline.

Tower spacing and orientation

27. Provide enhanced privacy for building units and access to sky views and sunlight by incorporating a minimum separation distance of 25.0m between building towers, whether located on the same or an adjacent property. The separation distance is measured horizontally from building face to building face and includes projections.
28. Position the building tower on the building base to minimize the shadows cast across public open spaces, urban squares and private amenity areas.
29. Orient the building middle to maximize energy efficiency benefits.



Appropriate separation distance for towers

Tall and mid-rise buildings *(continued)*

BUILDING TOP

Incorporating creative and attractive features in the design of the top floors and roofs of buildings provides the opportunity to create landmarks and an overall distinguished skyline.

30. Articulate the upper most floors of the building by varying the massing with stepbacks and other architectural treatments to create a visually attractive skyline profile.
31. Design the architectural treatment of the rooftop to complement the overall building design and to integrate penthouses, stair towers, elevator towers and mechanical equipment. For rooftop equipment and enclosures taller than 2m in height, setback these elements a minimum of 5.0m from all edges of the roof to reduce their visibility from the public realm.
32. Incorporate sustainable building features, such as water collection and storage, photovoltaic applications, green roof design, high albedo surfaces and extended eaves for sun shade.



Articulated upper floors and unique roof design creates an attractive skyline

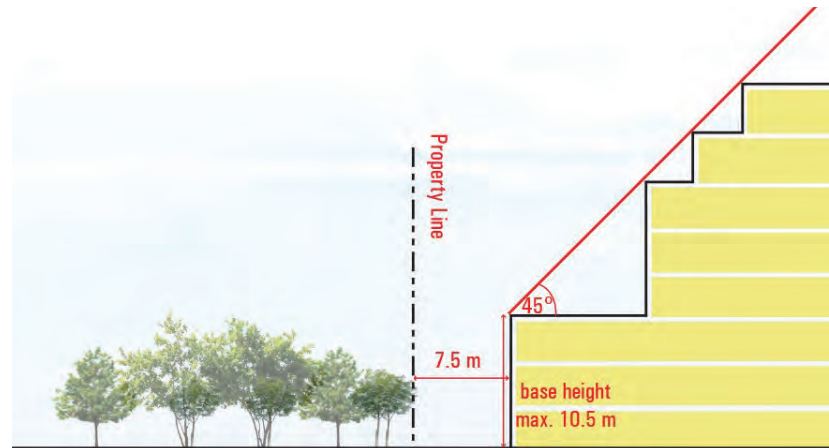


Mechanical penthouse is architecturally integrated into the building design

Tall and mid-rise buildings *(continued)*

TRANSITIONS TO ADJACENT SURROUNDINGS

- 33. Design tall and mid-rise buildings to fit contextually and to minimize potential impacts of height, massing, and shadow on their surroundings, including low-density residential areas, heritage resources, open spaces and natural areas.
- 34. Where a building abuts, or is adjacent to, another building, align the front yard setbacks of the main building walls to create consistency in the streetscape.
- 35. For buildings abutting a low-rise stable residential area and parks/open spaces, setback the building a minimum of 7.5m from the shared property line. Above the base building, (to a maximum of 10.5m above grade), incorporate stepbacks of the main wall to achieve appropriate transitioning.
- 36. For mid-rise buildings abutting parks and open spaces, incorporate a 45 degree angular plane from the shared property line.
- 37. Design buildings abutting built heritage resources that are sympathetic to the context and heritage characteristics and that incorporate compatible proportions, rhythm of façade openings and bays, height and setback transitions, and enhanced façade articulation and materials.



Appropriate transition to low-rise residential



Design and placement of the new building is sympathetic to the abutting heritage buildings

Tall and mid-rise buildings *(continued)*

BUILDING DETAILING AND MATERIALS

Creative and innovative building design produces distinct and attractive buildings that are memorable and foster a distinct identity.

38. Design building façades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls.
39. Articulate the massing of the façade to divide the architectural detailing into smaller elements by incorporating layered elements, modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct rooflines.
40. On residential buildings, architecturally integrate balconies and other projections into the structure and detailing of the building. Recess, partially recess or cantilever balconies that provide sun access to the units below.
41. Design building façades with a high standard of architectural design, detail and variety of materials that:
 - a) are aesthetically compatible and exhibit quality of workmanship
 - b) are functional, durable and easily maintained
 - c) contribute to energy efficiency and sustainability
42. Incorporate cladding materials that include brick, stone, metal, glass, wood, and in-situ concrete of high architectural quality. Incorporate high quality stucco only as an accent material. Incorporate Spandrel materials only in circumstances where clear and transparent vision glass is not a viable option due to privacy concerns. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass, and metal siding are strongly discouraged. The use of local materials is encouraged.



Well designed and articulated building massing that incorporates a variety of elements and materials

Tall and mid-rise buildings *(continued)*

43. On exposed end walls along an interior side lot line without openings, clad the façade with the same building materials and detailing that complement the overall building design and to prevent an undesirable visual appearance.
44. On key sites, such as gateways, intersections, view terminus and abutting open space areas, accentuate the building massing, height and façade through enhanced architectural design.
45. Incorporate environmental controls into the building design to regulate sun and wind exposure, such as canopies, awnings and louvers.
46. Architecturally integrate mechanical systems and utilities, such as drainage pipes, vents and meters, into the wall plane, façade and building design and screened from view from the public realm.
47. Design 'bird friendly' façades by incorporating sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing to minimize the potential for bird strikes.

AMENITY AREAS

48. For residential buildings, incorporate private outdoor amenity space in a form of a roof terrace or balcony for each unit.



Materials on the primary façade wrap the blank end wall



Gateway buildings with distinctive architectural design

3.2 Low-rise non-residential buildings

Low-rise, non-residential buildings include those that contain the following uses, either as a single use or mix of uses:

- retail, service and/or commercial
- office, employment and/or industrial
- community and/or institutional
- mixed use developments

In applying the design directives, low-rise, non-residential buildings are those that are one to five storeys in height.

