

# **PALERMO VILLAGE CONCEPT PLAN**

Urban Design Brief

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September 22, 2023

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Prepared for:  
Palermo Village Corporation

## Land Acknowledgment

We acknowledge that this project is on the traditional and ancestral territory of many nations, including the Anishinaabek (Ojibway), Attawandaron, the Haudenosaunee Confederacy, the Huron-Wendat, the Metis and the Mississaugas of the Credit. We also recognize the enduring presence of all First Nations peoples. These lands, which now form the Region of Halton, are part of the Treaty Lands between the Crown and the Mississaugas of the Credit.

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# CONTENTS

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## 01. VISION, GUIDING PRINCIPLES AND OBJECTIVES

01.1. Vision	5
01.2. Guiding Principles	6
01.3. Neighbourhood Objectives for Palermo Village	8

## 02. CONTEXTUAL ANALYSIS

02.1. Existing Natural Features, Topography and Vegetation	10
02.2. Surrounding Land Uses and Built Form Character	10
02.3. Views and Vistas from the Site	11
02.4. Transportation Networks	11

## 03. POLICY CONTEXT

03.1 The Livable Oakville Official Plan (2009)	12
03.2 Palermo Village Growth Area Review	13
03.3 Official Plan Amendment 34	13
03.4 Livable by Design Manual	14
03.5 North Oakville Trails Plan	14
03.6 Old Bronte/ Khalsa Gate Streetscape Plan	15
03.7 North Oakville Urban Forestry Strategic Management Plan	15

## 04. DEVELOPMENT FRAMEWORK

04.1. Pattern of Land Uses	17
04.2. Street Network	18
04.3. Open Space, Trails, Natural Heritage System and Stormwater Management Ponds	20
04.4. Districts	22
04.5. Views, Vistas and Gateways	23

## 05. AREA DESIGN PLANS

05.1. Main Street District	26
05.2. Palermo Gateway District	32
05.3. Civic District	38
05.4. Urban Neighbourhood District	46

## 06. BUILT FORM GUIDELINES

06.1. Built Form Typologies	52
06.2. General Built Form Guidelines	53
06.3. Single Detached Dwellings	54
06.4. Townhouse Units	56
06.5. Low to Mid-rise Buildings	58
06.6. High-rise Buildings	60

## 07. SUSTAINABILITY FEATURES

07.1. Low Impact Development Methods	63
07.2. Stormwater Management Facility	64

## 08. IMPLEMENTATION

08.1. Architectural Control	66
08.2. Preliminary Review	67
08.3. Final Review and Approval	67
08.4. Submission Requirements	68
08.5. Town of Oakville Approval	68

## 09. DEMONSTRATION PLANS

70

View of Community Hub and high density residential  
along Bronte Road, to the east.





# 01

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## **Vision, Guiding Principles and Objectives**

### **01.1. Vision**

Palermo Village is envisioned as a modern and walkable urban community. It will offer a diverse range of housing options to meet the needs a range of housing types and income levels. The development will prioritize the integration of natural landscapes and open spaces into the community through 'greenways', parks and extensive trail network.

Modern, connected, livable. This is the vision for Palermo.

The focal point of the community will be the central neighbourhood park, which will be situated at the heart of the area. Adjacent to the park, you'll find the Community Hub and Library, creating a convenient and accessible location for residents. The proposed development will have a height peak at the intersection of Bronte and Dundas, immediately adjacent to the future Dundas BRT and Palermo Bus Terminal, with high density residential concentrated in the Main Street District, and along Bronte Road and Dundas Street. This will then transition to lower density residential in the Urban Neighbourhood District.

# Made for Modern Living

## 01.2. Guiding Principles

### Embedded



The Palermo Village Concept will embed the urban into nature by incorporating green infrastructure, open spaces and community amenities into the public realm. The proposal welcomes the abundant offerings of nature into the vibrant daily life of the community. This approach not only promotes public health but also provides ecological, sustainable, and resilience-related benefits to both people and the natural environment.

### Connected



The Palermo Village Concept will establish a comprehensive transportation network that leverages both existing and future planned transit connections. This ensures equitable mobility options for thousands of residents. By incorporating dedicated cycling infrastructure and pedestrian pathways, the proposal provides a balance between local intimacy and urban liveliness, enabling the community's vibrant spirit to extend into public spaces.

### Supportive



The Palermo Village Concept will create an inclusive, mixed-use community that welcomes people of all ages and abilities. It will enable them to live, enjoy recreational activities, and prosper. This inclusivity is nurtured through the provision of diverse community amenities and supportive infrastructure, such as a community hub, library, community park, various housing options, and a universally accessible public space.

### Mixed Use



The Palermo Village Concept will be a dynamic mixed-use community featuring a combination of high, medium, and low-density residential areas, complemented by thriving retail and employment opportunities. The design of this complete community will allow people to live, work, learn, shop, gather, and play within the subject lands. Access to the Natural Heritage System is an asset that will be celebrated, ensuring a joyful experience for anyone that experiences Palermo.



## Sustainable



Palermo Village will incorporate sustainable design, construction and infrastructure practices at both the neighbourhood and site scale throughout the community. The proposal will incorporate strategies such as energy-efficient buildings, renewable energy use, low-impact development, water conservation methods and urban agriculture wherever possible to create a sustainable and resilient community. It will also protect and enhance the existing Natural Heritage Systems.



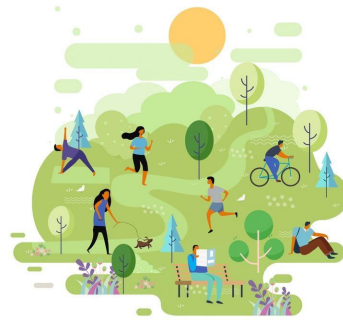
*Rendering showing the new NHS linkage on the subject lands*

## 01.3. Neighbourhood Objectives for Palermo Village

A set of key neighbourhood objectives have been established as part of the Palermo Village Concept proposal.

These are as follows:

**Green:** The Palermo Village Concept acknowledges and embraces the presence of the Natural Heritage System (NHS) situated at the eastern and western borders of the site. To achieve this, the concept incorporates visually and physically interconnected open spaces across the mixed-use and residential neighbourhoods. Moreover, a network of trails is established within the natural heritage system to showcase and appreciate the value of these green spaces.



**Active Transportation:** This development promotes and encourages active transportation through a robust network of sidewalks, cycling paths, multi-use trails, and access to robust transit; the Dundas BRT and 407 Transitway. This will enhance sustainable mobility, improve public health, reduce traffic congestion, and minimize environmental impact.



**Complete Community:** This proposal creates a vibrant and inclusive complete community, integrating essential community assets such as the Community Hub, Community Park, Urban Green, Urban Square, Library, and Stormwater Pond, to foster social interaction, cultural engagement, environmental stewardship, and overall quality of life for residents and visitors.



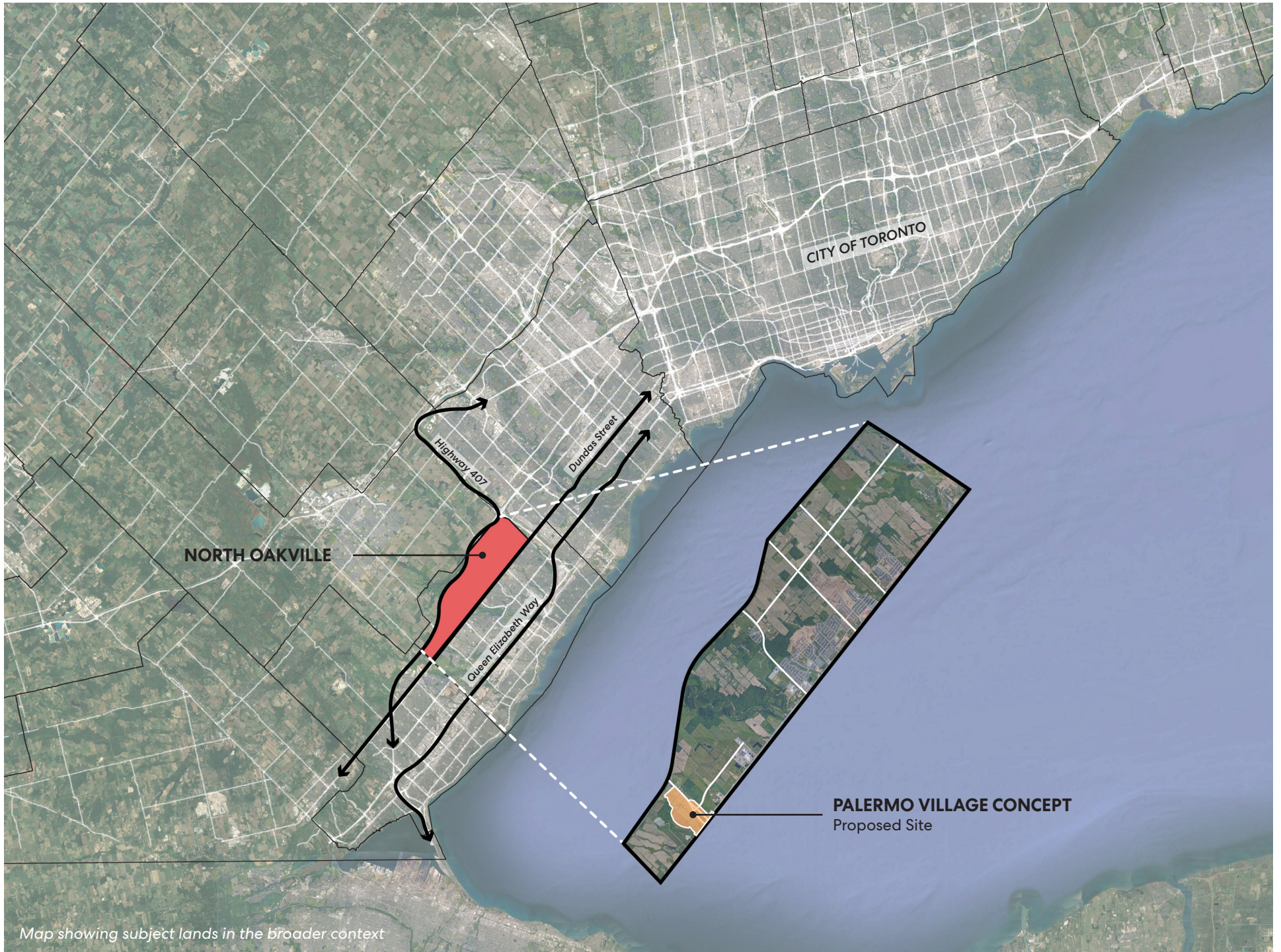
**Vibrancy:** This development proposes a vibrant 'Main Street District' along Old Bronte Road, which aims to be the retail and employment heart of this development. This district will be characterized by high-density residential uses that will be supported by transit, retail, employment and access to open space.



**Sustainable:** This development puts forth comprehensive low-impact development strategies and innovative stormwater management facilities, cementing resilience at the core of the Palermo Village Concept Plan. Anchored in the vision for the new Natural Heritage System linkage, this project also forges vital ecological corridors that interlace habitats, nurturing biodiversity harmoniously across the entire community.







Map showing subject lands in the broader context



# 02 Contextual Analysis

Palermo Village is positioned between Highway 407 to the north and Dundas Street to the south. The concept plan will not only be a complete community but also integrate seamlessly with the existing community located south of Dundas Street by implementing an integrated road network and coordinated land uses.

## 02.1. Existing Natural Features, Topography and Vegetation

The existing topography and vegetation of the subject lands is that of gently rolling farmland, hedgerows, and wooded areas. NHS lands are a significant natural feature, with an NHS corridor running on the east and west boundaries of the subject lands. This development is situated at the heart of two significant Natural Heritage Systems: the Fourteen Mile Creek to the west and the Glenorchy Conservation Area to the east.

## 02.2. Surrounding Land Uses and Built Form Character

The lands to the south of Palermo Village Concept are developed up to Dundas Street and consist of low and medium density residential uses. The residential areas feature a range of housing types, including single-family homes, townhouses, and low-rise apartment buildings. These residences are often characterized by well-manicured lawns, tree-lined streets, and a variety of architectural styles that add to the neighborhood's visual appeal.



Map of the subject lands with call outs for existing features



The commercial areas in Palermo Village, south of Dundas, provide a range of amenities and services to residents and visitors. Local shops, restaurants, cafes, and professional services can be found within the neighborhood, offering convenience and a sense of community. These commercial establishments often blend with the residential areas, contributing to a mixed-use character that encourages walkability and interaction.

Community amenities include two schools within a 500m radius, retirement residences, places of worship and ample parks and trails.

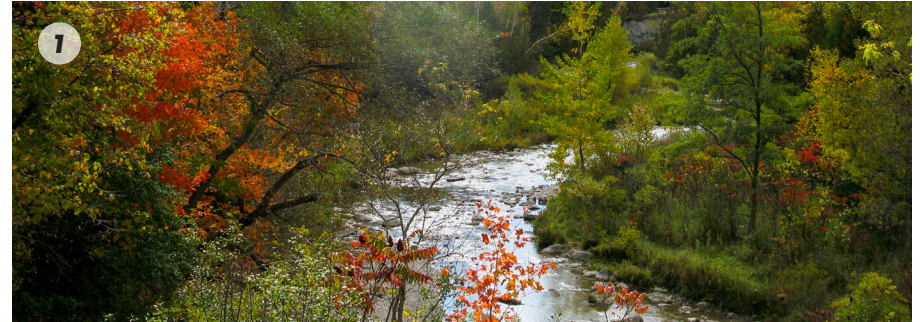
Two list and two designated heritage properties lie within the subject lands, outside of Palermo Village Corporation owned lands, east of Old Bronte Road and north of Dundas Street.

### 02.3. Views and Vistas from the Site

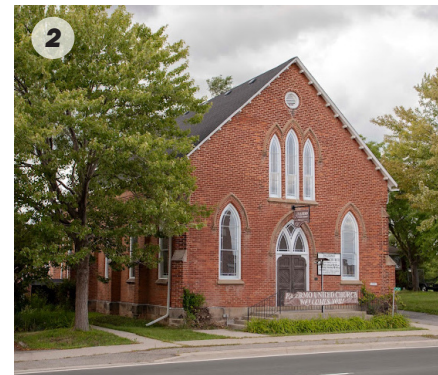
Given the extensive NHS lands surrounding the site, there are opportunities to preserve views and vistas to these natural features. The NHS will directly inform the proposed layout and development of the site and views will be maintained from streets and key locations.

### 02.4. Transportation Networks

Major transportation networks are running or planned through the subject lands; Dundas BRT on Dundas Street, frequent buses along Bronte Road and the 407 Transitway are all key elements for making this development transit oriented. The development of this site will provide opportunities for vehicular, pedestrian and cycling networks that link with the greater community. The development will also provide a bus terminal in the Main Street District, that will improve transit connectivity within the Greater Toronto Area.



Fourteen Mile Creek. Source: Greenbelt.ca



Palermo United Church. Source: David Triggerson



Vaishno Devi Temple. Source: Krishna Mohan



4: Holy Trinity Catholic High School. Source: Facebook



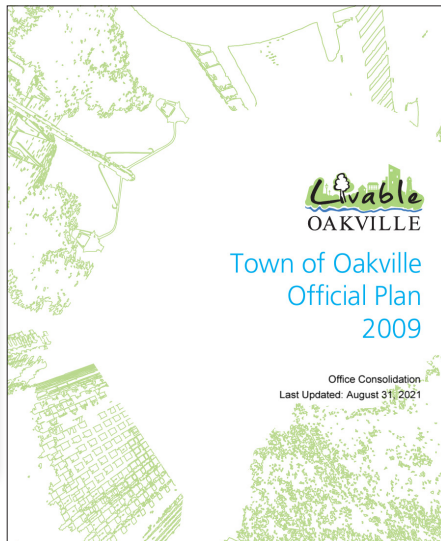
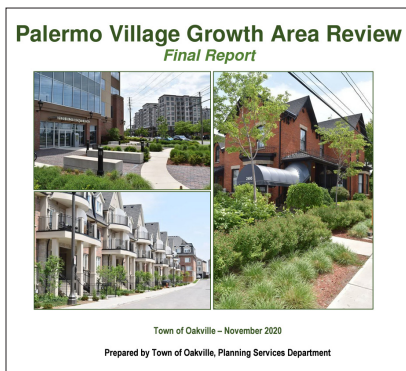
5: Palermo Public School. Source: Elite3 & Team

# 03

## Policy Context

The proposed Palermo Village Concept Plan is situated within North Oakville, constituting an integral part of the broader North Oakville Secondary Plan Area. The Palermo Village Concept Urban Design Brief offers comprehensive design directives aligning with the community's vision and objectives. It functions as a complementary resource to the overarching design guidelines, particularly the Livable Oakville Official Plan (2009) and Official Plan Amendment 34.

