



KERR VILLAGE PUBLIC REALM AND STREETSCAPE DESIGN STUDY

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Appendices

(Links to Separately Posted Files)

[Appendix A – Kerr Village Presentation Materials – June 2024](#)

[Appendix B – Kerr Village ‘What We Heard Report’ – June 2024](#)

[Appendix C – Kerr Village Presentation Materials – October 2024](#)

[Appendix D – Kerr Village ‘What We Heard Report’ – October 2024](#)



1.0 Introduction

The Public Realm and Streetscape Design Study establishes the long term vision for the look, feel and function of the streets and public spaces in Kerr Village. It will guide municipal investment in trees, paving, furniture, lighting, signage, public art and other amenities that define the sense of place and enhance the experience of everyone who enjoys Kerr Village.

1.1 Scope of Work

Kerr Village is one of eight Growth Areas identified in the Town's Official Plan. Oakville's Livable by Design Manual describes Kerr Village as a unique traditional commercial area with a variety of retail, eateries and services. The Village is well positioned as a vibrant commercial and cultural destination with a focus on its central spine, Kerr Street.

Infrastructure renewal, redevelopment, planning studies and initiatives influenced Council's approval to advance the Public Ream and Streetscape Design Study for Kerr Village. Major infrastructure work, has contributed to need for this design study. Work has included the proposed underpass below the rail line north of Speers Road, streetscape improvements on Speers Road, streetscape improvements on Lakeshore Road East as part of the work in Downtown Oakville and development projects along Kerr Street.

This study has two principal components: the Public Realm Framework and the Streetscape Design Plan. Together they provide a vision and key directions to guide investments by the public and private sectors over the short, medium and long term.

The public realm is a term used to describe all of the publicly accessible spaces of the town including streets, boulevards, pedestrian ways, parks and urban squares. Collectively, these are the spaces that we think of as 'public' and create a shared identity of the town. They play host to special events and the activities of daily living. They welcome all people at all times.

The **Public Realm Framework** identifies opportunities to enhance the spaces and connections between the traditional commercial main street and surrounding community. Kerr Street and Lakeshore Road West are the commercial spines of Kerr Village, the focus of shopping, dining, entertainment and services for the neighbourhood. The Public Realm Framework establishes:

- A hierarchy of spaces that have different roles, such as for public gathering, active play, or quiet recreation, each of which caters to different types of users at different times;
- A hierarchy of streets and connections that have various roles, such as main streets and quieter residential streets, which will have different design standards and streetscape elements; and,
- Placemaking elements that create a memorable environment that is unique to Kerr Village.

The streetscape is the physical environment of a street used by pedestrians, cyclists and motorists. The streetscape includes both publicly owned land within the street right-of-way as well as privately owned land beside it up to the building facades. The streetscape improvements and materials on public land should extend over private land to the building face to create a seamless interface. The streetscape includes, for example, the sidewalk, trees and other landscape elements, furnishings and lighting. This study sets out the direction for publicly owned lands.

The **Streetscape Design Plan** illustrates the addition of street trees and other landscape materials, special paving, lighting, street furniture, wayfinding, public art, on-street parking, travel and bike lanes. All of these elements work together to create a vibrant streetscape, one that accommodates all ways of traveling, supports business success, and provides amenities and comfort for pedestrians.

1.2 Organization of the Report

1 Introduction

- **Scope of Work**
This document provides guidance for Kerr Village's public realm and streetscapes
- **Study Area**
Geographical area this plan applies to

2 Engagement

- **Engagement Process**
Study participants and timeline of activities
- **Key Themes**
Most common feedback received from participants

3 Foundation

- **Background**
Related studies and reports that inform this plan
- **Policy**
Town policies that establish direction for this plan
- **Guiding Design Principles**
Five foundational principles that underpin this plan

4 Public Realm Framework

- **Component Layers**
The individual component parts of the Public Realm Framework
- **Public Realm Framework**
Putting it all together.

5 Streetscape Design Plan

- **Purpose**
What the streetscape plan provides direction on
- **Street Segments**
- **Future Considerations + Pilot Progress**
- **Kerr Street**
Approach
Design Elements
9 segments
- **Lakeshore Road W**
Approach
Design Elements
5 segments
- **Rebecca Street**
Approach
Design Elements
3 segments

6 Implementation

- **Detailed Design**
- **Potential Road Widening**
- **Capital Cost, Maintenance & Operations**

1.3 Study Area

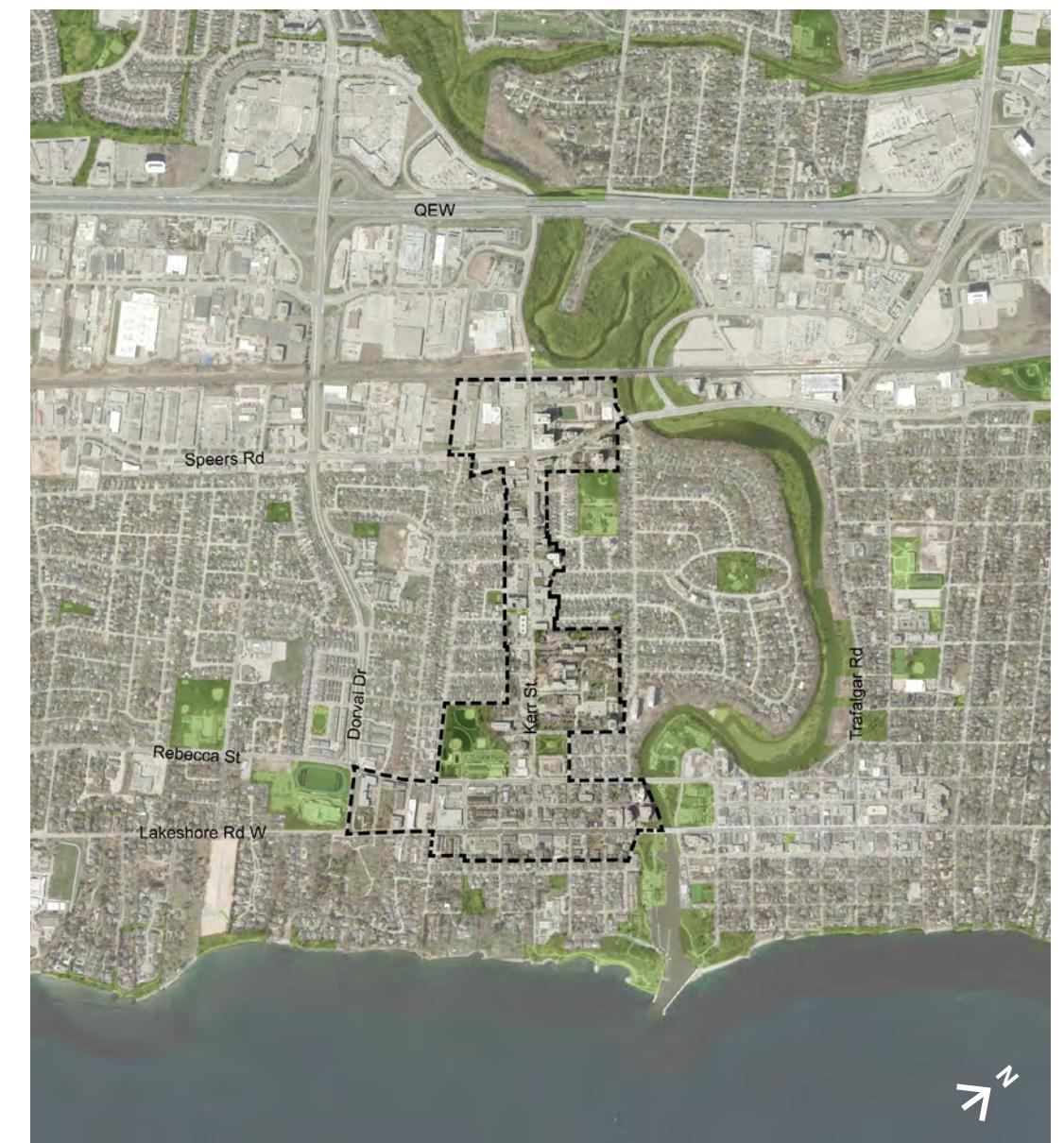
The Public Realm and Streetscape Design Study is focused on the two primary commercial streets in Kerr Village: Kerr Street and Lakeshore Road West. The study area includes the primarily commercial and mixed use lands that front onto these streets or are in proximity. The study area, outlined in the dashed black line below, also considered the nearby public open spaces, institutional and residential uses.

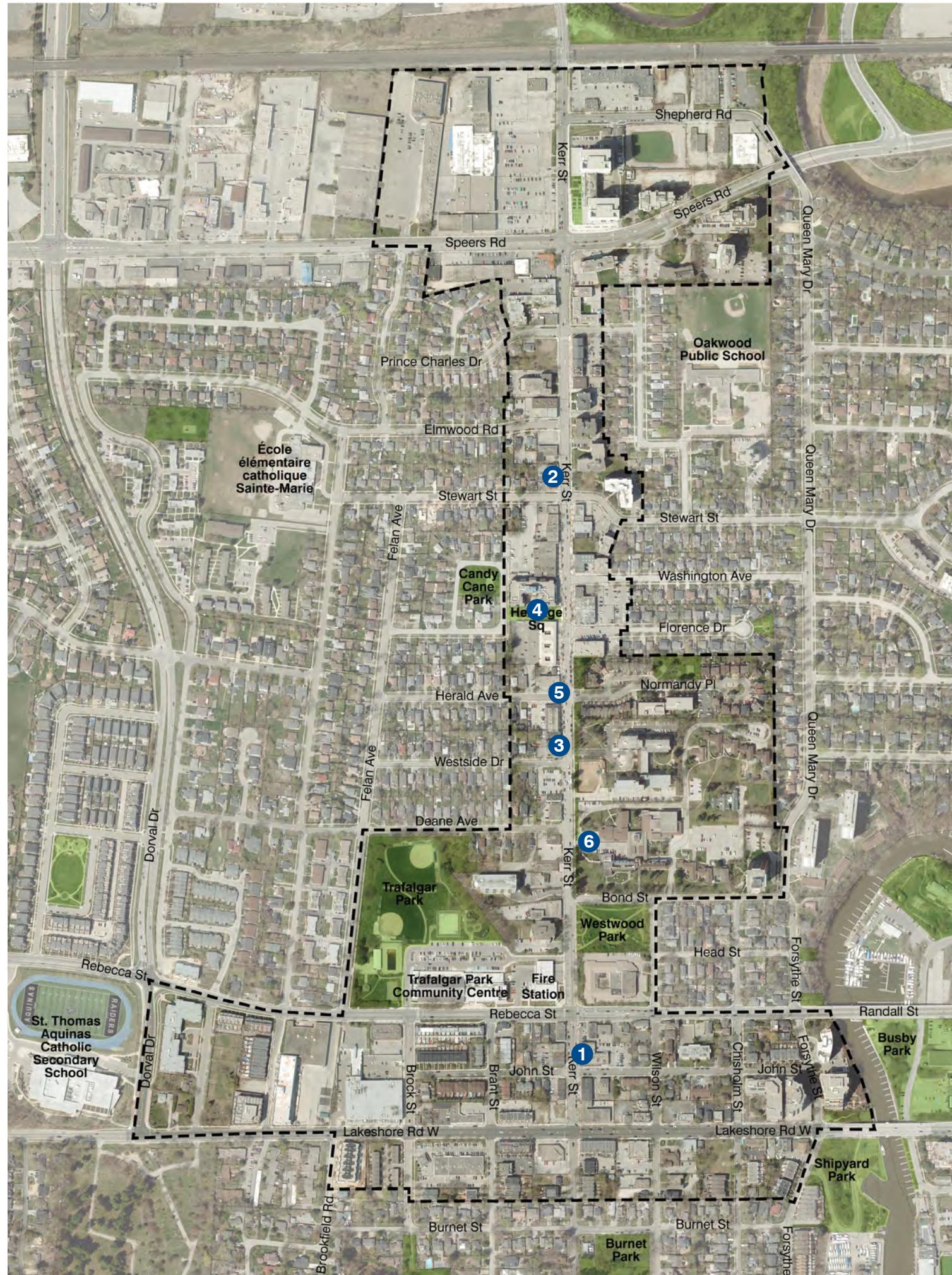
There are approximately 7 km of public streets, comprising an area of 14 ha. The area of public streets is four times greater than the area of public park/open space in the study area making them a significant contributor to the character of the public realm in Kerr Village. With public streets comprising more public land than the public parks, their role in enhancing the character of Kerr Village can be significant.

7 km
Length of Public Streets

14 ha
Area of Public Streets

3.5 ha
Area of Public Parks





The Study Area focuses on Kerr Street and Lakeshore Road West. It also includes short portions of streets that intersect with Kerr Street and Lakeshore Road West. Select images of the Village are presented below as referenced on the map at left.



1 View of the street along the east side of Kerr Street at John Street



2 View of the street along the west side of Kerr Street at Stewart Street



3 Bus stop along Kerr Street (west side) at Westside Drive



4 Heritage Square



5 View of the street along the west side of Kerr Street at Herald Avenue



6 Westwood Park

2.0 Engagement

The study was undertaken from April 2024 to August 2025 during which time the residents, business owners, Town staff and Ward Councillors were invited to share their thoughts. The team presented their work in progress as it was evolving through understanding existing conditions, developing the public realm framework and considering opportunities for change through to preliminary streetscape design concepts



2.1 Engagement Process

Kerr Village is home to diverse businesses and services, with residential uses throughout the study area. It has been important to consult with and reflect the input of various members of the Kerr Village community to ensure its future public realm provides diverse opportunities that balance many different needs. The Public Realm and Streetscape Design Study has been informed through conversations among the Town of Oakville staff from all departments, groups with an interest in Kerr Village and the public.

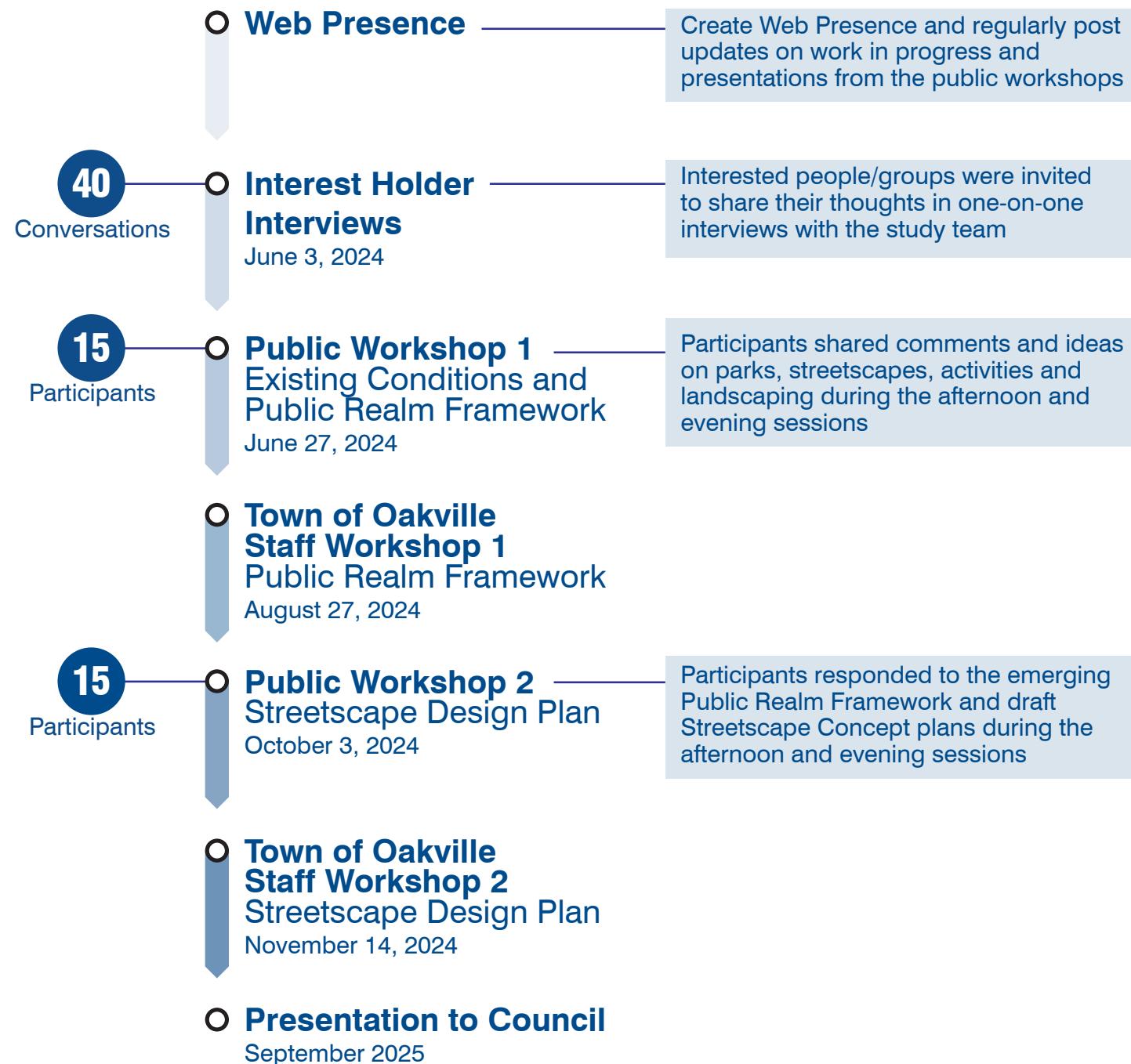


Participants in the creation of The Public Realm and Streetscape Design Study were invited to share their thoughts throughout the process, including at one-on-one interviews with a member of the project team, and at two public workshops.



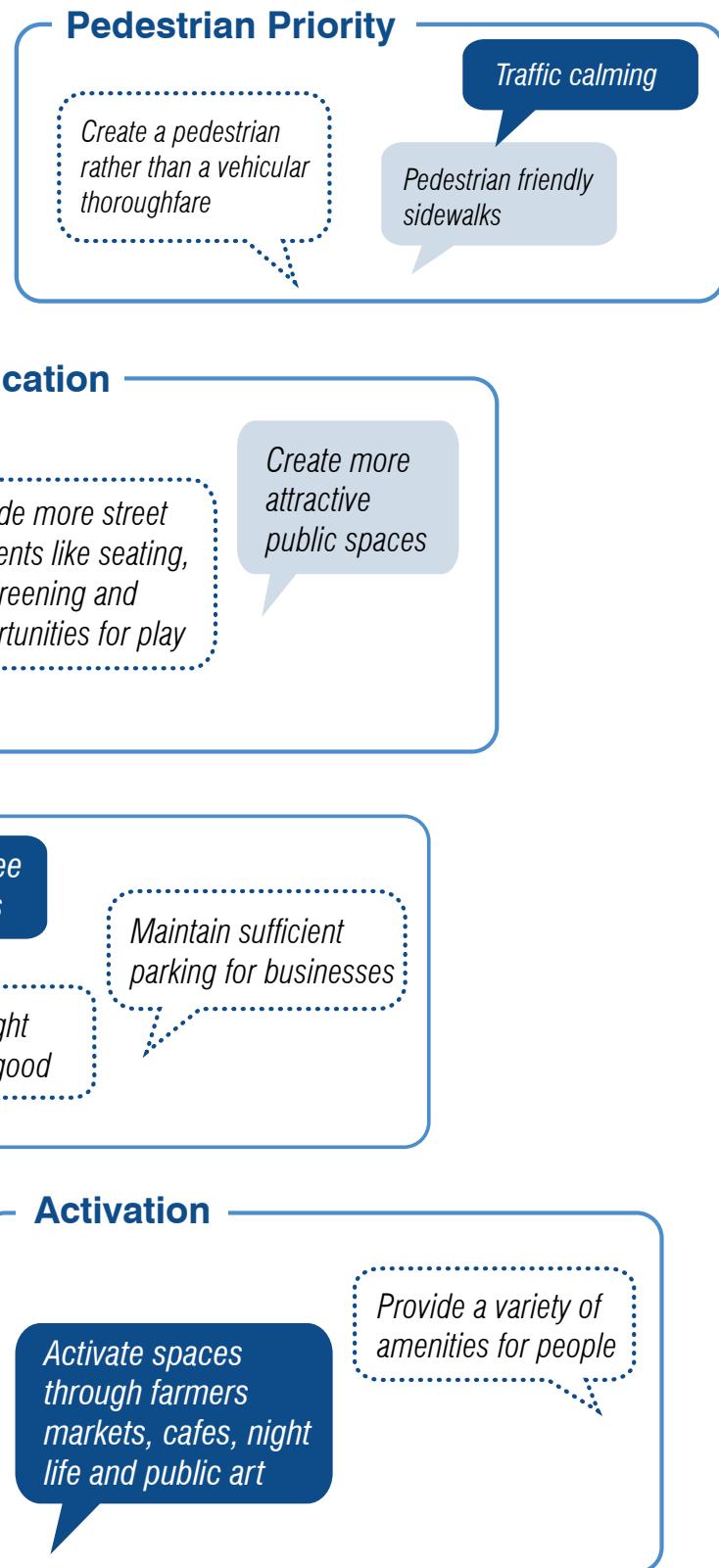
Participants at the public workshops

Timeline of engagement events during the Public Realm and Streetscape Design Study



2.2 Key Themes

From the initial conversations through to the public workshops, participants have expressed common ideas that have helped to shape this the team's work. The common themes are reflected in the streetscape design concept and implementation strategies. The following are the common themes:





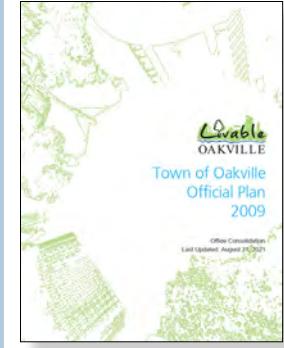
3.0 Foundation

The Public Realm and Streetscape Design Study is built on direction provided in policies and studies. Five guiding design principles were established based on a review of policies and key studies, understanding of existing and planned conditions and discussions with staff. The guiding design principles were subsequently validated through public engagement.

3.1 Background

The following key documents provide a foundation for the Public Realm and Streetscape Design Study and establish direction for the design.

○ 2009 Official Plan



The **Livable Oakville Plan** establishes the policy direction for the Town as a whole. Kerr Village is a designated Growth Area.

Specific policies promote Kerr Village as a vibrant business district and cultural area:

- Promote pedestrian and cycling-oriented mixed use development;
- Improve pedestrian and cycling circulation and connections;
- Increase efficiencies for alternate modes of transportation; and
- Promote high quality streetscapes and open spaces.

As part of the ongoing Livable Oakville Official Plan Growth Area policy review, the Kerr Village review was completed in 2017 and confirmed the objective to revitalize Kerr Village as a vibrant business district.

The Livable Oakville Plan also establishes urban design policies that are further articulated by the Livable by Design Urban Design Manual.

○ 2014 Livable by Design Urban Design Manual



The **Livable by Design Urban Design Manual** provides Town-wide design direction to visually articulate the design objectives of the Official Plan, set expected design and development outcomes, establish a design assessment framework for the review of development proposals, and provide direction for the creation of detailed design documents. It provides the foundation for the design direction for Kerr Village.