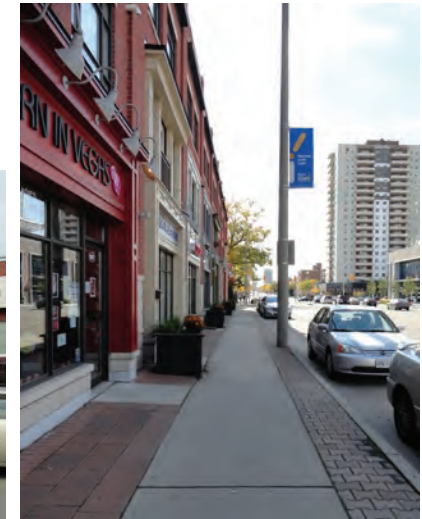
design direction:

BUILDING PLACEMENT

1. Orient and position buildings to define the streetscape on public streets and internal driveways and to assist in fostering active pedestrian environments along the street edge.
2. Design and orient buildings to achieve compatibility with the existing or planned local context by:
 - a) maximizing window and door openings along the public realm
 - b) reflecting the local spatial arrangement and separation distances of buildings
 - c) minimizing the visibility of surface parking areas from the public realm
 - d) maintaining public views to natural features, heritage resources, or identified view corridors
 - e) preserving and enhancing natural features



Building positioned to address the street and incorporates large window and door openings



Main building façade oriented and positioned toward the street



Low-rise non-residential buildings *(continued)*

HEIGHT AND MASSING

3. Design buildings with appropriate height and articulated massing to create and promote pedestrian-scaled environments on the site and along the streetscape by incorporating modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct rooflines.
4. Design buildings with multiple storeys that maximize site area and create a sense of enclosure along the streetscape.
5. Design buildings located adjacent to low-rise residential areas that incorporate façade setbacks, modulation and/or height reductions on portions of the building to achieve greater compatibility by reducing the appearance of height and massing.
6. On key sites, such as at gateways, intersections, view terminus and abutting open space areas, increase the height of portions of the building and emphasize building entrances and architectural features to create visual cues for user orientation.

FAÇADES

7. On façades visible from a public street or urban square, incorporate openings (transparent glazing and entrances) on a minimum of 50% of the façade to enhance the transparency of buildings, reduce the appearance of bulk and provide a strong visual presence along the street.
8. Extend building façades parallel to and along the property line(s) that face the public realm. Incorporate strategic setbacks from the property line to accommodate urban squares, forecourts, flexible retail and patio space, extensions of the streetscape, and public art.



Building positioned along the property line to maximize the site



Vertical component breaks the long façade and accentuates the main entrance



Transparent openings enhance the pedestrian experience along the street

Low-rise non-residential buildings *(continued)*

9. For corner buildings, incorporate vertical elements, expressive massing and architectural features to accentuate the corner and address both frontages.
10. For building façades greater than 30.0m in length, divide the horizontal dimension of the building by incorporating significant modulations (projections/recesses) in the massing and variety in architectural detailing. Design façades of longer buildings to give the appearance of a collection of finer grain structures.
11. Incorporate weather protection elements on the building base, such as awnings, canopies, and projecting façade elements, to:
 - a) provide coverage at main building entrances, along active commercial streets, and near transit stops
 - b) achieve a minimum clearance of 3.75m measured from grade
 - c) maintain clear sightlines to ground floor uses and entrances

ENTRANCEWAYS

12. Design principal building entrances to face the public realm, regardless of whether the building abuts the property line or is setback within the site. Secondary access points may be oriented directly to parking areas or amenity spaces.
13. Design principal building entrances as integral features to the building façade that are proportionate to the building scale, easily identifiable, adequately illuminated and protected from the elements.



Projections and recesses divide long façades into smaller elements



Awnings along the ground floor provide weather protection



Principal building entrance accessed directly from the public realm



Entrance clearly identified with artistic canopy feature

Low-rise non-residential buildings *(continued)*

- 14. Design principal building entrances to be at grade with barrier free access from the public sidewalk and/or pedestrian network.
- 15. Locate vehicular-access entrances/exits to structured parking internal to the site or at the rear or side of the building and incorporate the access ramp into the building, not as a free-standing element on the site.
- 16. Incorporate garage entrances that are flush with or recessed behind the building face and architecturally integrated into the main building massing.

BUILDING DETAILING AND MATERIALS

- 17. Design building façades that are well articulated and incorporate a rhythm of transparent glass and solid materials. Avoid large areas of blank or poorly articulated walls.
- 18. Design building façades with a high standard of design, detail and variety of materials that:
 - a) are aesthetically compatible and exhibit quality of workmanship
 - b) are functional, durable and easily maintained
 - c) contribute to energy efficiency and sustainability
- 19. Incorporate cladding materials that include brick, stone, metal, glass, wood, and in-situ concrete of high architectural quality. Incorporate high quality stucco only as an accent material. Incorporate Spandrel materials only in circumstances where clear and transparent vision glass is not a viable option due to privacy concerns. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass, and metal siding are strongly discouraged. The use of local materials is encouraged.



