



BRONTE RIVER URBAN DESIGN BRIEF

March 2023

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1.0 DESIGN VISION, GUIDING PRINCIPLES, AND OBJECTIVES

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

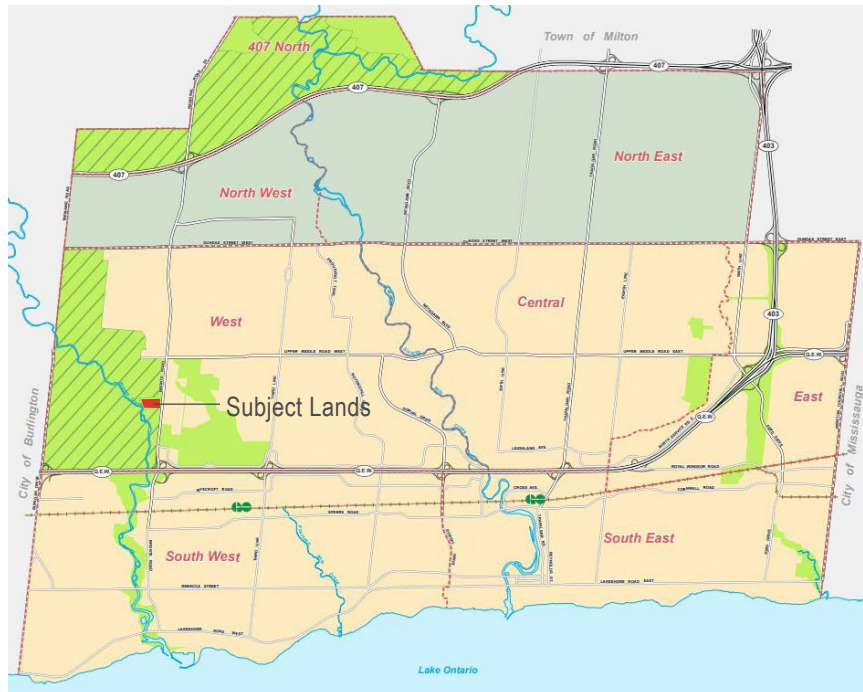


Fig. 1 - Location Bronte River Subject Lands in west Oakville (Livable Oakville - Schedule E: Land Use Boundaries, 2018)

1.1 Design Vision

Bronte River will be pedestrian-oriented community that offers a diverse mix of housing and is framed by the valleylands and woodlands of Bronte Creek Provincial Park which offer nearby trail networks. The community design integrates sustainable environmental management systems that help protect and enhance the surrounding Natural Heritage System.

1.2 Community Guiding Principles & Objectives

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

- **Provide logical connections with adjacent existing and future communities**
Recognize the importance of ensuring Bronte River is part of a well-connected and cohesive community framework with strong links to adjacent future residential neighbourhood to the east.
- **Integrate a sustainable natural heritage and open space system**
Create a community that is designed and integrated with the surrounding natural heritage and open space system and offers access to nearby parks.



Photos of existing Bronte River Study Area

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

2.0 CONTEXTUAL ANALYSIS

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

2.1 Existing Natural Features, Topography & Vegetation

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

2.2 Surrounding Land Uses & Built Form Character

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

Within the subject lands, the Heritage home on Bronte Road will be retained and sensitively integrated into the new proposed development. (Refer to *2.4 Landmarks & Gateways*). The Georgian-style Enns House is situated near the west end of the lands. It is anticipated that this dwelling will not be retained due to buffer requirements.



View of the heritage property facing east from Bronte Road



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



Front exterior view of the existing Enns House



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



View facing north on the west side of Bronte Road



View of Queens Plate Parkette northeast of the subject lands



View facing north from Bronte Road of Halton Regional Centre



Fig. 2.2 - Bronte River Subject Lands

2.3 Views & Vistas from the Site

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

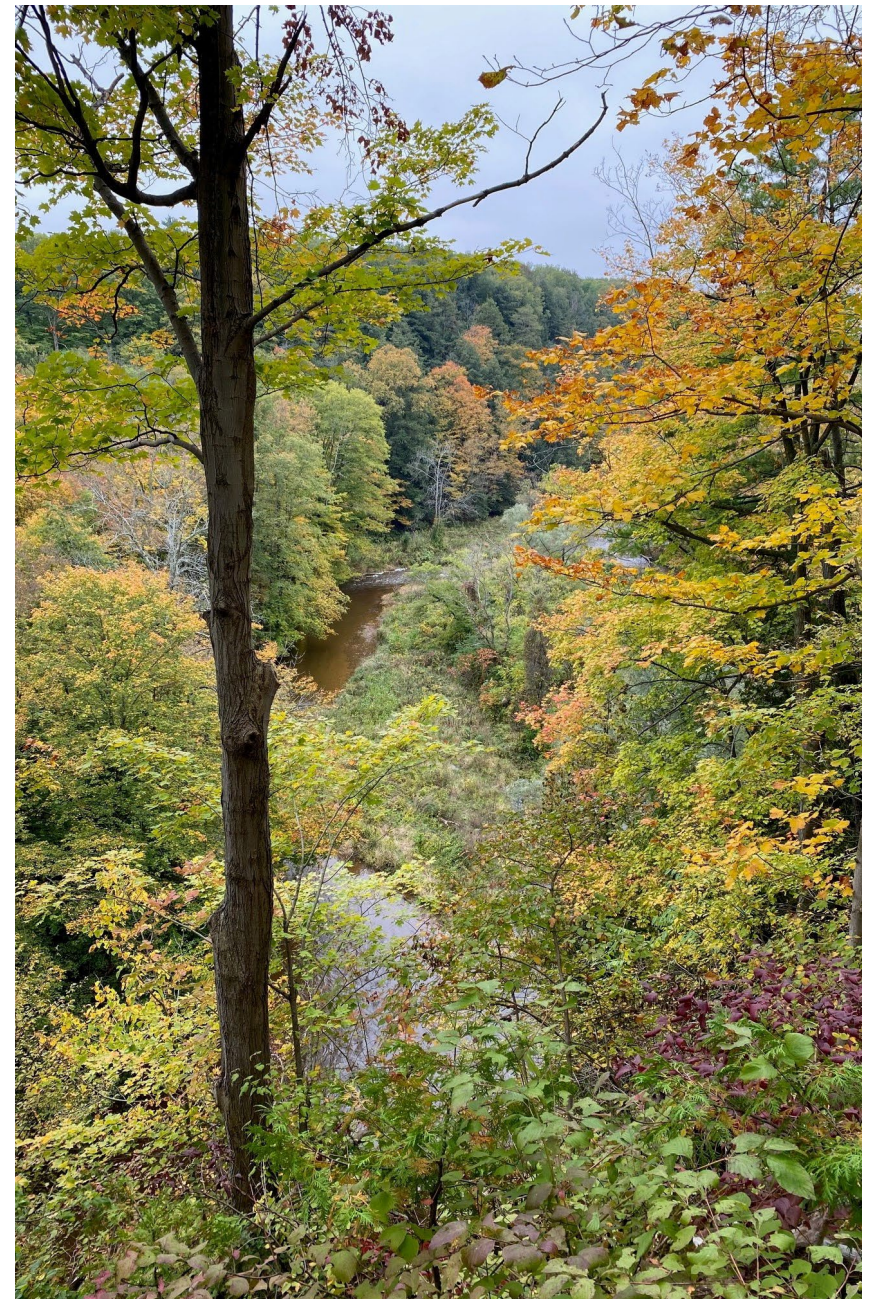


Fig. 2.3a-c - Existing views and vistas from the Bronte River subject lands.

2.4 Landmarks & Gateways

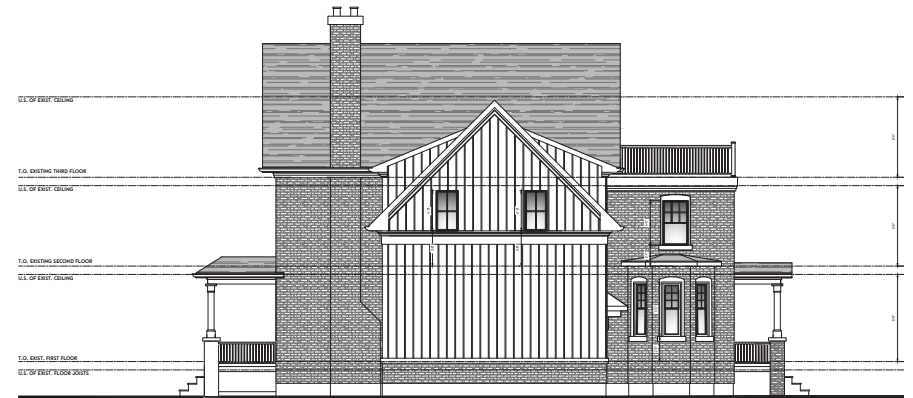
Within the subject lands, the property at 1326 Bronte Road is identified as a listed structure in the Town of Oakville's Heritage Registry. A Heritage Impact Assessment (September 2020) and a Scoped HIA (March 2023) have been prepared by Parslow Heritage Consultancy, Inc. (PHC). In consultation with the Town of Oakville, the report recommends the retention of the red brick residential structure comprised by the c.1911 components of the structure. (Refer to reports by PHC for details).