The proposed Palermo Village Concept Plan is subject to various planning assessments and procedures. This Urban Design Brief outlines a set of guidelines consistent with the objectives outlined in the following documents:



### 03.1. The Livable Oakville Official Plan (2009)

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

#### 2.2 Guiding Principles

##### 2.2.1 Preserving and creating a livable community in order to:

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

##### 2.2.2 Providing choice throughout the Town in order to:

- enable the availability and accessibility of a wide range of housing, jobs and community resources to meet the diverse needs of the community through all stages of life;
- provide choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails; and,
- foster the Town's sense of place through excellence in building and community design.

##### 2.2.3 Achieving sustainability in order to:

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



## 03.2. Palermo Village Growth Area Review

The Palermo Village Growth Area Review suggests revising land use policies to provide direction for development decisions within Palermo Village, encompassing the areas north of Dundas Street. Similar to other growth areas in the Town, Palermo Village is envisioned as a pedestrian-friendly, transit-accessible urban community, featuring a blend of residential, commercial, community, and office uses.

## 03.3. Official Plan Amendment 34

The Palermo Village Concept Plan recognizes the following new and updated guidelines set in the Official Plan Amendment (OPA) 34:

### 22.2 Objectives

*22.2.1 To develop a balanced Growth Area by:*

- providing a focus for community uses and commercial activities to support the communities in the northwest part of the Town;
- facilitating development and redevelopment in a comprehensive manner;
- prioritizing active transportation and transit use;
- providing a range and mix of uses, including office uses and housing options;
- identifying appropriate sites for a transit terminal, a small-scale community centre and a branch library; and
- providing parks and open spaces conducive to an urban context.

*22.2.2 To ensure high quality urban design by:*

- encouraging visually interesting and innovative design of spaces and built form;
- ensuring new developments are compatible with cultural heritage resources;
- providing attractive streetscapes through the comprehensive design of the public realm and built form that establishes a strong relationship between private development and public areas;
- creating a strong coherent urban image through the creation of:
  - » an active urban community;
  - » a strong identifiable civic image;
  - » pedestrian and vehicular linkages with surrounding communities and throughout Palermo Village;
  - » a clearly defined main street with commercial development oriented to Old Bronte Road and Khalsa Gate; and
  - » streets and public spaces that have been defined by surrounding built form.

*22.2.3 To achieve a connected network of natural heritage system features, parks and open space by:*

- protecting the ecological health and integrity of existing natural features;
- establishing new parks and open spaces that connect with the natural heritage system; and,
- integrating parks and open spaces, including village squares and urban squares, with other uses and the road network.

### 03.4. Livable by Design Manual

The Livable by Design Manual (LBDM) is applicable to all development proposals requiring approval from the Town. Its primary aim is to visually convey the strategic vision and design principles outlined in the Livable Oakville Plan and the North Oakville East and West Secondary Plans, collectively referred to as the Town's Official Plan. The Palermo Village Concept Plan is subject to the guidelines set forth in Part A and C of this manual. Part A furnishes comprehensive design guidelines pertaining to the public spaces, architectural form, and site development, while Part C establishes the Site Design and Development Standards specific to Oakville.

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

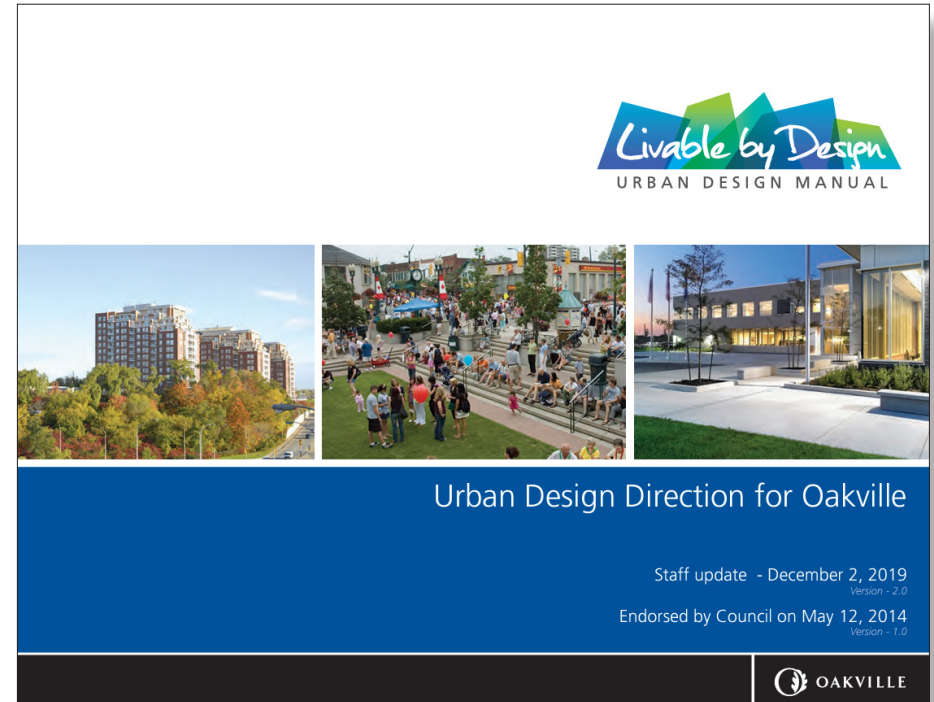
– Section 6, Part C of the Livable Oakville Plan

### 03.5. North Oakville Trails Plan

The North Oakville Trails Plan plays a vital role in the Town's Vision 2057 and Secondary Plan area's transportation strategy. It acknowledges the crucial role of trails in connecting emerging neighborhoods, lessening dependence on roadways, promoting pedestrian and cyclist activities, and managing entry points into the Natural Heritage System (NHS). The trail system's structure encompasses multi-use trails, significant trails, and minor trails, complemented by a network of on-road cycling lanes and bike routes.

The trails plan for Palermo Village Concept Plan adheres to the general trail network including:

- A multi-use trail along Bronte Road, north of Dundas Street.
- A major trail connection through the Natural Heritage System and Natural Heritage Linkage that surrounds the development proposal.





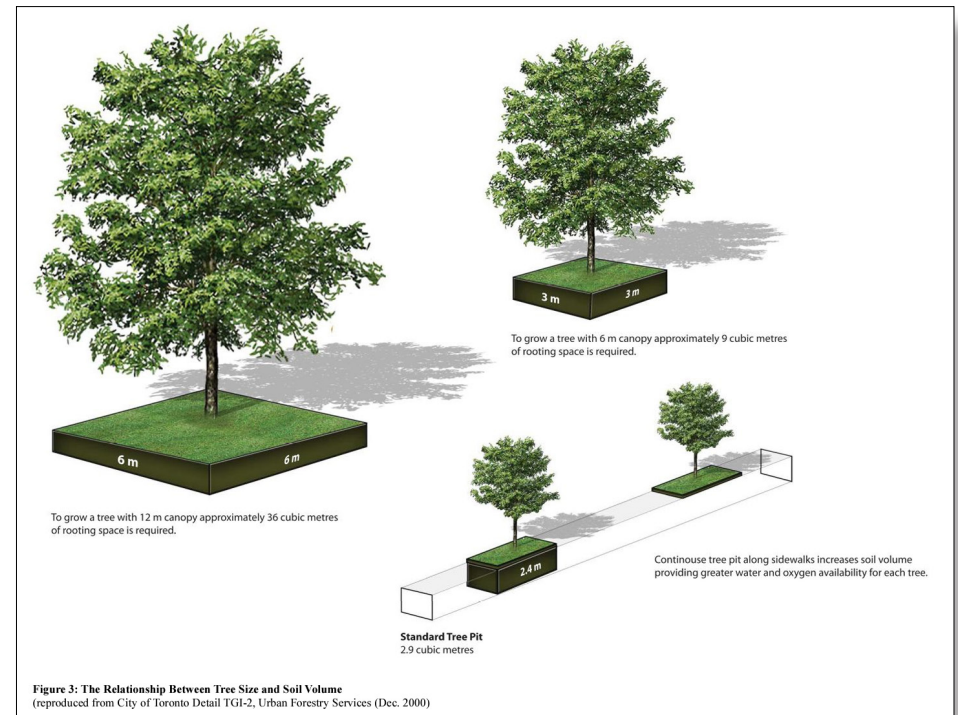
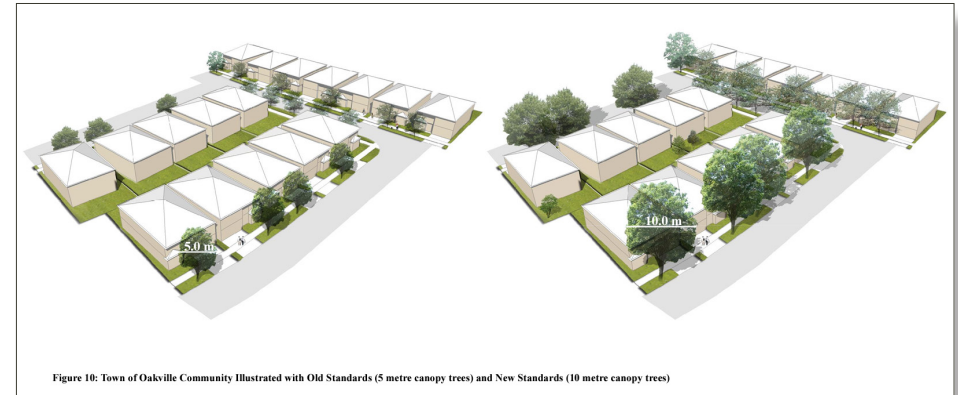
### 03.6. Old Bronte/ Khalsa Gate Streetscape Plan

The Old Bronte/ Khalsa Gate Streetscape Plan is a guide for the enhancement of Old Bronte Road through its street redesign into a complete street. The Palermo Village Concept Plan meets the objectives of this document by recognizing the following objectives:

- achieve the community vision outlined in the Livable Oakville Plan and the North Oakville West Secondary Plan
- provide a configuration of the road width, with features to support multi-modal traffic flow, the adjoining land use and development form
- connect the north and south portions of Palermo Village with common design elements
- support the planned transit station and bus rapid transit route on Dundas Street
- provide direction for design of future development and community improvements
- introduce alternative design standards to achieve a pedestrian main street function
- explore safe and convenient options to cross Dundas Street at Old Bronte Road.

### 03.7. North Oakville Urban Forestry Strategic Management Plan

The North Oakville Urban Forest Strategic Management Plan (NOUFSMP) is a document designed to furnish the Town of Oakville with strategic and planning recommendations of a top-level nature. These recommendations aim to establish a thriving and sustainable urban forest, promoting its health and well-being.



Exerpts from the North Oakville Urban Forestry Strategic Management Plan.

# 04 **Development Framework**

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The following maps describe the underlying structural elements of the Palermo Village Concept Plan including four unique, but complementary districts, a robust network of streets, pathways and open spaces as well as a mix of density and uses.

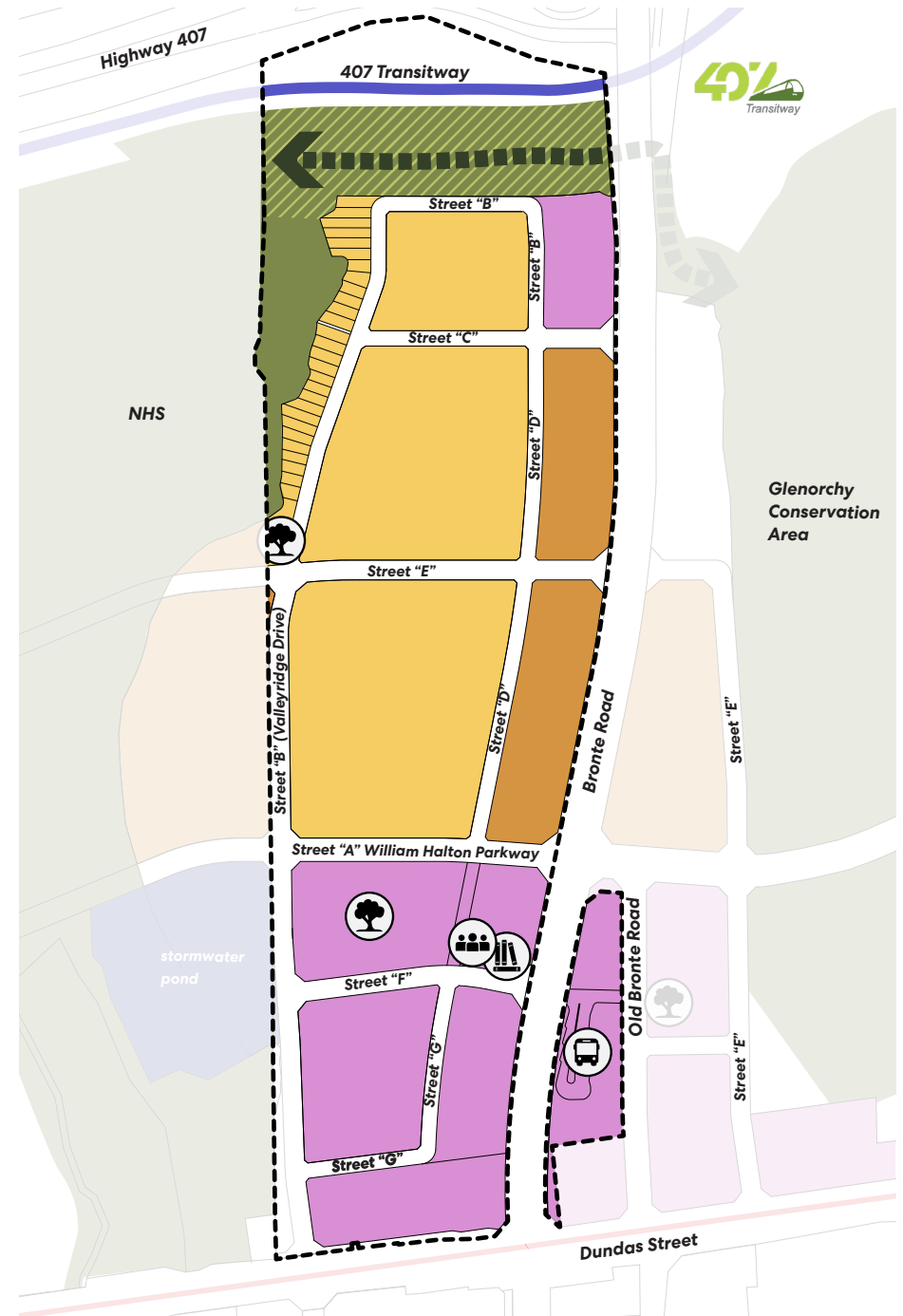


## 04.1. Pattern of Land Uses

The Palermo Village Concept Plan will be characterized by a mix of land uses that will define the character and function of the neighbourhoods. These uses will include:

- **Urban Centre:** Predominantly high-density residential with potential for live/work units, retail, mid-rise apartments, townhouses, retail, offices and/ or community facilities;
- **High Density Residential:** Predominantly high-density residential with potential for live/work units, flanking both sides of Bronte Road;
- **Medium Density Residential:** A mix of various housing types, single-detached homes, townhouses and back to back townhouses with the potential for semi-detached, live/work units and mid-rise apartments;
- **Stormwater Management Pond:** located, off the Palermo Village Corporation lands, in the western end of the subject lands, south of William Halton Parkway and adjacent to the Urban Centre.