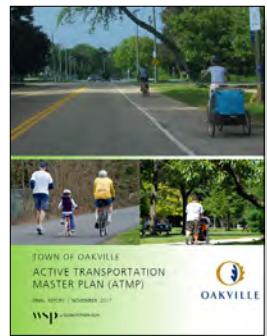
○ 2015

Downtown Transportation and Streetscape Study



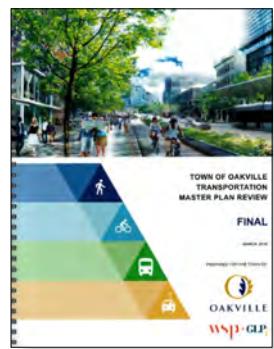
○ 2017

Active Transportation Master Plan



○ 2018

Transportation Master Plan



The **Downtown Transportation and Streetscape Study** included Lakeshore Road West in the downtown core providing a streetscape master plan for the core streets. A materials and furnishing palette, and design guidelines for planting, stormwater, parking, loading zones, cycling, intersections, public art and special event were included. It provides background to consider for the streetscape palette for Lakeshore Road West through Kerr Village.

The **Active Transportation Master Plan** is a blueprint for improving walking and cycling infrastructure, programs and initiatives.

- Rebecca Street and Speers Road are identified as a potential cycling route through the study area.
- Stewart Street is identified as potential signed routes through the study area, and
- Lakeshore Road West is identified for potential cycling connections eastward to the downtown.

Small portions of Kerr Street and Lakeshore Road West are part of the Trans Canada Trail and the Waterfront Trail.

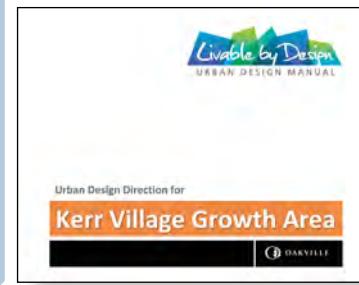
The **Transportation Master Plan** provides a framework for the Town's transportation system and identifies future needs based on anticipated growth. Speers Road is identified as requiring widening to six lanes through the study area. Planning for this is ongoing.

The Town is undertaking a new Transportation Master Plan study which will serve as an update to the 2018 Transportation Master Plan and 2017 Active Transportation Master Plan.

Work throughout the Public Realm and Streetscape Design Study has considered the updated Transportation Master Plan's work in progress.

○ 2019

Livable by Design Urban Design Manual (Part B): Urban Design Direction for Kerr Village Growth Area



The **Livable by Design Urban Design Manual (Part B): Urban Design Direction for Kerr Village Growth Area** provides more detail for how Kerr Village will evolve. Guidelines are organized under the following themes:

- Distinguish the district through a sense of arrival, and incorporate expressive, unifying elements;
- Foster activity at the street level with active spaces in the boulevard and active uses on the ground floor of buildings;
- Frame the street through built form;
- Be compatible with surroundings through transitions; and
- Create links to and throughout the district that prioritize pedestrian access and movement.

Some of the guidelines under these themes have been embedded into the Public Realm Framework and Streetscape Design Plan, including:

- Gateway elements;
- Coordination of the look and feel of public spaces and streetscape elements;
- Opportunities for public art;
- Establishing comfortable activity zones along pedestrian routes of travel and creating places for gathering and pausing and mid-block connections;
- Minimizing the impacts of vehicle access; and,
- Providing ample bike parking.

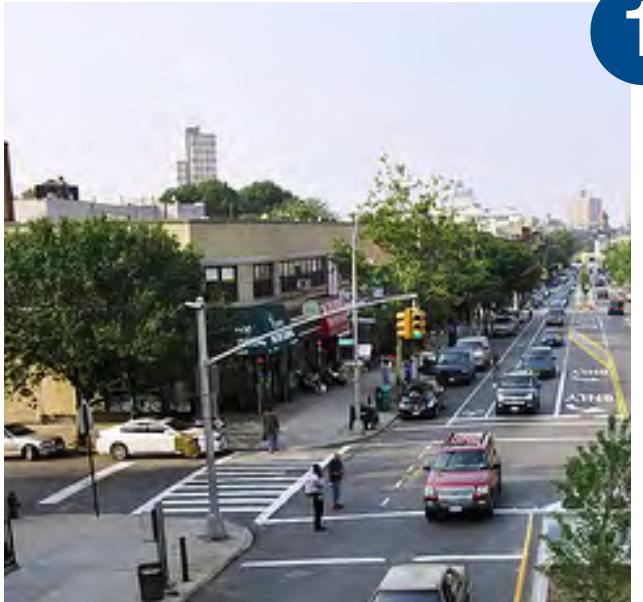
○ 2019

Kerr Street Grade Separation

The Kerr Street Grade Separation Project plans for the building of an underpass for Kerr Street at the Lakeshore West GO Line. In preparation for the future roadworks, an open house for the selection of streetscape materials and furnishings was held in 2018. In 2022, due to the project cost estimated to be significantly higher than estimated, Metrolinx indefinitely deferred the underpass project. Council and staff continue to work collaboratively with Metrolinx to establish a solution that will reduce project costs, reducing the length of time required for construction and addressing the planned and potential development and growth in the Kerr Street growth node.

3.2 Guiding Design Principles

Five foundational principles establish the base for the Public Realm and Streetscape Design Study. These principles represent best practices and were shared and validated at both public workshops.



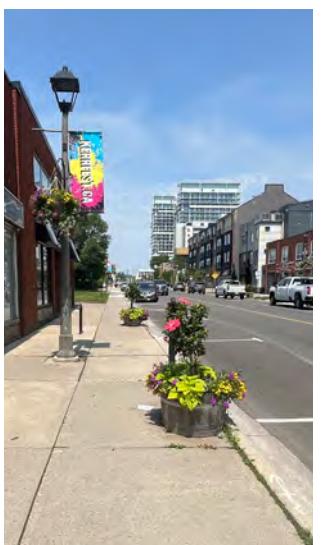
1

Create Complete Streets

Complete streets provide safe, attractive and comfortable travel for users of all ages and abilities: pedestrians, cyclists, transit users and motorists. Complete streets accommodate the mobility, social and recreational needs of their users.

The benefits of creating complete streets are:

- Promotes healthy lifestyles through walking and biking;
- Improves safety by slowing traffic, accommodating all users in defined spaces, enhancing connectivity;
- Creates opportunities for social interaction;
- Provides a stronger sense of place;
- Encourages alternatives to cars; and
- Lowers transportation costs.



2

Context Specific Design

Kerr Village will be distinguished from its surroundings as a unique and special place in the Town of Oakville through the streetscape design, furnishings and materials. The streetscape design will vary through the village based on the specific conditions of the form, location and character of existing and planned buildings, land uses, landscape character, access and views.

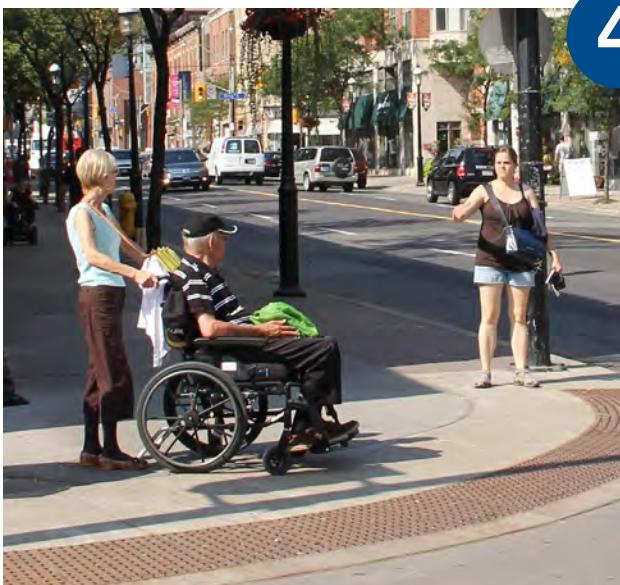


3

Green Infrastructure

Green infrastructure manages rainwater by protecting and mimicking the natural water cycle. It uses soils, plants, trees and engineered systems to capture, store and filter urban runoff.

Considering underground infrastructure and the availability of space in the right-of-way, tree planting in spacious planting beds will be enhanced using soil cells to promote healthy tree growth.



4

Accessible for All

The **Accessibility for Ontarians with Disabilities Act (2005)** includes Accessibility Standards for the Built Environment. The intent is to remove barriers to buildings and public spaces, making it easier for everyone to access the places they work, travel, shop and play. The streetscape concept removes barriers and provides access for all.



5

Vibrant and Engaging Public Realm

Streetscapes will be designed with clear zones for tree planting and furnishings, a pedestrian clearway for movement on the sidewalk and merchandising zone at the front of buildings. Vibrant spaces will enrich the village in every season, for day to day and special events.

The streetscape will be coordinated and punctuated with places to meet and gather.



4.0 Public Realm Framework

The Public Realm Framework describes the publicly accessible spaces within Kerr Village, and sets the context, role and function of the component parts to create a cohesive public realm. The Public Realm Framework is comprised of seven character areas, a hierarchy of streets, a cycling network, parks and open spaces, gateways and public art considerations.

4.1 Introduction

The **Public Realm Framework** builds on the foundational direction of the Livable by Design Manual and the Urban Design Direction for Kerr Village Growth Area.

The public realm includes all outdoor spaces, including public spaces such as parks, playgrounds, urban squares, and streets. Many essential activities part of our daily lives take place in and depend on public spaces.

The framework stitches the components of the public realm together and identifies opportunities to enhance the spaces and connections in the study area and into the immediate surroundings.

The **Public Realm Framework** identifies:

- The character and key opportunities for change in seven areas;
- Street typologies with different roles and streetscape character;
- Cycling routes through Kerr Village;
- A hierarchy of public green space/open space with opportunities for enhancement;
- Gateways to mark the entrances to and define Kerr Village; and,
- Opportunities for public art.

4.2 Character Areas

The first layer of the Public Realm Framework is the distinct character areas of Kerr Village. Each is a reflection of the sequence of development over its history, and the type of development that occurred and is proposed or under construction.

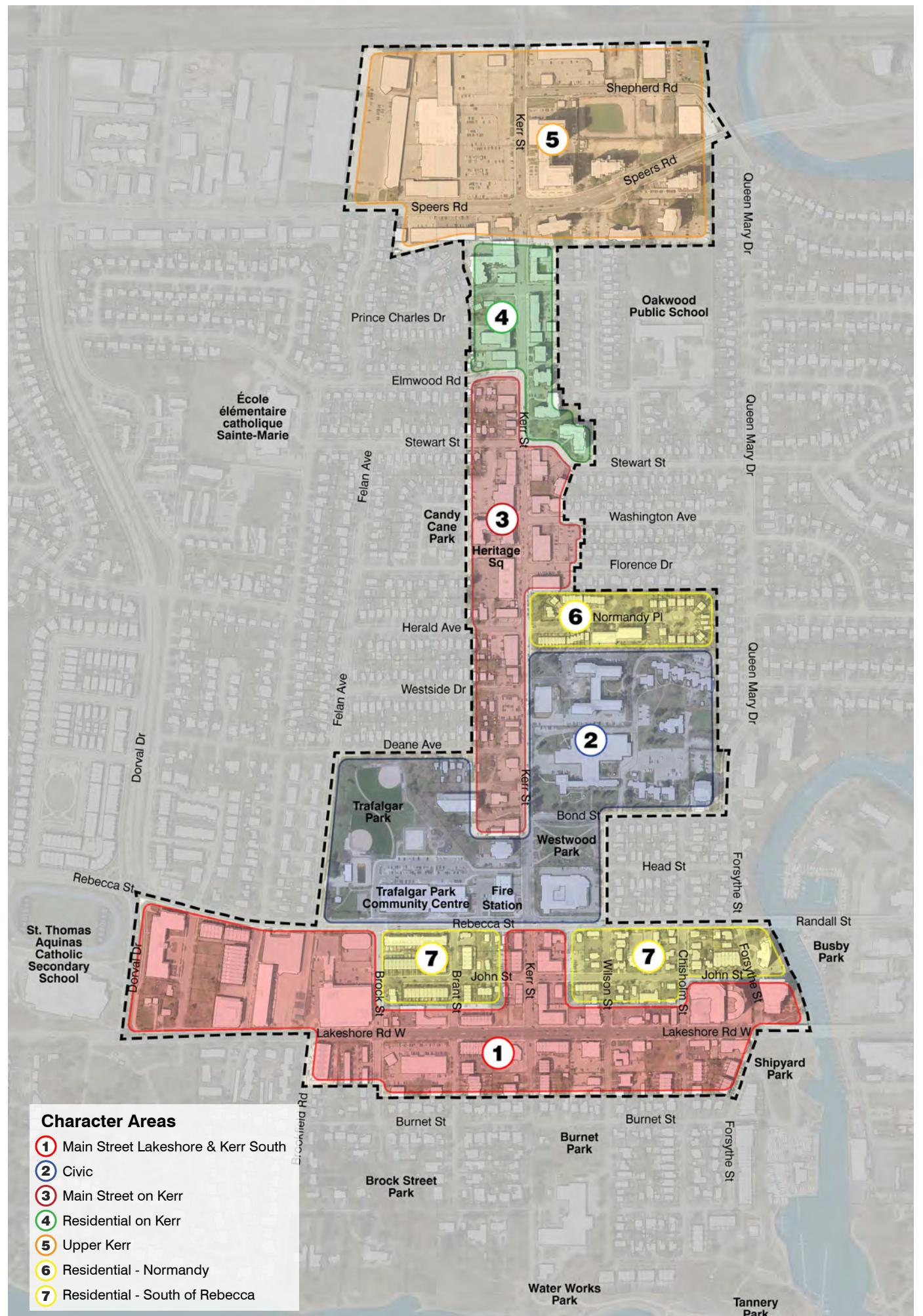
The seven areas identified build on the three districts identified in *Livable Oakville Official Plan* Section 23 of Upper Kerr, Main Street and Lower Kerr.

The character of each area is a result of:

- **Public realm characteristics:** the street pattern, right-of-way widths, vehicular lane configurations, sidewalk location, street trees, street furniture, utilities and parks and open spaces.
- **Private realm characteristics:** the scale of buildings, their relationship to sidewalks, ground floor uses, and the presence of private parking.

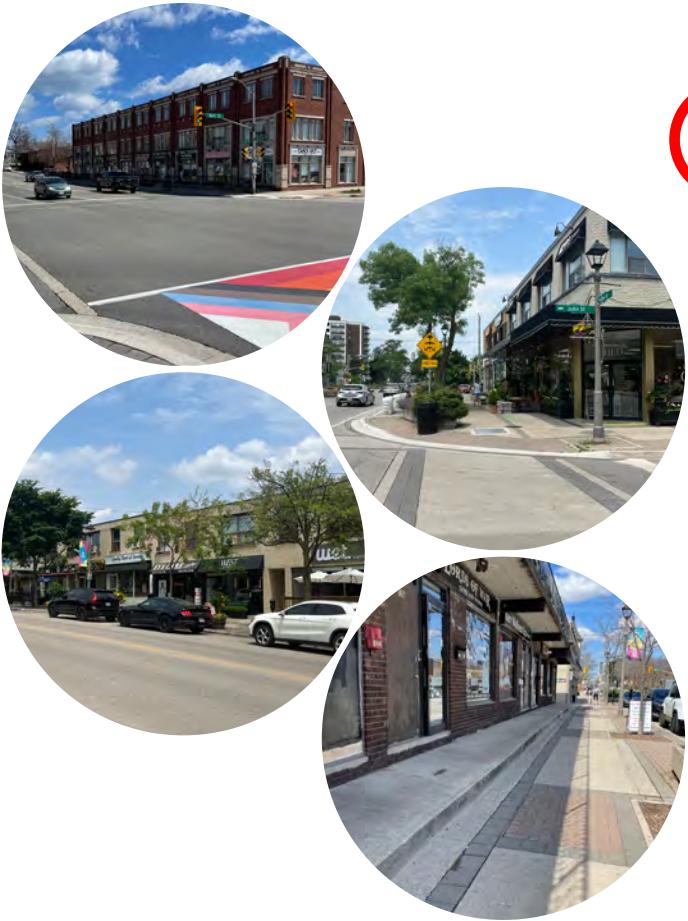
New public and private realm investment should be compatible with the positive elements of each of the character areas. In some cases, such as Upper Kerr Street (area 5), new development will establish a significantly different, new built form character, however the intent is to plan for consistency in the streetscape character of Kerr Street.

The following is a summary of the key defining characteristics of each character area with key opportunities that were considered in the development of the Streetscape Design Plan.



Character Areas

- ① Main Street Lakeshore & Kerr South
- ② Civic
- ③ Main Street on Kerr
- ④ Residential on Kerr
- ⑤ Upper Kerr
- ⑥ Residential - Normandy
- ⑦ Residential - South of Rebecca



1

Main Street Lakeshore & Kerr South

- Anchors the south end of Kerr Village with Lakeshore Road West providing a transition to Downtown Oakville.
- Main Street shopping area with retail uses, including food and beverage.
- Terraces/steps along the west edge of Kerr Street create accessibility issues leading into retail businesses.
- Parking bays and curb bump outs at intersections on Kerr Street.
- Planting along the street includes trees in small planting beds, seasonal planting in containers, concrete planters and a double row of trees on the east side of Kerr Street at Lakeshore Road West.
- Two large sites ideal for redevelopment at the NW and SW corners of Lakeshore Road West.



2

Civic

- Park setting with large scale residential and institutional uses on the east side with lawns and treed frontages and low rise retail uses on the west side.
- Westwood Park and Trafalgar Park Community Centre/ Park provide town-wide community/recreation amenities and facilities.
- Location of 3 redevelopment projects: Region of Halton's 4 storey senior's housing and a wellness centre on the ground floor; 6 storey retirement home with a ground floor restaurant and a new four storey condo.
- Bumps outs define on-street parking.

Opportunities

- Re-imagine greening of the street and the potential removal of the large concrete planters that consume a lot of space in a narrow corridor.
- Remove barriers to accessibility on buildings on the west side of Kerr Street south of Rebecca Street.
- Upgrade lighting to provide more consistent lighting of the public spaces across the Village.
- Explore opportunities to provide wayfinding elements that link Kerr Village to the lakefront park.
- Create a stronger gateway to the Village at the Lakeshore Road West intersection with Kerr Street.
- Plan to coordinate the streetscape with the new development/redevelopment, when it occurs, on the corner lots of Lakeshore Road West and Kerr Street.
- Consider gateways on Lakeshore Road West at the west and east limits of the Kerr Village area.
- Streetscape improvements have been implemented along Lakeshore Rd East from the western limits of the Sixteen Mile Creek Bridge to Allan Street in the east through Downtown Oakville. This plan, including the selected standards and furnishings, will inform the streetscape work for Kerr Village, particularly along Lakeshore Road West

Opportunities

- Provide public realm amenities, along the street edges of the institutional properties adjacent to the corridor, to create more publicly accessible green space along Kerr Street.
- Strengthen visual and physical connections to Trafalgar Park from Kerr Street through enhanced streetscape and defined pedestrian routes.
- Enhance the transition from the Kerr streetscape to Westwood Park.
- Consider an alternative design for Bond Street as a special street with frontage onto green space on both its north and south side.
- Upgrade lighting to provide more consistent lighting of the public spaces across the Village.
- Explore opportunities to provide wayfinding elements that link key destinations within the Civic character area and adjacent character areas.



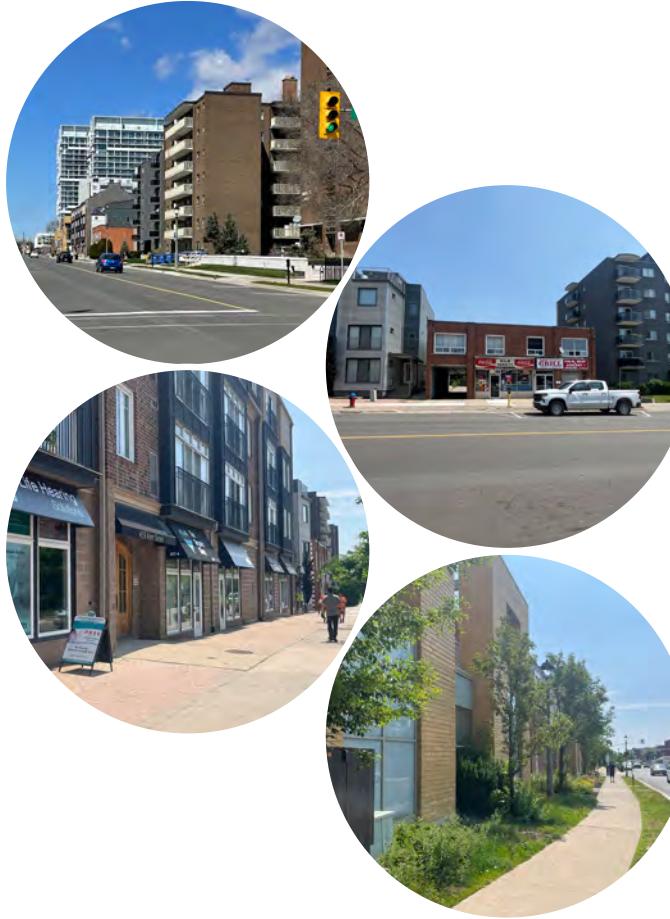
3

Main Street on Kerr

- Primarily low rise, 1-2 storey buildings, retail, cafes and food service, residential/office on upper storey.
- Heritage Square is a central open space, hard surface with planting beds, public art and a connection through to Candy Cane Park and the surrounding residential neighbourhood.
- Bump outs at intersections with parking bays.

Opportunities

- Streetscape enhancements should focus on strengthening this core segment of retail uses.
- Provide more pedestrian amenities.
- Remove large planters.
- Re-imagine greening strategy and re-design Heritage Square.
- Upgrade lighting to provide more consistent lighting of the public spaces across the Village.
- Focus for public art in this area.



4

Residential on Kerr

- Mixed uses dominated by larger scale residential uses with some retail.
- Frontages include lawns, parking areas and some at grade retail.
- On-street parking, however, no bump outs defining parking bays.

Opportunities

- Streetscape enhancements should respect the frontyard landscape/ green character of this portion of Kerr Village.
- Consider bump outs and parking bays similar to streetscape approach south of Stewart Street.
- Upgrade lighting to provide more consistent lighting of the public spaces across the Village.



5 Upper Kerr

- Existing large format retail and large scale mixed use development with large surface parking lots on the west side of Kerr Street.
- Redevelopment has occurred on the north east corner of Kerr and Speers and redevelopment is planned for the north west corner with significant residential and commercial/retail uses.
- A Kerr Street Grade Separation Project is planned which would require shifting the location of Kerr Street north of Speers Road and create an underpass below the rail line. The project was indefinitely deferred by Metrolinx.
- The new streetscape on Speers Road, consisting of standard boulevard and separated bicycle lanes has been implemented from Bronte Road to Fourth Line. Construction to Dorval Drive is slated for 2024/25, with the remainder of the corridor (to Kerr Street) to be constructed in 2028.
- Due to major redevelopment, the potential underpass for Kerr Street and new streetscape being implemented along Speers Road, the Upper Kerr area is not included in the detailed streetscape designs in Chapter 5. The streetscape design approach established in this study will be applied to Kerr Street north of Speers Road and the new public streets in the future as they are implemented.

Opportunities

- Streetscape enhancements will build on public realm improvements planned for this area.
- Integrate the future development scenario as the north terminus of Kerr Village and ensure continuity of the streetscape design elements.
- Incorporate wayfinding to new public space planned as part of the redevelopment in the north west corner of Kerr and Speers.
- Safe crossing of Speers Road and coordination with new streetscape.
- Consider treatment of gateways at the future Kerr Street railway underpass, at the Speers Road underpass under Shepherd Road/Queen Mary Drive, and at the Kerr Street and Speers Road intersection. For the underpasses, consider the use of signage/decorative treatment applied to the bridges to create a sense of threshold.