The retained structure is intended to be relocated to the southeast corner of the development along Bronte Road, providing a landmark feature adjacent to the woodlot. Refer to the complete set of drawings by Huis Design Studio for all preliminary floor plans and elevations.

At the corner of Bronte Road and Street A, a gateway/landmark is established through a strong architectural presence and landscape treatment that defines the entrance into the Bronte River community (refer to Fig. 2.4e). The boomerang unit addresses the corner through its massing, wall articulation and architectural treatment, and the additional setback provides opportunities for enhanced landscape treatment such as planting and signage, reinforcing the overall character and placemaking of the community.



Front Elevation



Right Elevation



Rear Elevation

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



Fig. 2.4d - Preliminary conceptual rendering of the heritage home - facing west from Bronte Road.



Fig. 2.4e - Preliminary conceptual rendering of gateway into the community at Bronte Road and Street A.

2.5 Transportation Networks

The entrance road Street 'A' of Bronte River is intended to strategically align with Saw Whet Boulevard, the minor collector road on the east side of Bronte Road. This street provides an important east-west link between the Bronte River, Bronte Green and adjacent communities to the east.

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

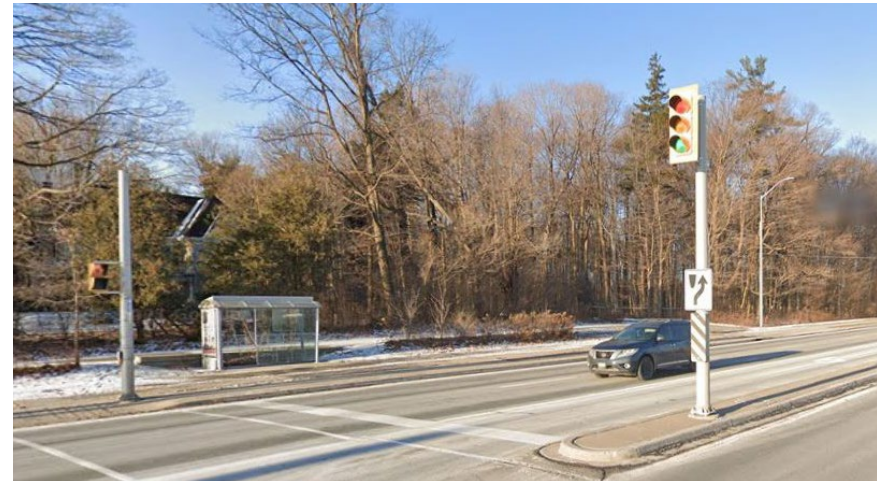


Fig. 2.5a - Existing bus stop on the west side of Bronte Road, located south of the Bronte River subject lands.



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

3.0 POLICY CONTEXT

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

3.1 Town of Oakville Official Plan (2006)

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

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

3. HOUSING

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

Part B addresses the following goals relevant to Bronte River:

Section 6 - Urban Aesthetics

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

Section 7 - Heritage Conservation

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

3.2 The Livable Oakville Official Plan (2009)

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

2.2 Guiding Principles

2.2.1 Preserving and creating a livable community in order to:

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

2.2.2 Providing choice throughout the Town in order to:

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

2.2.3 Achieving sustainability in order to:

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

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

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

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

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

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

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

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

3.3 Livable by Design Manual (LBDM)

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

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

– Section 6, Part C of the Livable Oakville Plan

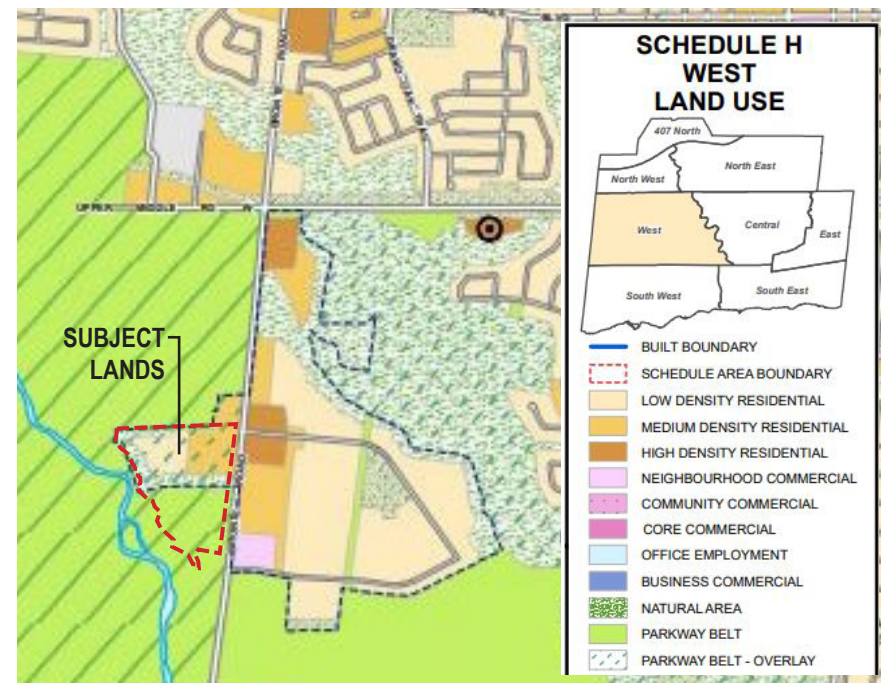


Fig. 3.2 - Location of Subject Lands in Livable Oakville - Schedule H: West Land Use

4.0 DEVELOPMENT FRAMEWORK

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

4.1 Boundary Interface

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

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

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



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

4.2 Pattern of Land Uses (Community and Private)

The proposed plan includes a mix of medium and low-density residential condominium product, ranging from townhouse units to single detached dwellings on a 12.12 hectare land parcel (4.86 ha developable area). Key environmental features include an LID measure, and the Natural Heritage System buffer running along the south, west, and northwest edges of the site. The proposed uses within the subject lands include:

- **NHS lands** - Surround the subject lands on the south, west, and north sides;
- **Dual front and back to back townhouses** - located on the east side of the condo block;
- **Single detached dwellings** - located on the west side of the condo block
- **Open Space / Vistas** - Open space areas that provide views, trail head locations, active transportation connections, and soft landscape opportunities.
- **Heritage House** - Sensitively integrated at the southeast corner of the proposed residential area, fronting Bronte Road.



Fig. 4.2 - Bronte River Pattern of Land Uses

LEGEND

	SITE BOUNDARY		HERITAGE HOUSE
	NATURAL AREA		TOWNHOUSES
	LID IN NATURAL AREA		SINGLE DETACHED DWELLINGS
	OPEN SPACE / WALKWAY / VISTA BLOCK		

4.3 Street Network

Extending west from Saw Whet Boulevard through Bronte Green, Street 'A' (17m right-of-way) aligns with this intersection at Bronte Road and serves as the public road into the community. Within the condo block, 9.4m and 10.4m right-of-way condo roads serve the dual frontage townhouses, back to back townhouses, and single detached dwellings.

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

- Arterial Road - Regional and community connector / borders the subject lands on the east;
- Local Street - 17.0m R.O.W. / 2 travel lanes, street trees in grass boulevard, sidewalks on both sides - neighbourhood social focus;
- Condo Road - 10.40m R.O.W. / with single detached dwelling/townhouse frontage, sidewalks on one side, 2 thru lanes and on-street parking;
- Condo Road - 9.40m R.O.W. / with townhouse frontage, sidewalks on one side, and 2 thru-lanes.



Fig. 4.3 - Bronte River Street Network

LEGEND

- SITE BOUNDARY
- ARTERIAL ROAD
- LOCAL ROAD (17M R.O.W.)
- CONDO ROAD (10.40M R.O.W.)
- CONDO ROAD (9.40M R.O.W.)

4.4 Natural Heritage System

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

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

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



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

LEGEND

-  SITE BOUNDARY
-  NATURAL AREA
-  LID IN NATURAL AREA

5.0 DEVELOPMENT MASTER PLAN

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

A range of 3 storey townhouses shall comprise the eastern portion of the plan, with single detached residential comprising the majority of the western portion of the Bronte River lands. This low density residential area consists of front-loaded dwellings on lots with varying widths and depths, with front elevations and driveways accessed from the internal street network.