LEGEND	
	NHS Linkage
	Natural Heritage System
	Urban Centre
	High Density Residential
	Medium Density Residential
	Park
	Community Hub
	Library
	Transit Terminal
	Stormwater Pond
	407 Transitway
	Dundas BRT
	Palermo Village Corporation Boundary



Map showing subject lands in the broader context

























## 04.2. Street Network

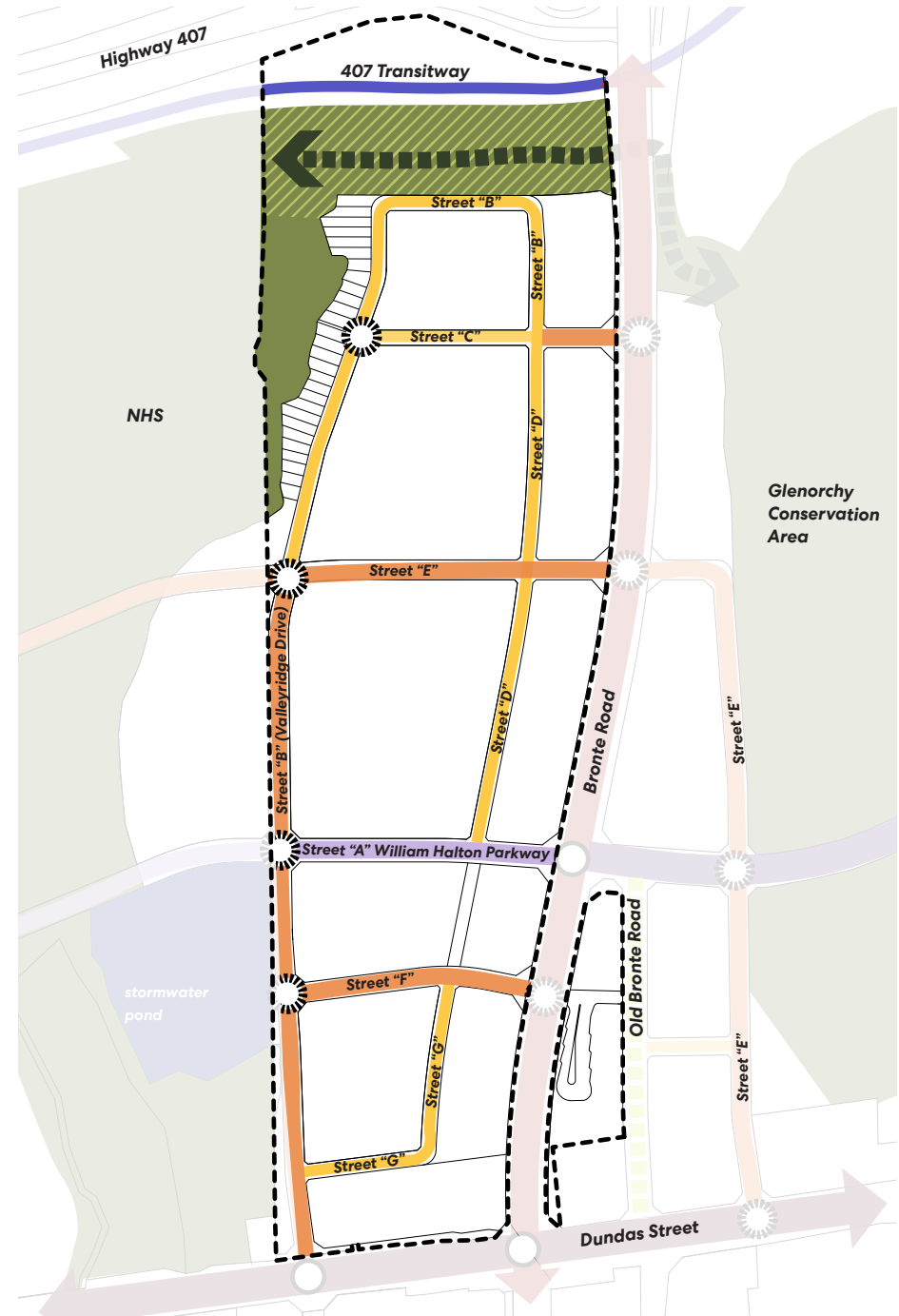
The Palermo Village Concept Plan is structured by a street network that promotes active transportation. Most Arterials and Minor Arterials have proposed separated cycling infrastructure i.e. along Bronte Road, Dundas Street, William Halton Parkway, Glenorchy Drive and Valleyridge Road. Old Bronte Road is planned as a 'Main Street' with high-density residential and retail and employment uses that will create a vibrant public-realm at grade.

The proposed road hierarchy consists of the following street types:

- **Local Roadway (17m - 22m R.O.W.):** typically runs through mid-rise neighbourhoods;
- **Avenue ( 22m R.O.W.):** serve as connectors and access roads;
- **Minor Arterial (26m R.O.W.):** applied to William Halton Parkway west of Bronte Road, this minor arterial is envisioned as a 'greenway' with deep lush setbacks and ample landscaping;
- **Mixed Traffic Woonerf (27.5m R.O.W):** applied to Old Bronte Road from Dundas Street to William Halton Parkway, this Main Street will preserve its vibrant character by providing large sidewalks, two lanes of through traffic and intermittent on-street parking.

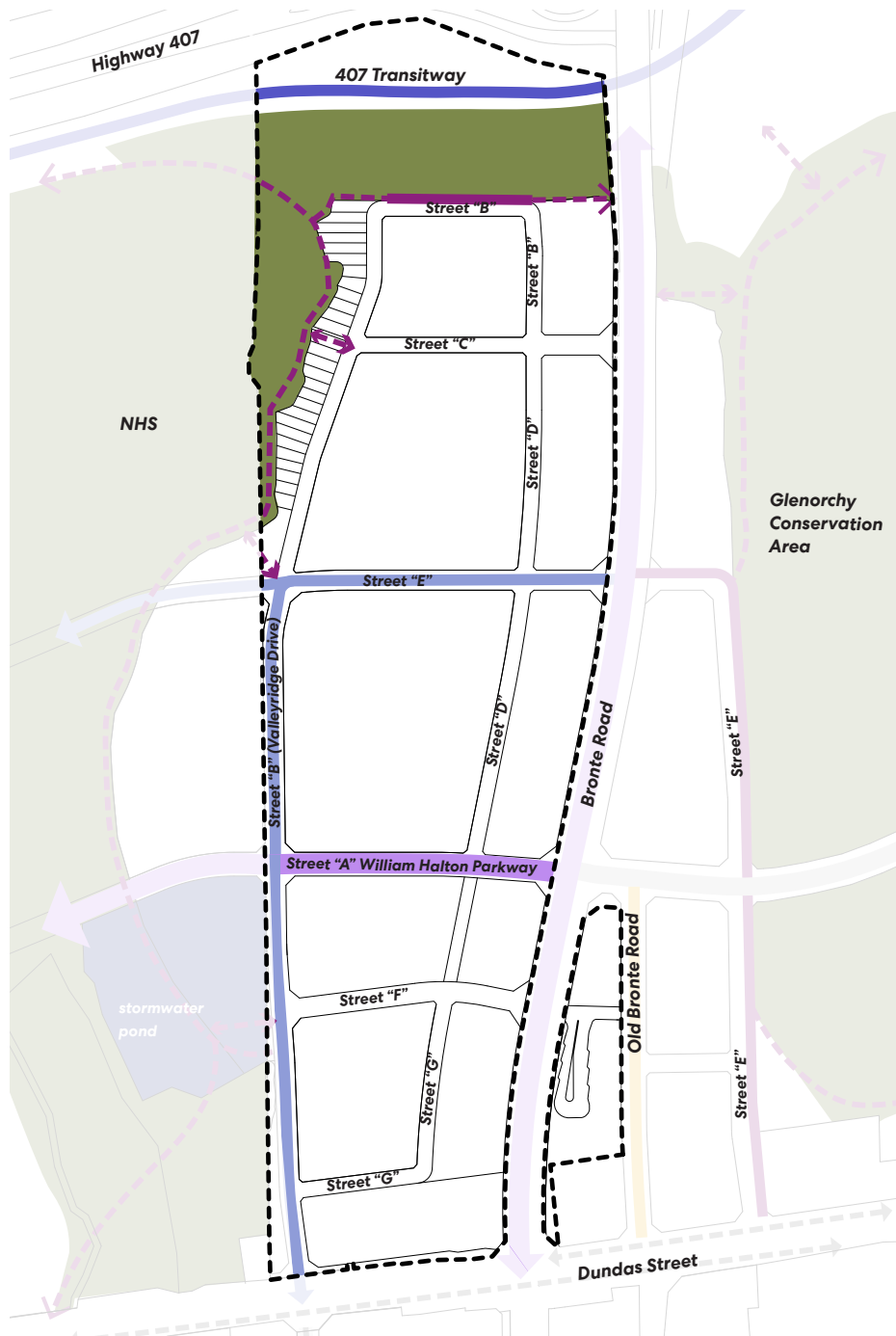
# LEGEND

	NHS Linkage		Proposed Traffic Signal		Existing Public Sidewalk
	NHS		Existing On Street Bike Lane		Proposed Public Sidewalk
	Local Roadway		Existing Boulevard MUP		Proposed Private Pedestrian Path
	Avenue		Proposed Separated Bicycle Facility		Intra-Block Pedestrian Filtration
	Minor Arterial		Proposed Designated Bicycle Facility		407 Transitway
	Mixed Traffic Woonerf		Proposed Shared Bicycle Facility		Palermo Village Corporation Boundary
	William Halton Parkway		Potential Future MUT		
	Bronte Road		Trail Network		
	Dundas Street West				
	Existing Traffic Signal				



Map showing street network proposed in the subject lands





Map showing cycling network proposed in the subject lands



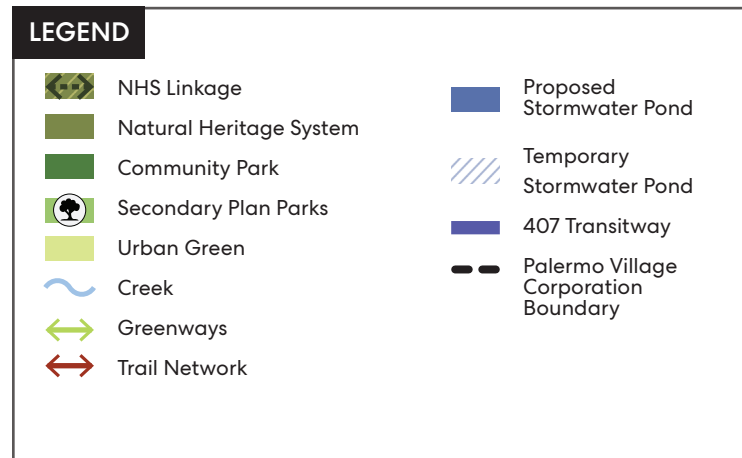
Map showing pedestrian network proposed in the subject

### 04.3. Open Space, Trails, Natural Heritage System and Stormwater Management Ponds

The subject lands are fortunate to be encompassed by valuable Natural Heritage Systems (NHS) on both the eastern and western boundaries. On the eastern side, the existing Glenorchy Conservation Area will be accessible through a well-established trail network.

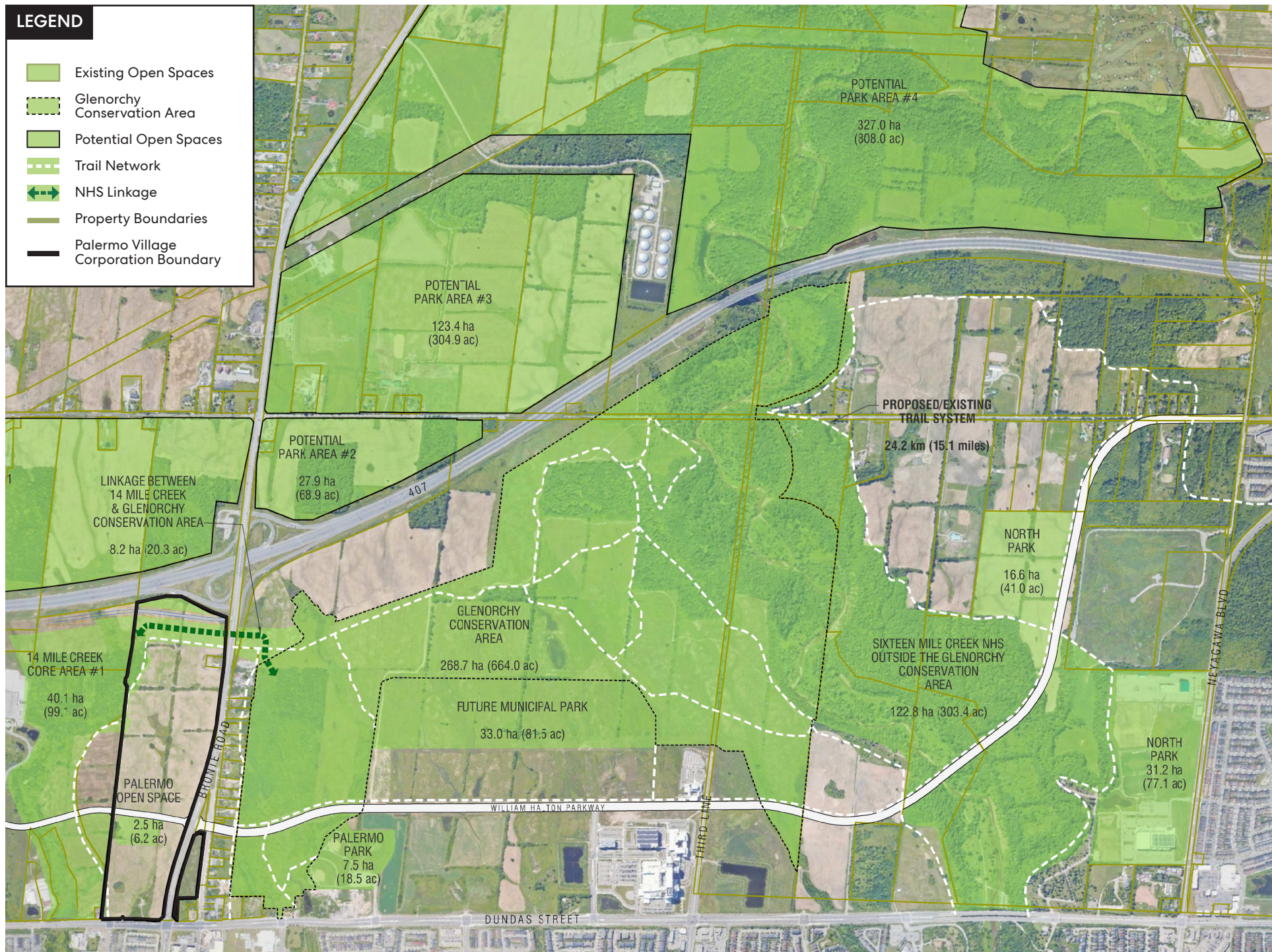
To ensure a thriving and ecologically diverse NHS within an urbanized setting, a linkage between the two Natural Heritage Systems is located on the northern edge of the subject lands. This design takes into consideration existing culverts that can facilitate wildlife crossings beneath Bronte Road, further enhancing the ecological connectivity.