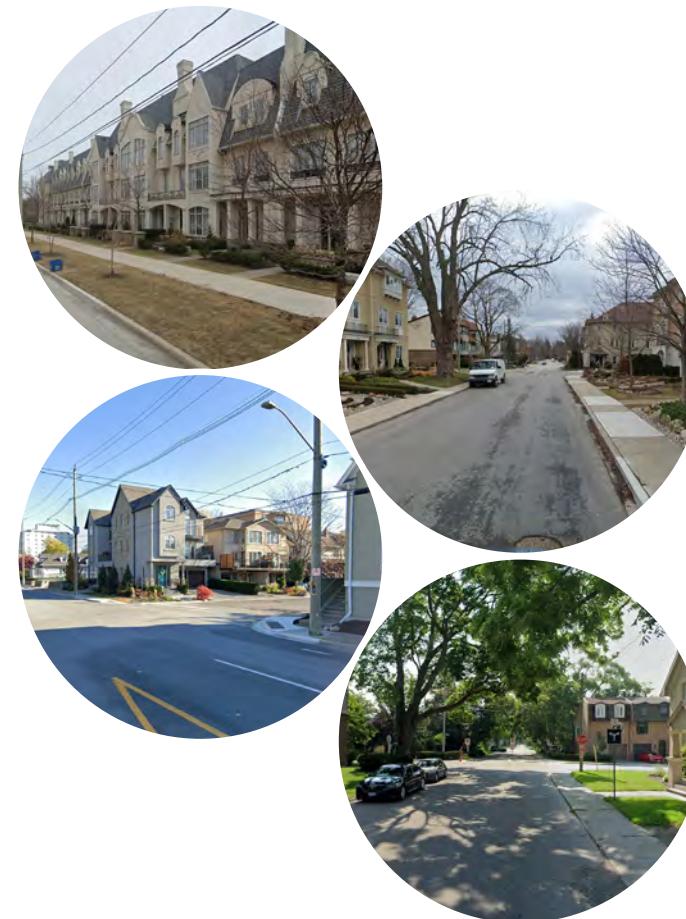


6 Residential - Normandy

- Residential area on a cul-de-sac.
- Widened grass boulevard/median on the street.
- Normandy Park playground and seating primarily serving this small neighbourhood.

Opportunities

- Augment furnishings, planting and paving in the public boulevard along Kerr Street on the north and south sides of the intersection with Normandy Place.



7 Residential - South of Rebecca

- A mix of residential uses with new infill development.
- Limited streetscape enhancements are planned.

4.3 Street Typology

The second layer of the Public Realm Framework is the street typology. The street network is the primary movement corridors for pedestrians, cyclists, transit riders and motorists in Kerr Village. The streets are also destinations in themselves, because they play host to shopping, entertainment and recreational activities, as well as residential uses. They are key contributors to establishing the character of each area. The public realm framework has established three street types:

Main Streets are the primary commercial/shopping streets in Kerr Village. Kerr Street, Lakeshore Road West, Rebecca Street and Speers Road are all identified as Primary Streets in the Official Plan. They include commercial frontages, with some areas more continuous than others, and generally have an urban character. There are wide sidewalks accommodating higher volumes of pedestrians and providing access to shopfronts. It is important to remember that no matter how people arrive in Kerr Village (even if they drive), everyone is a pedestrian when they access the shops and services along main streets, or in the case of Lakeshore Road West, being considered for a new transit route. All of the Main Streets are transit routes. Streetscape enhancements are focused on Kerr Street and Lakeshore Road West, with some enhancements planned for Rebecca Street and Speers Road. In all cases, enhancements will “wrap the corner” onto Residential Streets.

Residential Streets in Kerr Village are the side streets, and are primarily residential in character with a range of building types. They have a greener character, buildings are often set back, and there is typically a grass boulevard adjacent to the street as a buffer to the sidewalk. Residential Streets are identified on the Street Typology map. No additional streetscape enhancements are planned above the Town’s current policy for street tree planting. There is an opportunity for enhanced wayfinding along Kerr Street south of Lakeshore Road West to indicate the connection to Water Works Park and the Town’s waterfront walk.

Parkside Streets are identified as Bond Street on the north side of Westwood Park and Deanne Avenue and Felan Avenue along the edges of Trafalgar Park. These locations provide an opportunity for additional tree planting, furnishings information kiosks and wayfinding given their adjacency to public parks. Bond Street has a unique context located between a park and the wide landscaped yard of the facility to the north creating an opportunity to create a ‘flex street’.



Lakeshore Road West at Kerr Street - a Main Street



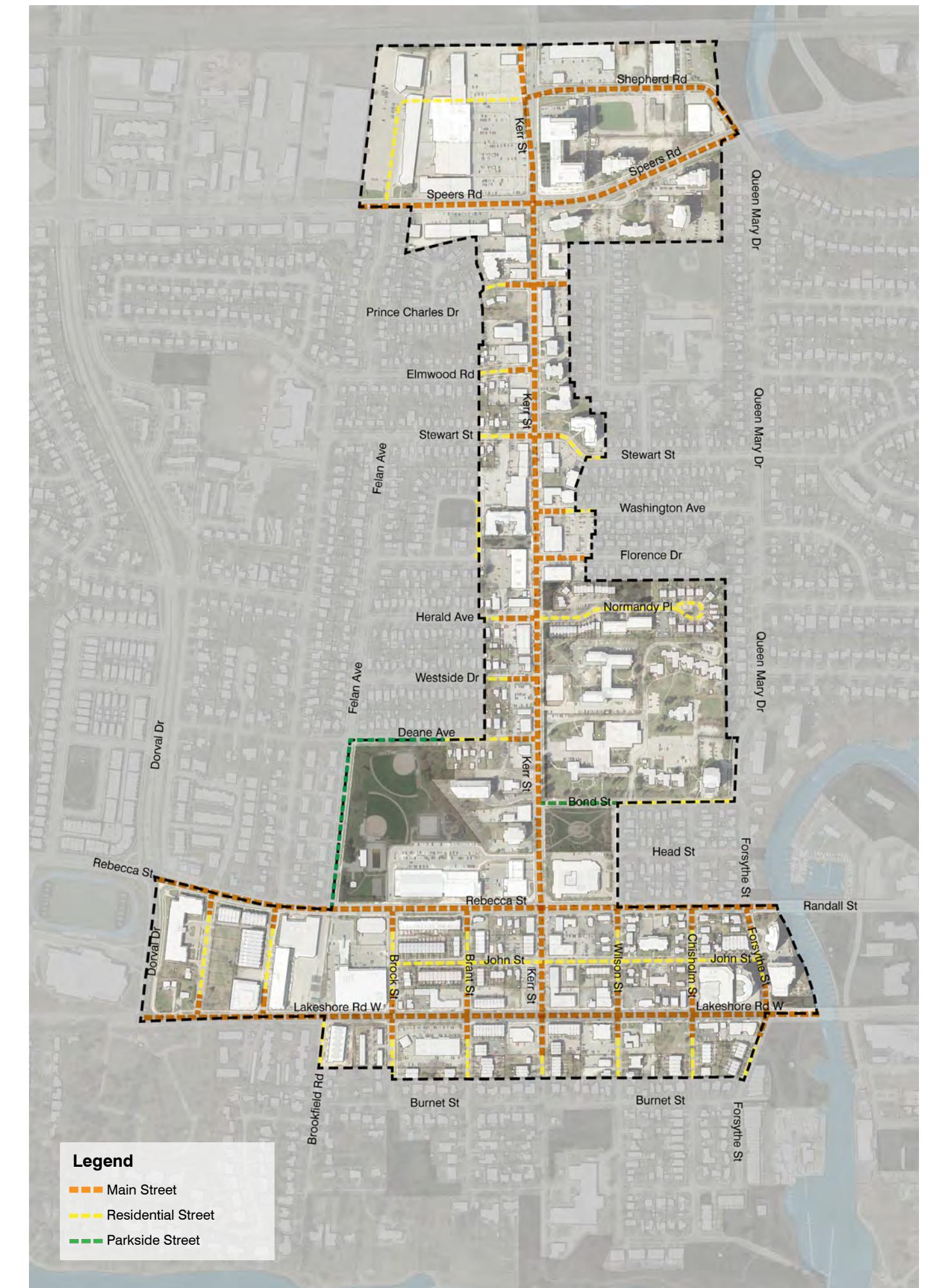
Kerr Street at Rebecca Street - a Main Street



Prince Charles Drive - a Residential Street



Bond Street looking towards Kerr Street - a Parkside Street



4.4 Cycling

The third layer in the Public Realm Framework is the cycling network. Kerr Village will support cycling as a transportation choice by maintaining the existing bike routes and providing new bike facilities.

Kerr Street is a signed bike route that will be maintained and sharrows (the shared use lane symbol) will be added. The relatively narrow right-of-way and the desire to maximize pedestrian space, results in inadequate space to introduce dedicated bikeways while retaining on-street parking. The enhanced streetscaping, including curb bump outs, will help to calm traffic and make cycling safer.

Lakeshore Road West currently has dedicated bike lanes west of Kerr Street. This Plan recommends new cycle tracks along Lakeshore Road West through the entire study area. The new cycle tracks would be raised and positioned between the on-street parking and the curb edge, where they will be buffered from vehicular travel lanes.

Rebecca Street currently has dedicated bike lanes that will be maintained. These lanes change to sharrows in either direction on the block approaching Kerr Street to accommodate existing right turn lanes.

Stewart Street is recommended for dedicated bike lane by the Active Transportation Master Plan.

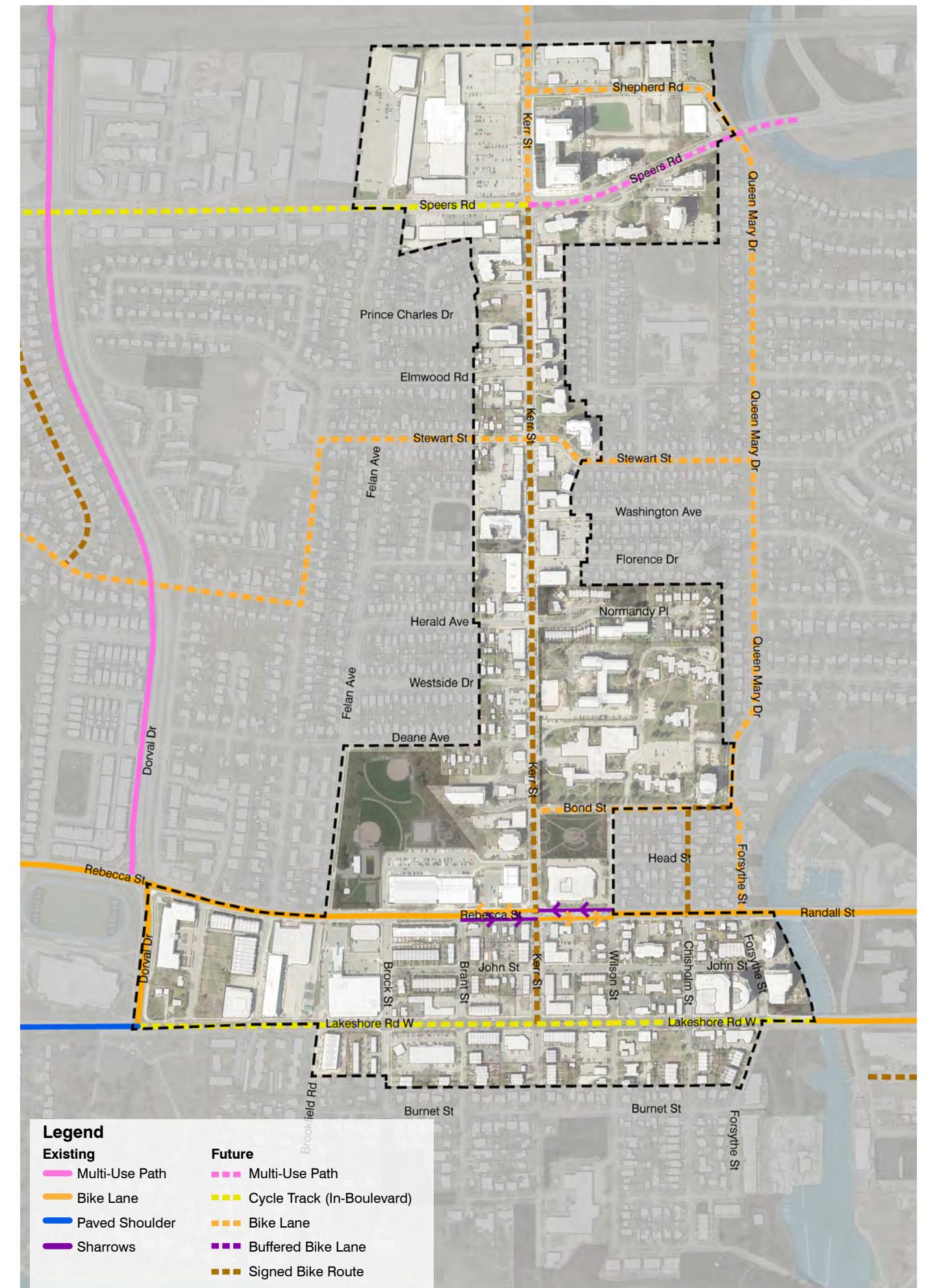
Bike lock up posts should be distributed along the Main Streets and public spaces in Kerr Village.



Examples of a raised cycle track between the curb and lay-by parking



Example of pedestrian crossing of cycle track



4.5 Public/Green Space

The fourth layer of the Public Realm Framework is public/green space which are publicly accessible parcels of land, often but not always municipal parkland. There is a tremendous variety in the types of public green spaces including large sports parks, small pocket parks, natural spaces, and walkway connections. Each has a different role in the green space network, and their programming and amenities should reflect their intended use, for example with sports fields, plaza spaces, seating areas, or trail facilities.

Kerr Village is anchored by Water Works Park at the lake. Water Works Park connects into the Oakville Harbour park system and is a major attraction for residents and visitors. Green spaces are located throughout Kerr Village within a short walk. New amenities can enhance these green spaces but should be compatible with their established function and character.

Heritage Square provides a central focus for Kerr Village and has a history of hosting local festivals and celebrations. It is a purpose-designed flexible space to accommodate a wide range of programming. Larger events can spill out into Kerr Street with lane reductions or street closure. There is an opportunity in the longer term to refresh the Square with more plantings, softscape areas, new paving and furnishings.

Design elements to consider for Heritage Square to support programming include:

- provision of power and water connections;
- softscape areas that can accommodate event uses and support vehicles (eg. reinforced grass);
- paving pattern extends into the Kerr Street right-of-way;
- lighting strategy provides welcoming light levels to encourage evening and winter use, as well as special lighting for events (e.g. projection, coloured light);

Trafalgar Park is a community centre and outdoor space with sports and play facilities. The building and park has frontage on Rebecca Street, Falen Ave

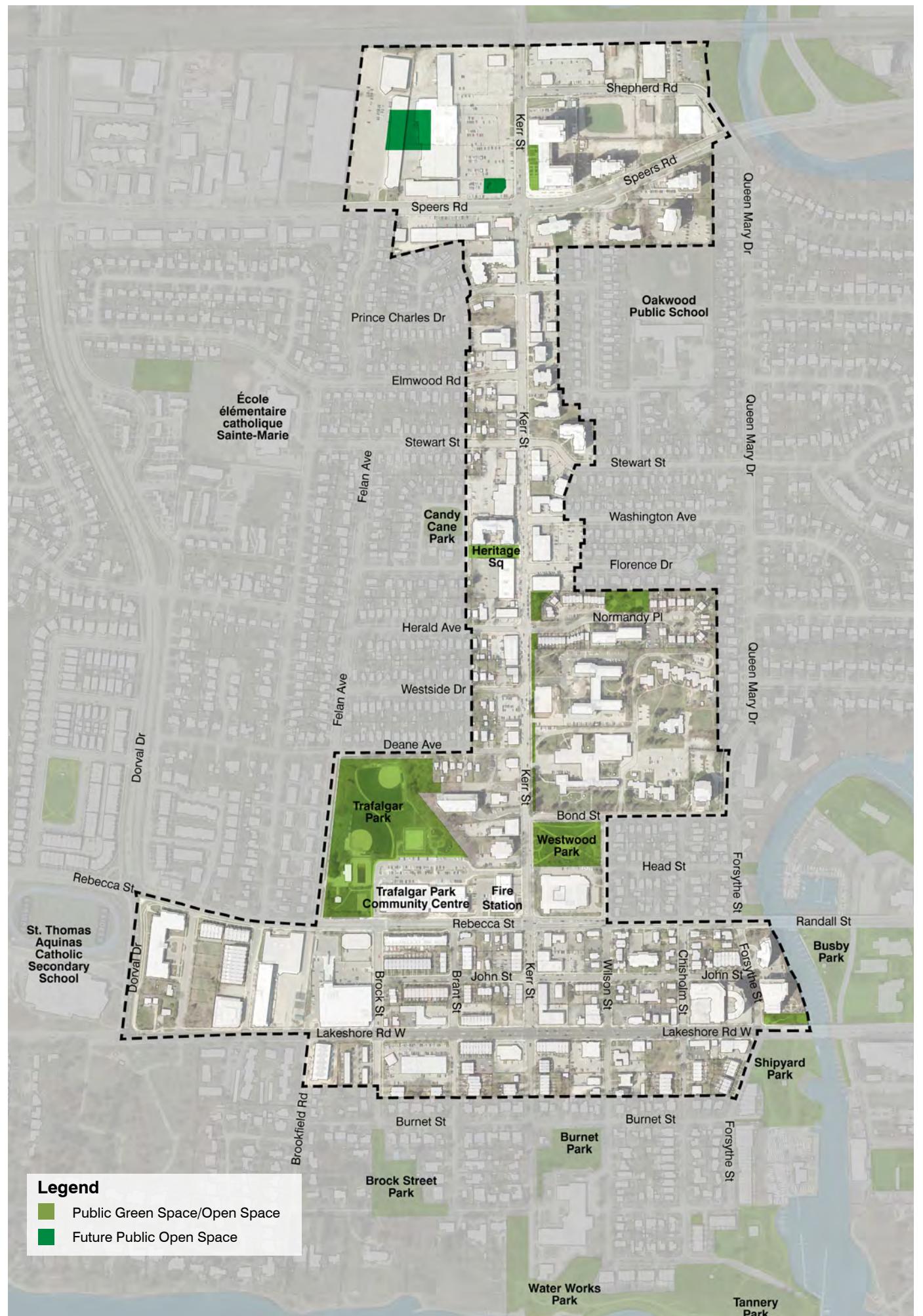
and Deane Ave, with vehicle and pedestrian access from Kerr Street. It provides an important amenity for the Town and area residents. The preceding section on Street Typology identified opportunities to enhance the streetscape on these “special parkside streets”. Enhanced wayfinding from Kerr Street along the park’s entrance road would help identify the pedestrian connection to this green space and its recreation facilities. This park is ideally suited to host events and special programming.

Westwood Park was recently enhanced with boulevard upgrades along Kerr and Wilson streets, new walkways, decorative walls, trees and shrubs and a custom-designed metal gazebo and trellis feature, lighting, irrigation, a central plaza area and water feature. There is an opportunity in the streetscape design to enhance the transition from the park to the public realm along Kerr Street. This park currently hosts a number events, including Kerrfest. There is also an opportunity to consider a “flex street” design for Bond Street given its unique location between a park and the wide landscape yard of the facility to the north.

Normandy Parkette is a small green space at the northeast corner of Kerr Street and Normandy Place. The parkette should be refreshed with updated furnishings, paving and augmented planting.

Between Normandy Parkette and Westwood Park is a line of green space along the frontage of the institutional uses on the east side of Kerr Street. This band of green space can contribute to the public realm of the street through integration of the streetscape design, additional seating, wayfinding, etc. Removal of the existing iron fencing at the property line would help to ensure a coordinated design approach of these key contributing green spaces.

New green spaces are planned at the north end of Kerr Village, where significant redevelopment is expected. These parks will also function as local destinations, with their own character. Their design will evolve through the development process and should include wayfinding to ensure they are fully integrated into Kerr Village’s public realm.



Legend

- Public Green Space/Open Space
- Future Public Open Space

4.6 Gateways

The fifth layer of the Public Realm Framework is the gateways. Gateways provide an opportunity to incorporate streetscape elements and features that enhance the sense of arrival to Kerr Village, establishing memorable thresholds that define a unique sense of place. Landscape, public art, special

paving, unique seating, lighting and built form can all contribute to the creation of a gateway. Each gateway should reflect its location and relationship to the surrounding context. Their locations are identified in *Livable Oakville Official Plan*, Section 23 Kerr Village.



Kerr Street looking south at Speers Road



Kerr Street looking north at Lakeshore Road West



Lakeshore Road West looking east at Dorval Drive



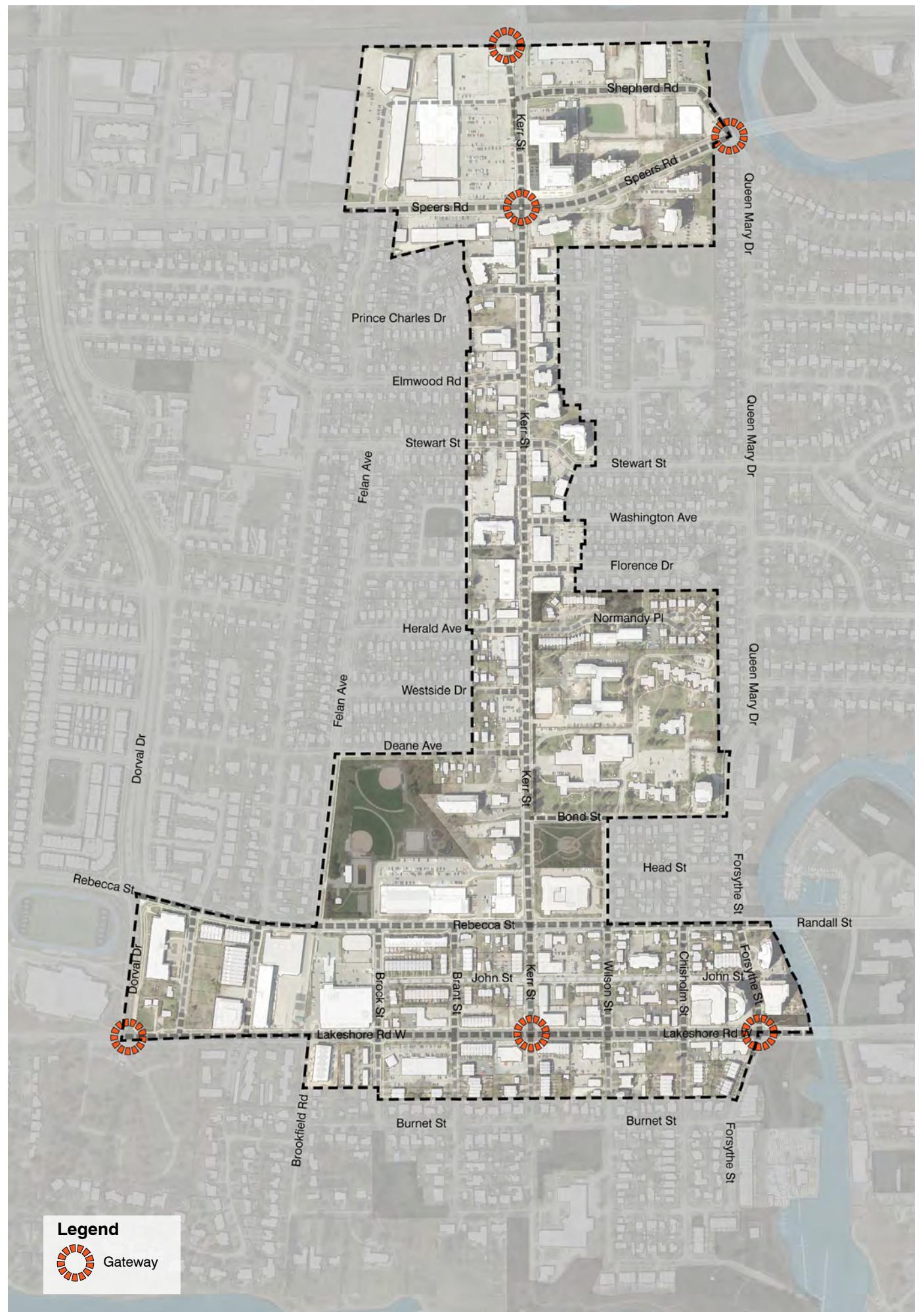
Lakeshore Road West looking west at Forsythe Street



Speers Road looking west at Shepherd Road underpass



Examples of gateways created through signage, streetscape elements, and public art.