Accessible principal entrance



Rhythm of solids and openings creates articulation of the façade



Façade incorporates a variety of high quality materials



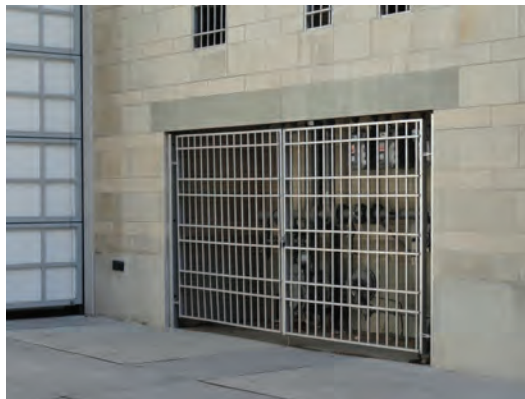
Natural materials of high architectural quality

Low-rise non-residential buildings *(continued)*

20. On exposed end walls along an interior side lot line without openings, clad the façade with the same building materials and detailing that complement the overall building design and to prevent an undesirable visual appearance.
21. Incorporate environmental controls into the building design to regulate sun and wind exposure, such as canopies, awnings and louvers.
22. Architecturally integrate mechanical systems and utilities, such as drainage pipes, vents and meters, into the wall plane, façade and building design and screen from view from the public realm.
23. Design 'bird friendly' façades by incorporating sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing to minimize the potential for bird strikes.
24. Architecturally incorporate identification and business advertising signage into the design, scale and materials of the building façade. Ensure signage does not block architectural features or overpower the façade.
25. Where the massing and height of a building suggests more than a single storey, design the upper storey(s) as functional space and incorporate transparent glazing and architectural detailing.
26. For a development comprised of multiple buildings, incorporate complementary massing, architectural features, materials and roof design amongst the structures to bring continuity to the overall site.



Louvers assist to regulate sun exposure



Meters concealed within a niche



Identification is incorporated into the design of the building



Each building maintains a unique architectural expression, yet complements the overall development

Low-rise non-residential buildings *(continued)*

ROOF AND ROOFTOP ELEMENTS

- 25. Design the architectural treatment of the roof to complement the overall building design and where warranted, integrate stair and elevator towers.
- 26. Screen rooftop mechanical equipment completely from view from the public realm using compatible building materials as used on the main building or integrate them into the overall design of the building.
- 27. For rooftop equipment and enclosures taller than 2.0m in height, incorporate a minimum setback of 5.0m from all edges of the roof to reduce their visibility from the public realm.
- 28. Incorporate sustainable building features, such as water collection and storage, photovoltaic applications, green roof design, high albedo surfaces and extended eaves for sun shade.

COMPATIBILITY WITH ADJACENT SURROUNDINGS

- 29. Design buildings abutting built heritage resources that complement the context and heritage characteristics and that incorporate compatible proportions, rhythm of façade openings and bays, height and setback transitions, enhanced façade articulation and materials.



Roof top mechanical screening is incorporated into the overall building design



A green roof provides additional amenity space



Design of the new addition is sympathetic to the historic building

3.3 Low-rise residential buildings

In applying the design directives, low-rise residential buildings are primarily medium and high-density residential, a maximum height of five storeys, and in multi-unit forms, such as apartment-style flats and townhouses.

For design direction related to low-rise mixed use development, consisting of commercial uses at grade and residential uses above, refer to section **3.2 Low-Rise Non-Residential Buildings**.

For design direction related to low-rise, low-density residential buildings, primarily detached and semi-detached dwellings, refer to *Design Guidelines for Stable Residential Communities (2013)*.



Low-rise residential buildings *(continued)*

design direction:

BUILDING PLACEMENT

1. Orient and position buildings towards primary public streets to foster active pedestrian environments along the street edge.
2. Along secondary or side streets, incorporate building setbacks to achieve a gradual transition to adjacent low-density detached and semi-detached residential properties with deep front yard setbacks, where warranted.
3. For developments consisting of multiple buildings, incorporate an adequate minimum separation distance between facing buildings to mitigate privacy concerns and maximize access to sunlight. Given the strong relationship between separation distance and building height, an increase in the main building face height results in a direct increase to the minimum facing distance of:
 - a) 11.0m where the main building face heights are less than 9.5m (2 to 2½ storeys)
 - b) 13.0m where the main building face heights are between 9.5m to 11.5m (3 to 3½ storeys)
 - c) 15.0m where the main building face heights are more than 11.5m (3½ to 4 storeys)

Where facing buildings differ in height, incorporate a minimum separation distance that is an average between the two buildings, based on the above.

Where below-grade entrances and/or below-grade private outdoor amenity spaces are proposed, incorporate an additional 1.0m to the minimum separation distance, as outlined above.



Built form positioned close to the street (without driveway interruptions) supports pedestrian environment



Building placement along the street with terraced setbacks supports the local context



Appropriate separation between facing blocks



Façade modulation and lower height supports a pedestrian-friendly streetscape

Low-rise residential buildings *(continued)*

HEIGHT AND MASSING

4. Design buildings with height and massing that create and reinforce pedestrian-scaled environments.
5. Design buildings located adjacent to low-density, low-rise residential areas that incorporate façade setbacks, modulation and/or height reductions on portions of the building to achieve greater compatibility by reducing the appearance of height and massing.
6. On key sites, such as at gateways, intersections, view terminus and abutting open space areas, increase the height of portions of the building and emphasize building entrances and architectural features to create visual cues for site orientation.
7. Design townhouse blocks with a maximum of three storeys in building height and massing.

FAÇADES

8. For façades visible from the public realm, incorporate a high level of architectural treatment that contributes to the pedestrian environment and reinforces the community character. Design façades with variety in architectural elements, such as varied wall planes and roof lines, human scale proportions, large windows, and porches/entranceways.
9. For townhouse developments, incorporate architectural variety between adjacent blocks along a streetscape.



Interesting architectural detailing contributes to a pedestrian-friendly environment



Architectural variety animates the street



Projections and recesses divide the massing of a long façade

Low-rise residential buildings *(continued)*

10. For building façades greater than 30.0m in length, divide the horizontal dimension of the building and create a more human-scaled environment by incorporating breaks and significant modulations in the massing (wall projections/recesses).

ENTRANCEWAYS

11. Orient main entrances towards the public realm to improve legibility and contribute to the pedestrian environment. Design entrances that are accessible, illuminated and provide weather protection.
12. For residential units directly accessed from the public realm, raise the entrances to 0.6m to 0.9m higher than the elevation of the abutting sidewalk to provide privacy. Incorporate stairs or ramps for barrier free access and create semi-private outdoor amenity spaces with landscaping, terraces, and low decorative fencing.
13. Locate vehicular-access entrances/exits to parking internal to the site or at the rear or side of the building and incorporate the access ramp into the building, not as a free-standing element on the site.
14. Incorporate garage entrances that are flush with or recessed behind the building face and architecturally integrated into the main building massing.