A temporary stormwater management pond is to be located between Street "B" and Street "G" on the western edge of the subject lands. The ultimate location of the stormwater management pond is planned south of William Halton Parkway and west of Valleyridge Drive. This stormwater management (SWM) pond will be thoughtfully designed to preserve the environmental and ecological integrity of the NHS while providing a net positive impact on the environmental health of the development area. By aligning with the existing drainage patterns of the site and being in close proximity to the NHS features, this pond will expand the natural areas and offer scenic viewpoints both within and beyond the NHS.



Map showing subject lands in the broader context





Map showing the broader open space network - Note: This map is for conceptual purposes only and property boundaries were not considered during the production.



## 04.4. Districts

The Palermo Village Concept Plan is divided into four districts that define the character of the development. These districts are:

- **Palermo Gateway District:** characterised by predominantly high-density residential uses, this Gateway District will also have retail and commercial uses, and a potential aging in place facility, with open space (Urban Green) and access to the Natural Heritage System as supportive community amenities;
- **Urban Neighbourhood District:** is characterised by mid-density residential products with higher density residential (towers) limited to blocks along Bronte Road. Mid-density products include townhouses, back-to-back townhouses, single-detached homes and mid-rises which may be included along Bronte Road or to provide transition to higher density residential on Bronte Road;
- **Civic District:** the heart of the community, this District houses the Community Park, Community Hub and Library. High-density residential uses, with retail at grade are located along Bronte Road and Dundas Street. Mid-density residential is planned for the block south of the Community Park;
- **Main Street District:** the retail and employment hub of the proposal, this District comprises of high-density residential uses, vibrant retail streets, office uses, and supporting community infrastructure including a transit terminal and open space (Urban Square). This District, like all other districts has direct access to the Natural Heritage System through a network of trails.

### LEGEND

	NHS Linkage		Civic District		Transit Terminal
	Natural Heritage System		Main Street District		407 Transitway
	Palermo Gateway District		Park		Dundas BRT
	Urban Neighbourhood District		Community Hub		Palermo Village Corporation Boundary
			Library		




Map showing subject lands in the broader context





# 04.5. Views and Vistas


The proposed street and block framework of the Palermo Village Concept Plan will create strategic viewpoints and scenic vistas towards the existing natural heritage system (NHS) and new open space. Memorable views help to create a distinct identity of a community that residents can connect with and feel proud of. These views and vistas should influence the design of streets and open spaces, and should be reviewed during the design phase of buildings to ensure the views are not obstructed.


LEGEND


 NHS Linkage


 Natural Heritage System


 Community Park


 Secondary Plan Parks

 Urban Green

 Stormwater Pond

 Views and Vistas

 407 Transitway

 Palermo Village Corporation Boundary



Map showing subject lands in the broader context

# 05

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## Area Design Plans

The Palermo Village Concept Plan comprises four Districts:

- Main Street District
- Civic District
- Urban Neighbourhood District
- Palermo Gateway District

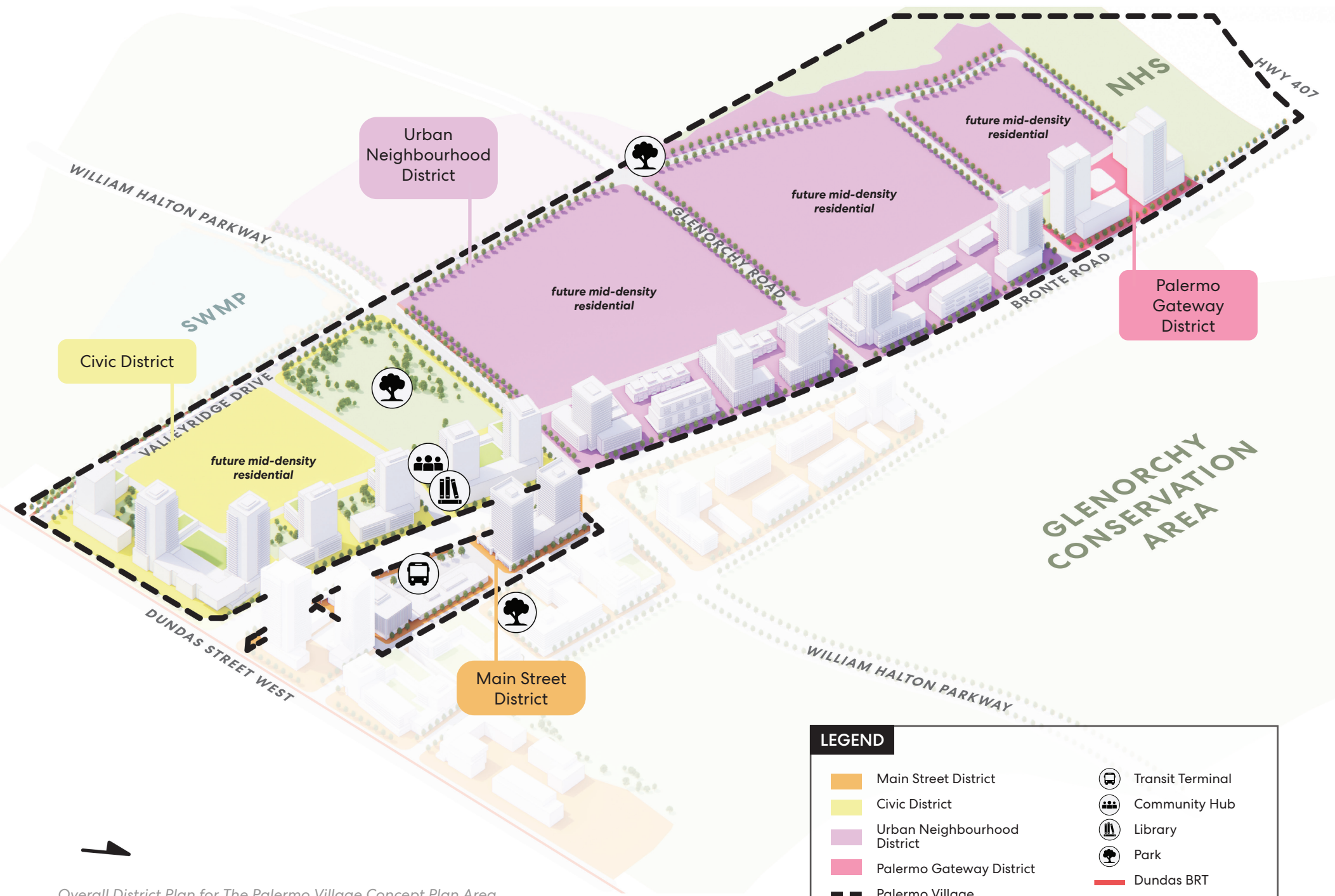
Each district follows specific guidelines and recommendations in line with the Livable by Design Manual (Part A and C) concerning built form, the public realm, and landscape.

Palermo Village benefits from its proximity to three major transit corridors: Bronte Road, Dundas Street West, and the future 407 Transitway. As a result, the concept plan proposes higher densities and taller buildings at key intersections, such as Bronte Road and Dundas Street, and within 800m of the EA approved Bronte 407 Transitway Station in the Palermo Gateway District. Conversely, the Civic and Urban Neighbourhood Districts primarily consist of low to mid-density housing, including single-detached dwellings, townhouses, and mid-rise buildings.





Throughout the Palermo Village Concept Plan, there is a careful integration of parkland and open spaces accessible to residents within walking distance. The Community Park, situated in the Civic District, serves as the central communal hub of the development, adjacent to other essential amenities like the Library and Community Hub. The plan also ensures the preservation and incorporation of existing Natural Heritage System (NHS) features through a robust network of trails, creating scenic views and vistas.

The following section presents an area plan for each of the four districts within The Palermo Village Concept Plan. These area plans show the potential built form, open spaces, and amenities within each of the districts. They also identify guidelines that are specific to each district that will help each district establish its own character as distinct, but integrated neighbourhoods.





Overall District Plan for The Palermo Village Concept Plan Area  
 Note: Areas not owned by Palermo Village Corporation have been faded out

LEGEND	
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Main Street District	 Transit Terminal
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Civic District	 Community Hub
<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> Urban Neighbourhood District	 Library
<span style="display:inline-block; width:15px; height:15px; background-color:pink; border:1px solid black;"></span> Palermo Gateway District	 Park
<span style="display:inline-block; width:15px; height:15px; border-top:2px dashed black;"></span> Palermo Village Corporation Boundary	<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Dundas BRT

# 05.1. Main Street District

The Main Street District within the Palermo Village Concept Plan will serve as the bustling and vibrant heart of the community. It will be anchored by Old Bronte Road, which will function as the primary retail street. Old Bronte Road will come alive with an array of shops, boutiques, cafes, restaurants, and other commercial establishments, centered around the Urban Square which will create a lively and engaging atmosphere for residents and visitors alike.

This District will be characterized by predominately high-rise residential buildings, offering a mix of housing options and creating a dynamic and diverse living environment. The presence of office uses and a transit terminal will contribute to the activity and density of the district.

## 05.1.1 Streetscape

The streetscape of the Main Street District in the Palermo Village Concept Plan should be tailored to its distinctive urban context while maintaining a unified character along Old Bronte Road and the surrounding urban core. As a mixed-use block, it should integrate elements commonly found in urban settings to accommodate increased pedestrian activity, support retail and service functions, and provide on-street parking.

LEGEND

Retail

Highrise Residential

Midrise Residential

Office

Urban Square

Sidewalks

Blocks

District Boundary

Transit Terminal Building

Community Hub

Library

Transit Terminal

Dundas BRT

A detailed map of the Main Street District. The district is bounded by a dashed line. To the north is Street "E", to the west is Street "D", to the south is Dundas Street, and to the east is the Glenorchy Conservation Area. The district is primarily oriented along Bronte Road and Old Bronte Road. Bronte Road runs north-south, with a red hatched area indicating retail use. Old Bronte Road runs east-west, with a blue area indicating office use. A green area indicates a transit terminal building. A yellow area indicates blocks. A green circle with a tree icon indicates an urban square. A brown circle with a group of people icon indicates a community hub. A brown circle with a book icon indicates a library. A brown circle with a bus icon indicates a transit terminal. A red line indicates the Dundas BRT. The map also shows various building footprints and street layouts.

Area Design Plan for Main Street District  
Note: Areas within the Main Street District not owned by Palermo Village Corporation have been faded out

26



### Bronte Road at Transit Terminal

Special consideration should be given to the interface between the Transit Terminal and Bronte Road. The design of both spaces should be cohesive with each other to allow for a seamless transit experience. It is important that the appropriate amenities such as bus platforms, shelters, benches are included to provide an enjoyable transit and streetscape experience.

### Hardscape

- Consider incorporating urban streetscape treatments that utilize enhanced paving materials.
- Encourage wider sidewalks along boulevards adjacent to retail areas to facilitate increased pedestrian movement along building edges.
- Ensure barrier-free access is provided to the ground level of all buildings, allowing for universal access.
- Ensure minimal curb cuts to reduce conflicts between pedestrian and vehicular routes.
- The sidewalk zone should remain clear of furniture along the right of way. Patio spill out and furniture should be located in the Patio and Planting Zones.
- Hardscaping should be sloped to planting beds to collect, filter, and slow stormwater runoff.



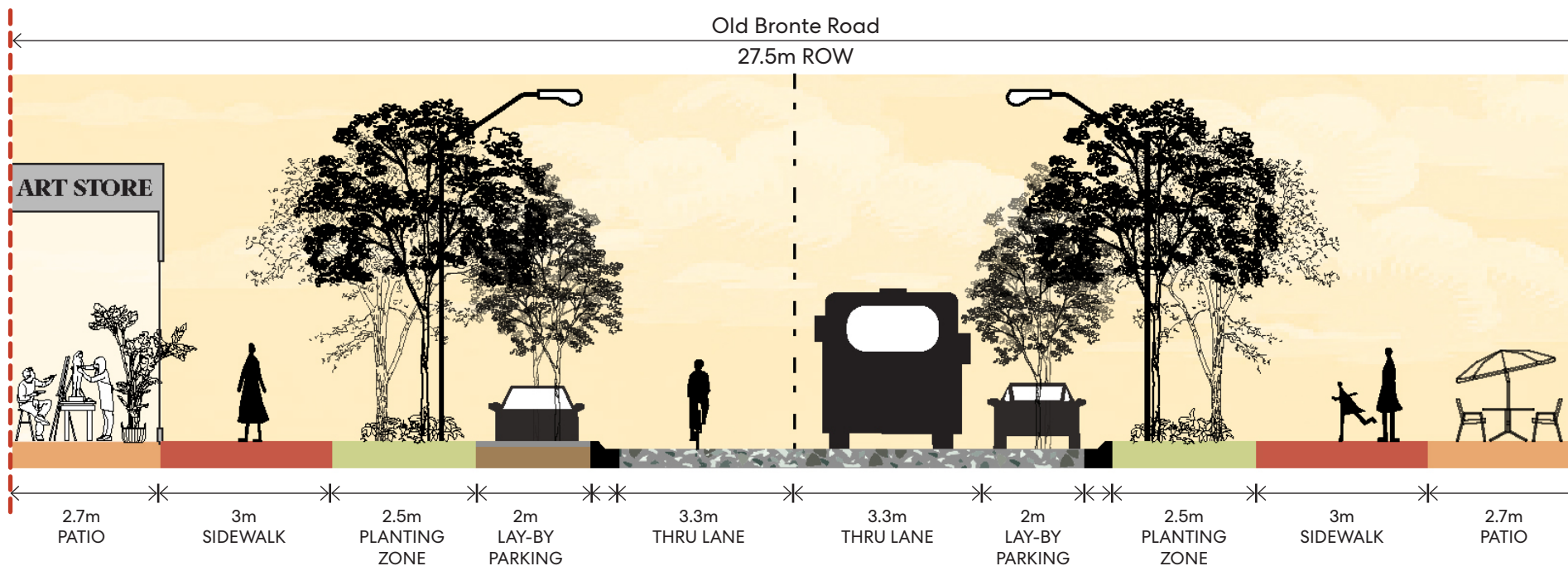
Bus Terminal, Vaughan Metropolitan Centre. Source: CCxA

## Street Trees

- A row of coarse-leaved street trees should be provided along Old Bronte Road to provide shade for pedestrians and reduce the urban heat island effect.
- Within the Main Street District, street trees should be strategically spaced to form a cohesive canopy and enhance the overall streetscape.
- Considering the urban character, the use of tree grates should be considered to contribute to the aesthetic appeal.
- When selecting street tree species, adhere to the approved specifications of the Town of Oakville. Furthermore, all planting activities should be conducted in accordance with the guidelines outlined in the North Oakville Urban Forestry Strategic Management Plan.

## Street Lighting

- Special attention should be given to the design of light standards in the Main Street District, aiming to create a distinct and recognizable character for the area. This may include the incorporation of hanging flower baskets and/or banners on the light standards to add visual appeal and differentiate the district.
- Street light poles and luminaries should adhere to the approved standards set by the Town, ensuring consistency and compliance with established guidelines.





### Street Furniture

- Street furniture like benches, waste receptacles, bike racks etc. should be placed at frequent intervals to meet the needs of the mixed demographic in the Main Street District, while adhering to the current Town of Oakville standards.

### Parking / Transit

- Intersections will prioritize safe pedestrian crossings and on-street parking should be strategically located adjacent to retail and service related amenities. Curb extensions can be used to reduce crossing distance for pedestrians on wider streets.
- The Main Street District is the preferred location for the transit hub to add to the activity of the Main Street District and allow commuters to access its amenities easily.
- Access to the transit terminal should be designed to prioritize pedestrian safety and should include clear wayfinding.

### Loading / Servicing

- Prioritize retail frontage along Old Bronte Road and locate loading off of driveways where possible.