4.7 Opportunities for Public Art

The sixth layer of the Public Realm Framework is the opportunities for public art. Livable by Design's Urban Design Direction for Kerr Village recommends incorporating expressive elements such as public art to distinguish the area. The Town has a Public Art Procedure to facilitate the integration of public art into Town projects and private sector developments. This will be an important guide to add more public art to Kerr Village.

Opportunities for public art can be found throughout the public realm, within open spaces or along the streetscapes. It can take many forms, from permanent large-scale sculptural installations at focal points or gateways, to small-scale installations that could be temporary or ephemeral art integrated into furnishings, lighting or bridges, as examples.

The Village has a number of public art installations and is recognized for its arts and culture focus. There are a number of events such as "We are Kerr" and Kerrfest at Westwood Park that focus on arts, music and culture.

There are three types of public art that are suitable for Kerr Village:

- **Independent:** a freestanding work that is created independent of its site, and that could be moved to another location without losing its meaning and aesthetic qualities;
- **Site Specific:** A work that is created as a response to its immediate context and which would lose its meaning, function or relevance if moved to another location; and
- **Integrated:** A work that is directly integrated within the physical architecture or structure of a site. Integrated artworks may be a functional part of the design of open space, infrastructure, buildings, paving, or other streetscape elements.



Mural on building at Washington Avenue and Kerr Street



Sculpture in Heritage Square

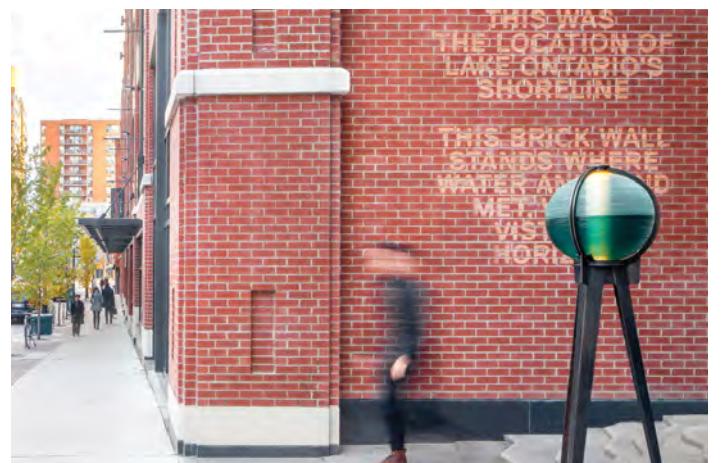


Trellis in Westwood Park

These types are distinct from the scale or nature of the artwork itself. For example, artwork could be small or large in scale, include kinetic elements or lighting, or incorporate natural or cultural elements. Public art can also be temporary or permanent.

Public art is appropriate throughout Kerr Village following the Town's Public Art Procedure. Locations include:

- Within **public parks** such as Trafalgar Park, Westwood Park, Heritage Square, or small existing or future parkettes along Kerr Street or Lakeshore Road West;
- At **gateways** to Kerr Village;
- Integrated with the **streetscape** design such as special paved surfaces, customized benches, banners (programs implemented by the Kerr Village BIA);
- **Event based** public art such as "We are Kerr"; and,
- Integrated with **private development projects**.



4.8 Public Realm Framework

The Public Realm Framework is the composite of its six layers: the character areas, streets, cycling network, parks/green spaces, gateways and opportunities for public art. Public space serves a critical role in shaping Kerr Village and is fundamental to public life by providing spaces for recreation, respite and places to socialize, interact and gather.

Eclectic and leafy with an artsy vibe, Kerr Village has its own unique character that differentiates it from other villages in the Town, including the nearby downtown Oakville. Kerr Street, serves the neighbourhood and broader Town with a range of shopping and eating establishments. The Kerr Street walking experience feels episodic, with clusters of vibrant retail separated by well-tended picturesque parks, private residential gardens and institutional private parkland. The Kerr Street public realm will be revitalized to reinforce its walkability by creating wider sidewalks lined with large canopy trees, punctuated with moments to stop, sit and people watch at intersections and destinations.

The three primary east west streets, Rebecca Street, Speers Road and Lakeshore Road West, connect the Village to surrounding neighbourhoods. From a walkability and cycling perspective, all three streets need improvement. Lakeshore Road West will be revitalized as a complete street with integrated bike lanes set level with the adjacent sidewalk next to the passenger side of the parked cars, creating a safer space for cyclists. The street's pedestrian realm will be enhanced with wider sidewalks, street trees and street furniture to create a more enjoyable pedestrian experience. Rebecca Street and Speers Road will adopt a similar model to align with the Oakville's complete street guidelines.

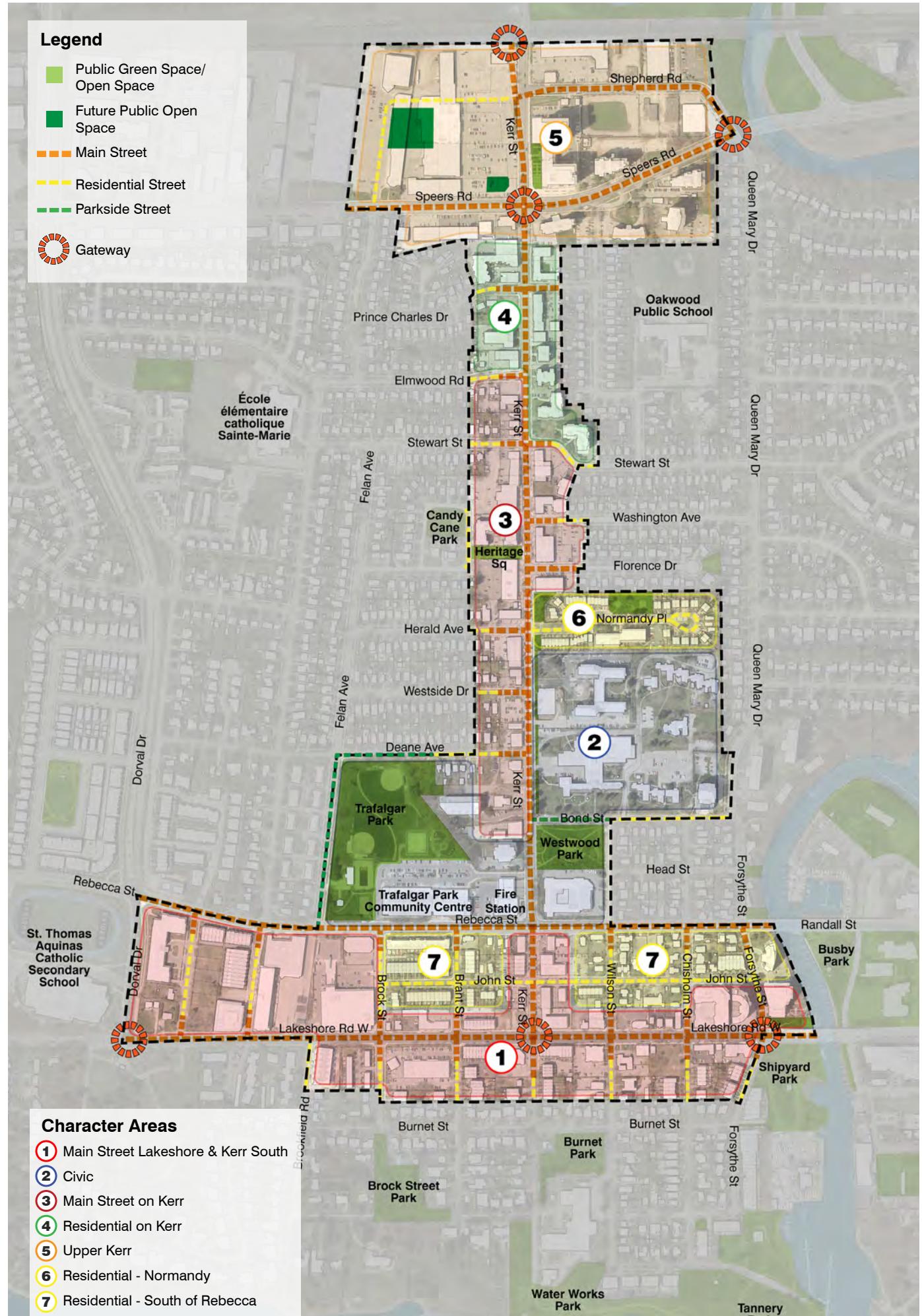
The local streets of the village are mature and stable and are lined with mature trees and gardens making them pleasant for walking, cycling, including Bond, Queen Mary, Stewart, Felan and Deanne Streets. They will remain largely unchanged, except the newly redeveloped blocks at the west edge of the Village that will mature over time, such as Garden Drive and Maurice Drive north of Lakeshore Road West.

The parks in the neighbourhood also contribute to its character creating a tapestry of green spaces throughout the Village including Westwood Park, Trafalgar Park and Heritage Square as well as the nearby Sixteen Mile Creek and Waterworks Park. All offer tremendous recreational and cultural programming opportunities. Heritage Park has the most improvement potential and should be designed to complement the revitalized Kerr Street, providing urban square programming opportunities that include gathering space for celebrations, outdoor performances and markets as well as providing space for passive uses supported by lots of seating, trees, public art and water features.

Key Directions

1. Explore specific opportunities for enhancement in the Streetscape Design Plan in each one of the character areas.
2. Focus streetscape improvements on the Main Streets in the Streetscape Design Plan.
3. Reflect the cycling recommendations in the Streetscape Design Plan.
4. Reflect opportunities to enhance the transition and physical/visual connections to the adjacent public/green spaces in the Streetscape Design Plan.
5. Consider the future opportunities to upgrade furnishings, paving and augment planting in Normandy Parkette, Westwood Park, Heritage Square, and Trafalgar Park.
6. Seek opportunities to remove or set back the perimeter fence and integrate additional planting and furnishings in the green space along the frontage of institutional uses on Kerr north of Bond Street to contribute to the cohesive design of the street.
7. Identify the opportunities for special treatment for gateways in the Streetscape Design Plan.
8. Identify locations for public art in the Streetscape Design Plan.

Overall Public Realm Framework Map of Kerr Village





5.0 Streetscape Design Plan

5.1 Introduction

Intent

The Streetscape Design Plan provides a design concept for the public rights-of-way within Kerr Village; it builds upon the guiding principles established in the Public Realm Framework, and identifies the component elements of the streetscape as well as their arrangement along the street.

Guiding Principles:

- Complete Streets
- Context Specific Design
- Green Infrastructure
- Accessible for All
- Vibrant and Engaging

The Streetscape Design Plan is not the final design. Although the Streetscape Design Plan was developed using digital base information available from the Town's GIS database, it is not a detailed plan for construction. Further review and assessment of existing site conditions, topographic surveys, technical studies and field investigation will be required in future stages of detailed design and implementation.

The Streetscape Design Plan will affect existing street parking. No detailed parking study was undertaken to determine the existing parking capacity in the study area. However, care was taken to ensure that on-street parking continues to be distributed along the commercial main streets, as it is today.

A foundational design direction of the Plan is to create curb bump-outs at corners and at some mid-block locations. Although the bump-outs will alter the location and number of parking spaces along the street, they are critical to creating a better balance between users within the right-of-way.

The detailed Streetscape Design Plan will incorporate smart city technology, fibre optics and power vaults for EV chargers and wayfinding.

Street Typologies

Streets in Kerr Village are generally categorized into three typologies, these are:

- Main Streets
- Residential Streets
- Parkside Streets

Kerr Street and **Lakeshore Road West** are the primary Main Streets, with high pedestrian activity supporting successful retail environments. As the main streets, they provide amenities and gathering places, and function as destinations in their own right. Commercial on-street loading/delivery spaces should be located on local streets with locations to be determined through detailed design.

While Kerr Street provides the opportunity to implement a distinct streetscape character for the village, Lakeshore Road West is the streetscape thread that connects Kerr Village to Downtown Oakville. Both Kerr Street and Lakeshore Road West are proposed to have the most transformative streetscape treatments.

Rebecca Street is also a Main Street, and an important east-west connector, however, it has a more residential and institutional character. Enhancements here will focus on improving pedestrian connectivity and further greening of the streetscape.

Residential Streets are not envisioned to change, except at street corners where they transition to the Main Street. At these locations, the streetscape treatment proposed along the Main Street is intended to wrap around the corner, generally to the rear lot line of the lot facing the Main Street.

Parkside Streets include Bond Street and Deane Avenue which provide open frontage along Westwood Park and Trafalgar Park, respectively. In the long term, these streets may consider improvements that enhance access to the parks and provide amenities along their edges.

Kerr Village Street Typologies



Streetscape Zone

The **Streetscape Zone** is the area from curb to building frontage. The Streetscape Design Plan provides guidance for/on the elements within the Streetscape Zone, including:

- Treatment of sidewalks and crosswalks including widths, materials, colours;
- Sidewalk widenings, bump outs;
- Location of street trees and planting;
- Condition of planting, e.g. tree grates, open planters, etc;
- Where additional planting can be accommodated;
- Location and distribution of furniture elements;
- Distribution and configuration of on-street parking, including design e.g. special paving with rolled curb; and,
- Location of special features such as gateways, public art, and other public realm enhancements.

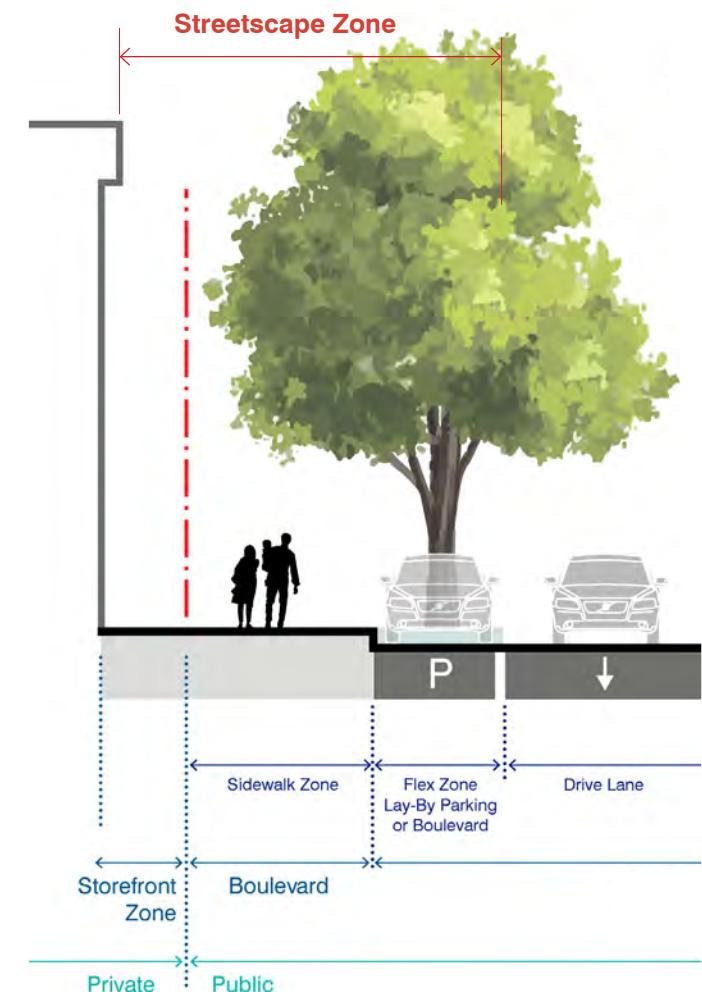


Diagram illustrating the location of the Streetscape Zone

Streetscape Elements

The design approach for each corridor will be supported by detailed streetscape elements including paving, street furnishings, lighting, and planting. The design, quality, and coordination of these elements will enhance the public realm and streetscape and serve to promote the character and identity of Kerr Village.

The selection, design and arrangement of these elements should balance considerations for function, aesthetics, maintenance and availability.

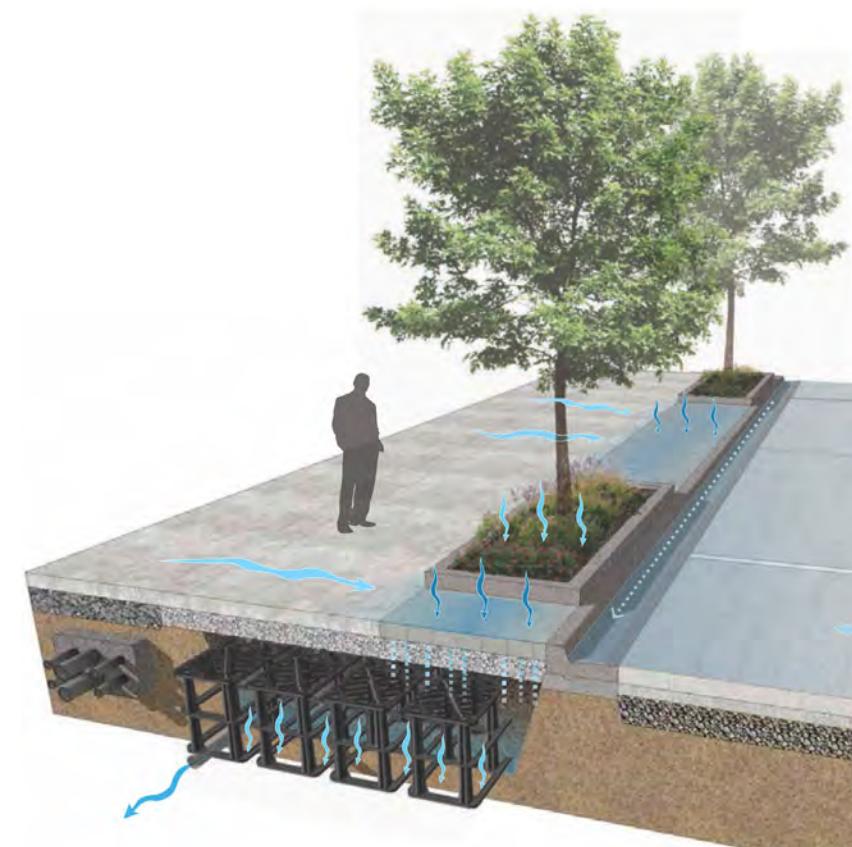
There are two palettes proposed for Kerr Village which are described in more detail in the Kerr Street (Section 5.2) and Lakeshore Road West (Section 5.3) sections:

1. Kerr Village Streetscape Elements (to be applied along Kerr Street, including the portion to the north of Speers Road affected by the grade separation project when that portion of the right-of-way advances, Rebecca Street and in key locations along Residential Streets); and,
2. Lakeshore Road West Streetscape Elements (based upon the Downtown palette of furnishings, including granite pavers delineating the furnishing/tree zone, with the exception of the granite curbs).

In addition there is a palette of Special Moments Streetscape Elements (to be considered along park frontages, and in Heritage Square), and with certain future opportunities (see Section 5.5), subject to phasing, budget and Council direction.

Street Trees

Street trees are important streetscape elements that have a significant role in enhancing pedestrian comfort, the character of the community, and the urban tree canopy. Street tree planting will be optimized along all public streets in Kerr Village. Where space permits, it is preferable for trees to be planted in open planters. Tree grate covers will be considered in locations where space is constrained, to maintain minimum pedestrian clearways. In both scenarios, soil cells shall be required to ensure optimum soil volumes and tree growth.



A traditional curb & gutter street with tree pits utilizing soil cells, open planters and stormwater to provide passive irrigation

Lighting Approach

The lighting approach is intended to signal an appropriate hierarchy for Kerr Village as a special area. The style and finish provide a distinct signature for the Village while complementing the styles used elsewhere in Oakville.

Considerations for the selection, design and arrangement of lighting design elements include:

1. Balancing function, aesthetics, maintenance, and availability.
2. The current street lighting on Kerr Street has no visible glow to introduce rhythm and the spacing is irregular with dark areas. Refreshing the street by introducing a relatively dense pattern of pedestrian scale fixtures, with some visible glow in the distance will provide the opportunity to create a rhythm of elements, and serve as another unifying element along the street.
3. Continued use of banners and planting baskets.



Seasonal lighting and taller lighting at intersections - Downtown Oakville

5.2 Kerr Street Streetscape

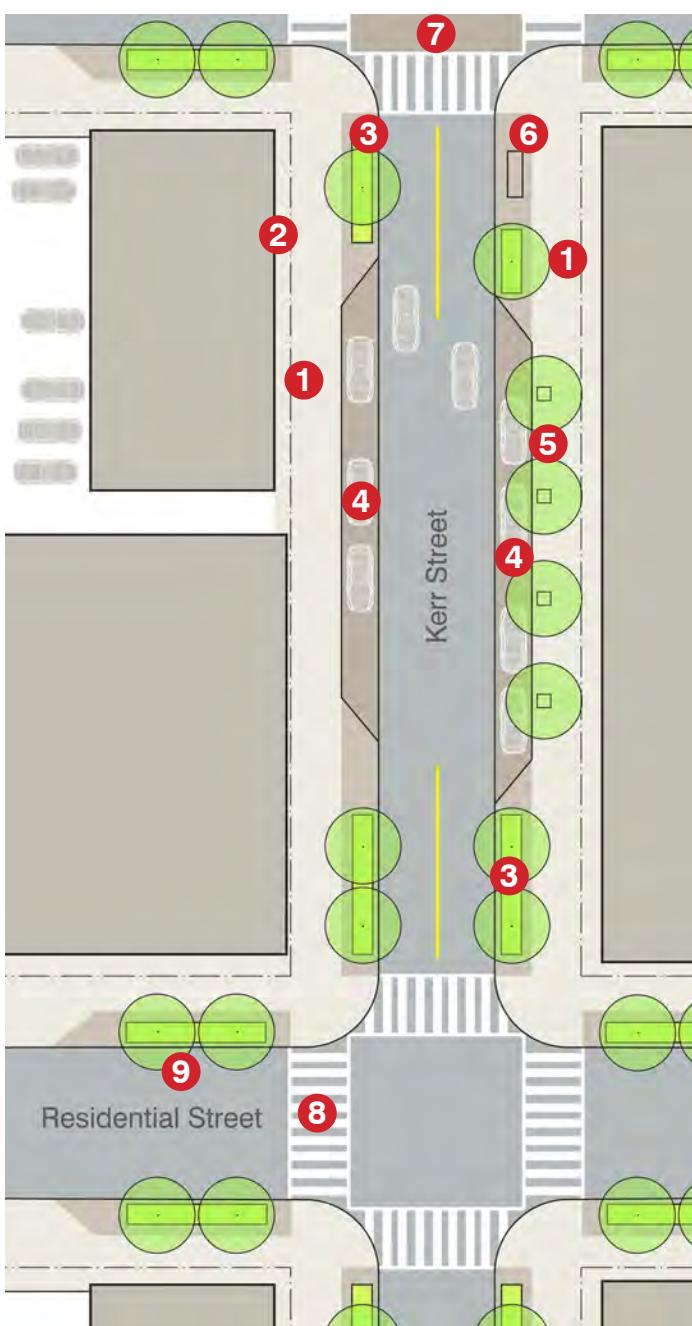
Kerr Street streetscape improvements will focus on organizing the street to place emphasis on the quality and experience of the pedestrian realm. This includes generous sidewalks, places to sit, opportunities for public art, greening, and a coordinated and high quality palette of street furnishings.