A series of public open spaces (NHS, open space / vista blocks, LID measure) with opportunities for future walkway / trail connections are proposed in Bronte River. The proposed development recognizes and preserves existing NHS features, while integrating strategic views, and vistas. There are 3 key elements that characterize Bronte River and form the overall development master plan: NHS lands, residential land uses, and the LID measure. Bronte River contains the following land uses –

- Medium density - Dual frontage townhouses, and back to back townhouses;
- Low density single detached dwellings;
- Heritage House;
- Natural Heritage System, which includes a Low Impact Development (LID) Measure;
- Open Space / Walkway / Vista Blocks;
- Local Road – 17.0m right-of-way; and
- Condo Roads – 10.4m, 9.4m.



Fig. 5.0 - Bronte River Development Master Plan

LEGEND

	SITE BOUNDARY		HERITAGE HOUSE
	DETACHED HOMES (42')		DUAL FRONTAGE TOWNHOUSES
	DETACHED HOMES (50')		BACK-TO-BACK TOWNHOUSES

6.0 DETAILED DESIGN DIRECTION

6.1 Open Spaces and Connections

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

Open Space / Walkway / Vista Blocks

Several open space / vista blocks are proposed to enhance the development by providing visual connections to the adjacent woodland and valleylands. With soft-landscaping, these blocks will compliment that natural area and can also provide opportunities for safe and direct access to the multi-use trail and other trails in the broader community.

Should the Town desire to utilize the existing loop trail in the woodland, access points exist that could connect the Bronte River lands to a future woodland trail.

LEGEND

	SITE BOUNDARY		SIDEWALK
	NATURAL AREA		TRAIL CONNECTION OPPORTUNITY
	LID IN NATURAL AREA		FUTURE FACILITY ON REGIONAL ROAD
	POTENTIAL TOWN TRAIL		EXISTING MULTI-USE TRAIL
	WALKWAY / VISTA / OPEN SPACE		



Fig. 6.1 - Bronte River Open Space & Trails Plan



Fig. 5.0 - Preliminary rendering of potential trail connections running east-west between the development and the woodlot.

6.1.1 Views and Vistas

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

Figure 6.1.2 illustrates these opportunities.



Fig. 6.1.2 - Views & Vistas Plan for Bronte River

LEGEND

SITE BOUNDARY	OPEN SPACE / WALKWAY / VISTA
NATURAL AREA	VIEWS / VISTAS
LID IN NATURAL AREA	VIEWSHED

6.1.2 Active Transportation & Trail Network

Livable Oakville calls for the development of an extensive recreation trail system as part of a comprehensive active transportation network. The community provides direct access to an existing Multi-Use Trail along Bronte Road that connects to nearby Open Space Systems associated with Fourteen Mile Creek and Bronte Creek Provincial Park.

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

- **Existing Multi Use Trail** - Located along the west side of Bronte Road, providing a north-south connection to adjacent communities.
- **Facility on Regional Road (TBD)** - A potential future north-south connection along Bronte Road, connecting with other bike routes and major trails.
- **Potential NHS/Woodlot Trail** - In addition to the networks indicated on Schedule D in Livable Oakville, opportunities may exist to connect to the existing trail systems within the NHS and BCPP if desired by the Town. Should the Town wish to pursue this, approval would be required from BCPP and potentially the Region of Halton and Conservation Halton (Refer to Fig. 6.1.2d-e for details regarding trails Option B).



Fig. 6.1.2a - Image example of a major trail in Oakville linking open spaces

Should trails be approved as part of the community and the woodlot is accessible to the public, the following general guidelines may be recommended to sensitively integrate trails with the community:

- The entry to the woodlot trail from Bronte Road may include a trailhead amenity feature consisting of seating, waste receptacle and information signage, to discourage off-trail use and foster stewardship.
- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use. It is expected that limestone screenings would be considered for the woodlot trail.
- The woodlot trail should not exceed its current width to protect existing vegetation.
- Trail design aligns with the Town's Design of Public Spaces Standard Procedure and the Recreational Trail Accessibility Audit and Strategy.



Fig. 6.1.2b - Example of typical trailhead signage in Oakville.

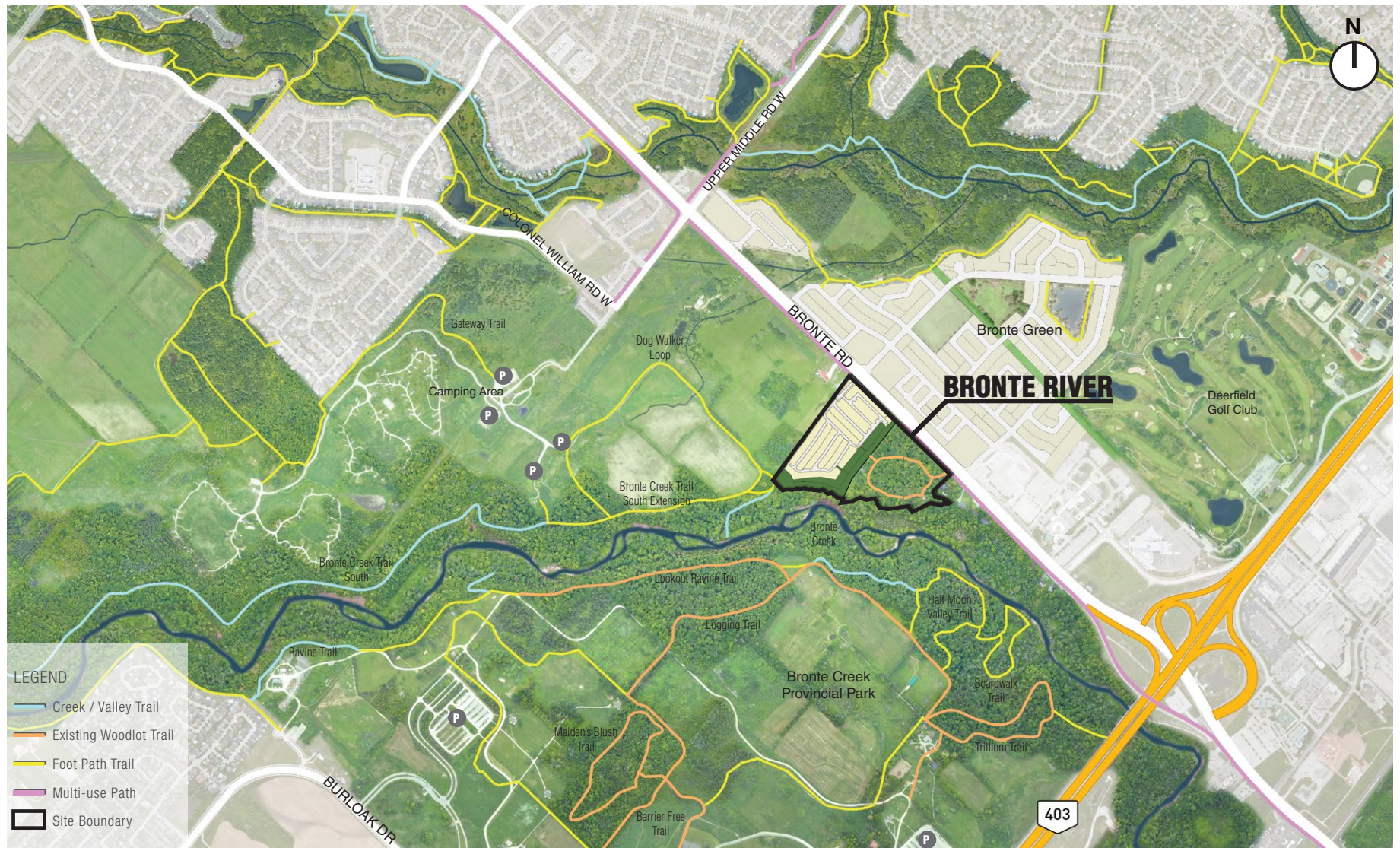


Fig. 6.1.2c - Bronte River context with surrounding trail system.



Fig. 6.1.2d - Trail Restoration Plan (Option A)

Option A - No Proposed Access to the NHS

Option A proposes that there be no access points from the Bronte River community to existing trail systems in the adjacent NHS woodlot and BCPP. This option would reduce the potential impacts from humans and pets on the NHS. It is proposed that existing access points be

closed and that existing trails and driveways in the woodland be decommissioned and rehabilitated by restoring to affected areas with woodland vegetation. Such measures provide ecological benefits that can improve the ecological health and resiliency of the woodland.