CF Shops at Don Mills. Source: Cadillac Fairview

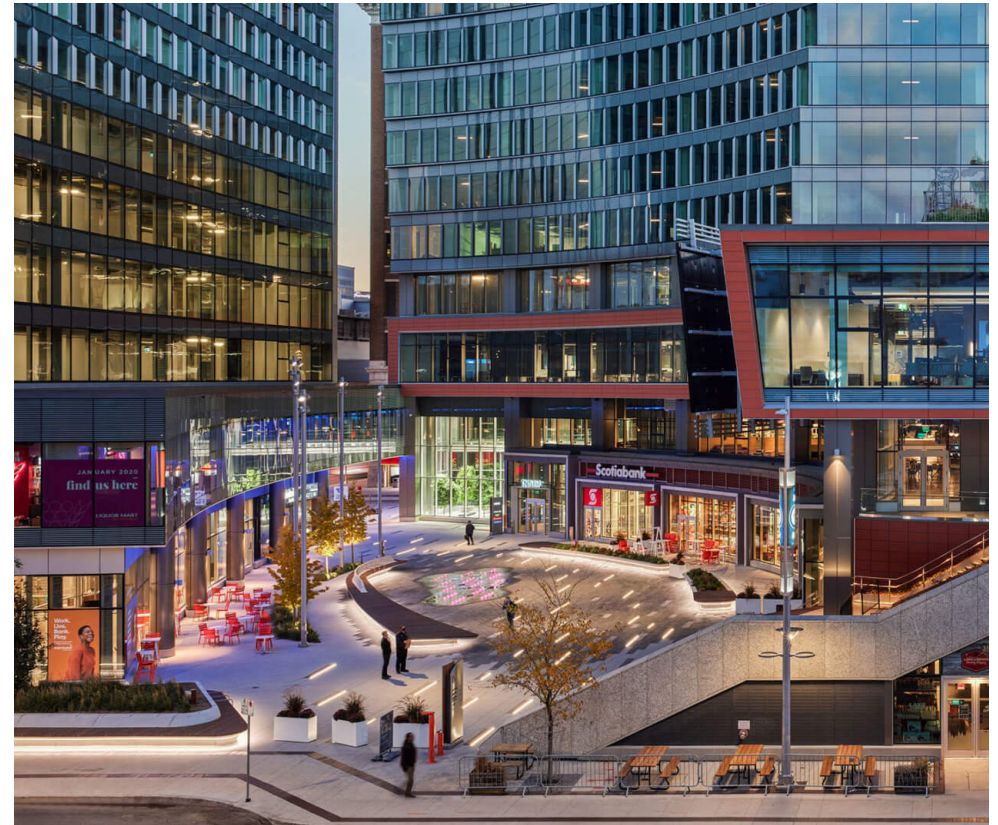


Woonerf style streetscape. Source: Nature's Path

### 05.1.2 Open Space

#### Urban Square

- The urban square shall serve as a vibrant and dynamic space, fostering a mix of activities that include retail, dining, cultural events, and community gatherings.
- The urban square design shall ensure accessibility for all individuals.
- Given its adjacency to the bus terminal, the square should provide easy access and visual connectivity to the terminal, enhancing the overall transit experience.
- Integrate public art installations, sculptures, and landscaping features that enrich the visual appeal of the square and reflect the community's character. Indigenous artwork or cultural motifs could be considered to celebrate local heritage.
- Incorporate shaded areas through trees, awnings, or pergolas to provide relief from the sun during hot weather and shelter from rain.
- Implement well-designed lighting that enhances the square's ambiance at night while ensuring safety for visitors.
- Utilize sustainable materials, rain gardens, permeable surfaces, and environmentally-friendly landscaping practices to minimize the square's environmental impact and contribute positively to stormwater management.
- Landscaping and paving treatments for the Urban Square should be integrated with and extend across Old Bronte to create a unified open space that is a safe environment for pedestrians.
- Include features to commemorate Palermo's heritage.



*True North Square, Winnipeg. Source: Perkins&Will*



### 05.1.3 Built Form

#### Building Types

- The Main Street District will be characterised by a consistent streetwall.
- Towers will be stepped back above the podium and will generally be between 20 - 35 storeys.
- Uses will consist of residential, office and retail.

#### Setbacks

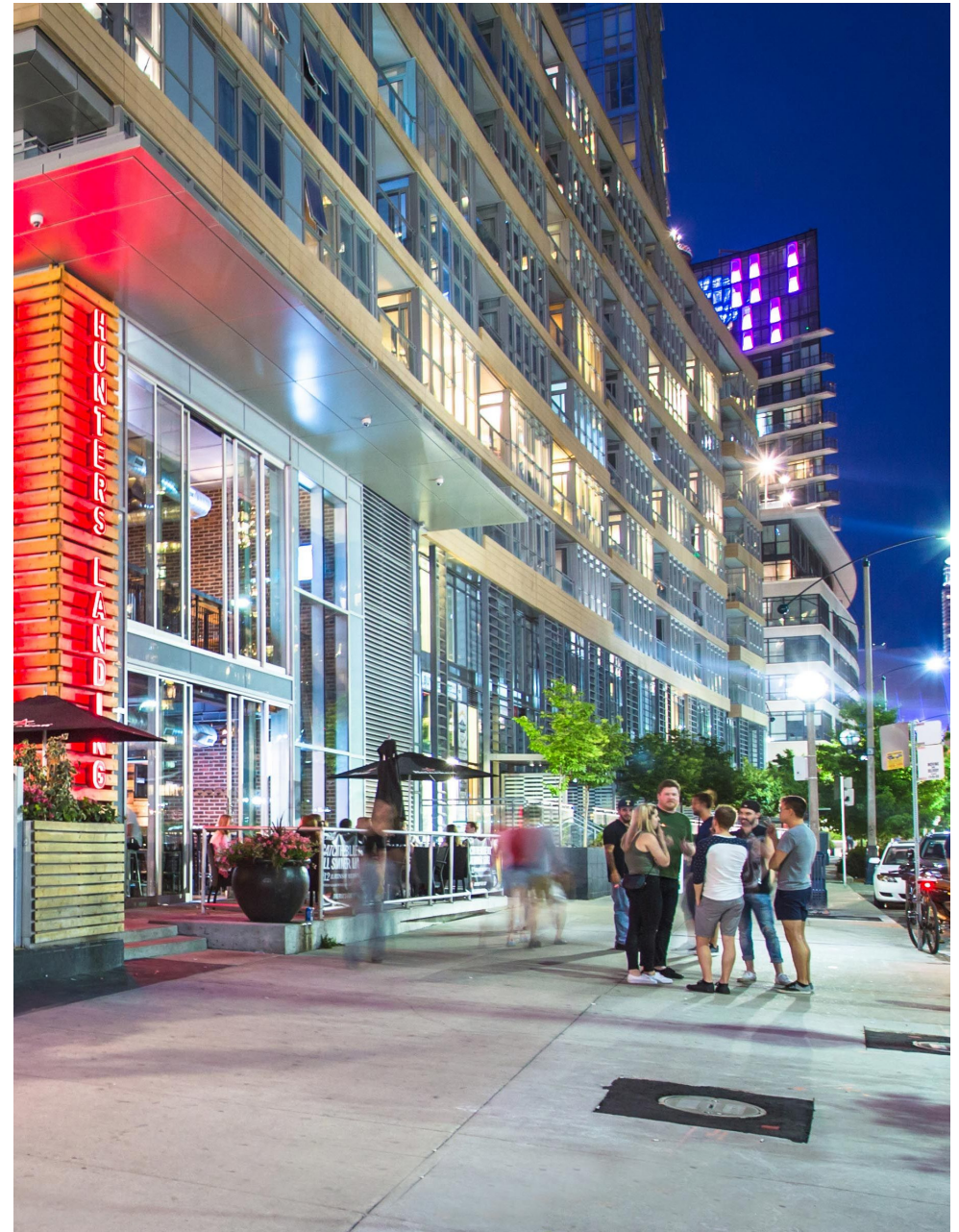
- Buildings in the Main Street District will be set back 0m from the property line. This will create a tight and intimate streetscape, fostering a vibrant and engaging environment conducive to retail activities and community liveliness.

#### Massing

- Highrises in this District will have heights of more than 10 storeys.
- Podiums on these buildings should be no longer than 70m to ensure a fine-grained network of connections and public spaces.
- The podiums should not be taller than 6 storeys. Refer to section 06.5.3 for more detail.
- Tower heights, locations, and massing should be designed to limit shadows on the Urban Square.
- Use articulation and details to differentiate buildings various uses and ensure strong retail visibility.
- Ensure the design of the ground floor will contribute to successful retail spaces by including areas for awnings, patios, signage, etc.

#### Heritage

- While there are no heritage resources on the land that is subject to this application, there are historic buildings on the east side of Bronte Road. The built form will respect and respond to the heritage adjacency and pay homage to historic Palermo Village.



Retail at grade, City Place, Toronto. Source: Pinterest



# 05.2. Palermo Gateway District

The Palermo Gateway District in the Palermo Village Concept Plan is located on the north end of the site, west of Bronte Road and south of the Natural Heritage System Linkage. This district is close to the future 407 Transitway Station, making it an appropriate location for higher density and mixed-use development. The district permits high residential densities, a potential age-in-place facility, employment and retail uses, and a considerable amount of open space.

The potential age-in-place facility is located between the NHS and urban green, to allow for views and quick access for residents, visitors, and employees. The connection to the NHS trail network should be integrated into the design of the future age-in-place facility.

## 05.2.1 Streetscape

The streetscape of the Palermo Gateway District should be designed to reflect the broad demographic mix intended to frequent the district on a daily basis, consisting of seniors residing at the aging in place facility, people who work at the facility and the retail and services in the area, residents of the highrise buildings, and commuters from elsewhere in Palermo Village accessing the 407 Transitway Station. The District should consider senior friendly infrastructure like benches at frequent intervals, wayfinding, universally accessible streetscape design, lighting and emergency poles, longer crossing timings etc.

It will be necessary to work with Halton Region through the EA process to ensure a design for Bronte Road that supports the urban nature of the Gateway District and Palermo Village as a whole.

LEGEND

Retail

Highrise Residential

Midrise Residential

Aging in Place Facility

Mid-block Connection

Urban Green

Sidewalks

Blocks

District Boundary

Trail Network

NHS Linkage

Natural Heritage System



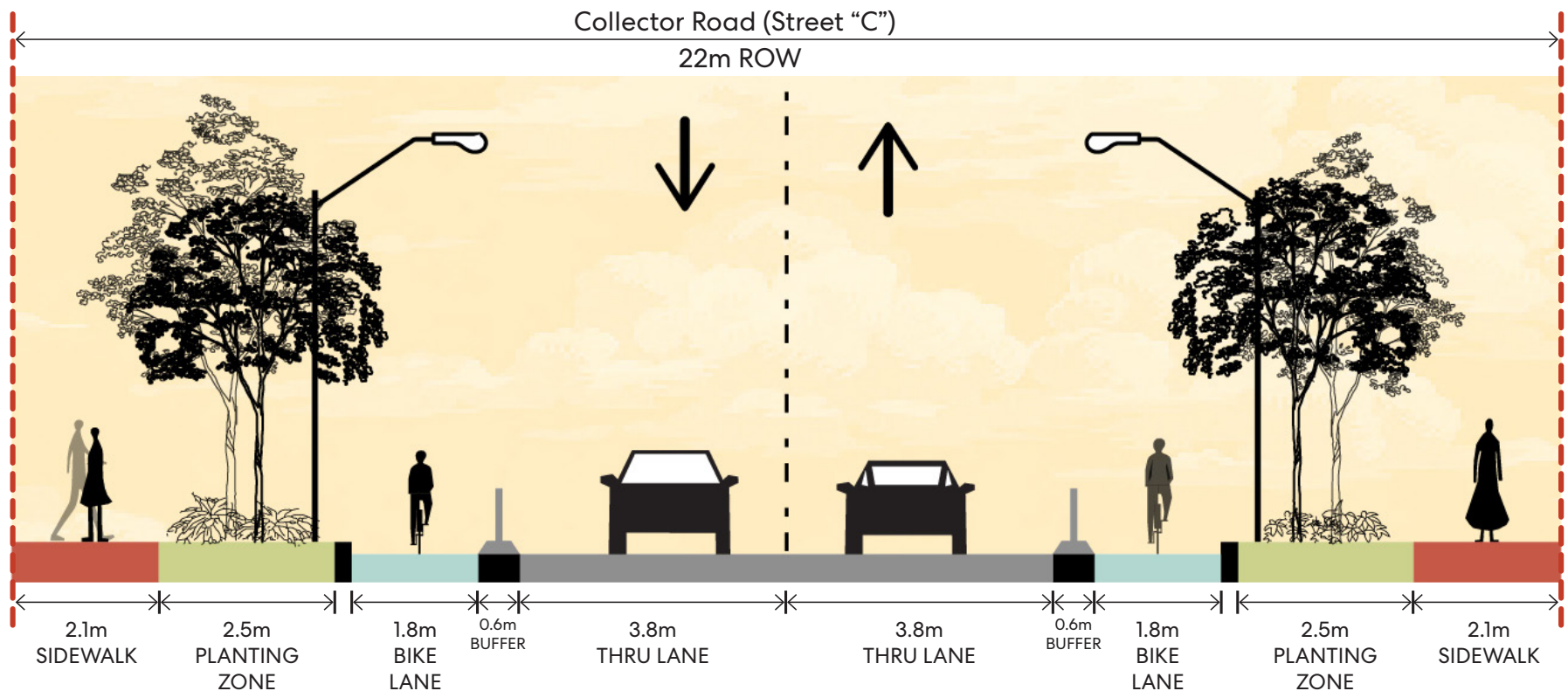
Area Design Plan for Palermo Gateway District

### Street “F”

Although short in length, Street “F” will function as a crucial link within the Palermo Village Concept Plan, connecting the Community Park, Community Hub, Transit Terminal, neighbourhood main street, and urban square. The street should be designed with wide sidewalks capable of carrying the amount of pedestrians that are expected to move between these important sites. The intersection at Bronte Road and Street “F” must provide a safe and convenient crossing over Bronte Road for all users.

### Street Trees

- A double row of street trees should be provided along Bronte Road (pg 42, 43) to dampen noise and pollution from vehicular traffic and improve the pedestrian experience.
- At least a single row of street trees should be provided for the local roads surrounding the District.
- Street trees within the Palermo Gateway District shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- When selecting street tree species, adhere to the approved specifications of the Town of Oakville. Furthermore, all planting activities should be conducted in accordance with the guidelines outlined in the North Oakville Urban Forestry Strategic Management Plan.
- Trees should be included in The Urban Green and mid-block connection to provide ample shade in summer months and reduce the urban heat island effect.





### Street Lighting

- Street lighting should be present at regular intervals along all streets to promote a safe streetscape for all users.
- Lighting design should be considerate of the aging-in-place facility. Avoid excessive glare and ensure the fixtures do not create unwanted light pollution.
- Install emergency lighting poles at strategic locations, especially near the aging-in-place facility and adjacent open spaces and trail networks.
- Street lighting should be coordinated with Town of Oakville standards.
- Pedestrian lighting should be included in The Urban Green and mid-block connection to promote safety and make the spaces usable at all times of the day.

### Street Furniture

- Street furniture like benches, waste receptacles, bike racks etc. should be placed at frequent intervals to meet the needs of the mixed demographic in the Palermo Gateway District, while adhering to the current Town of Oakville standards.
- Enhanced furniture options, such as more benches or wheelchair accessible water fountains, may be considered to meet the needs of seniors with limited mobility.

### Parking

- Lay-by or on-street parking spaces may be present along Bronte Road adjacent to retail or residential entrances to allow for convenient drop-off and pick-up.
- Provide a pick-up/drop-off curb extension outside the aging in place facility for visitors and emergency vehicles.
- All other parking requirements should be accommodated through underground parking.