The Kerr Street right-of-way is approximately 20.0 m in width, with some variation towards Speers Road at the north and Lakeshore Road at the south.

The existing conditions along Kerr Street are varied and include on-street parking in some locations, curb bump-outs at some intersections, private accesses throughout, and irregular building setbacks (ranging from 0.0 m to 5.0 in some cases).

Design Approach

The plan below illustrates the design approach for a typical block of Kerr Street, showing the preferred organization of the major elements within the right-of-way such as the roadway, on-street parking, sidewalks and planting zones. These organizational principles form the basis for most of the segments along Kerr Street.



Plan illustrating the design approach for a typical block along Kerr Street

1. **A Pedestrian Clearway Zone**, of a minimum width of 2.1 m is to be provided along Kerr Street. It will typically be located between the edge of the right-of-way and the edge of the lay-by parking and paved with concrete.
2. Where buildings are set back from the edge of the right-of-way, the paving treatment of the pedestrian clearway should extend to the building face as a continuous surface, particularly where adjacent uses are retail. Where building setbacks are larger, the setback zone, which is private property, may also be used for landscaping, patios, marketing, and/or amenities.
3. **Curb Bump-Outs** are located at the ends of all blocks and in some instances, at mid-block locations. They provide space for street trees and rain gardens as well as the placement of street furnishings such as seating, bike racks, and waste/recycling receptacles. Curb bump-outs also shorten the barrier-free crossing distance at intersections. These areas extend approximately 2.5 m (the depth of the lay-by parking zone) from the existing curb and are either paved or planted with shrubs and trees.
4. **A Lay-by Parking Zone** will be maintained along the street, and generally consolidated at mid-block locations, between curb bump-outs. These areas should be paved with concrete unit pavers to visually differentiate from the vehicle travel lanes (asphalt).
5. **A Furnishing/Tree Zone** will be provided adjacent to the pedestrian clearway; this zone shall accommodate street trees, seating, waste/recycling receptacles, and bicycle parking. Where space permits, trees should be planted in open planters. Where space is limited, trees may be planted in paved areas with tree grates. Street trees are important components of the community's green infrastructure. For optimal tree growth/health, a soil cell system will be implemented.
6. Where transit stops, including shelters, are to be located, curb bump-outs and lay-by parking areas shall be adjusted to reflect Transit Bus Stop Design criteria.
7. Decorative roadway paving should be installed at key intersections (Gateways) to distinguish these locations, provide traffic calming, and to unify the streetscape design.
8. Pedestrian crosswalks shall be paved with asphalt and painted with zebra stripes. All pedestrian crossings will be designed to be barrier-free.
9. At intersections with residential side streets, the Kerr Street and Lakeshore Road West streetscape treatment should extend along the side street, generally to the rear lot line of properties fronting Kerr Street and/or Lakeshore Road West. The streetscape treatment, which may include trees planted in paving, trees planted in open planters, concrete unit paving, and street furnishings will be adjusted to the existing condition.

Streetscape Palette for Kerr Street

Paving



Lay-by Parking & Gateway Intersection Paving

Concrete Unit Paver
Herringbone Pattern,
installed on concrete base
(Unilock Promenade Paver)

Furnishing Zone Paving

Concrete Unit Paver Stacked Bond Pattern, installed on concrete base (Unilock Promenade Paver)

Pedestrian Clearway

Brushed CIP Concrete

Furniture



Waste/Recycling Receptacles

As per Downtown Oakville approved standard (Victor Stanley SDC36)



Bicycle Lock-up

As per Downtown Oakville approved standard (Maglin MRB200)



Bench

Wood bench with back and armrests (Maglin MLB300-W)

Special Moments



Movable Planters

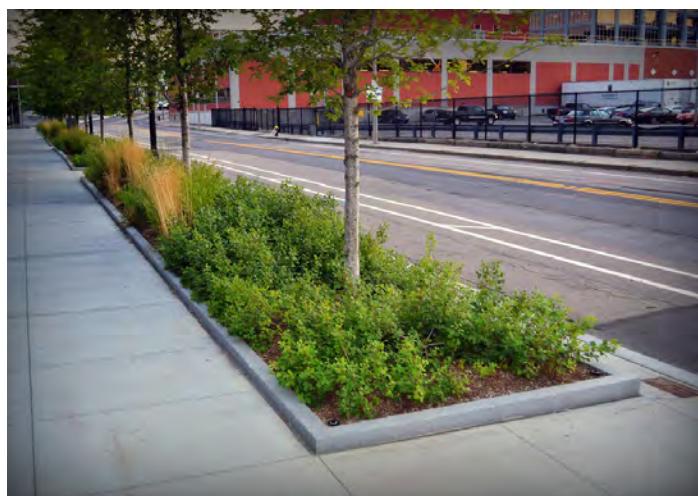


Seating



Paving

Tree Planting



Trees in Open Planter

Planter areas to be delineated by 100mm - 150mm concrete curb, soil cells required to provide sufficient uncompacted soil volume



Trees Planted in Paving with Tree Grate

(Ironsmith 48' x 48' Natural Finish), soil cells required to provide sufficient uncompacted soil volume



Curb Bump-out

Bump-out areas at intersections will extend approximately 2.5 m (the width of the lay-by parking zone) from the existing curb



Patios

Street Lighting

The street lighting recommendation for Kerr Street is the StressCrete/King Luminaire Balmoral lantern on a St. Louis pole, all in a black finish.

- **Pole Style:** The StressCrete St Louis pole is an eased square cross section concrete pole with a slight flare at the base in an etched black finish. The pole style and finish provides a more contemporary design which references the downtown light standard, with a flared base and black finish.
- **Lantern:** The square lantern references the original Kerr Village lighting style, giving a nod to the existing condition. The black finish is a classic style that also fits with contemporary applications and easy to maintain. The specific details of the lantern appearance can be tweaked through the choice of finial and lens to lean a little more contemporary or heritage to be decided in the later design phases. Lantern should use a 2700K colour temperature.
- **Pole Accessories:** Brackets for hanging baskets and banners. Poles should have a power outlet at the bottom and top.



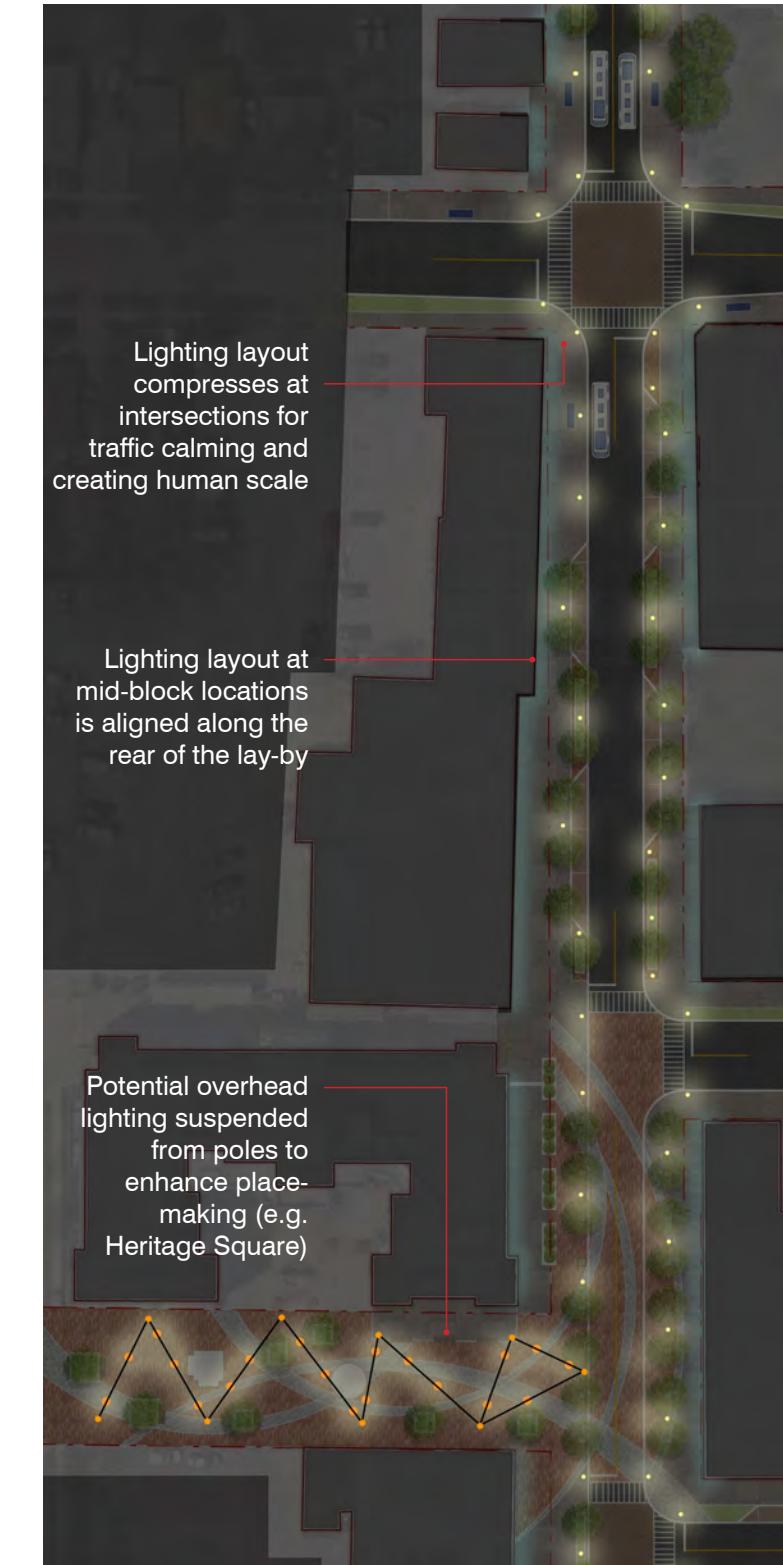
StressCrete - St. Louis pole
with Balmoral lantern



King Luminaire - Balmoral lantern



Street Lighting Concept Cross Section for a typical block



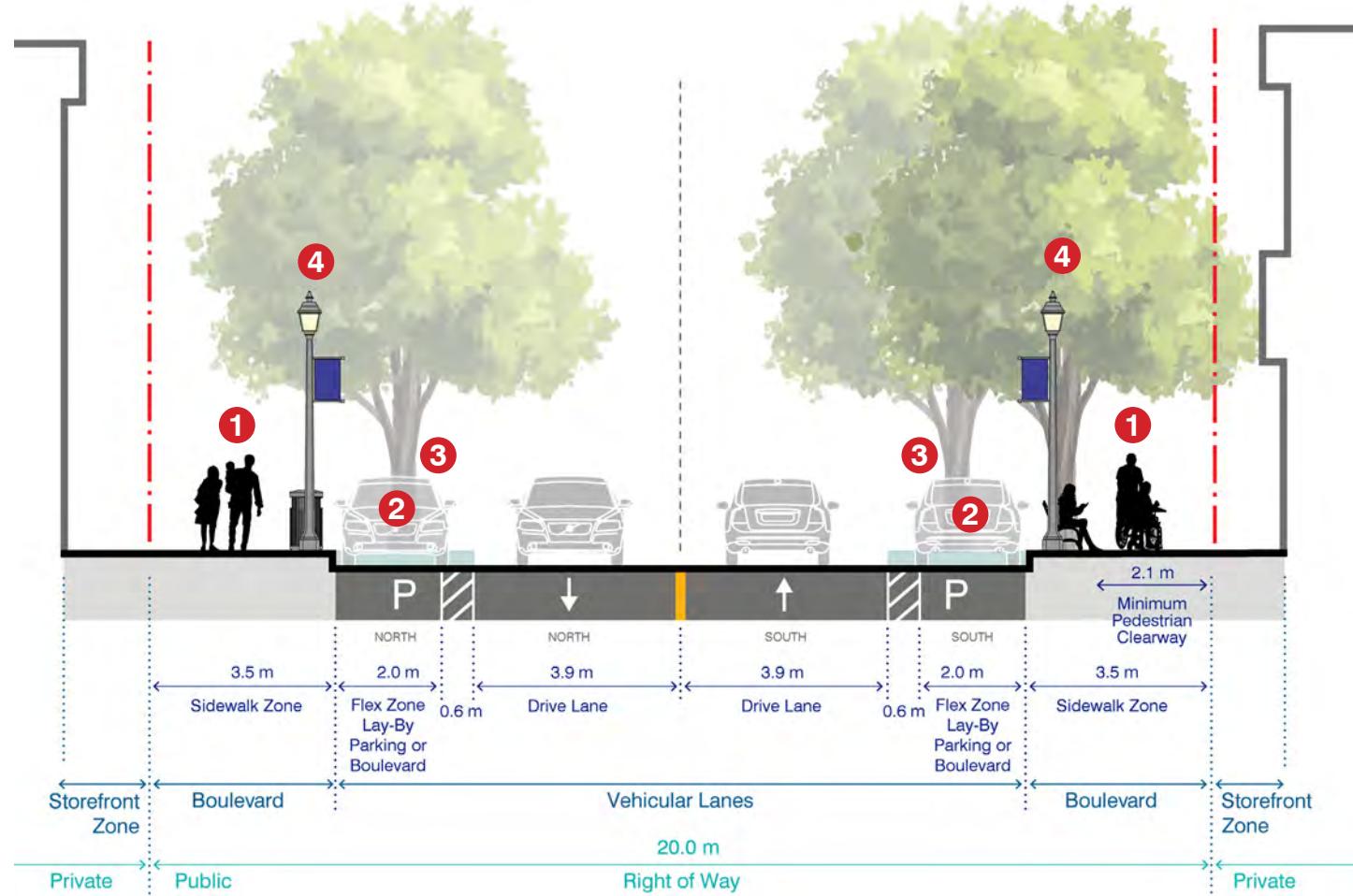
Street Lighting Concept Plan for a typical block on Kerr St

Proposed Cross Section

The cross section below shows the key components for the Kerr Street streetscape. They include:

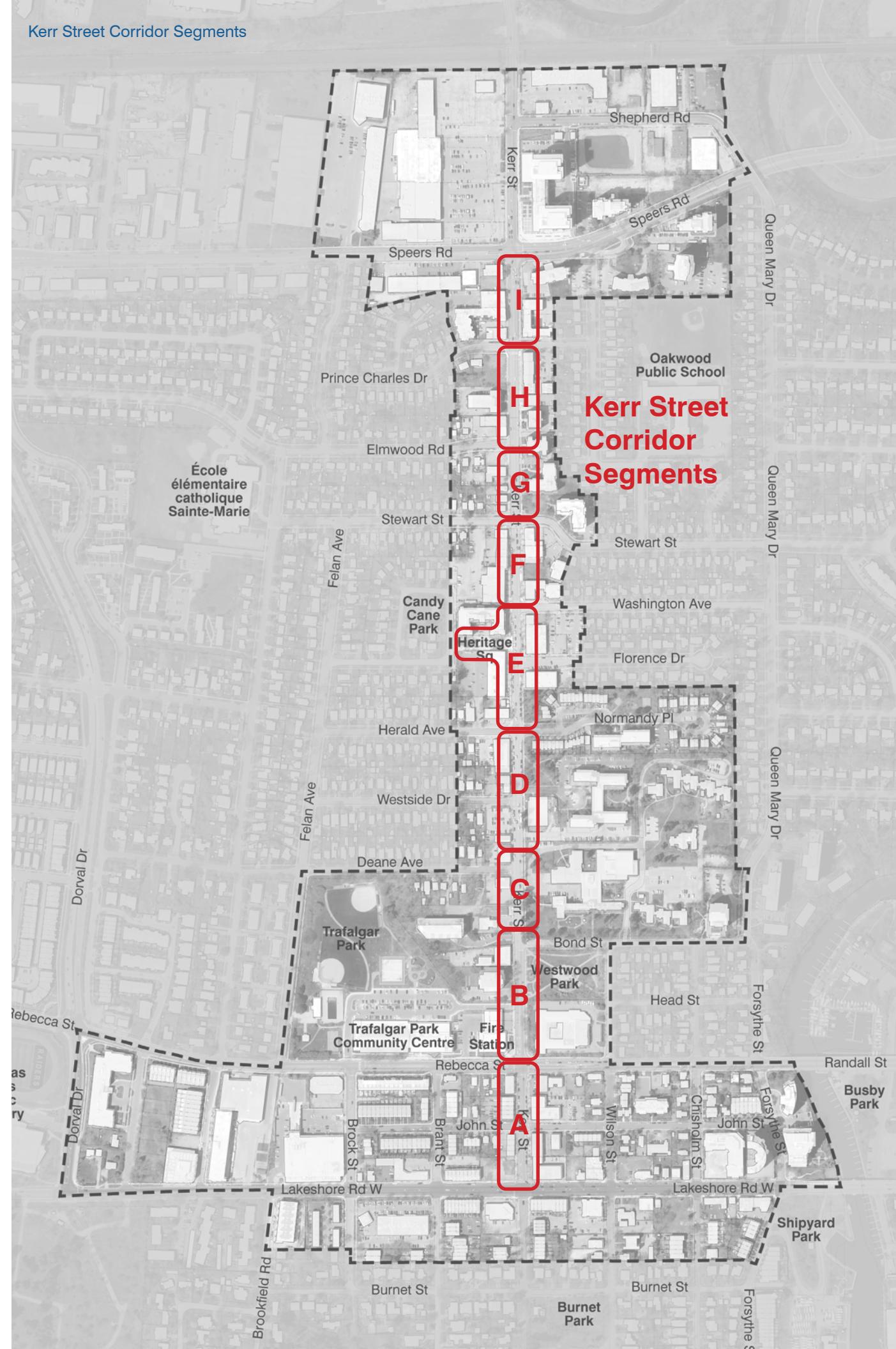
- 1. A Pedestrian Clearway Zone** with a minimum of 2.1 m.
- 2. On-street Parking Zone**, re-organized with curb bump-outs at corners and, in some instances, at mid-block locations.
- 3. Curb Bump-Outs** at corners, which provide the opportunity for street trees and landscaping, and shorten the crossing distance at intersections.
- 4. A Furnishing/Tree Zone** for street trees, benches, lighting standards, refuse bins and bicycle storage, with street trees in at-grade planters preferred, and street trees in paving with tree grates, where space is limited.

Typical cross section for all segments of Kerr Street

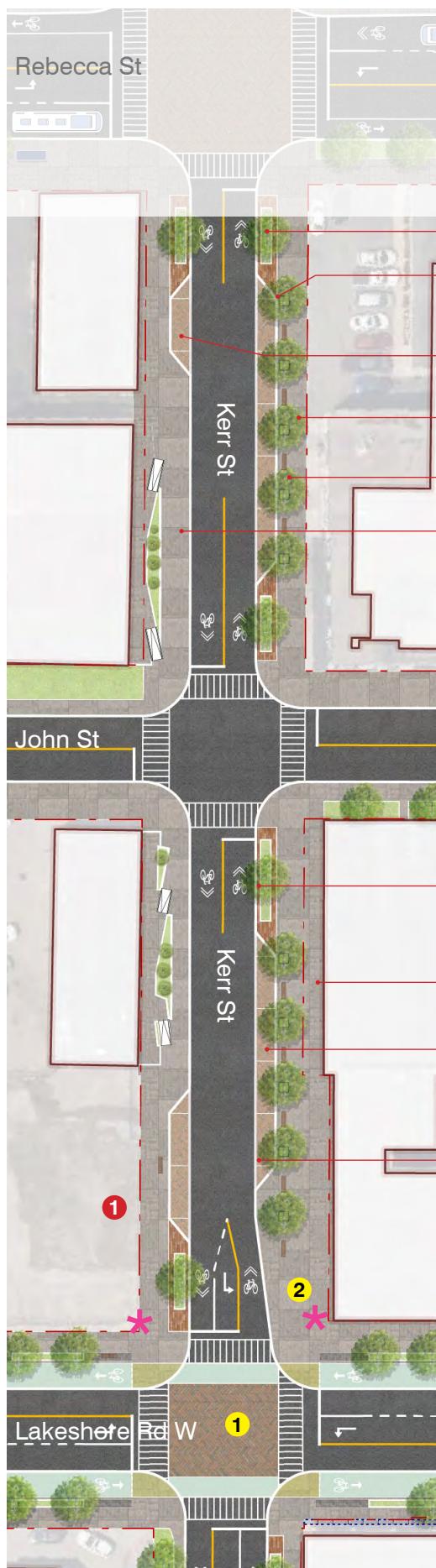


Corridor Segments

Demonstration Plans for each of the Kerr Street Corridor Segments follow. The Demonstration Plans are conceptual in nature, intended to illustrate how the design recommendations may be applied to the various segments of the streets. Although the Plans generally account for variations in the street width, existing street elements, building locations, they are not detailed construction drawings. Verification of existing site conditions, above and below-ground, as well as a topographic survey and subsurface utility engineering (SUE) investigations will be required before detailed design proceeds.



A Lakeshore Road West to Rebecca Street (South of Rebecca Street)



＊ Potential Public Art

- Street Tree in Open Planter
- Furnishing/Tree Zone (located between the pedestrian clearway and the curb; decorative unit paving)
- Maintain one lay-by parking stall/curbside patio
- 2.1 m (min.) Pedestrian Clearway (CIP concrete)
- Street tree in pavement with tree grate
- Relocate two lay-by parking stalls to allow for accessible ramp integrated with planters

2 Note: In addition to streetscape elements, the coordination and design of wayfinding and signage elements on Kerr Street, at Lakeshore Road West, will be important to strengthening wayfinding connections to the lakeside parks to the south and east of Kerr Village.