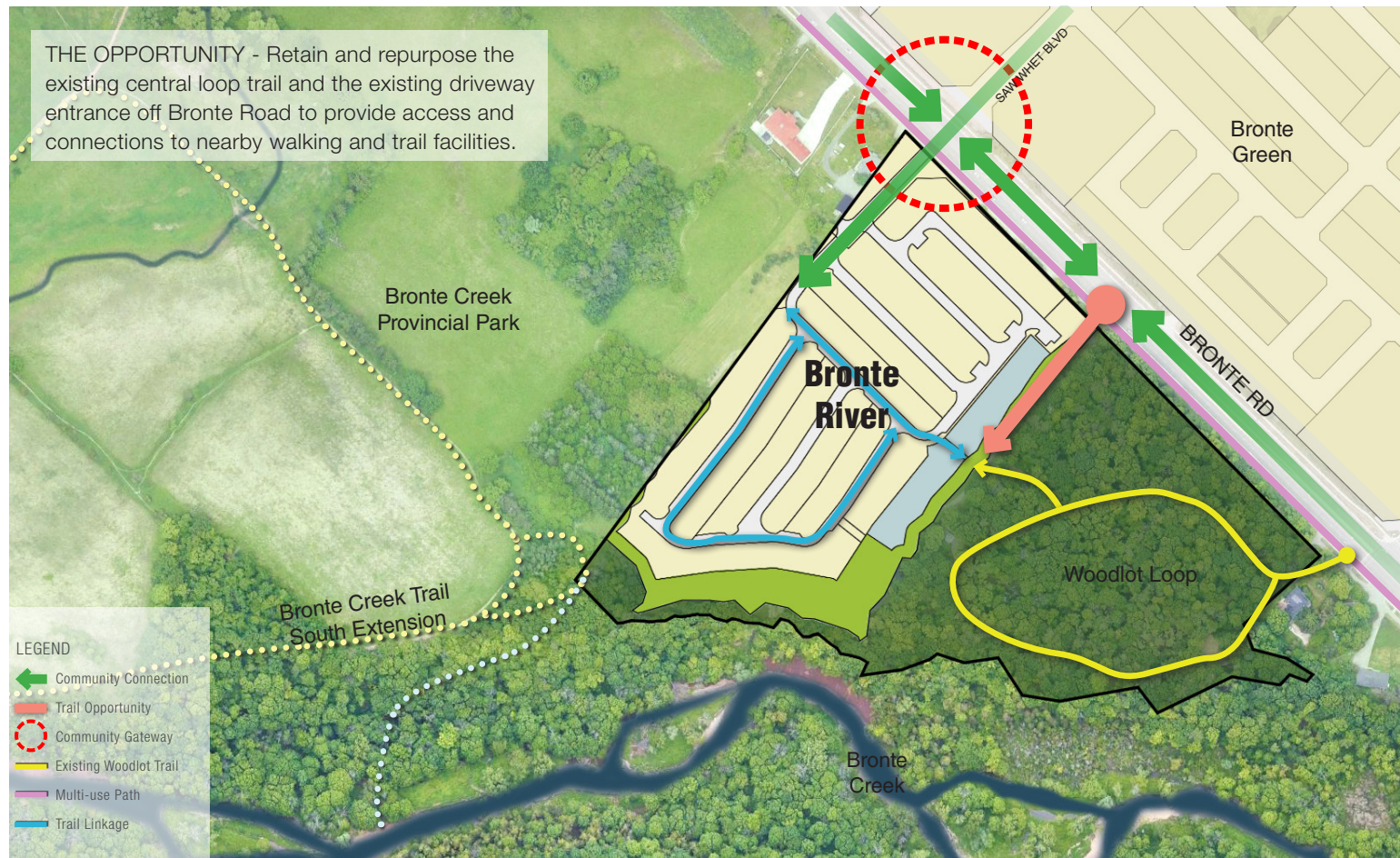


Fig. 6.1.2e - Trail Opportunities (Option B) and connections to the active transportation network

Option B - Environmentally Sensitive Approach to Trails

In addition to pedestrian facilities on Bronte Road, Saw Whet, and the internal condo roads, there are also opportunities for trails to connect this development to the adjacent roads, and to nearby walking and trail facilities through the NHS.

Option B proposes an environmentally sensitive approach, retaining and providing a minimal number of trails, while removing other trail connections and restoring the woodland with native species. The existing central loop would be repurposed and mitigation measures would be implemented to

minimize ecological impact on sensitive features. Refer to fig. 6.1.2f Trail Resorption Plan (Option B).

Aligning with Town policy to require a trail system within a buffer, a trail could also be provided along an existing driveway between the LID feature and the woodlot. To connect to sidewalks within the development, there may be an opportunity to utilize the zone between the 2 cells of the LID as a trail connection across the feature.



Fig. 6.1.2f - Trail Restoration Plan (Option B)

6.2 Medium Density Residential

Consistent with the land use vision for the Bronte West Lands in Livable Oakville, medium density residential is concentrated on the east portion of the subject lands, with built form frontage along Bronte Road. The proposed townhouses and the density along Bronte Road and Street 'A' emphasize the east-west community gateway that is intended for this location (refer to Fig. 2.4e and Fig. 6.2.1a). The townhouse built form plays a key role in strengthening the urban structure and defining the character of the surrounding neighbourhoods through walkable and transit-supportive built form.

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

6.2.1 Streetscape

The dual front townhouses along Bronte Road contribute positively to the built form character and streetscape appearance by providing a strong uninterrupted streetscape condition that is predominantly urban in character. Narrow crown/small trees will be located in the front yards of the units along Bronte Road.

Back-to-back townhouses will front onto the 9.4m and 10.40m condo roads between the dual-frontage block and single detached dwellings. As illustrated in Fig. 6.2.1d, the 9.4m condo road will include a sidewalk on one side and two-way vehicular circulation. The setbacks along the end units will allow for large or medium stature tree planting, subject to utility locations.

Typical roadway cross-sections for the 17.0m right-of-way local road includes: sidewalks on both sides of the street, one lane in each direction, street trees in grass boulevard where space permits. The following guidelines shall apply to the local road:

- Street tree species shall adhere to approved Town of Oakville specifications;
- All planting shall be in accordance with approved Town standards.
- Street light poles and luminaires shall reflect approved Town standards, complementary to the surrounding communities.

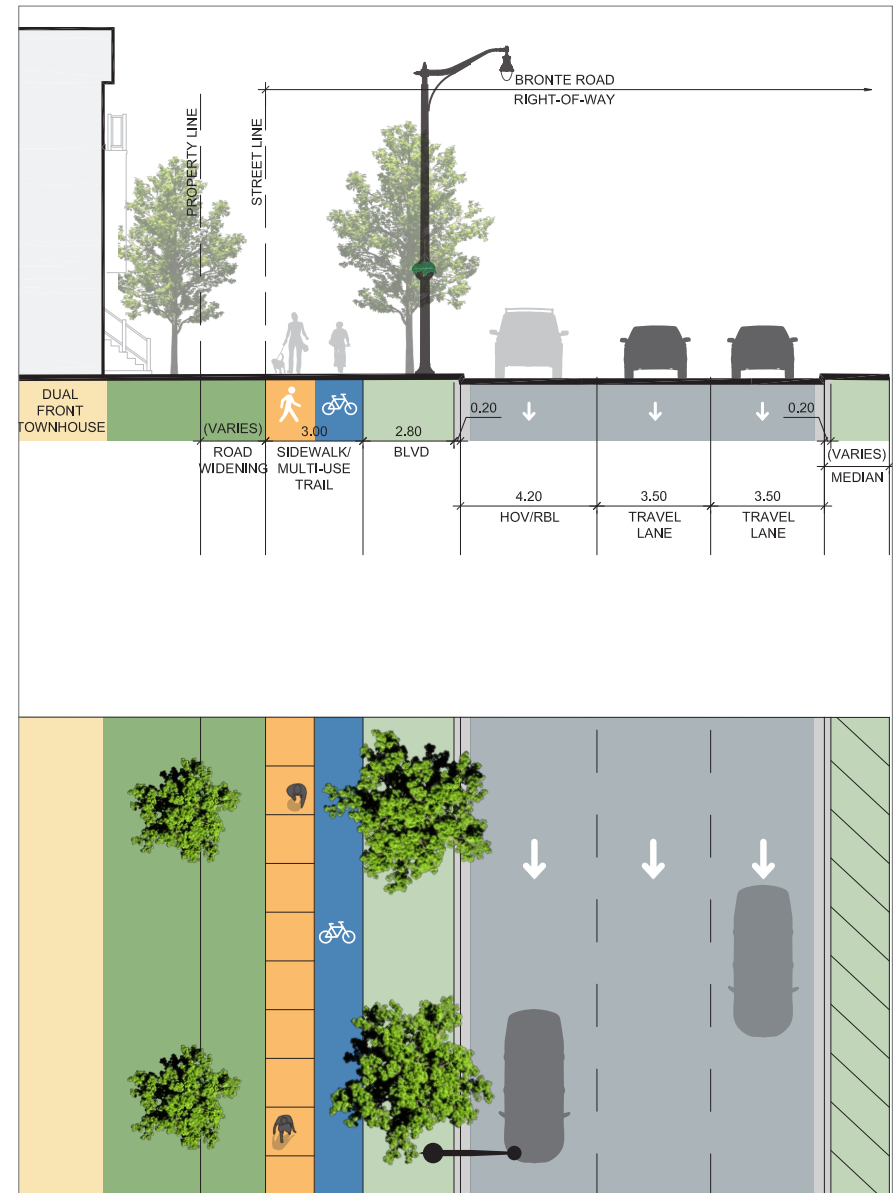


Fig. 6.2.1a - Conceptual cross-section of the future Bronte Road right-of-way.