Weather-protected main entrance oriented towards the street



Garage entrances are flush with the main façade



Slightly raised units provide for greater separation and privacy



Durable cladding materials of high architectural quality

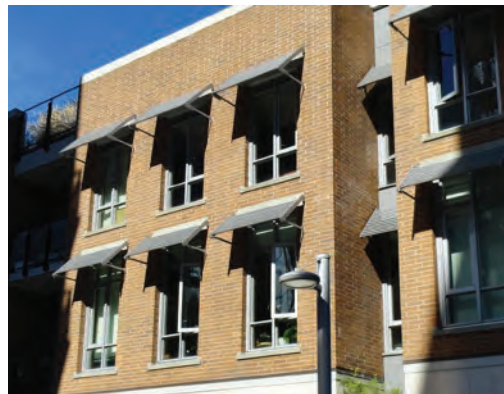
Low-rise residential buildings *(continued)*

BUILDING DETAILING AND MATERIALS

15. Design building façades with a high standard of design, detail and variety of materials that
 - a) are aesthetically compatible and exhibit quality of workmanship
 - b) are functional, durable and easily maintained
 - c) contribute to energy efficiency and sustainability
16. Incorporate cladding materials that include brick, stone, metal, glass, wood, and in-situ concrete of high architectural quality. Incorporate high quality stucco only as an accent material. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass, and metal siding are strongly discouraged. The use of local materials is encouraged.
17. On exposed end walls along an interior side lot line without openings, clad the façade with the same building materials and detailing that complement the overall building design and to prevent an undesirable visual appearance.
18. Incorporate environmental controls into the building design to regulate sun and wind exposure, such as canopies, awnings and louvers.
19. Architecturally integrate mechanical systems and utilities, such as drainage pipes, vents and meters, into the wall plane, façade and building design and screened from view from the public realm.
20. Design 'bird friendly' façades by incorporating sunshades or louvers, visual markers within large glazed areas, and non-reflective glazing to minimize the potential for bird strikes.
21. For utilities and building service elements, locate these features in the rear or side yard to ensure they are not visible from the public realm and integrate them into the architectural composition of the building or screened from view.



Exposed end walls are clad with the same material as the front façade



Adjustable louvers assist to regulate sun exposure



Well integrated and screened utility meters



Meters located on the side of the building

Low-rise residential buildings *(continued)*

ROOF ELEMENTS

22. Design the architectural treatment of the roof to complement the overall building design and, where appropriate, integrate stair and elevator towers.
23. Incorporate a variety of roof lines and roof elements into the building design, such as chimneys, functional dormers and gables, to increase visual interest and minimize the massing of the roof.
24. Design rooflines to not replicate the scale and pitch of rooflines of detached dwellings as the overall form is often inappropriate.
25. Incorporate sustainable building features, such as photovoltaic applications, green roof design, high albedo surfaces and extended eaves for sun shading.



Interesting roof elements complement the overall building design



Varied roof lines create visual interest



Solar panels are incorporated into the overall building design

Low-rise residential buildings *(continued)*

ROOFTOP MECHANICAL EQUIPMENT

25. Wherever possible, incorporate rooftop mechanical equipment directly into the structure and design of the roof to minimize the visual impact.
26. For rooftop equipment not located within the roof structure, design enclosures that completely screen the equipment with building materials and architectural treatments as on the main building. For equipment and enclosures taller than 2.0m in height, setback these elements a minimum of 5.0m from all edges of the roof to reduce their visibility from the public realm.

COMPATIBILILTY WITH ADJACENT SURROUNDINGS

27. Design buildings abutting built heritage resources that complement the context and heritage characteristics and that incorporate compatible proportions, rhythm of façade openings and bays, height and setback transitions, enhanced façade articulation and materials.

AMENITY SPACE

28. For each residential unit, incorporate a private outdoor amenity space in the form of a roof terrace or balcony.
29. Architecturally integrate balconies and other projections into the structure and detailing of the building. Recess, partially recess or cantilever balconies to provide sun access to the units below.



Balconies and terraces enhance of the façade and provide additional amenity spaces



Balconies provide sufficient sun access to units below

4.0 Design direction for site organization elements

Site organization is the placement and interconnectivity of buildings, pedestrian spaces, landscaping, vehicular routes and service elements in order to optimize site function and enhance the overall appearance. Effective site organization capitalizes on local assets, creates interesting and livable places, and fosters compatibility with adjacent sites and the public realm.

Successful site design contains:

- an organized layout of buildings and spaces, connected by routes providing barrier free access, orientation and navigation for pedestrians, cyclists and drivers
- a clear hierarchy of public, semi-public and private spaces
- a defined street edge with buildings sited to create a street wall with active frontages to enhance the pedestrian experience and create a sense of enclosure
- service functions that are concealed from the public realm



4.1 Landscaping

Effective landscape design defines and enhances the form, function and appeal of public and private space by reinforcing human scale and softening urban environments.

The town-wide tree canopy coverage target of 40% (to be met by 2057) can be achieved by increasing the quantity and quality of landscape space, planting a variety of trees, and preserving existing trees whenever possible. Through the implementation of improved landscape planting standards, optimal growing environments can be created to increase tree survivability and longevity.

The following design direction related to landscaping must be read and applied in conjunction with:

Town of Oakville Private Tree By-law

Town of Oakville Street Tree By-law

Town of Oakville Site Alteration By-law

site development standards manual (under development)

Refer to the following documents for additional direction:

North Oakville Urban Forestry Strategic Management Plan (2012)

Sustainable Design Guidelines (2010)

Guidelines for Design of Accessible Facilities (2008)

Native Species list, Conservation Halton's Landscaping and Tree Presentation Guidelines (2010)

design direction:

Existing vegetation

1. Whenever possible, preserve, protect and enhance existing , healthy vegetation within natural areas, parks, street right-of-ways and private properties.