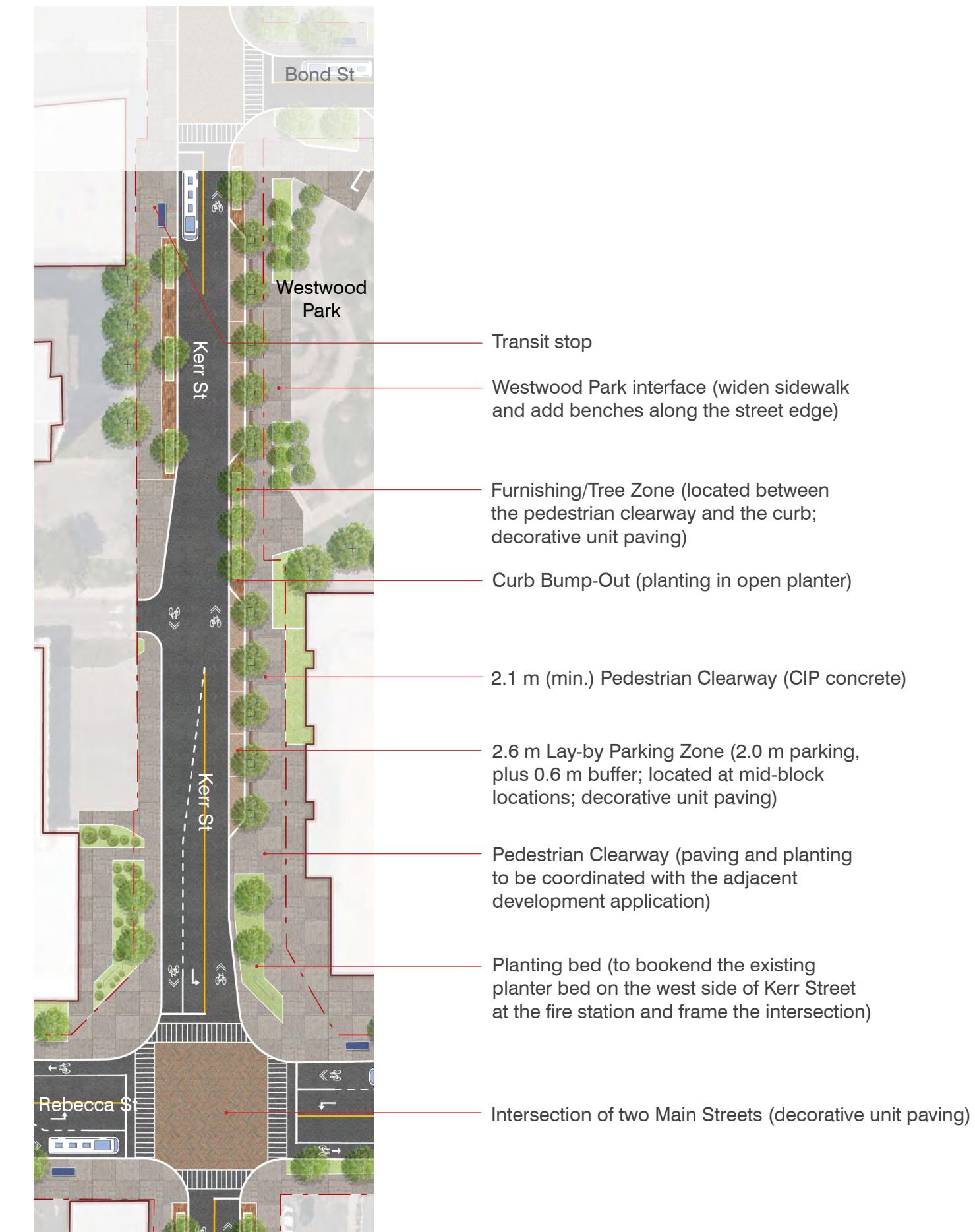
- Curb Bump-Out (trees in open planter)
- Sidewalk Patio/Cafe
- 2.6 m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)
- Relocate one lay-by parking stall to allow for Curb Bump-Out (trees in open planter)

1 Note: This Gateway Location marks an entry point into Kerr Village. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival.

1 Future Consideration

Work with adjacent property owner to provide plantings and pedestrian amenities along this frontage. Opportunity to widen sidewalk.

B Rebecca Street to Bond Street



Transit stop

Westwood Park interface (widen sidewalk and add benches along the street edge)

Furnishing/Tree Zone (located between the pedestrian clearway and the curb; decorative unit paving)

Curb Bump-Out (planting in open planter)

2.1 m (min.) Pedestrian Clearway (CIP concrete)

2.6 m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)

Pedestrian Clearway (paving and planting to be coordinated with the adjacent development application)

Planting bed (to bookend the existing planter bed on the west side of Kerr Street at the fire station and frame the intersection)

Intersection of two Main Streets (decorative unit paving)

C Bond Street to Deane Street



1 Note: In addition to streetscape elements, the coordination and design of wayfinding and signage elements on Kerr Street at Deane Street will be important to strengthening connections to Trafalgar Park.

- Curb Bump-Out (trees in open planter)
- Furnishing/Tree Zone (located between the pedestrian clearway and the curb; decorative unit paving)
- Street tree in pavement with tree grate
- 2.1 m (min.) Pedestrian Clearway (CIP concrete)
- 2.6 m Lay-by Parking Zone (2.0m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)

3 Future Consideration

Work with adjacent property owner to create a publicly accessible space for pedestrians along the street. This may include widening the sidewalk, adding plantings, installing seating, and the potential removal or relocation of the existing fence.

- Curb Bump-Out (planting in open planter)

2 Future Consideration

Situated between Westwood Park and the ErinoakKids campus, Bond Street has a unique 'parkside' character that presents an opportunity to design the street as an extension of these green spaces.

As a 'Flex' or 'Shared' Street, the design of Bond Street will enhance traffic calming, and include special paving across the right-of-way, landscaping, street trees, and other pedestrian amenities, while continuing to accommodate street parking, pedestrians, vehicles, and cyclists.

D Deane Street to Herald Avenue/Normandy Place



- Curb Bump-Out (planting in open planter)
- Furnishing/Tree Zone (located between the pedestrian clearway and the curb; decorative unit paving)
- Curb lane patio opportunity
- 2.6m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)
- 2.1 m (min.) Pedestrian Clearway (CIP concrete)
- Transit stop
- Curb Bump-Out (view terminus; planting in open planter)
- Street tree in open planter

E Herald Avenue to Washington Avenue (including Heritage Square)

5 Future Consideration

Heritage Square is an important central public space within Kerr Village. Its future revitalization should create a more green and inviting place for special events, gathering, and daily enjoyment, and be integrated as an extension of the streetscape.



Potential for use of catenary lighting in Heritage Square - Concept Plan



Example of use of catenary lighting across a public space



Visualization of streetscape improvements abutting Heritage Square



1 Note: In addition to streetscape elements, the coordination and design of wayfinding and signage elements on Kerr Street, at Normandy Place will be important to strengthening connections between nearby parks.

Intersection (decorative paving)

Interface with existing development (planters with steps down to address change in grade)

Furnishing/Tree Zone (trees in paving with tree grates; maximize pedestrian circulation and permit flexibility for future programming)

Heritage Square frontage (coordinate streetscape design with square design, including potential for a "flex street" condition along Kerr Street with rolled or flush curbs for events and activities to flow out of the square)

Existing Sidewalk Cafe/Patios (coordinate designs)

2.1 m (min.) Pedestrian Clearway (CIP concrete)

Transit stop

Furnishing/Tree Zone (located between the pedestrian clearway and the curb; decorative unit paving)

2.6 m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)

Curb Bump-Out (trees in open planter)

4 Future Consideration

Upgrades to Normandy Parkette to add pedestrian amenities and create a more publicly accessible space for pedestrians along the street. This may include widening the sidewalk, adding plantings, installing seating and a potential location for wayfinding installations.

F Washington Avenue to Stewart Street



7 Future Consideration

Work with adjacent property owner to provide plantings and pedestrian amenities along the street and to integrate the underground parking stairs at the corner with the streetscape.

Curb Bump-Out

Transit stop

Sidewalk cafe/patios

Furnishing/Tree Zone (located between the pedestrian clearway and the curb; decorative unit paving)

2.6 m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)

2.1 m (min.) Pedestrian Clearway (CIP concrete)

Curb Bump-Out (trees in open planter)

6 Future Consideration

Work with adjacent property owner to potentially activate the vacant lot and/or the street edge.



G Stewart Street to Elmwood Road



Street tree in pavement with tree grate

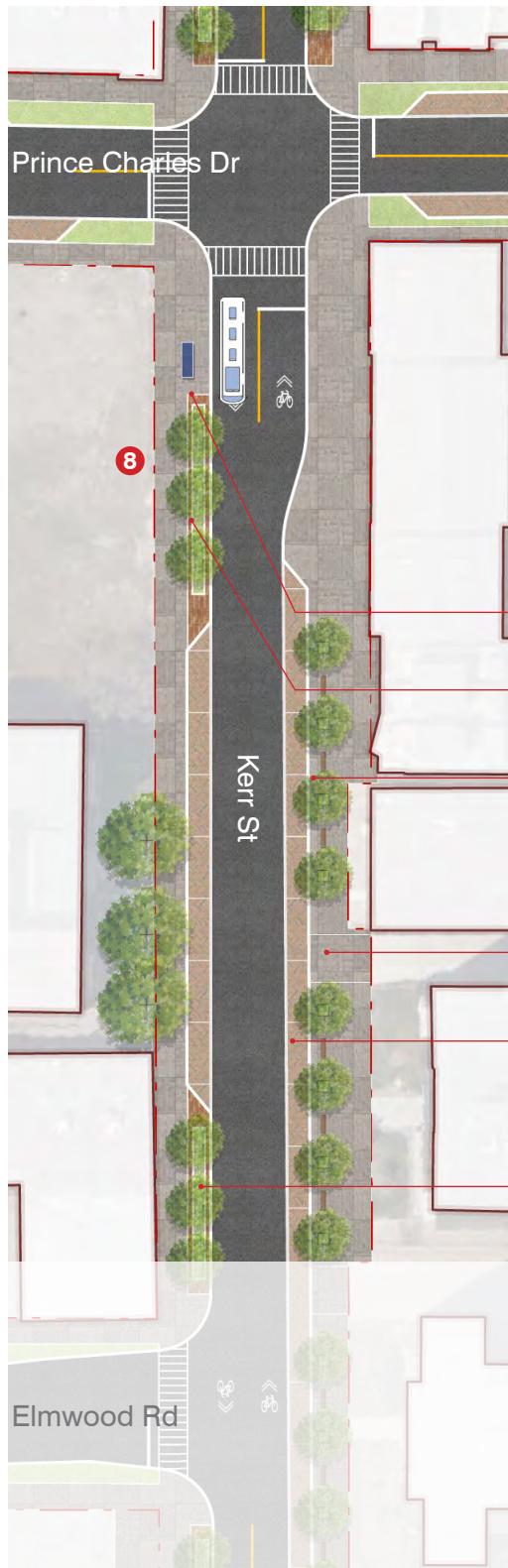
Curb Bump-Out (trees in open planter)

2.6 m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)

2.1 m (min.) Pedestrian Clearway (CIP concrete)

Transit stop

H Elmwood Road to Prince Charles Drive



8 Future Consideration

Work with adjacent property owner to potentially activate the vacant lot and/or the street edge.



Transit stop

Street tree in open planter

Furnishing/Tree Zone (located between the pedestrian clearway and the curb; decorative unit paving)

2.1 m (min.) Pedestrian Clearway (CIP concrete)

2.6 m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)

Curb Bump-Out (trees in open planter)

I Prince Charles Drive to Speers Road



* Potential Public Art

Intersection - Gateway Location (decorative unit paving)

1 Note: This Gateway Location marks an entry point into Kerr Village. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival. In addition, this intersection should be reviewed from a traffic perspective to address safety concerns.

Transit stop

Curb Bump-Out (trees in open planter)

2.6 m Lay-by Parking Zone (2.0 m parking, plus 0.6 m buffer; located at mid-block locations; decorative unit paving)

Curb Bump-Out (trees in boulevard)

9 Future Consideration

Work with adjacent property owner to mitigate the visual impact of the underground garage ramp and parking lot on the public realm. Opportunity to install a decorative metal screen along the property line.



5.3 Lakeshore Road West Streetscape

The streetscape treatment for Lakeshore Road West will take the same general approach as it does in Downtown Oakville, creating a consistent image for one of Oakville's primary main streets. This includes the same palette of street furniture, paving and street lights.

With a wider right-of-way than in the downtown, Lakeshore Road West can accommodate dedicated, and potentially separated, bike lanes. While further technical study is needed, this study recommends introducing a dedicated cycle track between the lay-by parking lane and the curb. This is also consistent with the recommendations for Lakeshore Road West in Bronte Village.

The Lakeshore Road West right-of-way is generally 24.0 m wide. In some locations (approximately 4 properties), road widening may be required based on proposed cross sections and demonstration plans. These areas, conceptually identified in Section 6.2 - Potential Future ROW Widening, are to be confirmed at detailed design.



Example of concrete pedestrian clearway, Downtown Oakville

Design Approach

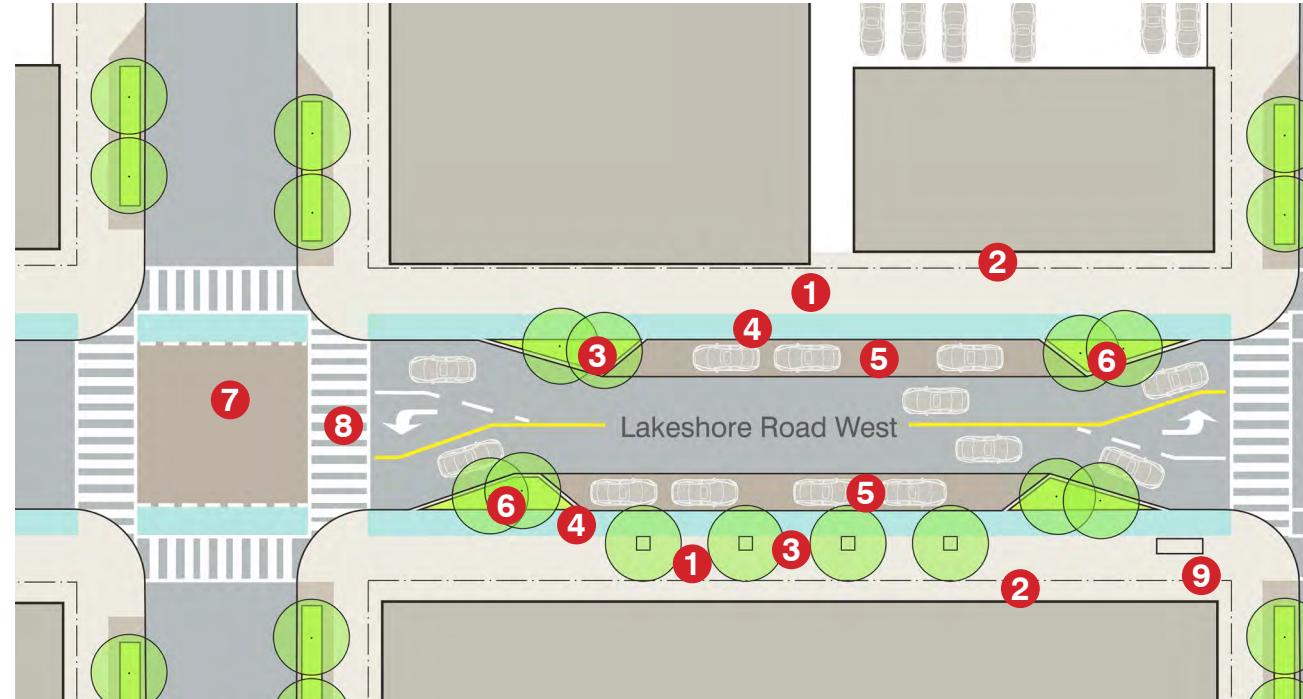
The diagram below illustrates the design approach for a typical block of Lakeshore Road West. It shows the preferred organization of the major elements within the right of way such as the roadway, on-street parking, sidewalks, planting zones, and a dedicated bikeway.

1. **A Pedestrian Clearway Zone**, of a minimum width of 2.1 m is to be provided along Lakeshore Road West. It will typically be located between the edge of the cycle track and furnishing zone, and paved with concrete.
2. Where buildings are set back from the edge of the right-of-way, the paving treatment of the pedestrian clearway should extend to the building face as a continuous surface, particularly where adjacent uses are retail. Where building setbacks are larger, the setback zone, which is private property, may also be used for landscaping, patios, marketing, and/or amenities.

3. **A Furnishing/Tree Zone** will be provided adjacent to the pedestrian clearway; this zone shall accommodate street trees, seating, waste/recycling receptacles, and bicycle parking. Where space permits, trees should be planted in open planters. Where space is limited, trees may be planted in paved areas with tree grates. Street trees are important components of the community's green infrastructure. For optimal tree growth/health, a soil cell system should be implemented.

4. **A Protected Bikeway (Cycle Track)** installed between the furnishing zone and lay-by parking, above the curb (i.e. at the same grade as the sidewalk).
5. **A Lay-by Parking Zone** will be maintained along the street, and generally consolidated at mid-block locations, between curb bump-outs. These areas should be paved with brushed concrete to visually differentiate from the vehicle travel lanes (asphalt).

6. **Curb Bump-Outs** to define lay-by parking areas. As part of the green infrastructure of the community, these areas should be designed as rain gardens to capture surface runoff from stormwater. Lay-by parking will be set back from the painted stop bar a minimum of 15m to ensure visibility of pedestrians and cyclists.
7. Decorative roadway paving should be installed at key intersections (Gateways) to distinguish these locations, provide traffic calming, and to unify the streetscape design.
8. Pedestrian crosswalks shall be paved with asphalt and painted with zebra stripes. All pedestrian crossings will be designed to be barrier-free.
9. Where transit stops, including shelters, are to be located, curb bump-outs and lay-by parking areas shall be adjusted to reflect Transit Bus Stop Design criteria.



Plan illustrating the design approach for a typical block along Lakeshore Road West



Example of special paving in the roadway, Downtown Oakville

Streetscape Palette for Lakeshore Road West

Paving



Lay-by Parking Paving

Brushed CIP Concrete



Furnishing Zone Paving

Granite Paver, installed on concrete base



Pedestrian Clearway

Brushed CIP Concrete

Furniture



Bench: Maglin MLB310



Waste/Recycling: Victor Stanely



Bicycle Lock up: Maglin

Tree Planting



Trees in Open Planter

Planter areas to be delineated by 100mm - 150mm granite curb, soil cells required to provide sufficient uncompacted soil volume

Special Moments



Movable Planters



Seating



Paving



Patios

Street Lighting

The street lighting recommendation for Lakeshore Road West is the Stresscrete/King Luminaire Washington 'acorn' lantern on a Classic Coachman 12' concrete pole, with a 2700K colour temperature, to be consistent with the existing lighting along Lakeshore Road East in Downtown Oakville.

Pole Accessories should include brackets for hanging baskets and banners. Poles should have a power outlet at the bottom and top.



Existing lighting along Lakeshore Road East in Downtown Oakville



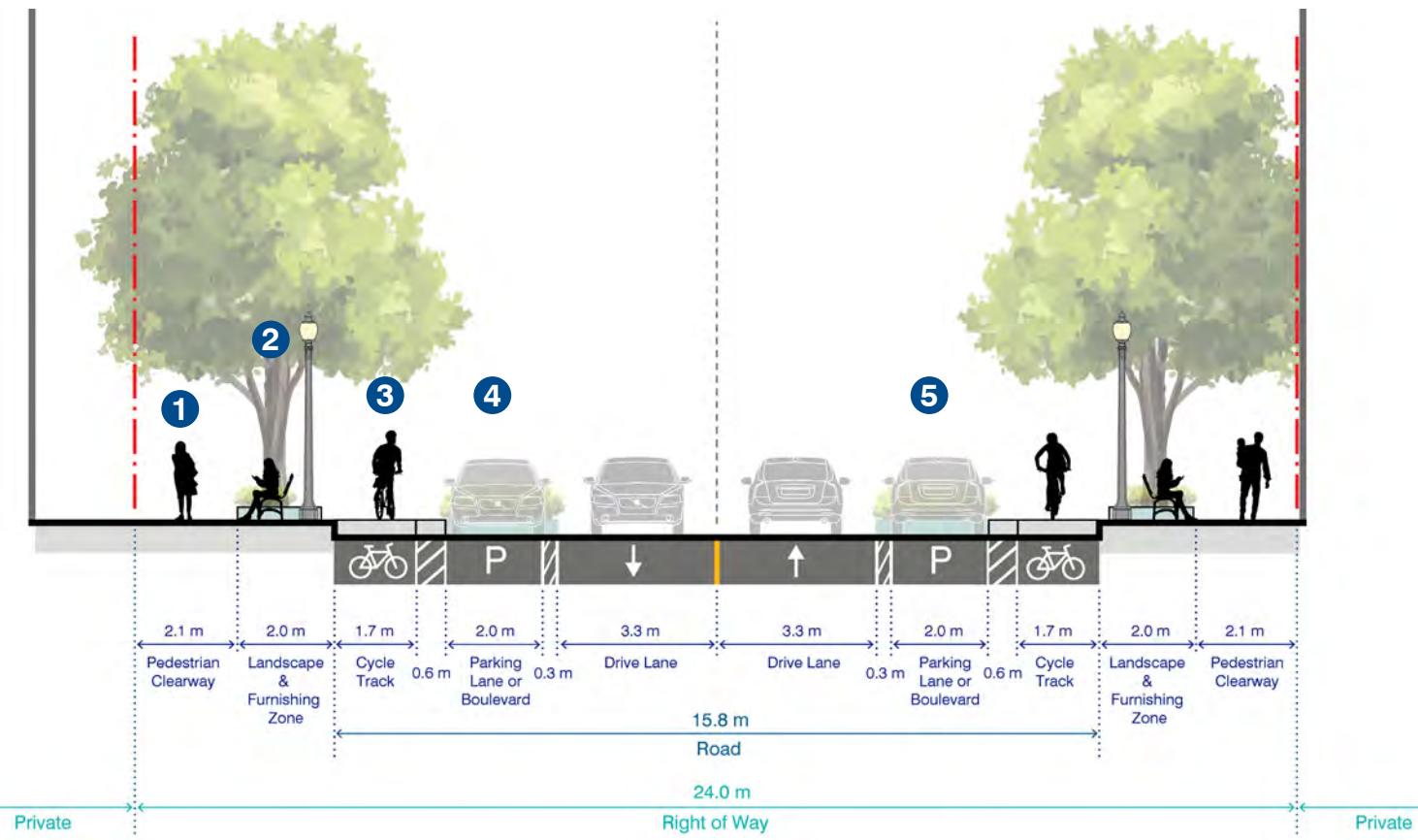
Stresscrete Classic Coachman 12' concrete pole

Proposed Cross Section

The cross section below shows the key components for the Lakeshore Road West streetscape. They include:

1. A continuous **Pedestrian Clearway Zone** with a minimum width of 2.1 m.
2. A **Furnishing/Tree Zone**, with street trees in at-grade planters preferred, and street trees in paving with grates, where space is limited.
3. A **Cycle Track** installed between the furnishing zone and lay-by parking.
4. An **On-Street Parking Zone**, re-organized with curb bump-outs; parking to be located a minimum of 15.0 m behind the stop bar at intersections.
5. **Curb Bump-Outs** which provide the opportunity for landscaping/rain gardens.