*Lo-Glo Path Light. Source: Landezine*



*Bolshevik Factory Courtyard Source: Landezine*



## 05.2.2 Open Space

### Urban Green

- Design the urban green to seamlessly integrate with the adjacent retail establishments, residential towers, and the aging in place facility, creating a cohesive and accessible environment that caters to diverse needs and preferences.
- Implement appropriate lighting solutions that ensure the urban green is well-illuminated during evening hours, promoting safety and security for visitors
- Utilize native and drought-resistant plantings to create a visually appealing landscape that contributes to local biodiversity and requires minimal water maintenance.
- Incorporate features that are conducive to the needs of the aging in place facility, such as well-placed seating, shade structures, and accessible pathways that promote relaxation and social engagement.
- Plan for space that can accommodate community events, outdoor markets, and cultural celebrations, fostering a sense of community engagement and vibrancy.
- Design of adjacent driveways and pick-up areas should be integrated with the Urban Green in a way that promotes a safe, pedestrian environment for all ages and abilities.



Parkhill Greens, China. Source: Landezine



### Mid Block Connection

- Design mid-block connections to prioritize pedestrian safety, comfort, and convenience.
- Sidewalks, crosswalks, and well-defined pathways should provide clear and direct routes for pedestrians between Bronte Road and Street “B”.
- Incorporate greenery, landscaping, and shade elements along mid-block connections to create pleasant walking experiences and enhance the visual appeal of the pathway.
- Implement adequate lighting along the mid-block connections to ensure visibility and safety during both day and night.

### Natural Heritage System Connection

- Ensure connections to the trail as well as the trail system are universally accessible, allowing individuals of all ages and abilities, including residents of the aging in place facility, to easily access and enjoy the trail.
- Install clear wayfinding signs and interpretive signage along the trail to guide users and provide information about local ecology, historical significance, and points of interest.
- Incorporate scenic viewpoints, rest areas, and seating along the trail route to allow users to pause, appreciate the natural beauty, and enjoy moments of relaxation.
- Implement trail design and construction techniques that minimize environmental impact, protect sensitive habitats, and prevent erosion.



Accessible and well lit trails, University of Toronto, Scarborough. Source: Landezine



### 05.2.3 Built Form

The built form within the Palermo Gateway District will be high density, primarily residential buildings consisting of mid-rise podiums and a mid-rise aging in place facility. The residential buildings will accommodate retail at grade. Buildings should be regularly broken up with mid-block connections to ensure seamless connectivity between Bronte Road and the residential neighbourhoods behind.

#### Building Types

- This District will comprise high-rise buildings between 20 – 35 storeys tall with a consistent streetwall.
- Between the high-rise buildings, mid-rise buildings of 8 – 10 storeys will help provide interest to the skyline.
- Buildings should be set back 2m from Bronte Road to allow for additional landscaping and perceived wider sidewalks.

#### Massing

- The buildings in the Palermo Gateway District should frame the Urban Green to contribute to an enjoyable micro-climate and create a pedestrian scaled space.
- The potential age-in-place facility should be oriented to take advantage of the views over the NHS.



One Park Place, Toronto. Source: Hariri Pontarini



05.3. Civic District

The Civic District in the Palermo Village Concept Plan is located between Dundas Street, Bronte Road, William Halton Parkway and Valleyridge Drive. It will be the heart of the community with a large, 2.2 hectare Community Park and adjacent library and community hub for residents within and beyond Palermo Village to enjoy. It will have a varied built form with high-rise buildings along the prominent corridors of Dundas Street and Bronte Road - both of which are planned to have excellent transit access with the future BRT on Dundas and Palermo Transit Terminal on the east side of Bronte - and condominium townhouses in the interior of the district.

05.3.1 Streetscape

The Civic District serves as the heart of the community. With amenities such as the 2.2 ha community park, community hub, library, and retail spaces, the district is envisioned as a vibrant hub of activity for residents and visitors alike. The district boasts a diverse mix of high-density and mid-density residential buildings, accommodating a wide range of demographics. To cater to the varied demographics, accessible infrastructure like ramps, lighting and emergency poles, shelter and shade, longer crossing timings etc. should be provide.

The stormwater pond west of Valleyridge Drive serves a dual purpose of managing stormwater runoff and providing recreational amenity. It is envisioned to incorporate publicly accessible boardwalks that offer residents the opportunity to engage with nature, enjoy scenic views, and foster a stronger connection between the built environment and the natural landscape.

LEGEND

Retail

Highrise Residential

Midrise Residential

Green Roof

Mid-block Connection

Open Space

Sidewalks

Blocks

District Boundary

Community Hub

Library

Transit Hub

Community Park



Area Design Plan for the Civic District  
Note: Areas within the Civic District not owned by Palermo Village Corporation have been faded out

### **“Private ROW”**

The “Private ROW” adjacent to the Community Park should be designed as a “woonerf” to allow for a seamless connection between the Community Hub and Community Park. For certain events the Community Hub should be able to spill out onto the “Private ROW” and connect directly to the park while managing vehicle drop-off and pick-up for the Community Hub. In general, north-south movement along this section of the “Private ROW” should be at a slower pace for everyone including pedestrians, cyclists, and drivers. South of Street “F”, it will become a more typical local road as seen in the section on page 40.

### **Agency Coordination**

Coordinate with Halton Region through the EA process to ensure a design for Bronte Road that supports the communal nature of the Civic District and Palermo Village as a whole. Work to integrate safe cycling infrastructure on to both Bronte Road and Dundas Street as part of their redesigns. Additionally, the Dundas Street West streetscape should be designed in coordination with Metrolinx to accommodate the future bus rapid transit.

*Visualization of the Private ROW passing between the Community Park and the Community Hub*





## Hardscape

- Consider incorporating urban streetscape treatments, like woonerfs, along the laneway adjacent to the Community Park and Community Hub as a strategy for dampening speed.
- Encourage wider sidewalks at the Dundas Street and Bronte Road intersection, adjacent to retail areas, to facilitate increased pedestrian movement along building edges.

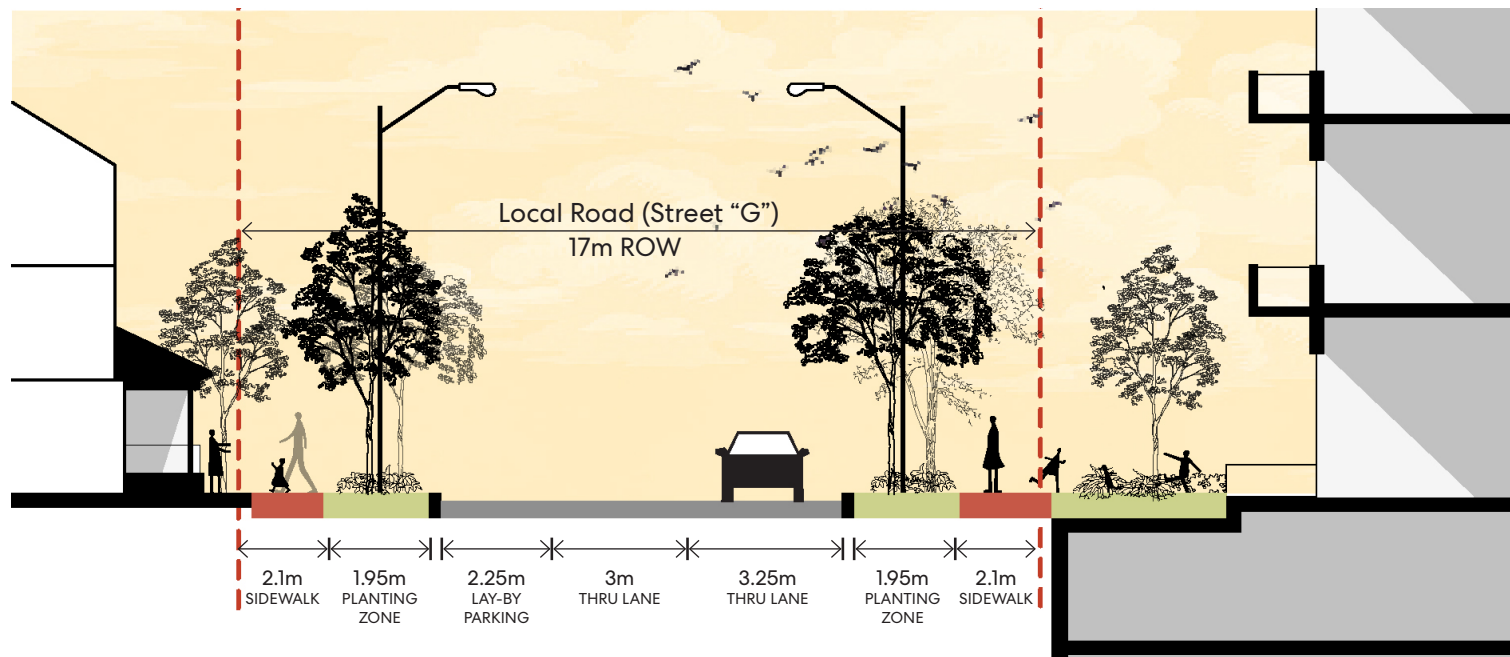
## Street Trees

- A double row of street trees should be provided along Bronte Road to dampen noise and pollution from vehicular traffic and improve the pedestrian experience.
- Consider using tree species known for their ability to absorb pollutants and provide ample shade to improve the overall environmental conditions along the arterial road.
- For local streets within the District, ensure the provision of at least a single row of street trees to enhance the aesthetic appeal and promote a greener environment.

- Properly space street trees within the District to establish an effective canopy, creating a strong and cohesive streetscape presence throughout the area.
- Aim for a harmonious blend of tree species that will thrive in the local climate and contribute to the overall urban character of the district.
- When selecting street tree species, adhere to the approved specifications of the Town of Oakville. Furthermore, all planting activities should be conducted in accordance with the guidelines outlined in the North Oakville Urban Forestry Strategic Management Plan.

## Street Lighting

- Street lighting should be present at regular intervals along all streets to promote a safe streetscape for all users.
- Street lighting should be coordinated with Town of Oakville standards.
- Provide emergency poles near amenities like the Community Park and Community Hub.





### Street Furniture

- Street furniture such as benches, waste receptacles, bike racks, etc. should be placed at frequent intervals to meet the needs of people of all ages and abilities.
- Street furniture should be located in a “furniture zone” to not obstruct the pedestrian path of travel.
- “Furniture zones” should be provided on major arterials like Bronte Road, William Halton Parkway and Valleyridge Drive.

### Parking / Transit

- Provide a pick-up/drop-off curb extension outside the Community Hub for visitors and emergency vehicles.
- All other parking requirements should be accommodated through underground parking and/or podium parking.