Species selection

2. Incorporate a diversity of plant species based on ecological compatibility, seasonal variety, and appropriateness for site conditions.
3. Incorporate drought and salt tolerant species, especially when adjacent to hard surfaces. Wherever possible, select native and non-invasive species, especially when adjacent to natural areas.
4. Select plant species based on the following attributes:
 - a) growing requirements (growing space, soil volume, and soil medium)
 - b) environmental characteristics of the site (moisture, light levels, soil qualities, and other micro-climate conditions)
 - c) intended function (enhancement, shading, screening, and/or buffering)
 - d) characteristics of the plant at maturity (crown volume, trunk size, and root flare)



Diverse planting well suited to the growing environment (4.1.2)

Landscaping *(continued)*

Frontage, perimeter and building foundation plantings

5. Landscape front and flankage yards with plantings and other landscaping features that provide visual interest, highlight pedestrian connections, enhance building and site features, screen undesirable elements, and provide continuity with the public realm.
6. Where warranted, landscape side and rear yards with plantings and/or fences/walls to achieve functional and attractive screening and/or buffering.
7. Install planting beds that are unimpeded by structures, walls, fences, utilities and paving, unless an enhanced rooting technique is employed.
8. Select and install building foundation plantings that:
 - a) complement the overall landscaping scheme on site
 - b) enhance the building elevations and identify entrances
 - c) delineate pedestrian connections
 - d) shield façades from solar radiation or winter winds



Front yard with enhanced landscape features (4.1.5)



Foundation plantings enhance the façade, delineate pedestrian connections and identify the entrance (4.1.8)



Creative foundation plantings enhance the building frontage (4.1.8)

Landscaping *(continued)*

Landscaping surface parking areas

9. Incorporate tree and shrub plantings into the design of surface parking areas to:
 - a) provide shade in the summer
 - b) provide screening from views from the public realm
 - c) reduce large, continuous expanses of surface paving
 - d) reinforce pedestrian and vehicular circulation routes
 - e) contribute to the canopy coverage target
10. Design landscape areas within and surrounding surface parking areas that include:
 - a) deciduous tree plantings to provide shade and reduce the heat island effect
 - b) soil volumes that support the range of plantings
 - c) ground cover materials in planting beds
 - d) irrigation systems, where warranted
11. Design landscape areas that continuously screen parked vehicles visible from the street through the use of low walls, shrubs, hedges and/or fences. Ensure these screening elements are at an adequate height to effectively screen headlights, yet low enough to allow for visual surveillance of the parking area.
12. Incorporate and position landscape areas and islands adjacent to:
 - a) major drive aisles to delineate routes and calm traffic
 - b) pedestrian circulation routes to delineate the path and provide buffering from parked and moving vehicles
 - c) site entrances to identify access points
 - d) continuous lengths of parking rows to accommodate landscape break-out zones



Tree plantings shade parking areas while reinforcing pedestrian and vehicular circulation routes (4.1.9)



Landscape areas buffer pedestrian circulation routes from moving and parked vehicles (4.1.12)



Parked vehicles are screened from the street (4.1.11)

Landscaping *(continued)*

13. Where possible, integrate bio-retention swales into parking areas for effective management of stormwater. Within the swales, select plant species that are tolerant of extreme conditions, such as flooding, drought and salt.

Hardscape areas

14. Where possible, incorporate permeable and/or porous paving materials, such as open joint pavers, pre-cast turf grid units, and porous concrete and asphalt. Where permeable or porous paving materials are provided, incorporate a barrier free path of travel.

15. Delineate landscape areas adjacent to hard surfaces with continuous curbing or durable, permanent edging to prevent potential damage caused by vehicle movements and/or snow clearing activity. Intermittent breaks in the curbing/edging may be warranted to permit sheet flow drainage.



Stormwater management enhanced with permeable paving and sheet flow drainage to a bio-swale (4.1.13 to 4.1.15)



Bio-retention feature in a parking area (4.1.13)



Permeable paving in a parking area (4.1.14)



Barrier curbing delineates landscape area from vehicular paving (4.1.15)

Landscaping *(continued)*

Landscape screening and buffers

16. Where warranted to mitigate noise, light glare, and unsightly views, incorporate screening to obscure views and buffering to both obscure views and create a physical separation between the non-compatible use(s).
17. Design landscape screens and/or buffers with height(s), depth, materials, and location(s) that are relative to the magnitude of the undesirable impact and that provide the greatest level of concealment.
18. Design landscape screens and buffers to complement the overall landscape treatment and to incorporate a variety of natural and built elements to mitigate the negative impact. Include a variety of coniferous and deciduous species to provide year-round coverage.
19. For fences and walls visible from the public realm, incorporate:
 - a) materials used elsewhere on site to add texture, visual interest and continuity
 - b) distinctive vertical elements at intervals to prevent monotonous and repetitive design
 - c) breaks in long expanses with sections of more transparent fencing combined with accent plantings
20. Position screening (opaque) or security (transparent) fencing/walls behind landscaped areas when viewed from the public realm so the landscaping enhances the fencing/walls.

Landscape and grading

21. Maintain a subtle transition when accommodating changes in grade on the site, whether between properties or at the interface with the public realm. Ensure changes in grade result in safe, barrier-free routes for pedestrians, achieve a cohesive built and landscaped environment, and minimize stormwater impacts.
22. Design site grading to minimize the need for retaining walls along street frontages and an interface with parks, ravines and other public realm areas. Where a retaining wall cannot be avoided, incorporate terracing to minimize the sheer height of the wall and incorporate aesthetic and durable materials combined with an extensive soft landscape treatment.