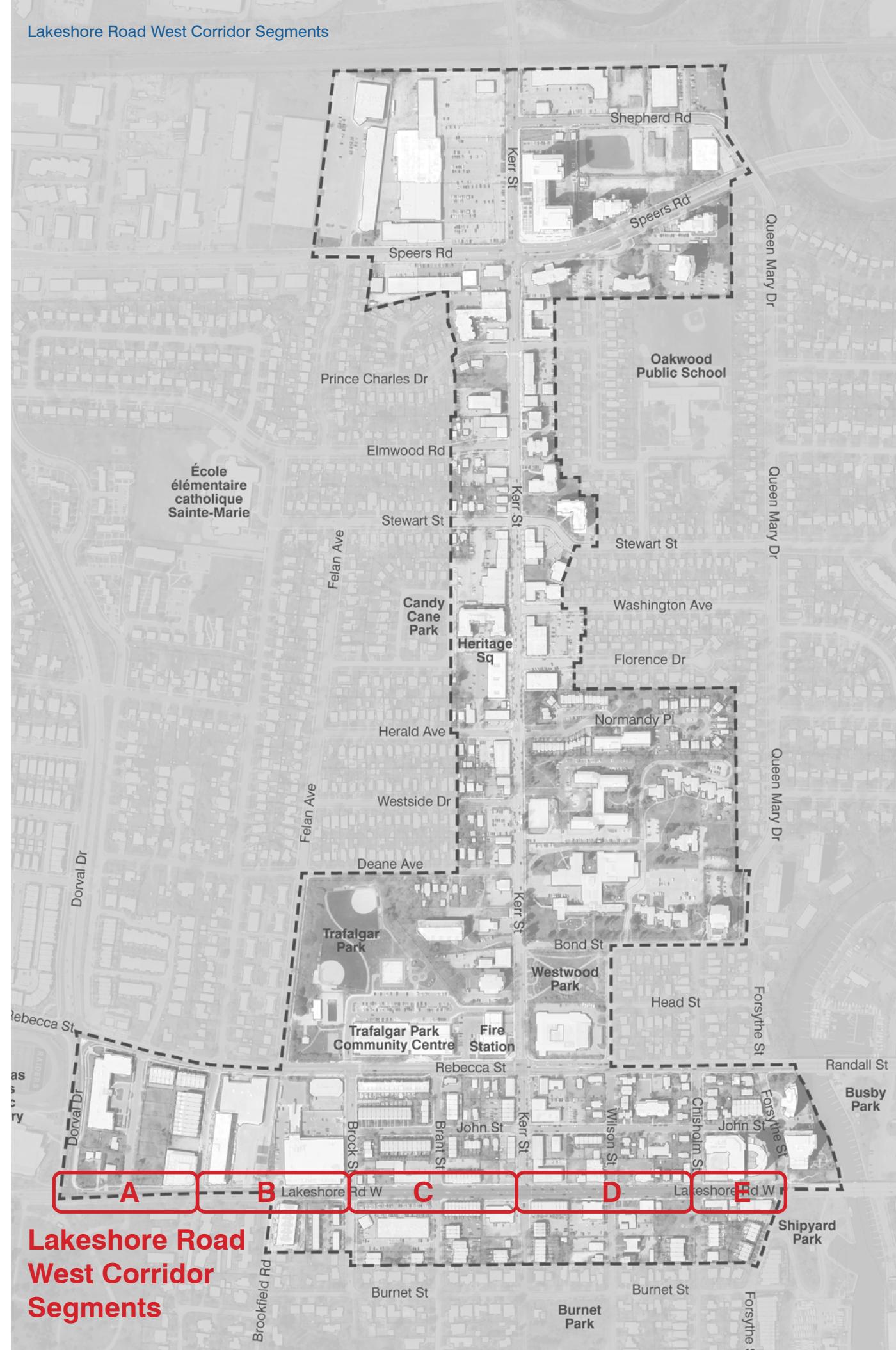
Typical cross section for Lakeshore Road West



Corridor Segments

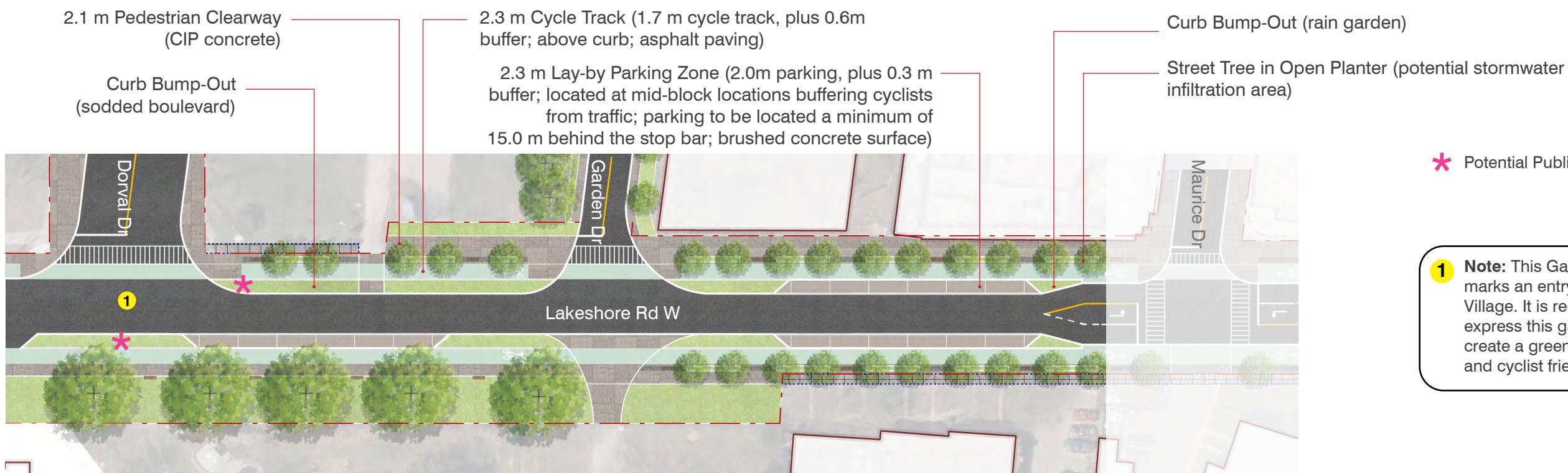
Demonstration Plans for each of the Lakeshore Road West Corridor Segments follow.

The Demonstration Plans are conceptual in nature, intended to illustrate how the design recommendations may be applied to the various segments of the streets. Although the Plans generally account for variations in the street width, existing street elements, building locations, they are not detailed construction drawings. Verification of existing site conditions, above and below-ground, as well as a topographic survey and subsurface utility engineering (SUE) investigations will be required before detailed design proceeds.



Lakeshore Road West Corridor Segments

A Dorval Drive to Maurice Drive



Lakeshore Road West – Dorval Drive to Maurice Drive

★ Potential Public Art

1 **Note:** This Gateway Location marks an entry point into Kerr Village. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival.

B Maurice Drive to Brock Street

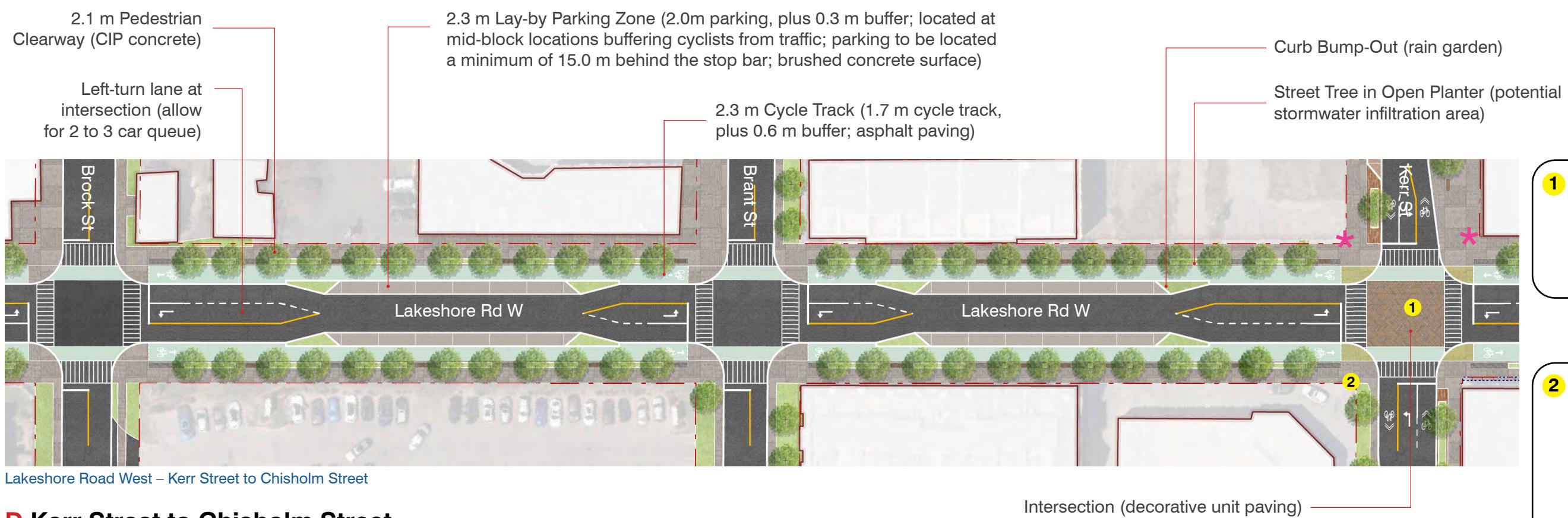


Lakeshore Road West – Maurice Drive to Brock Street



Example of a rain garden in a curb bump-out

C Brock Street to Kerr Street

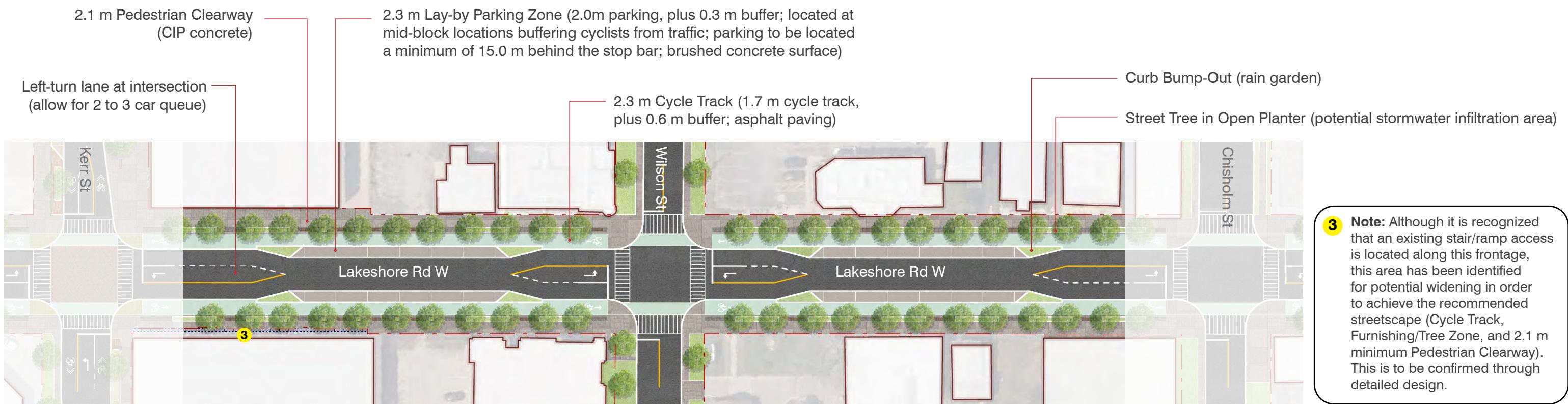


* Potential Public Art

1 Note: This Gateway Location marks an entry point into Kerr Village. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival.

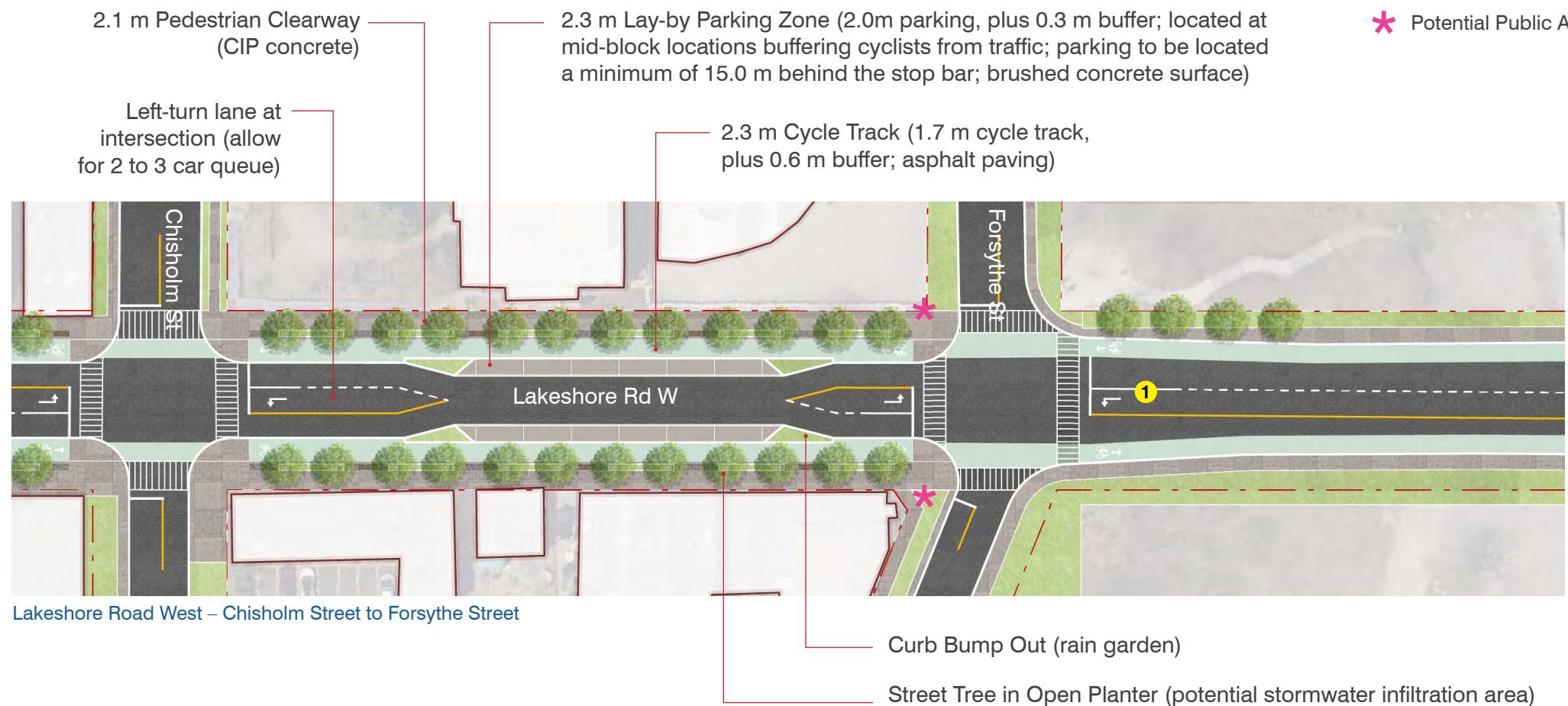
2 Note: In addition to streetscape elements, the coordination and design of wayfinding and signage elements on Lakeshore Road West, at Kerr Street, will be important in strengthening connections to the lakeside parks to the south and east, as well as to the commercial district to the north.

D Kerr Street to Chisholm Street



3 Note: Although it is recognized that an existing stair/ramp access is located along this frontage, this area has been identified for potential widening in order to achieve the recommended streetscape (Cycle Track, Furnishing/Tree Zone, and 2.1 m minimum Pedestrian Clearway). This is to be confirmed through detailed design.

E Chisholm Street to Forsythe Street



1 **Note:** This Gateway Location marks an entry point into Kerr Village and the interface between it and Downtown Oakville across the Sixteen Mile Creek bridge. It is recommended to express this gateway role, and to create a greener, more pedestrian and cyclist friendly sense of arrival.

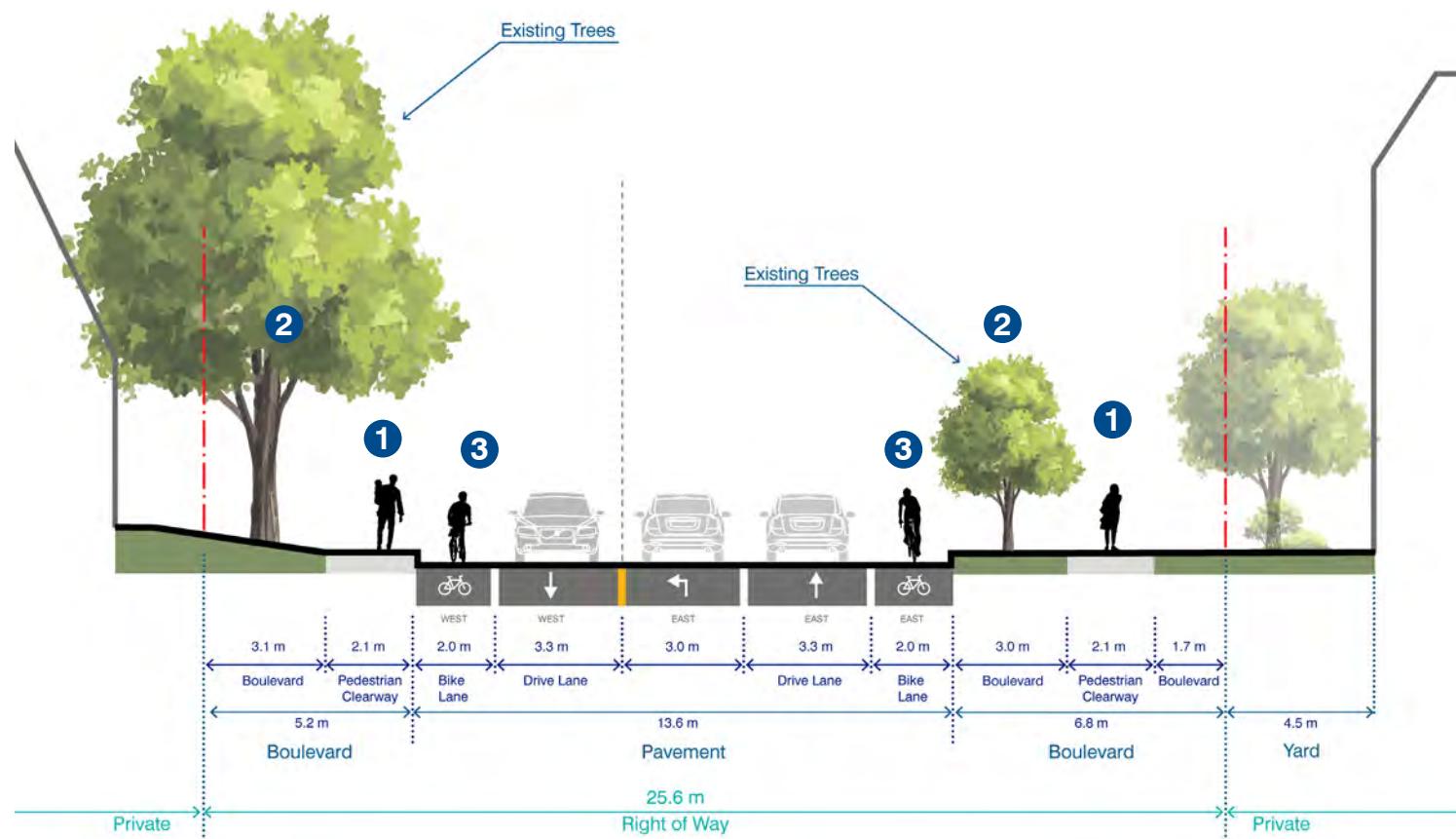


View along Lakeshore Road West looking across the Sixteen Mile Creek bridge towards Downtown Oakville

5.4 Rebecca Street Streetscape

Rebecca Street will undergo streetscape improvements on a project-by-project basis over time, in association with infrastructure renewal or private sector development. Improvements will focus on enhancing pedestrian connectivity and movement. This will be supported by additional planting and streetscape amenities such as new seating and furniture.

The cross sections below and on the next page illustrate the design approach for typical blocks of Rebecca Street. There are two different cross sections: the first for areas where there are bike lanes on both sides (west of Brant Street and east of Wilson Street); and the second where the bike lanes become sharrows on one side in the block approaching Kerr Street in either direction to accommodate right turn lanes (from Brant Street to Wilson Street). The cross sections show the types of streetscape enhancement opportunities that can be applied over time.



Typical cross section for Rebecca Street west of Brant Street and east of Wilson Street

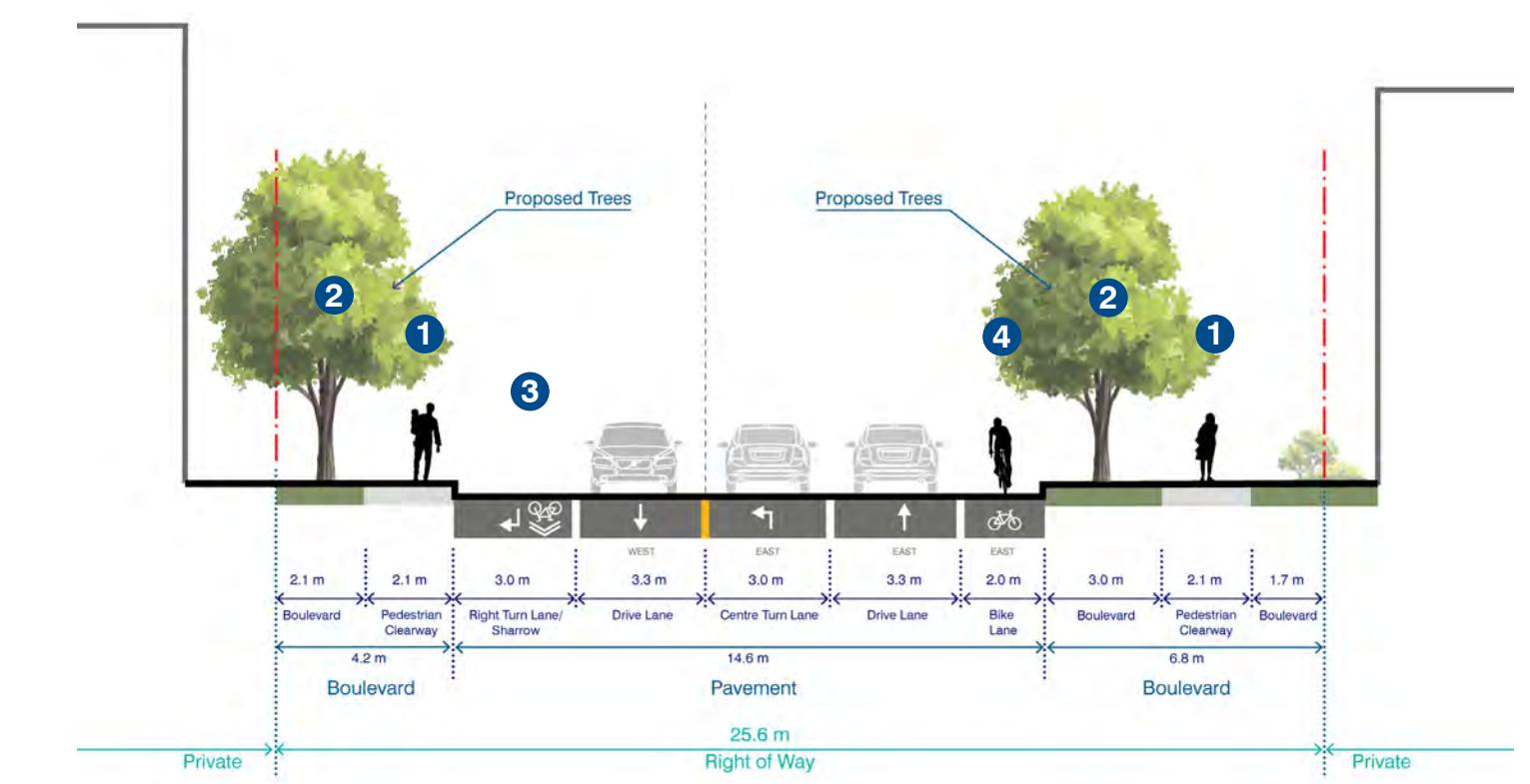
Proposed Cross Sections

The cross section below left shows the key components of the future Rebecca Street **west of Brant Street and east of Wilson Street**. They include:

1. A continuous **Pedestrian Clearway Zone** with a minimum of 2.1 m.
2. **Furnishing/Tree Zone**, either behind the curb, or behind the sidewalk. Street trees will be planted in a grass boulevard, or a grass strip.
3. A 2.0 m wide **Bike Lane**.