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

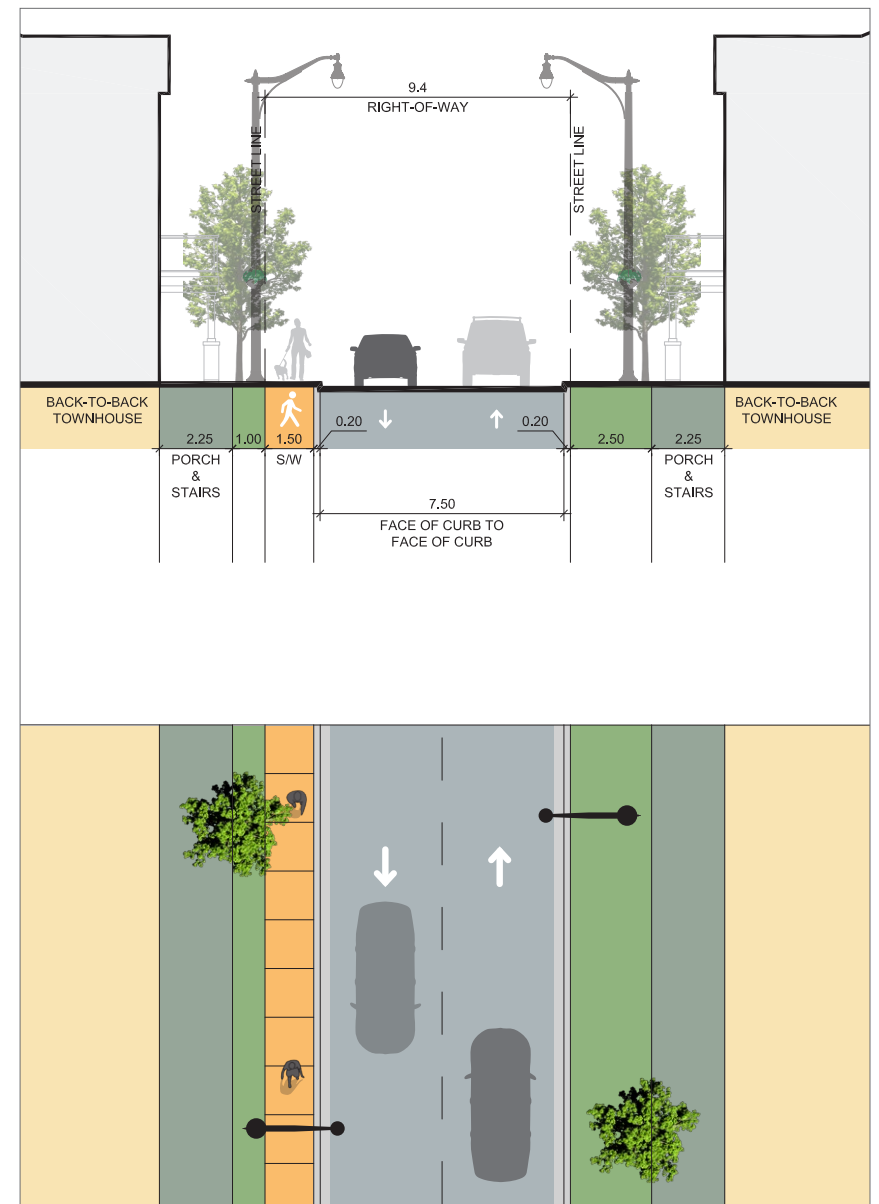
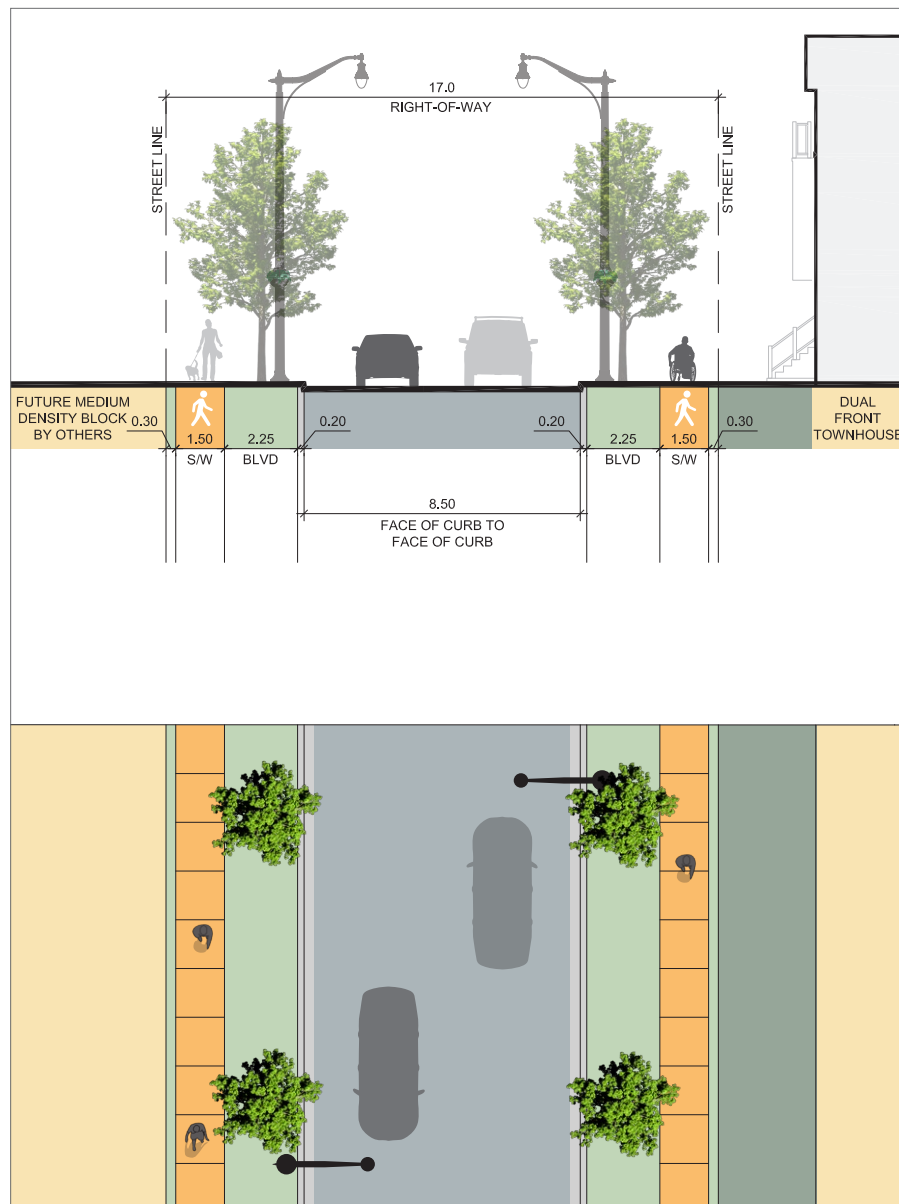


Fig. 6.2.1b - Conceptual cross-section of the 17m right-of-way local road.

Fig. 6.2.1c - Conceptual cross-section of the 9.4m right-of-way condo road.

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

6.2.2 Townhouse Built Form

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

Building Types

- A combination of townhouse typologies are proposed, including dual-frontage and back-to-back townhouses.

Orientation

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

Height & Massing

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

Architectural Elements and Materials

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



Fig. 6.2.3a - Conceptual rendering of a dual front townhouses designed in a contemporary style.

- Given the prominence of this gateway location along Bronte Road within the overall urban community, built form shall be distinct, reflect a well-conceived architectural style, and incorporate high quality materials.
- Built form located adjacent to open spaces, street intersections and/or exposed to important view termini shall have architectural emphasis / enhancement to create visual interest.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.

Services / Utilities

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



Figure 6.2.3b - Conceptual Dual Front Townhouses "Rear" - Interior Elevation



Figure 6.2.3d - Preliminary Back to Back Townhouses - English Manor Interior Elevation



Figure 6.2.3d - Preliminary Back to Back Townhouses- Contemporary Interior Elevation

6.3 Low Density Residential

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

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

6.3.1 Streetscape

All streets within the low density residential area are intended to provide a comfortable pedestrian experience, with the condo roads expected to have low levels of vehicular traffic. Street trees shall be appropriately spaced to create an attractive streetscape presence.