Natural and built elements screen the service area (4.1.16 to 4.1.18)



Refuse screening wall enhanced with soft landscape planting (4.1.20)

4.2 Pedestrian connections

Pedestrian connections are essential linkages to the public realm that provide convenient, barrier-free and predictable access to on-site destinations.

The following design direction related to pedestrian connections will be read and applied in conjunction with a *site development standards manual*.

Refer to the following documents for additional direction:

Sustainable Design Guidelines (2010)

Guidelines for Design of Accessible Facilities (2008)

design direction:

1. Design pedestrian networks to provide direct, barrier free, predictable and safe access to and from public sidewalks, transit stops, urban squares, amenity areas, building entrances, parking areas and open spaces. Where appropriate, connect the network to pedestrian areas located on adjacent properties.
2. Design pedestrian networks as barrier-free routes consisting of continuous and direct paths, slip-resistant surfaces, textured edges, minimal interruptions from access driveways, and free of abrupt changes in grade.
3. Design pedestrian connections with distinctive and durable surface materials that clearly distinguish the pedestrian network from the vehicular environment and that create an interesting visual identity. Provide continuous walkways across driveways.
4. Design pedestrian connections that incorporate variations in paving materials, colour and/or texture to delineate pedestrian crossings, building entrance areas, passenger loading areas. Where appropriate, incorporate light colour materials, sustainable or recycled materials, and/or porous or permeable materials.



Clearly identifiable and accessible pedestrian connection to the main entrance (4.2.1)



Pavers clearly distinguish the sidewalk from the vehicular route (4.2.3)



Barrier-free pedestrian network with textured, slip-resistant surface (4.2.2)



Variation in colour creates a more interesting pedestrian experience (4.2.4)

Pedestrian connections *(continued)*

- 5. Incorporate site furnishings along pedestrian connections to provide amenities at convenient and comfortable locations, such as building entrances, gathering spaces, and transit stops. Avoid placing furnishing within the barrier free path of travel.
- 6. Select site furnishings that positively contribute to the site and the pedestrian experience and that reflect the intended use of the space and expected number of users.
- 7. Incorporate shade trees and other weather protection elements along pedestrian connections to enhance user comfort, to reduce surface temperatures, and provide a buffer when adjacent to parking and service areas.
- 8. Incorporate pedestrian connections throughout surface parking facilities to safely and directly channel pedestrians from vehicles to building entrances and other site amenities. Design these pedestrian connections to include:
 - a) walkways along the full length of a building façade containing a principal public/customer entrance and/or abutting the parking area
 - b) walkways to and through the parking area to provide routes separated from vehicle movements to reduce conflict points



Well-designed and inviting resting area adjacent to a pedestrian path (4.2.6)



Bench placed in close proximity to path of travel and shaded by trees (4.2.5)



Trees along the walkway enhances pedestrian comfort (4.2.7)



Sheltered pedestrian connection along full length of the façade (4.2.8)

4.3 Parking

Parking areas are secondary to pedestrian environments. Design parking areas to support site uses and activities and to not dominate or dictate the site layout. The visual impacts of parking areas on the public realm can be minimized by establishing maximum parking requirements, incorporating structured and/or shared parking areas, and by incorporating or screening with built form and landscaping.

The following design direction related to parking must be read and applied in conjunction with Site Design and Development Standards for Oakville (Part C of the Livable by Design Manual).

design direction:

STRUCTURED PARKING FACILITIES

1. Wherever possible within Growth Areas and on intensification sites, incorporate structured parking facilities, whether located below or above ground, to accommodate a higher density of parking coverage. Underground structures are preferred.
2. Integrate above-ground structured parking facilities into the design of the building(s) it serves by lining the parked vehicles within the structure with other uses.
3. In mixed-use and commercial areas, screen above-ground structured parking facilities with a liner that incorporates other uses along the entire ground floor facing public streets/open spaces, except for vehicular ramps, pedestrian access lobbies, and stairwells. Design the liner building/leasable spaces at ground level with a minimum depth of 7.0m and floor to ceiling height of 4.5m.



A well designed, visually interesting above-ground parking facility



Underground parking incorporated into a residential building

Parking *(continued)*

4. Design above-grade parking areas located within buildings to allow easy conversion to other uses in the future.
5. Locate pedestrian entrances to structured parking facilities in close proximity to public streets or open spaces. Design entrances that are easily recognizable, distinguished from other building entrances, and buffered from entering/egressing vehicles.
6. Design vehicular entrances and ramps to a structured parking facility that complements the scale of the façade and surrounding streetscape elements. Wherever possible, provide access from a secondary street and separated from public areas.
7. On exposed exterior walls of an underground parking structure, incorporate materials that are compatible with the main building to achieve a visually interesting design. Incorporate openings for light and/or ventilation into the façade design.

SURFACE PARKING FACILITIES

8. Configure, design and landscape surface parking lots to create:
 - a) well-defined parking areas which are closely associated with buildings and other on-site uses
 - b) clearly delineated vehicular access and circulation routes
 - c) safe, direct, barrier free and convenient pedestrian circulation routes



Commercial uses at ground level screen the parking areas behind



Pedestrian access is highly visible and identifiable from the street



Vehicular entrance designed to complement the structure



Successfully screened underground parking features exposed walls of the same material as the adjacent built form



Well-landscaped parking lot with clear circulation routes

Parking *(continued)*

Parking area locations

9. Within Growth Areas and along pedestrian-oriented streets, avoid the placement of surface parking areas abutting public streets, urban squares, parks or locations that terminate a vista.
10. Wherever possible, locate surface parking areas behind buildings and screened from view from the public realm. Surface parking areas may be located on the side of a building(s) provided the parking spaces are adequately screened and not located between the front façade of the building and the street.
11. Where surface parking areas cannot be located entirely behind or to the side of building(s), design surface parking areas visible from the public realm to:
 - a) accommodate only reserved parking spaces for designated accessible, convenience and/or visitor parking
 - b) not occupy more than 30% of the lot frontage or flankage
 - c) not occupy the portion of the site abutting the intersection of streets
 - d) not occupy the required frontage or flankage yards
 - e) provide only one row of parking and a drive aisle when located between building(s) and street(s)
 - f) provide a minimum 3m width well-planted landscape area along the entire edge of the parking area for screening
 - g) provide at least one pedestrian walkway from the sidewalk to the building entrance(s)
12. Locate accessible parking spaces in close proximity to barrier free building entrances that are connected by a barrier free path of travel.