The cross section below right shows the key components of the future Rebecca Street **from Brant Street to Wilson Street**. They include:

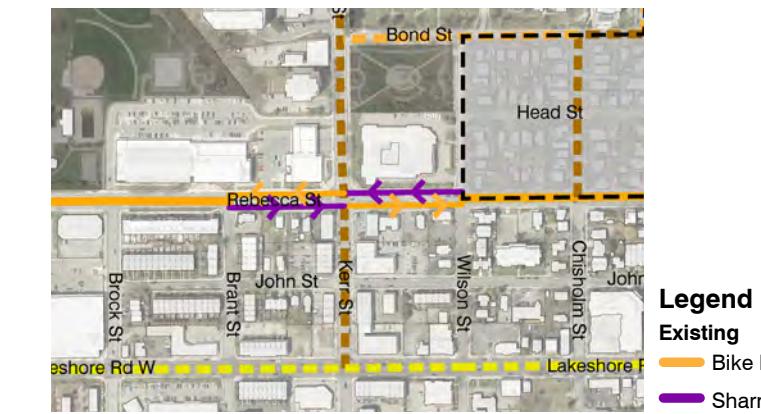
1. A continuous **Pedestrian Clearway Zone** with a minimum of 2.1 m.
2. **Furnishing/Tree Zone**, either behind the curb, or behind the sidewalk. Street trees will be planted in a grass boulevard, or a grass strip.
3. A **Shared Drive Lane**, for vehicles and cyclists, marked with sharrows (a shared-lane marking):
 - located on the north side along the block between Kerr Street and Wilson Street (as depicted in the cross section below).
 - located on the south side along the block between Brant Street and Kerr Street (refer to the cycling network diagram in section 4.4 - Cycling).



Typical cross section for Rebecca Street (view looking from Kerr Street to Wilson Street)

4. A 2.0 metre wide **Bike Lane**:

- located on the south side along the block between Kerr Street and Wilson Street (as depicted in the cross section below).
- located on the north side along the block between Brant Street and Kerr Street (refer to the cycling network diagram in section 4.4 - Cycling).



Extract from Cycling Network Diagram from section 4.4

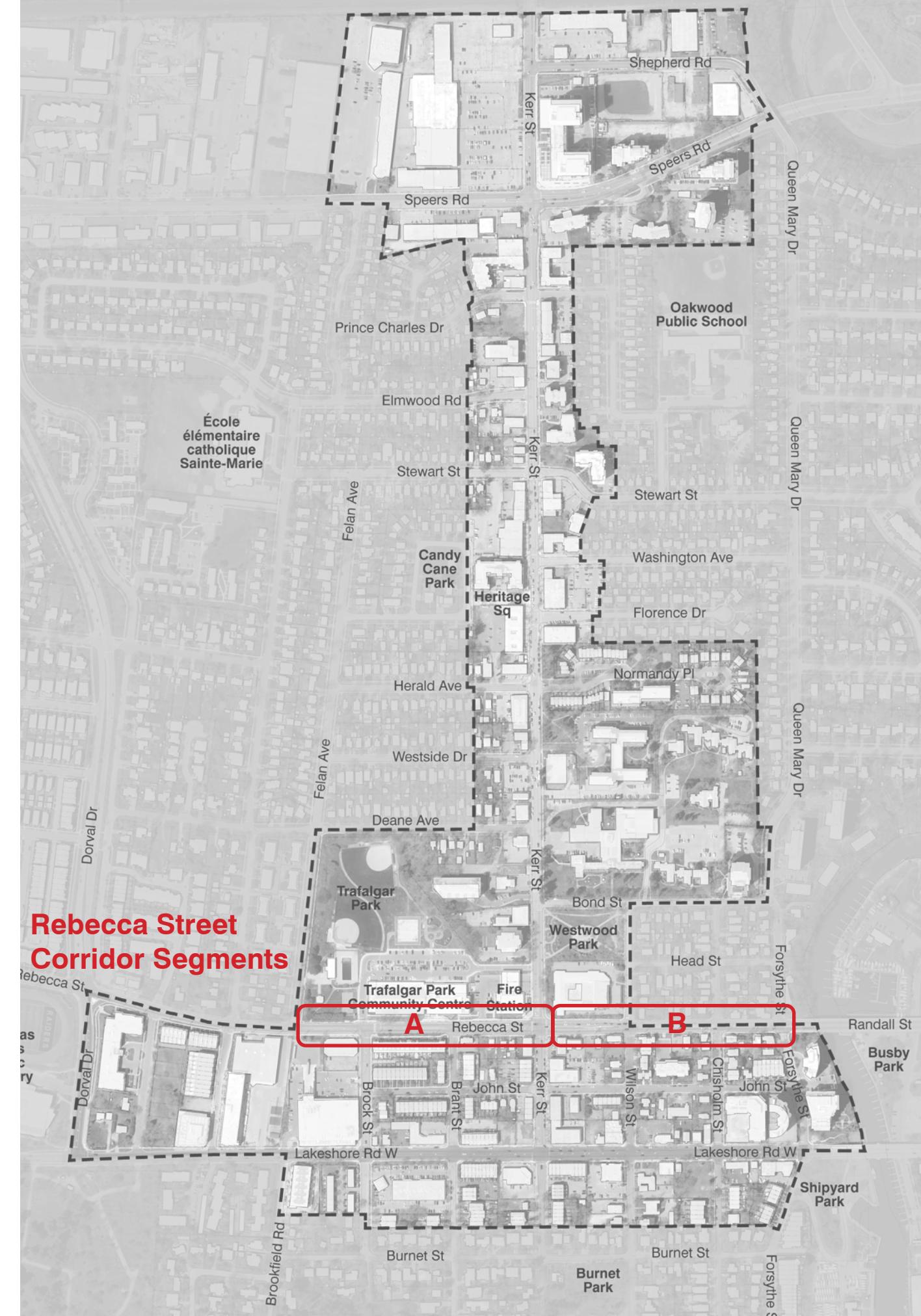
Streetscape Palette for Rebecca Street

The streetscape palette for Rebecca Street uses the Kerr Street palette (see Section 5.2).

Corridor Segments

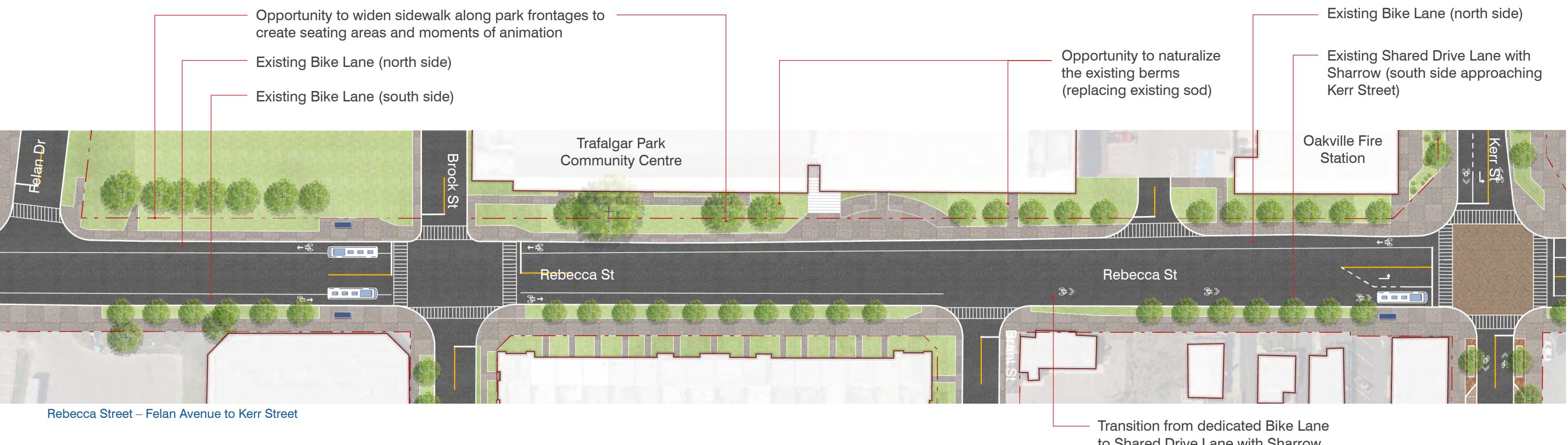
Demonstration Plans for each of the Rebecca Street Corridor Segments follow.

The Demonstration Plans are conceptual in nature, intended to illustrate how the design recommendations may be applied to the various segments of the streets. Although the Plans generally account for variations in the street width, existing street elements, building locations, they are not detailed construction drawings. Verification of existing site conditions, above and below-ground, as well as a topographic survey and subsurface utility engineering (SUE) investigations will be required before detailed design proceeds.



Corridor Segments

A Felan Avenue to Kerr Street



B Kerr Street to Forsythe Street



5.5 Future Considerations

A number of projects have been highlighted in Chapter 5 that are in addition to the streetscape recommendations, and are for future consideration. They are subject to budget allocation, staff and Council approval, and agreement with the project partners. The projects are intended to build upon the recommendations, further enhance the character of Kerr Village, and contribute to placemaking.

1 Vacant Lot (Kerr/Lakeshore)

Work with the property owner to activate the streetscape edge, and/or to activate the lot with temporary amenities.

2 Bond Street

Design Bond Street as a shared street. Design should consider widening the sidewalk on the north side, maintaining the on-street parking on the south side, and installing decorative concrete paving from curb to curb. Considerations should include possible revision to existing transit route.

3 Kerr Street North of Bond Street

Work with the property owner to enhance the street interface. This may include widening the sidewalk, adding benches and planting native ornamental shrubs, and the potential removal or relocation of the existing fence.

4 Normandy Parkette

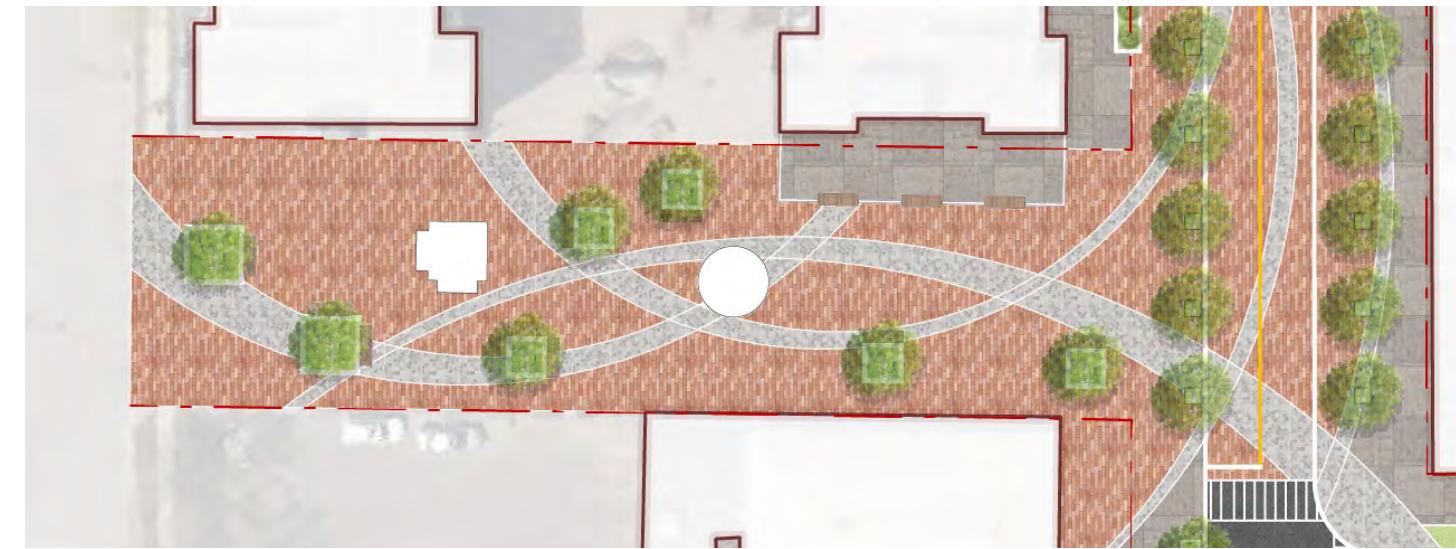
To contribute to the streetscape and placemaking, create a landscaped seating area beside the sidewalk, consider widening the sidewalk, and locating wayfinding installations.

5 Heritage Square

Future revitalization of the public space should integrate with the streetscape, and consider design elements such as: creating a paved plaza with paving that extends across Kerr Street, street trees in paving to maximize space for and events; planters and seating to define the space; and increased softscape and planting areas.



Future Considerations



Heritage Square concept

6 Vacant Lot (Kerr/Elmwood)

Work with the property owner to activate the streetscape edge, and/or to activate the lot with temporary amenities.

7 Northeast Corner Kerr/Stewart

Work with the adjacent property owner to coordinate the design of the existing underground parking stair access with the streetscape, through paving and planting.

8 Vacant Lot (Kerr/Prince Charles)

Work with the property owner to activate the streetscape edge, and/or to activate the lot with temporary amenities.

9 Southeast Corner Kerr/Speers

Work with the adjacent property owner to provide streetscape elements to screen the parking lot/parking garage ramp.

10 Wayfinding

Provide coordinated wayfinding signage throughout Kerr Village, and in particular, at identified Gateway locations where connections to other community destinations, such as Trafalgar Park and the lakeside parks, may be accessed.



Example of a vacant lot activation - Toronto

5.6 Pilot Projects

Pilot projects are a great way to explore ideas, manage change in an inexpensive way and to test the design concepts of this Plan. Observations and feedback from pilot projects can help refine the design, as well as provide a level of comfort to local businesses and residents in the face of change. A successful previous example in Kerr Village was the Town's 'We Are Kerr' project in 2024, where artists were invited to create a ground mural, hand-painted benches, and pole banner designs as part of Ontario Culture Days.

Pilot projects could include:

- Consult with landowners of vacant lots to explore opportunity to create a "green edge" along Kerr Street by relocating the fence back from the edge of property and installing permanent or seasonal plantings and seating areas.
- Paint a 'ground mural' on Bond Street.
- Activation of one of the vacant lots on Kerr Street.



Examples from the 'We Are Kerr' project



6.0 Implementation

The vision set out by this Public Realm and Streetscape Design Study for Kerr Village will be implemented over time by a range of interest holders. The Town of Oakville will take the lead in implementing the streetscape components through capital expenditures, as well as coordinating other public and private sector interest holders to ensure consistency with this Study.

6.1 Detailed Design and Construction

This Public Realm and Streetscape Design Study establishes the design direction for Kerr Street, Rebecca Street and Lakeshore Road West. It provides the broad details for the design of the paving, planting, furniture and other components that make up the streetscape. The next stage in the process will be the creation of detailed design drawings that will be issued for tender and construction.

A multi-disciplinary team will be required to undertake the detailed design work, potentially including the following expertise:

- landscape architecture and urban design;
- transportation/mobility;
- accessibility;
- electrical/lighting;
- geotechnical/hydrogeological;
- civil engineering/stormwater/low impact development;
- structural engineering;
- irrigation;
- arborist;
- public art consultant or artist.

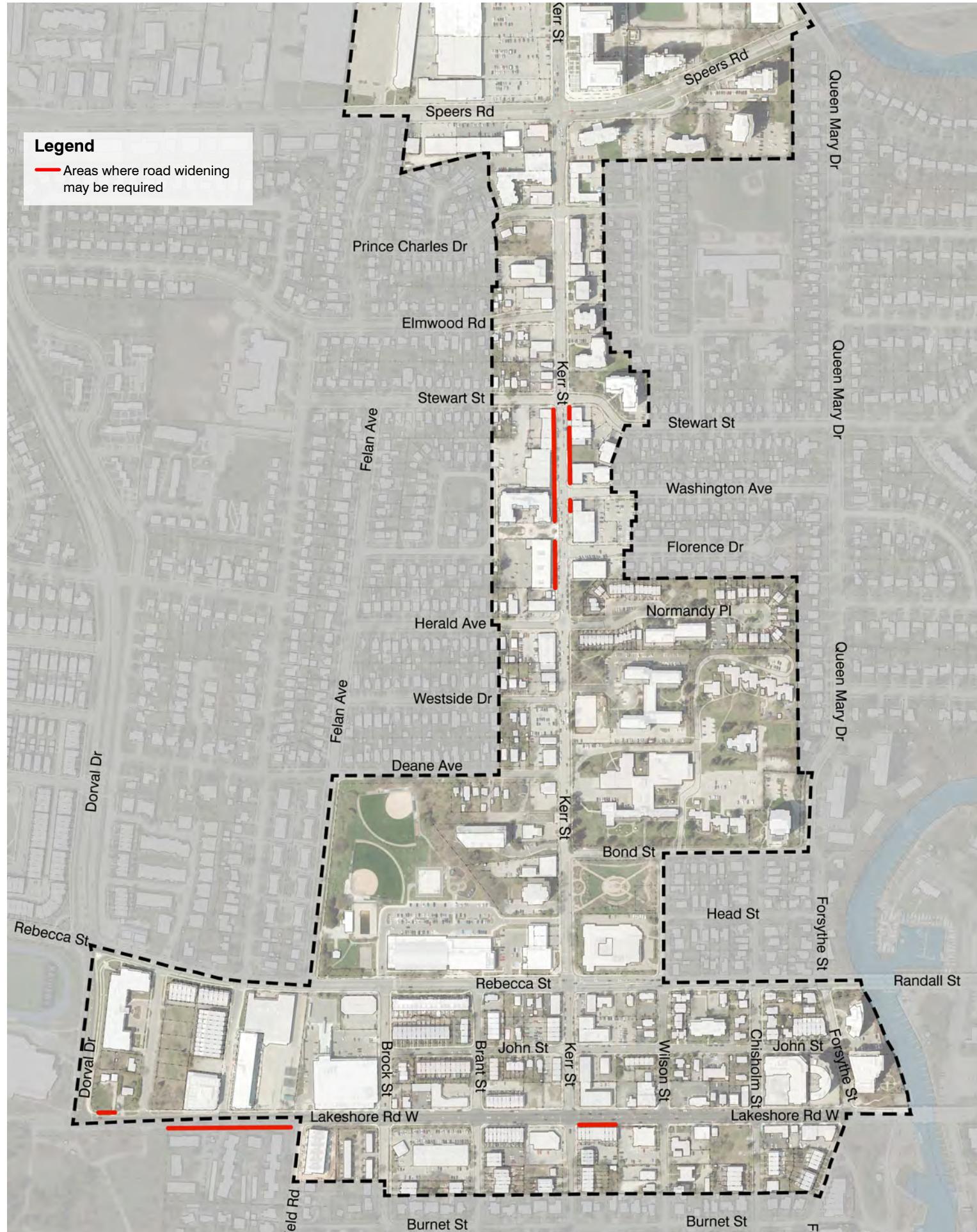
Prequalification or screening of contractors is recommended to ensure demonstrated experience in streetscape work and commitment of resources.

The location of buried utilities should be confirmed early in the detailed design process to ensure soil volumes for street tree planting are achieved.

Design work should be coordinated with utility providers and the Region of Halton to ensure any utility renewal plans are concurrent with public realm construction, minimizing disruption to the streetscape.

6.2 Potential Future ROW Widening

Along portions of Kerr Street, and Lakeshore Road West, road right-of-way widening may be required to implement the designs, based on proposed cross sections and streetscape demonstration plans. These areas are conceptually identified in the diagram on this page and are to be confirmed at detailed design.



6.3 Maintenance and Operations

Enhanced streetscaping and public realm improvements go hand-in-hand with the need for enhanced maintenance and operations practices.

With the goal of encouraging greater use of the public realm comes the need to ensure:

- sidewalks, vegetated areas, landscaping, hardscaping, lay-by parking, bicycle lanes and multi-use pathways are maintained;
- signs and pavement markings are maintained;
- surfaces are free of hazards, and clear of snow;
- waste receptacles emptied; and,
- repairs undertaken.

This also requires additional resources for Municipal Enforcement Services costs for maintaining and operating parking equipment.

Temporary patching from repair work should be replaced as soon as possible with the materials specified during detailed design. The design must integrate input from Roads and Works Operations, Parks and Open Space, Municipal Enforcement Services, and Urban Forestry regarding the selection and constructability of materials, including ensuring compliance with current maintenance and Town standards. This includes considerations such as incorporating frost tapers; considering the placement of trees in relation to parking equipment that uses solar panels, location of pay parking equipment; among many more. These insights are essential to ensure the use of durable, maintainable materials that support the long-term sustainability of Town assets.

A coordinated maintenance and operations plan should be developed for enhanced public realm areas including Kerr Village, Downtown Oakville, and Bronte Village in conjunction with their respective Business Improvement Areas, or other community groups, with accompanying operational budgets.

For orderly and ongoing maintenance, as well as supporting activations and daily activities, consider developing and implementing the following:

- developing BIA specific standard service level for summer and winter maintenance and operations, including its associated operational costs and staffing as applicable;
- waste and recycling collection and monitoring;
- daily litter removal;
- parking operations and enforcement;
- street, bicycle lane, multi use path and sidewalk sweeping, weed control and washing;
- graffiti removal;
- planting care, including inspection, watering, pruning, invasives removal, soil monitoring, and vegetation replacement;
- allowance to install parking equipment (pay-by-plate machines) for new parking spots (1 machine per 10 spots);
- infrastructure and furniture inspection, including yearly maintenance (e.g. repainting, restaining and washing);
- street beautification, seasonal displays; and,
- event management, scheduling, permits and support.

Kerr Village Street Lights

Procurement: The products have specifically been selected to have the pole and head from one supplier, and to match the manufacturer to the existing equipment to build on the existing relationship with the supplier for better pricing.

Long Term Maintenance: The poles are maintenance free and will not require re-finishing. Poles and heads are matched to existing stock to allow the operations department to have a single source for replacement parts and warranties. The heads are a simple design that can be supplied by multiple manufacturers at end of life if needed as the heads will have a shorter useful life than the concrete posts.

6.4 Capital Cost

The unit costing is a high-level exercise provided for budget allocation purposes only. The calculations are generally based on the areas and elements identified on the streetscape concept plans, multiplied by area unit costs gleaned from similar constructed streetscape projects in the GTA within the last 3 years.

The estimated cost account for:

- pedestrian paving areas (pedestrian clearway);
- decorative paving (furnishing/tree zone);
- decorative paving (lay-by parking on Kerr Street and select intersections);
- asphalt paving (bike lane, multi-use path, and cycle track);
- planter curbs, around open planters;
- street furniture (benches, waste/recycling receptacles, bike lock-ups);
- street lights (along Kerr Street);
- trees/soil cells system; and,
- shrubs and perennials (in open planters and rain gardens).

Since these costs are not based upon approved detailed designs, they do not account for:

- land acquisition;
- detailed site investigations;
- permitting;
- new or upgraded Infrastructure/servicing requirements;
- roadworks (sub-surface drainage, base, top, curbs);
- wayfinding;
- shipping, labour, and installation;
- construction staging and phasing; and,
- site preparation, demolitions, and removals.

Kerr Street	Cost
Prince Charles Drive to Speers Road	\$720,000
Stewart Street to Prince Charles Drive	\$1,820,000
Washington Avenue to Stewart Street	\$1,000,000
Herald Street to Washington Avenue	\$1,412,000
Deane Avenue to Herald Street	\$1,400,000
Bond Street to Deane Avenue	\$575,000
Rebecca Street to Bond Street	\$1,450,000
Lakeshore Road to Rebecca Street	\$1,001,000
Street Lights (Poles and Luminaires)	\$1,300,000

Rebecca Street	Cost
Felan Avenue to Kerr Street	\$305,000
Kerr Street to Wilson Street	\$185,000
Street Lights (Poles and Luminaires)	\$330,000

Lakeshore Road West	Cost
Dorval Drive to Maurice Drive	\$2,190,000
Maurice Drive to Brock Street	\$2,425,000
Brock Street to Kerr Street	\$2,560,000
Kerr Street to Chisholm Street	\$2,560,000
Chisholm Street to Forsythe Street	\$1,227,000
Street Lights (Poles and Luminaires)	\$460,000

TOTAL ESTIMATE COST **\$22,920,000**

A 30% Contingency is recommended to account for timing and changes in the market at the time of construction/tendering.