Typical roadway cross-sections for the 10.4m condo road includes: sidewalks on one side of the street, one lane in each direction, on-street parking on one side of the street. Small or medium stature trees will be provided in the front yards between dwellings, subject to utility location coordination.

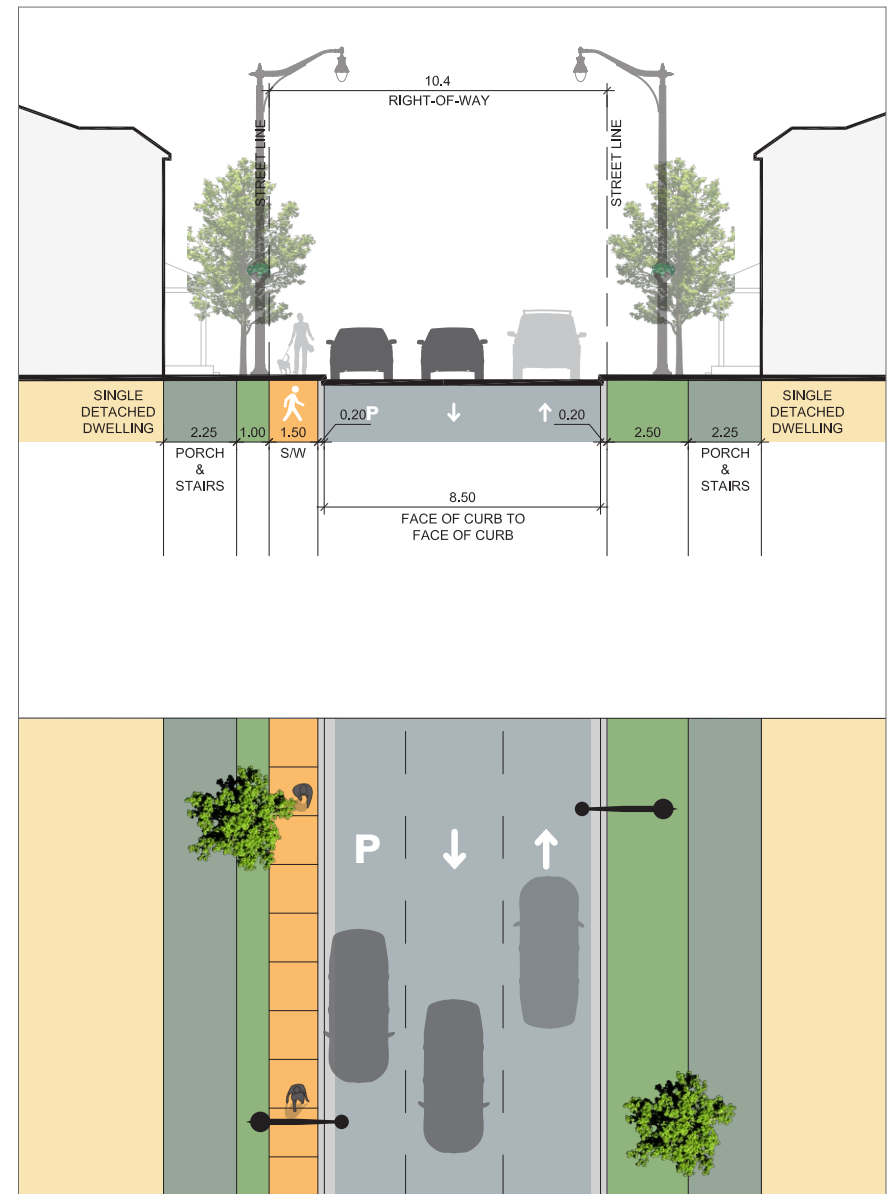


Figure 6.3.1 - Conceptual cross-section of the 10.4m right-of-way condo road.

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



Figure 6.3.2a - Conceptual rendering of single detached dwellings in the low density area

6.3.2 Single Detached Dwellings - Built Form

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

Building Types

- A combination of single detached dwellings are proposed, with lot sizes ranging from 42'-50'.

Height / Massing

- A range of predominantly 2-3-storey detached dwellings.
- To ensure appropriate massing relationships, careful consideration shall be given to siting of dwellings.
- Buildings located adjacent or opposite one another should be compatible in terms of height and massing. Extreme variations should be avoided.

Architectural Elements and Materials

- To ensure interesting façades, consideration should be given to the massing, proportions, wall openings and plane variations of building elevations.
- The façade detailing, materials and colours of a dwelling should appear authentic and be consistent with the architectural style. Materials shall be of a high-quality.
- Architecture shall be complementary with the housing designed for the surrounding communities.
- The use of high-quality, durable and maintenance-free exterior building materials that are congruent with the architectural style of the dwelling is imperative. Buildings will predominantly be constructed of brick. stone, cement board and siding are suitable accent materials.
- The use of high quality stucco may only be used as an accent material.
- The selection of exterior materials that express heritage tones and textures is encouraged.

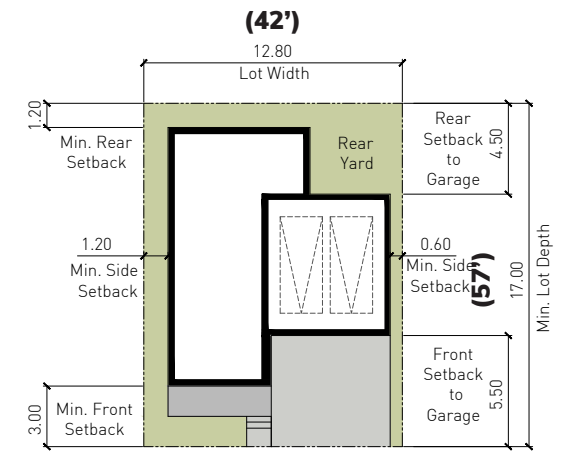


Figure 6.3.2b- Conceptual models of 42' Lot Single Detached Dwellings

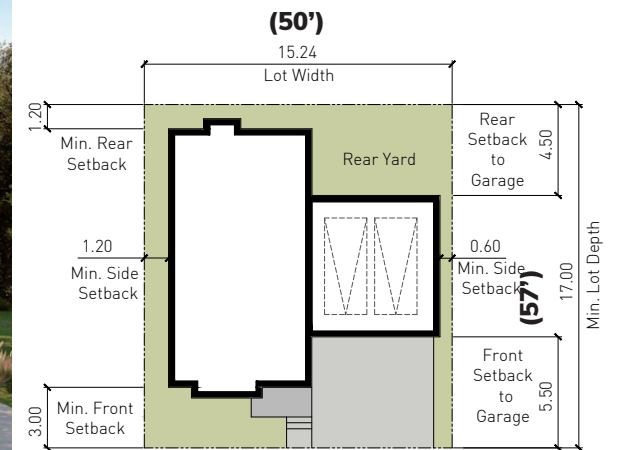


Figure 6.3.2c - Conceptual models of 50' Lot Single Detached Dwellings

Architectural Variety

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

Porches

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

Garages

- Where garages are attached, they should be integrated into the main massing of the dwelling with limitations to their projection into the front yard.
- Attached garages located within the front or flankage yards and accessed from the street shall be of a similar architectural style and proportional scale to the adjoining dwelling, with limitations to their projection into the front or flankage yards.
- Street facing garages should be minimized in scale in compliance with the vision for Oakville. The following are considered acceptable design options for attached street facing garages:
 - Integrate the garage into the main massing of the dwelling, in line with the porch projection;
 - Integrate the garage into the main massing of the dwelling, in line with the main front wall;
 - Situate the garage to the side of the dwelling, set back from the main front wall.
- Where a double car garage is contemplated, 2 individual garage doors / bays separated by a dividing column is preferred, where possible.



Fig. 6.3.2d - Conceptual rendering of single detached dwellings that are designed to provide visual interest along the streetscape.

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

Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard.
- Where this is not feasible, utility meters should be screened or recessed into the wall wherever possible, subject to local utility company requirements.
- The location of utility meters and method of screening shall at all times be in compliance with the requirements of the respective utility authority. It is the Builder's complete responsibility to ensure compliance with utility regulations in the design, placement and construction of these elements.