Meadowvale Community Centre, Ontario. Source: Perkins&Will

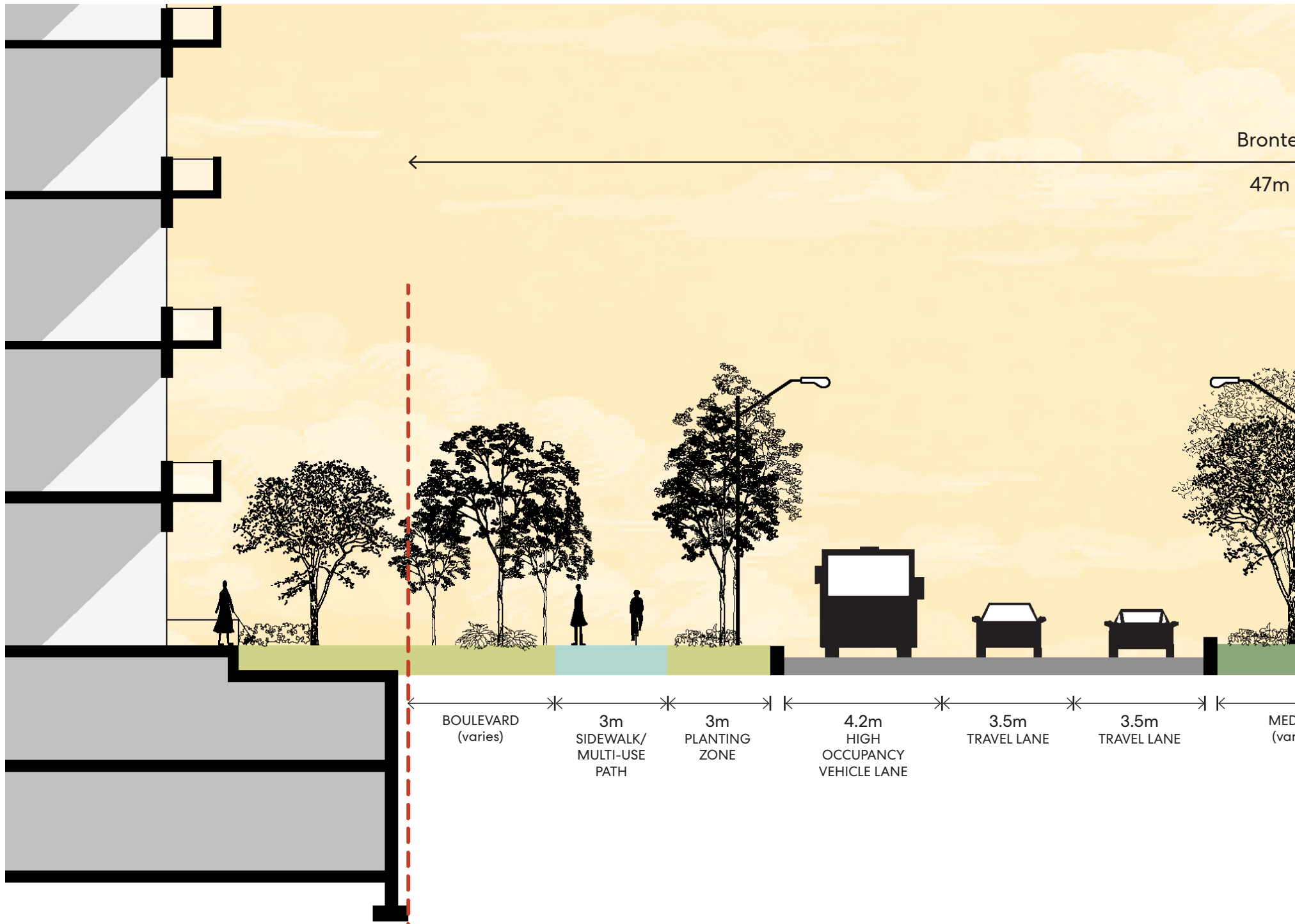
### 05.3.2 Open Space

#### Community Park

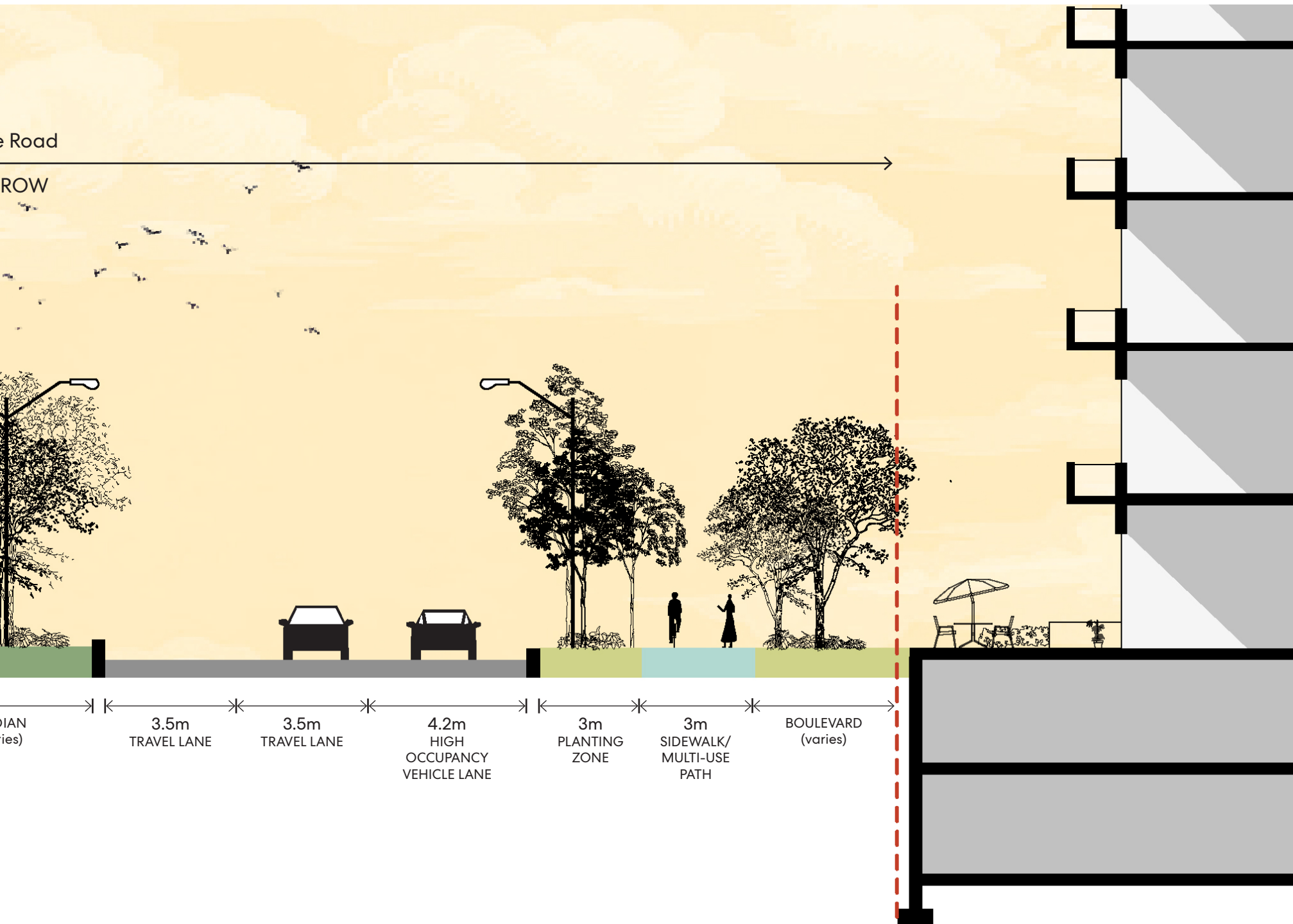
- The community park shall offer a range of recreational and cultural programs catering to all age groups and interests, including sports facilities, playgrounds, community gardens, cultural events, and spaces for relaxation and reflection.
- Ensure the park's design seamlessly connects with the adjacent community hub to facilitate collaborative events, workshops, and gatherings that foster a sense of belonging and community engagement.
- Design the park's layout to accommodate adaptable spaces that can be transformed for seasonal events, pop-up markets, cultural celebrations, and various recreational activities.
- Install adequate and strategically placed lighting throughout the community park to ensure a safe and secure environment for park users during evening hours.
- Integrate sustainable landscaping practices that minimize water consumption and promote biodiversity. Native plants, rain gardens, and permeable surfaces should be utilized to enhance ecosystem health and contribute to stormwater management.
- Integrate underground vent shafts and/or exit stairs with the park landscaping and locate to avoid conflicts with circulation and programming.

#### Courtyard Open Space

- Open spaces should be sheltered from major arterials (Bronte Road and Dundas Street West) to reduce environmental impacts such as noise and pollution from vehicles.
- Each smaller open space within the Civic District should be fronted by active residential uses, contributing to “eyes on the street” which improves safety.
- No loading or servicing should be accessed from or open onto the open spaces.







### 05.3.3 Built Form

East of Street “G”, the built form within the Civic District will be high density, primarily residential buildings consisting of mid-rise and high-rise buildings. A consistent datum of 6-8 storeys should be present along Bronte Road, with towers being set back above to create a consistent streetwall. Buildings should be regularly broken up with mid-block connections to ensure seamless connectivity between Bronte Road and the residential neighbourhoods behind.

#### Building Types

- Along Bronte Road, high-rise buildings will generally be 20 – 25 storeys tall, peaking at the Dundas Street and Bronte Road intersection with a height of 35 storeys.
- Highrises will have a consistent street wall to improve pedestrian views.
- Highrises should have a podium that is no longer than 70m to ensure a fine-grained network of connections and public spaces.
- West of Street “G”, the built form will be a mix of laneway townhouses and back-to-back townhouses, generally of 3 to 4 storeys in height and potentially mid-rise buildings to provide transition from Bronte Road.
- Appropriate built form transition should be provided between the highrises on Bronte Road and low-rise development on the west side of the blocks facing Street “G”.



Liberty Village, Toronto. Source: IBI Group







# 05.4. Urban Neighbourhood District

The Urban Neighbourhood District is located north of William Halton Parkway and West of Bronte Road. It consists mainly of mid-density residential uses such as townhouses and back-to-back townhouses stepping up to higher density residential located along Bronte Road.

## 05.4.1 Streetscape

Street “A” (William Halton Parkway), Street “E”, and Street “B” (Valleyridge Drive) are all envisioned as greenways, connections between the two branches of 14 Mile Creek on either side of Palermo Village that are thoroughly landscaped with a double row of trees and multi-use pathway.

It will be necessary to work with Halton Region through the EA process to ensure a design for Bronte Road that supports the urban nature of Palermo Village, including a significant boulevard for a separated cycle lane, planting zone, furniture zone, sidewalk and pedestrian spill-out zones outside of buildings. Buildings that front onto Bronte Road should have active uses at grade such as lobbies, residential entrances or amenity areas. Commercial spaces can also be included at important locations such as the intersections with Street “B” (William Halton Parkway) and Street “E”.

LEGEND

Highrise Residential

Midrise Residential

Lowrise Residential

Mid-block Connection

Open Space

Park

Sidewalks

Blocks

District Boundary

Trail Network

Natural Heritage System (NHS)

46

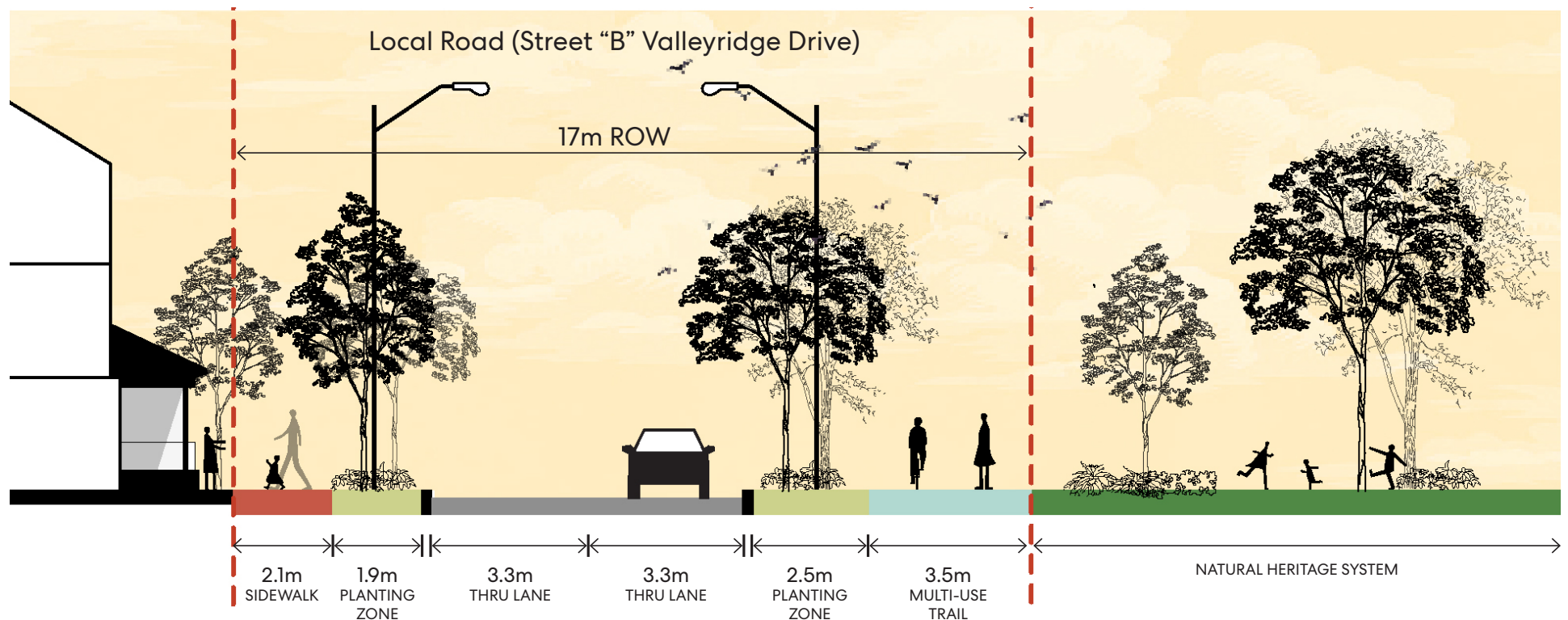


The blocks identified as mid-density residential blocks will be broken up by private local streets and laneways. At-grade, residential entrances will be consistent along the street with regular street trees contributing to a robust tree canopy. Driveways should be accessed from rear lanes wherever possible, but when they are present on a main street, driveways should be twinned to avoid excessive curb cuts that disrupt pedestrians. Narrow vehicle lanes and limited on-street parking will contribute to vibrant and safe street the people of all ages can enjoy.

High density blocks longer than 120m should be broken up with mid-block connections to facilitate comfortable movement of pedestrians. The maximum distance between two mid-block connections should not exceed 70m. Where possible, the mid-block connections should align with the local streets within the mid-density neighbourhoods to allow for a simple and direct connection between these neighbourhoods and Bronte Road. This will promote active transportation methods for short trips.

### Local Road adjacent to Natural Heritage System

The design of the Local Road adjacent to the Natural Heritage system reflects a commitment to sustainability, biodiversity, and community connectivity. The road will showcase native plantings and incorporate Low Impact Development (LID) features that contribute to stormwater management, reducing the environmental footprint of the development. A dedicated multi-use path along the side facing the natural heritage system enhances the pedestrian and cyclist experience, offering a seamless connection between the built environment and the adjacent natural surroundings, fostering a sense of well-being and encouraging eco-friendly transportation options.



### Street Trees

- A row of street trees should be provided along the proposed Greenways including Street “A” (William Halton Parkway), Street “E”, and Street “B” (Valleyridge Drive).
- All local streets should have street trees planted at regular intervals to contribute to the urban tree canopy.
- Ensure that all street trees have access to sufficient volumes of soil so that they can grow and remain healthy long-term.

### Street Lighting

- Street lighting should be present at regular intervals along all streets to promote a safe streetscape for all users.
- Along higher-order streets such as Bronte Road, Street “A” (William Halton Parkway), Street “E”, and Street “B” (Valleyridge Drive), multiple levels of lighting should be considered to adequately light both the vehicle lanes and sidewalks while not creating light pollution.
- Street lighting should be coordinated with Town of Oakville standards.

### Street Furniture

- Street furniture such as benches, waste receptacles, bike racks, etc. should be placed at frequent intervals to meet the needs of people of all ages and abilities.
- Street furniture should be located in a “furniture zone” to not obstruct the pedestrian path of travel.
- “Furniture zones” should be provided on major arterials like Bronte Road, William Halton Parkway and Valleyridge Drive.

### Parking / Transit

- On local streets, on-street parking should be limited to ensure vehicles do not dominate the streetscape and to allow for clear sightlines to improve safety.
- Where on-street parking is provided, curb extensions should be present at regular intervals and at intersections to provide additional boulevard space and reduce the crossing distance for pedestrians to promote safety.

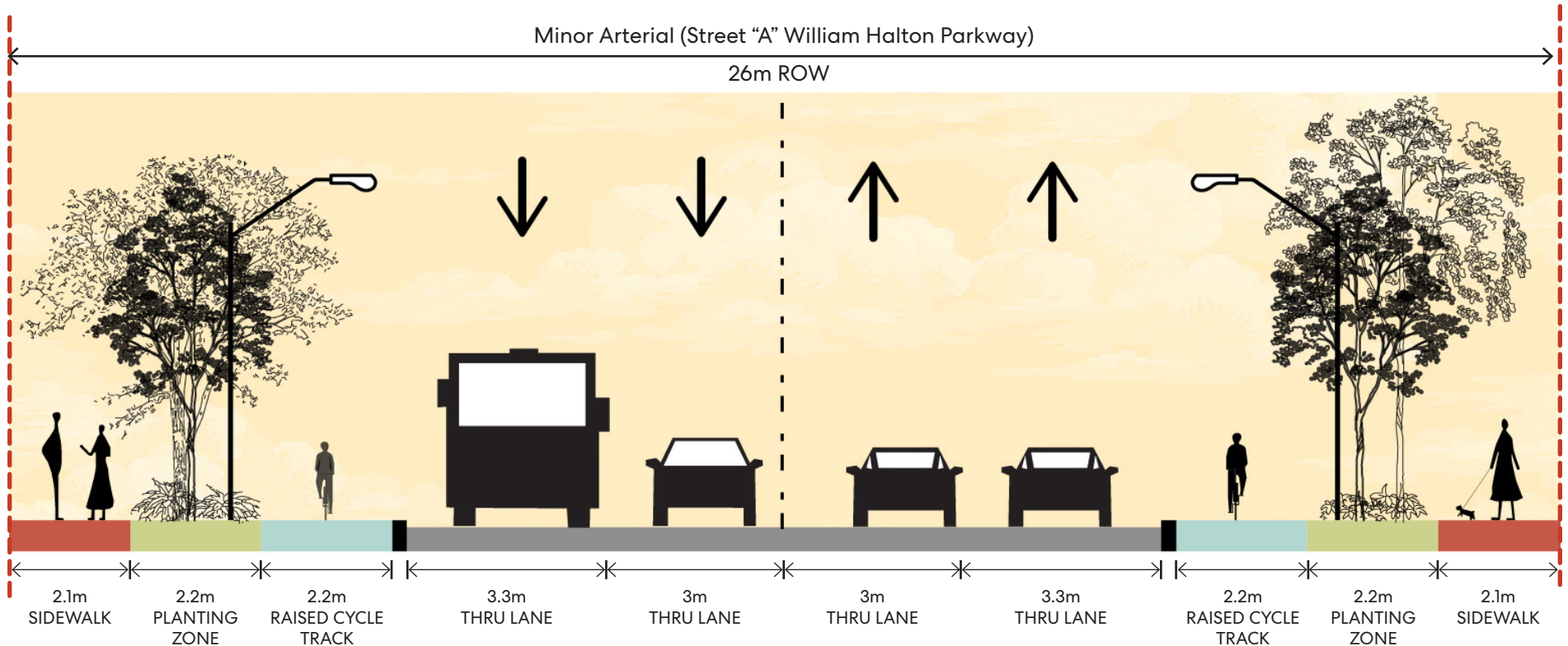
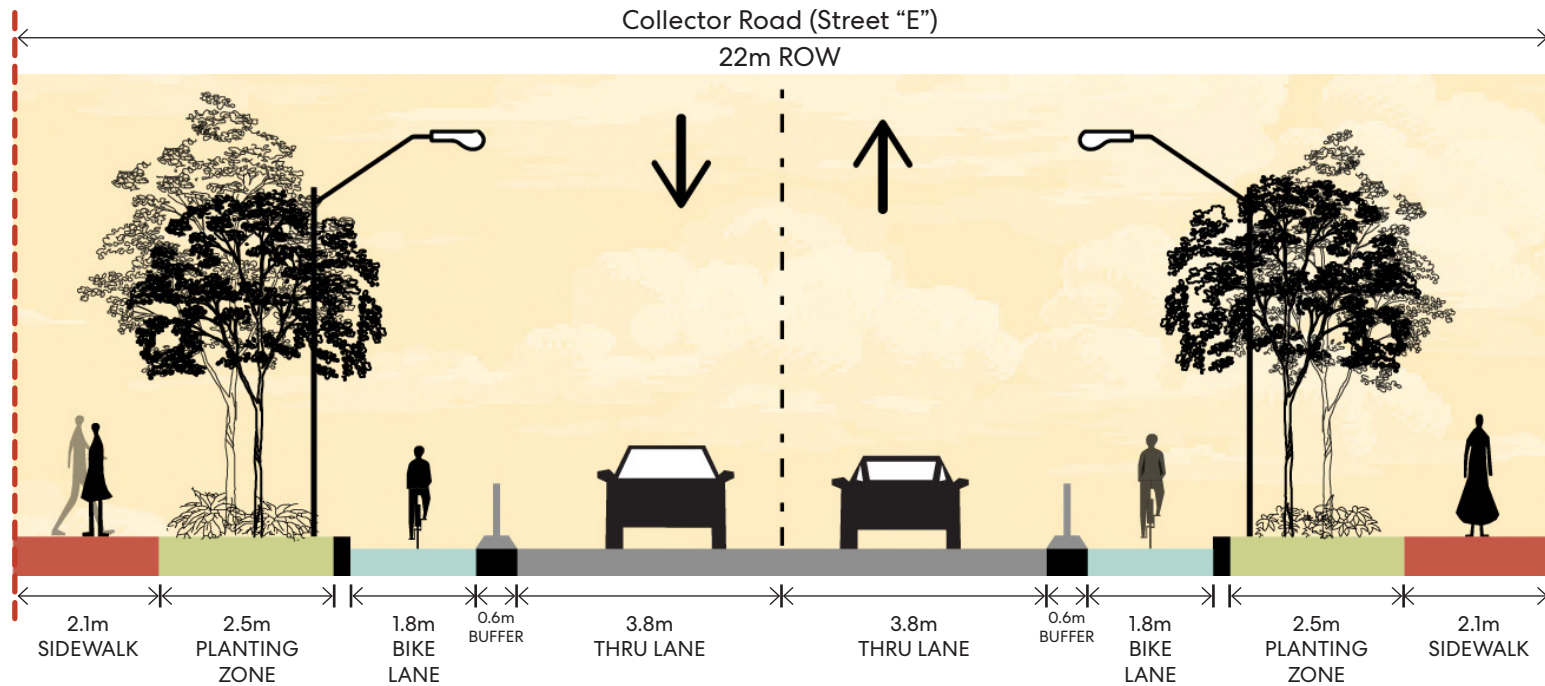