Parking on the side of the building is screened from view from the street



Single row of parking in front of commercial buildings



Barrier-free parking along the barrier-free path of travel

Parking *(continued)*

Parking area configuration

13. Divide surface parking areas into smaller parking courts defined by landscaped areas and connected by pedestrian walkways/drive aisles. Design parking courts to incorporate:
 - a) not more than 100-125 parking spaces per court
 - b) various dividing elements between the parking courts, such as curbed and raised planted landscaped areas, landscaped traffic medians, landscaped pedestrian connections and amenity areas
14. Design surface parking areas that avoid the placement of parking spaces immediately adjacent to the site access driveway and major drive aisles to reduce potential conflict amongst maneuvering vehicles.
15. Reduce parking area paving to the minimum necessary to achieve the required parking needs and site circulation, in order to leave the balance of the site for buildings, landscaping, and amenity spaces.
16. Wherever feasible on abutting mixed-use and/or commercial properties, provide linkages between surface parking areas to permit pedestrian and vehicular movement between the sites.



Surface parking is divided into smaller courts



Major drive aisle unobstructed by parking spaces



Small paved area screened with significant landscaping reduces the visual impact of the parking



Parking lots linked with a shared pedestrian walkway

Parking *(continued)*

Vehicular access and circulation

17. Design vehicular access driveways to surface parking areas, passenger loading areas and other site features to include:
 - a) minimum driveway entrance widths (and turning radii) across public sidewalks
 - b) consolidated access points, wherever possible, to reduce vehicular-pedestrian conflicts
 - c) continuous walkways across driveways
18. In Growth Areas and along pedestrian-oriented streets, locate vehicular access driveways from side or minor frontage streets to minimize impacts on pedestrian circulation, site character and streetscape.
19. On large sites, establish a hierarchy of internal drive aisle 'streets' that provide efficient circulation and connectivity. Design the route as an extension to the existing public street network, to:
 - a) minimize access/egress points from the public street
 - b) provide pedestrian walkways on both sides of the route
 - c) provide complete streetscaping treatments along all walkways
 - d) accommodate multi-modal transportation options, including bike lanes and transit stops
 - e) provide places for gathering and pedestrian crossings



Large shopping plaza with a consolidated access



Consolidated access leading to the parking area aisles designed as an extension to the public street

Parking *(continued)*

Surface treatment

20. Wherever feasible, incorporate sustainable surface materials into the design of surface parking areas that include:
- a) permeable or porous paving materials (such as, open joint pavers, porous concrete or asphalt, and pre-cast turf-grid units), installed on a proper sub-base to ensure adequate infiltration/drainage and to avoid frost heave
 - b) pavement with a higher percentage of recycled asphalt or other materials
 - c) light coloured materials with high albedo to reduce the heat island effect (such as, concrete, white asphalt, or light-coloured pavers)

BICYCLE PARKING SPACES

21. Provide safe and convenient bicycle parking for all non-residential and multi-unit residential sites to support multi-modal transportation options.
22. Place bicycle racks in highly visible areas near main entrances of buildings, at transit stations, and in active pedestrian and amenity areas. Wherever possible, locate bicycle parking to not impede pedestrian movement and to be sheltered from the elements.
23. For large developments and at major transit nodes, incorporate bicycle lockers that provide long term bicycle storage. Design these facilities with:
- a) fenced/covered bicycle racks or secure-access interior rooms
 - b) exclusive use for employees, tenants, or residents
 - c) end-of-trip facilities, including change rooms and showers

PASSENGER LOADING AREAS

24. Locate passenger pick-up and drop-off loading areas for convenient access to main building entrances.
25. Design passenger loading areas with:
- a) barrier-free transitions from the vehicle and along the pedestrian route to the main building entrance without impeding pedestrian circulation
 - b) overhead coverage, for protection from the elements, integrated into the design and function of the site, landscaping and building(s)



Parking lot incorporates permeable pavers



Sheltered bicycle parking



Durable and creative bicycle parking



Passenger pick-up /drop-off loading area located close to the main entrance

4.4 Lighting

Effective lighting provides adequate night-time visibility while minimizing glare and light intrusion onto adjacent private properties, public lands and rights-of-way. Lighting can be incorporated into building and landscaping features to accent architectural and site elements, define pedestrian routes, and extend the usability of gathering places for evening activities.

The following design direction related to lighting will be read and applied in conjunction with a site development standards manual (under development).

design direction:

1. Select lighting standards and fixtures that provide illumination levels appropriate to the size, character and function of the site.
2. Select lighting fixtures that meet B.U.G (backlit, uplight, glare) ratings and dark sky objectives for reducing light pollution, light trespass, and sky glare.
3. Install lighting fixtures with illumination levels not exceeding 0.0 lux (0.0 foot candles) at the property line, when measured along the ground.
4. Select lighting fixtures that incorporate sustainable measures through energy efficient fittings and luminaires, off-grid powered fixtures, and greener power sources.
5. Design parking area lighting to provide adequate illumination levels and uniform distribution for vehicular and pedestrian movement. Ensure the height and placement of the lighting standard prevents glare and light spillage onto adjacent properties.