6.4 Priority Lots

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

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

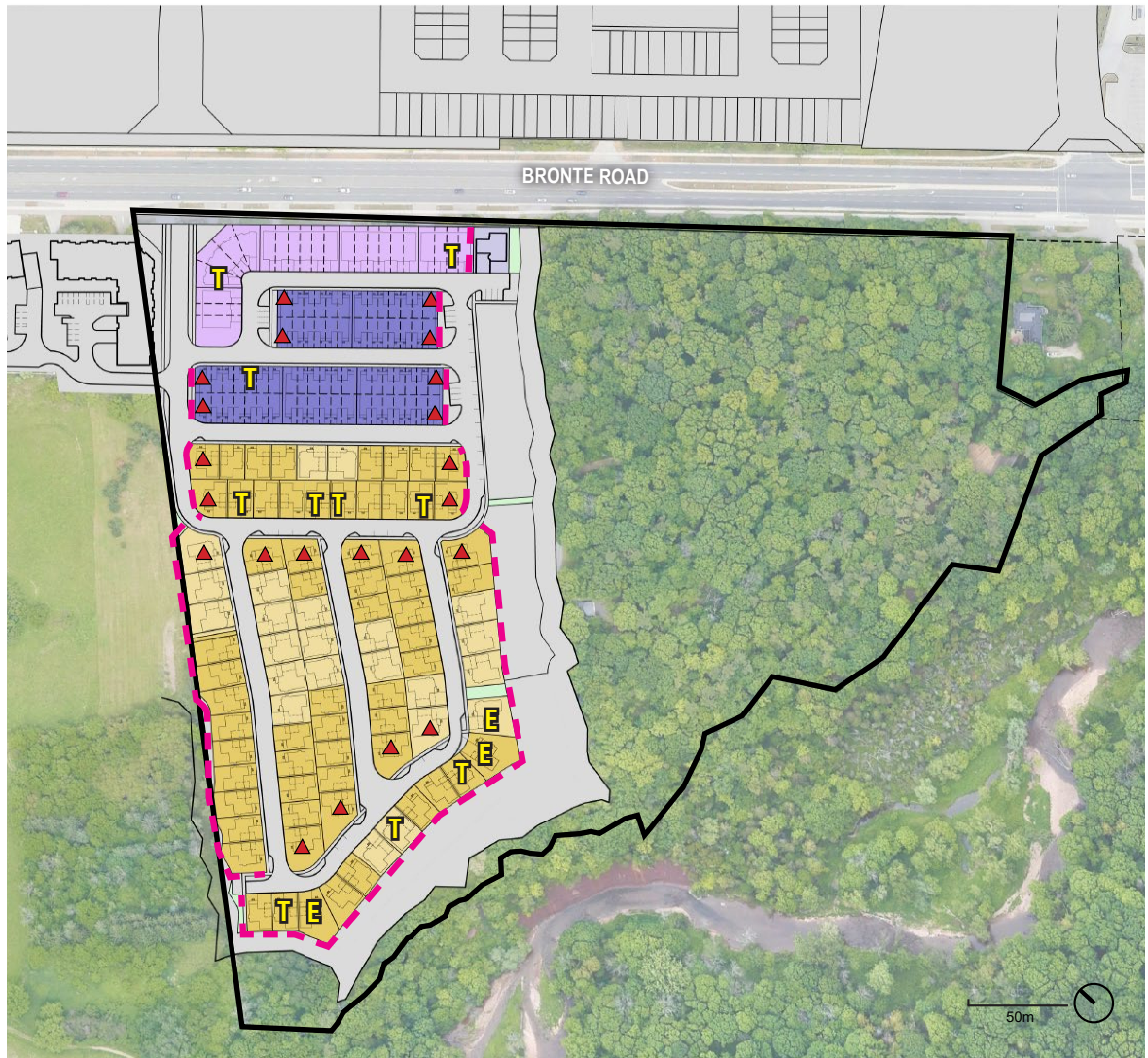


Fig. 6.4 - Priority Lot Plan for Bronte River

LEGEND

- SITE BOUNDARY
- ▲ CORNER DWELLING
- T VIEW TERMINUS
- E ELBOW LOTS
- UPGRADED REAR AND SIDE YARD ARCHITECTURE

6.4.1 Corner Lot Dwellings

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

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



Fig. 6.4.1a-b - Rendering examples of a corner lot dwelling that addresses both street frontages.



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

6.4.2 Upgraded Rear and Side Architecture Dwellings

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

- The design of the applicable rear and/or side facade shall, therefore, acknowledge the prominent exposure to the public realm.
- Potential upgrades to the applicable elevation includes bay windows or other additional fenestration, window treatments, frieze boards, brick detailing (quoining, dichromatic), gables and dormers, wall articulations, etc.
- Use of varied façade planes (i.e. projections / recesses) is encouraged in the composition of publicly exposed rearscapes, including material variation, roof line changes, or jogged wall faces where space permits, in order to create visual interest.³

6.4.3 View Terminus / Street Elbow Dwellings

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

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the lot, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.
- Dwellings on the outside bend of curved streets provide opportunities to create a grouping of dwellings that accentuate a special architectural and landscape theme.
- Where dwellings step back from each other, publicly exposed side walls should be given similar architectural detailing as the front elevation.

6.5 Sustainability Features

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

Walkability is one of the cornerstones of sustainable community design. Open spaces and amenities within Bronte River are located within comfortable walking distance of the majority of residents.

Sustainability is supported by:

- The existing multi-use trail on Bronte Road, and Oakville transit bus stops are located within comfortable walking distance (400m / 5 minute walk) of the majority of residents.
- Pedestrian-scaled streets with housing and streetscape combining to create a comfortable, safe and attractive environment, through careful consideration of building scale, building placement and façade treatment, garage locations, and street trees, as well as road profiles;
- Should the Town choose to make a future trail connection through the woodlot, and subject to agency approval, these trails can be linked with the sidewalks and Bronte Road multi-use trail network, offering convenient and enjoyable active transportation connections.
- Existing woodlot trails will be removed and restored to woodland. One exception may be the central loop trail that the Town may wish to retain for future trail use.
- Improving downstream sedimentation through the implementation of erosion protection measures along the Bronte Creek Tributary (BCT-1).

6.5.1 Low Impact Development Measures (LID)

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

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

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

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



Fig. 6.5 - Existing woodlot trails offer an opportunity to be repurposed as part of the Bronte River active transportation system, subject to agency approval.

6.5.2 Community Safety

A 'Sense of Community' motivates residents to work together to improve neighbourhood appearance and deter criminals. In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention through Environmental Design).

- A clear definition between public and private space shall be provided through the design and placement of buildings, fencing and landscaping.
- Lighting shall be designed to relate to the pedestrian scale. It shall be directed downward and inward to mitigate negative impacts on neighbouring uses;
- Ample fenestration facing public areas (streets, walkways) will be required to promote casual surveillance and 'eyes on the street';
- Concepts of 'territorial reinforcement' shall be implemented, including the ample usage of functional front porches that create a transitional area between the street and the home;
- All entries to buildings shall be well lit;
- Main entrances will generally be visible from the street and clearly defined through architectural treatment.

6.6 Tree Canopy Cover

6.6.1 North Oakville Urban Forest Strategic Management Plan (NOUFSMP)

The North Oakville Urban Forest Strategic Management Plan is a high level strategy and planning study prepared to provide the Town of Oakville with recommendations and guidelines for achieving a sustainable, healthy urban forest for the North Oakville lands. This strategy is an extension of the Town's long term vision to achieve its 40% tree canopy coverage target. As per the Town's development application guidelines, while the NOUFSMP applies to all development applications north of Dundas Street, Council has directed that it be used to inform development proposals south of Dundas Street.