Full cut-off fixtures direct light downward to prevent spillage (4.4.5)



Light standards positioned to provide uniform light distribution and off-set from plantings (4.4.5)



A safe and inviting pedestrian connection (4.4.1)

4.4 Lighting *(continued)*

6. Design site lighting to create safe and inviting environments along barrier free paths of travel, pedestrian routes and destinations, including transit stops, building entrances, passenger drop-off areas, landscape treatments, wayfinding elements and gathering spaces.
7. Coordinate the placement of lighting standards with landscaping and tree plantings to minimize obscured illumination or shadow effects.
8. Incorporate lighting standards that are durable and of quality materials, complement other on-site lighting fixtures and furnishings, and enhance the overall site aesthetic.
9. Enhance significant façade elements, distinct roofline features, and monuments with ambient accent lighting.
10. Incorporate lighting fixtures that complement the architectural expression of the built form and site design.



Illuminated bollards line the pedestrian path (4.4.6)



Façade elements enhanced with accent lighting (4.4.9)



Lighting standards frame and identify the building entrance (4.4.10)

4.5 Signage

Signage attracts attention and conveys a message. When appropriately designed, signage complements and enhances the architectural character of the building façade and site features, while not competing or overpowering.

Refer to the **Town of Oakville Sign By-law 2018-153 as amended** for signage regulations and permit information.

design direction:

1. Design signage that:
 - a) is proportionate with the scale of the building and its surroundings
 - b) communicates a clear message
 - c) is oriented towards intended viewers
2. Incorporate illumination from a shielded external light source, concealed lighting, moderate ambient back-lit lighting, or low accent lighting to prevent glare and spillover onto adjacent properties.



Sign is designed in proportion and harmony with the building (4.5.1a)



Clear identification for pedestrians and drivers (4.5.1b)



Illumination provided from a shielded external source (4.5.2)

4.5 Signage *(continued)*

3. Incorporate signage that does not obscure, detract from or dominate the form, character or details of the building(s), site or adjacent properties.
4. Design signage to complement and creatively enhance the building(s) and overall site design. Avoid applying signage as a means to create visual interest on an otherwise blank wall.
5. On a mixed-use or multi-unit commercial/employment building or site, incorporate signage that creates a coordinated image and provides uniformity in business identification and advertising. Where possible, share signage among tenants to reduce visual clutter.
6. On heritage properties, incorporate signage that represents the type, materials and styles appropriate to the heritage attributes of the character of the building and site, as well as its current function. Install signage that does not obstruct the heritage attributes of the property.
7. On large sites, incorporate signage that clearly identifies the site and building entrances and provides orientation and wayfinding to key access points and amenities. Strategically place signage to prevent compromising pedestrian and motorist sight lines, paths of travel, or views into buildings.



Signage designed to creatively enhance the character of the building (4.5.3)



Signage enhances the historic building (4.5.6)



Shared signage that identifies several tenants (4.5.5)



On-site wayfinding signage located along a main pedestrian route (4.5.7)

4.6 Service, loading and storage areas

Service, loading and storage areas typically include the following types of facilities: utility areas, loading spaces, delivery docks, parking areas for larger vehicles, materials storage areas, refuse storage and collection areas, compaction areas, air handling equipment and vents, and tanks and containers.

The following design direction related to service, loading and storage areas will be read and applied in conjunction with a *site development standards manual*.

design direction:

1. Design and integrate service, loading and storage areas to minimize the visual impact on the public realm, on built form and amenity areas, and on surrounding sensitive uses.
2. Wherever feasible, locate service, loading and storage areas within the main building(s) to ensure these facilities are not visible from the public realm or within view of main building entrance(s).
3. For facilities that cannot be located within the main building(s), locate service, loading and storage areas in a separate building(s) or at the rear or interior side yards of the site and not visible from the public realm.



Service area not visible from public realm (4.6.2)



Facilities positioned in an orderly manner behind the building to screen from view (4.6.3)



Separate storage building that complements the main building design (4.6.3)

Service, loading and storage areas *(continued)*

4. For facilities located in close proximity to the main building(s), incorporate an extension of the building wall to fully enclose the facilities and that incorporates the same materials/wall treatment as the building façade.
5. Fully conceal facilities by incorporating screening and/or buffering elements compatible with the design and materials of the building(s) and appropriate for the type of facility being concealed. Design screening/buffering with:
 - a) an overall height that slightly exceeds the height of vehicles, containers, utilities, and materials contained within
 - b) durable and quality materials that minimize visibility and contain acoustic control properties, if required
 - c) dense, year-round landscaping between the screen and property line to provide additional screening and noise buffering



Service area blends into surroundings by incorporating a decorative gate and plantings (4.6.4)



Service area screened with dense landscaping and walls (4.6.5)



Screening elements compatible with building features and materials (4.6.5)

Service, loading and storage areas *(continued)*

6. Design screening and buffering elements to incorporate the site's topography, other existing built features, architectural elements, dense landscaping and opaque materials
7. Wherever possible, consolidate service, loading and storage areas into one multi-functional area on the site to serve multiple buildings and multiple purposes.
8. Locate and design service, loading and storage areas to prevent conflicts with pedestrian and vehicular circulation routes.
9. Wherever possible, locate access driveways to service, loading and storage areas at the side or rear of the property to limit access directly from major thoroughfares.
10. Where feasible, design service, loading and storage areas with shared access driveways amongst on-site tenants and/or with abutting sites.



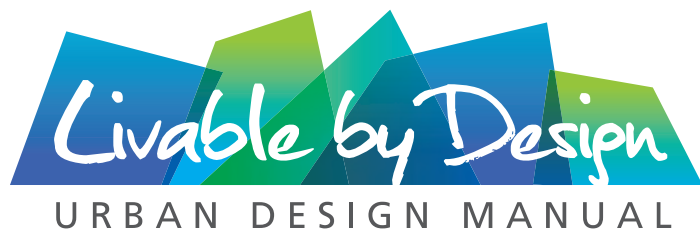
A variety of plantings screen the facilities (4.6.6)



A wall, louvers and plantings screen the facilities (4.6.6)



Consolidated service and loading areas and screened facilities (4.6.7)



Urban Design Direction for Oakville

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