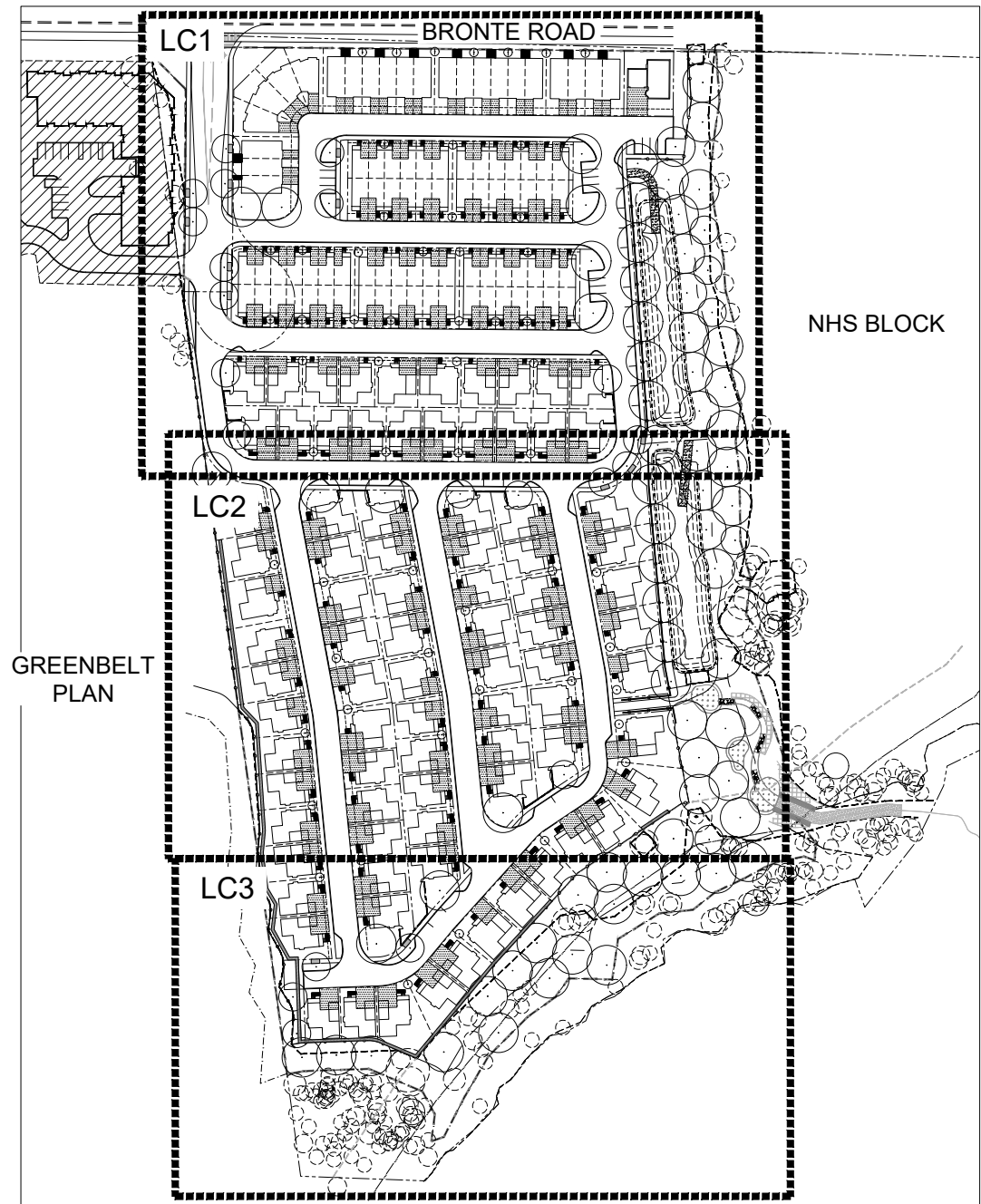
Standards contained in the NOUFSMP and the Livable by Design Manual encourage that residential land use area south of Dundas Street achieve a tree canopy cover of 20%.

6.6.2 Landscape Concept Plan & Canopy Coverage

A preliminary landscape concept and tree cover plan has been prepared to demonstrate how the standards will be achieved within the site area. The tree canopy coverage within the site area can be calculated based on the amount of landscape area that could possibly be covered by canopy. As described in Section 4.4, a 5.32ha woodlot is dedicated to the Town as part of the NHS. This area is excluded from the tree canopy coverage calculation.

The preliminary tree canopy coverage results are as follows (refer to figure 6.6d):

- Bronte River Site Area - 62,915 sq.m.
- Total Tree Canopy Coverage Area (based on large and medium stature trees) - 13,129 sq.m
- Existing Tree Canopy - 1,475 sq.m.
- Total = 13,982 sq.m. (excluding 311 sq.m. overlap)
- Bronte River Site Canopy Coverage = 22.2%



Contractor shall check all dimensions on the work and report any discrepancy to the Landscape Architect before proceeding. All drawings and specifications are the property of the Landscape Architect and must be returned at the completion of the work. This drawing is not to be used for construction until signed by the Landscape Architect.

No.	Description	Date
3	Issued for Client Review	Apr. 3/23
2	Issued for Client Review	Mar. 30/23
1	Issued for Meeting Review	Mar. 17/23
No.	Description	Date

Revision
City Approval Stamp:

MUNICIPAL
Approved in principle subject to detail construction conforming to
Town of Oakville standards and specifications

MANAGER OF DEVELOPMENT SERVICES
TRANSPORTATION AND ENGINEERING

DATE



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Project

Bronte River
Town of Oakville, Ontario

City File No. xxx

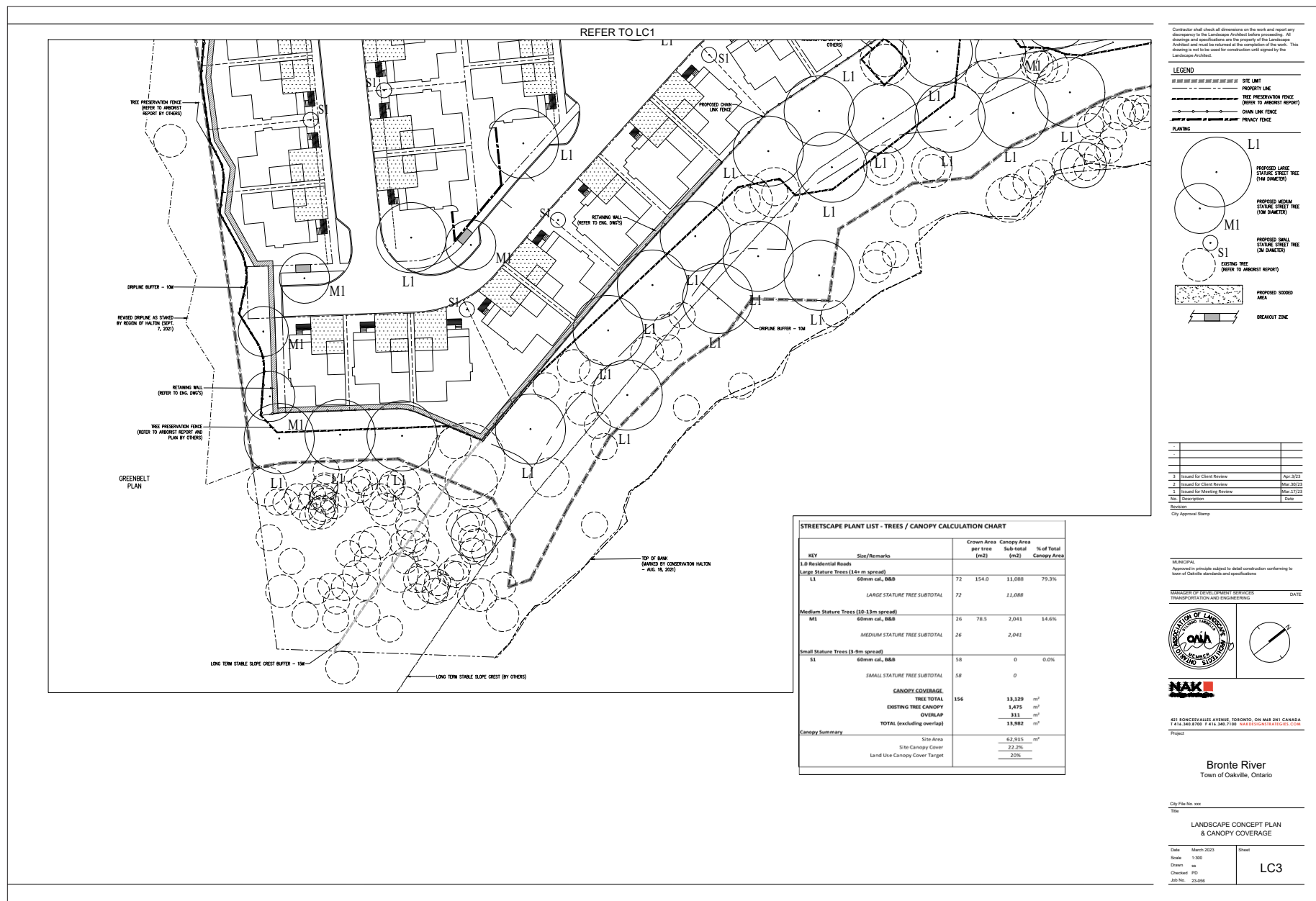
Title

GENERAL LANDSCAPE PLAN

Date: March 2023
Scale: 1/750
Drawn: ss
Checked: PD
Job No.: 23-096

Sheet
LC0

Fig. 6.6a - General Landscape Plan



7.0 IMPLEMENTATION



Figure 7.0 - Aerial photo of Bronte River lands facing west

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

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

Architectural design and siting proposals for the development shall be evaluated in accordance with Town of Oakville requirements and conditions of Draft Plan approval, including the following:

- That the Owner finalize and submit a revised and final Urban Design Brief. The Owner agrees that compliance with this condition is required prior to the Owner marketing or selling any such units.

Architectural design and siting proposals for the condo block shall be evaluated through the Town of Oakville's Site Plan Approval process in accordance with the Town's Site Plan By-law.



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