Parklet Bench, London. Source: Something Curated



Brunnsparken, Gothenburg. Source: Landezine



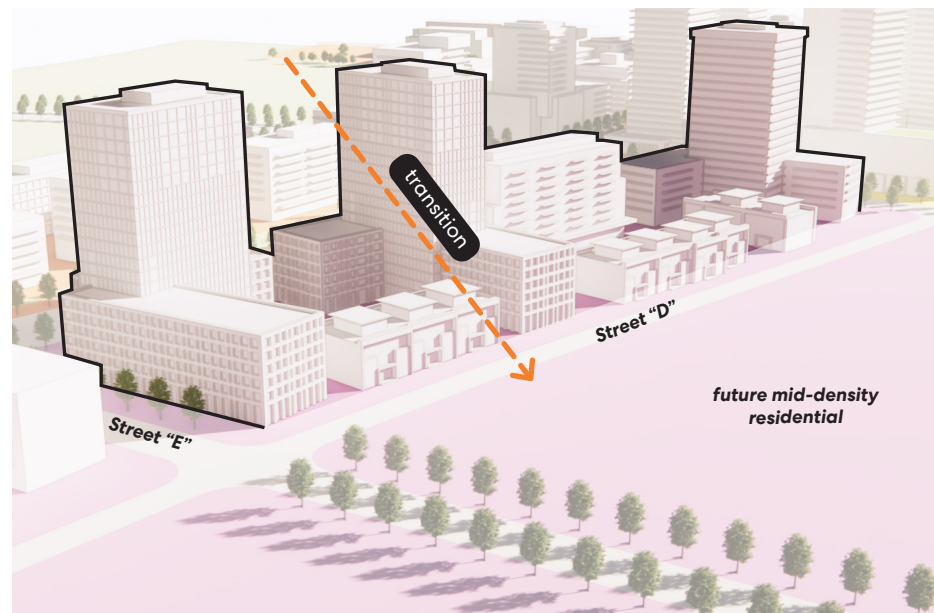


### 05.4.2 Built Form

East of Street “G”, the built form within the Urban Neighbourhood District will be high density, primarily residential buildings consisting of mid-rise and high-rise buildings. A consistent datum of 6-8 storeys should be present along Bronte Road, with towers being set back above to create a consistent streetwall. Buildings should be regularly broken up with mid-block connections to ensure seamless connectivity between Bronte Road and the residential neighbourhoods behind.

#### Building Types

- Along Bronte Road, high-rise buildings will generally be 20 – 25 storeys tall with a consistent street wall.
- Between the high-rise buildings, mid-rise buildings of 8 – 10 storeys will help provide interest to the skyline.
- West of Street “G”, the built form will be support mid-density residential.
- West of Street “B” (Valleyride Drive) the predominant building type will be detached homes abutting 14 Mile Creek.
- Appropriate built form transition should be provided between the highrises on Bronte Road and the low-rise neighbourhood with townhouses on the west side of the blocks facing Street “G”.
- Blocks should comprise of courtyard spaces to enhance greenery and should be broken up by mid-block connections to allow for easier pedestrian filtration through the entirety of Palermo Village.



*Transition from highrises to lowrise in the Urban Neighbourhood District*



*McNaughton Community, Vaughan. Source: BDP Quadrangle*





Tolbail Apartments by Atelier Architecture. Source: Architizer



# 06 Built Form Guidelines

## 06.1. Built Form Typologies

Palermo Village will consist of a range of built form typologies that will contribute to a dynamic streetscape experience across the community and will provide a variety of housing opportunities. Higher density buildings will support planned transit investments, while mid to low density areas will establish new residential neighbourhoods. The built form typologies that will be found in Palermo Village will include, but are not limited to:

- Single Detached Dwellings
- Townhouses
  - » Traditional
  - » Rear Lane
  - » Back to Back
  - » Dual Frontage
- Low to Mid-Rise Buildings
- High-Rise Buildings





## 06.2. General Built Form Guidelines

General built form guidelines should be applied to all types of buildings and public spaces within the Palermo Village Concept Plan area. These guidelines will help create consistency across districts and built form densities to ensure that a high level of design quality is maintained.

### 06.2.1 Site Design

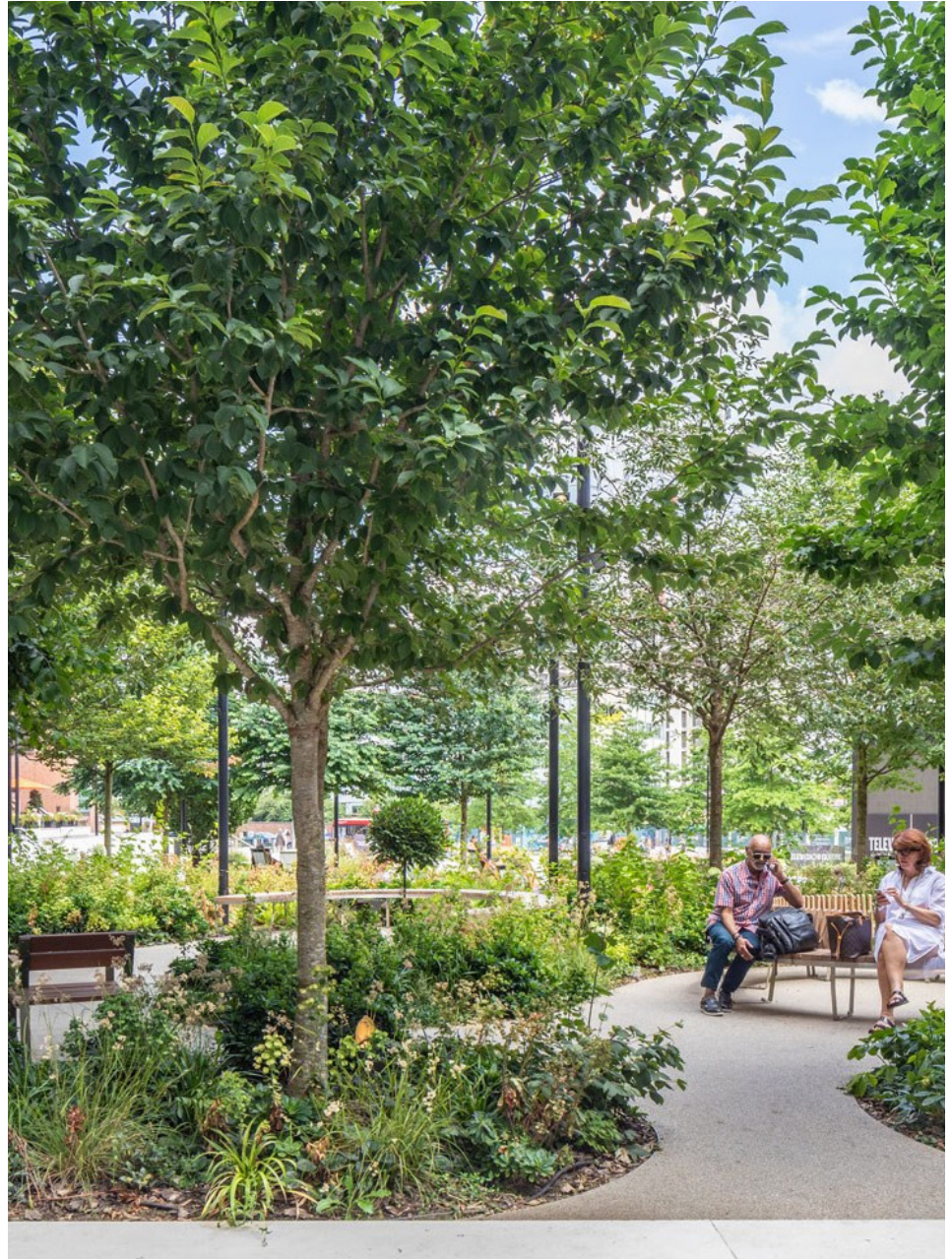
- Low-impact development (LID) strategies should be prioritized in all landscaping and public space to reduce impacts of stormwater runoff and strengthen Palermo Village's climate resiliency. Some examples of LID include rain gardens, bioswales, permeable paving, and rainwater harvesting.
- Native plantings should be prioritized to ensure landscaping that is durable and can thrive in the climate. Plantings that are native to warmer planting zones may be considered to provide resiliency as the climate warms. Invasive species are strongly discouraged.
- Design all public space to ensure an equitable experience for all users regardless of age or ability.
- Provide permeable buffers between different street activities that allow users to experience the street at their own pace.

### 06.2.2 Vehicle Access Design

- Garages and vehicle parking should be designed to have a minimal impact on the built form and public space in Palermo Village.
- Where possible, parking should be located or accessed from a rear laneway and should be directly off of, or as close to the public right of way as possible, in order to limit space dedicated to private vehicles.
- Garages, loading, and underground parking access should be designed so that they are integrated into the building they serve.

### 06.2.3 Building Massing/Design

- Limit the repetition of elevations, particularly amongst lower density residential built form. Streetscapes should vary but be cohesive to create a vibrant pedestrian experience.



Low Impact Development. Source: Landezine



## 06.3. Single Detached Dwellings

Single Detached Dwellings are the lowest density typology proposed for the Palermo Village Concept Plan area and are limited to the area west of Valleyridge Drive that backs onto the Fourteen Mile Creek Natural Heritage System.

### 06.3.1 Site Design

- Single Detached Dwellings should be oriented parallel to streets and should be designed to activate the streetscape.
- Units on corner lots should be designed to address and activate the street or public realm on both visible facades.
- Dwellings should be setback a minimum 3.0m to accommodate front yard landscaping and provide a buffer from the street.
- Slight variations in setbacks may be appropriate to create a varied streetscape.
- Side yard setbacks a minimum of 1.5m should be provided.
- Ensure sufficient soil volume for all types of soft landscaping, especially trees.
- At least 50% of the front yard should be landscaped.

### 06.3.2 Vehicle Access Design

- The use of detached and rear yard garages shall be permitted.
- Attached garages located in the front or side yards and accessed from the street shall be designed so they are integrated into the main dwelling.
- Garages accessed from the front yard should limit their projections into the front yard setback. Preferably, garages should be setback beyond the face of the dwelling unit.
- When a double car garage is proposed, two individual garage doors separated by a dividing column is preferred.
- To reduce the visual impact of garages and create a comfortable pedestrian environment along the streetscape, porches may be located closer to the street than garages.

### 06.3.3. Building Massing/Design

- A range of distinct but complementary facade designs, rooflines, materials and architectural details are encouraged, particularly between dwellings, to create a varied streetscape.
- Where front steps are provided, the main floor should be no higher than 1.5m above grade to ensure the unit contributes to a vibrant streetscape.
- Porticos and porches may be included. On corner lots, wraparound porches are encouraged to address both streets.
- Windows in combination with other architectural elements are an effective way to animate rear or side elevations exposed to the public realm and help to provide “eyes on the street”.



Hawthorne Village, Milton. Source: Q4 Architects





The Haven, Ottawa. Source: Hobin Architecture



## 06.4. Townhouse Units

Townhouses provide greater density than single or semi-detached houses while providing a comfortable transition in built form from tall or mid-rise buildings to lower density areas. When designed to frame streets and public spaces, townhouses can create a vibrant residential streetscape.

### 06.4.1. Site Design

- Townhouses should be oriented parallel to streets and should maximize their frontage on higher order streets.
- End unit townhouses should be designed to address and activate the street or public realm on both visible facades.
- Townhouse main walls should be set back 2.0m – 4.0m to accommodate front yard landscaping and provide a buffer from the street.
- Slight variations in setbacks may be appropriate to create a varied streetscape.
- Side yard setbacks of 1.5m should be provided. Where townhouse blocks are positioned end-to-end, a 3.0m separation distance should be provided.
- A 6.0m rear yard setback should be provided to ensure usable amenity space.
- Unsightly uses such as garbage, utilities and storage areas should be located at the rear of townhouses and designed as an integrated part of the building or public realm.



Mount Pleasant, Calgary. Source: Gravity Architecture



Riverdale Towns. Source: Tact Architecture



#### 06.4.2. Vehicle Access Design

- Where possible, vehicle access to townhouses should be provided from a rear lane.
- Rear lane garages should be setback a minimum of 0.3m from the rear lot line to allow for landscaping.
- When front driveways are required, such as in back-to-back townhouses, the following design strategies should be considered:
  - » Townhouses should be at least 5.0m wide.
  - » The combined width of the driveway and sidewalk should be a maximum of 3.0m.
  - » At least 50% of the front yard should be landscaped.
  - » Where possible, garages should be setback a minimum of 6.0m.
  - » Ensure sufficient soil volume for all types of landscaping, especially trees.

#### 06.4.3. Building Massing/Design

- Townhouse blocks should be no more than 8 units wide.
- Townhouse units and blocks should have simple design elements.
- A range of distinct but complementary facade designs, rooflines, materials and architectural details are encouraged, particularly between townhouse blocks, to create a varied streetscape.
- Individual townhouse units should be clearly articulated through recesses and projections, materials, and the alignment of doors, windows, porches and other architectural features.
- Where front steps are provided, the main floor should be no higher than 1.5m above grade to ensure the unit contributes to a vibrant streetscape.



Hendon Park Towns. Source: condos.ca



Trinity Bellwood Towns. Source: Urban Capital



## 06.5. Low to Mid-rise Buildings

Low to Mid-rise buildings typically have units that share a communal lobby. These buildings provide housing at a higher density than townhouses while still contributing to a pedestrian scaled experience in the public realm.

### 06.5.1. Site Design

- Low to mid-rise buildings should be oriented parallel to streets and should maximize their frontages on higher order streets.
- Buildings should be located close to the property line to frame the street and create a consistent street wall.
- Where residential uses are present at-grade, a setback of 2.0m – 4.0m should be present to accommodate front yard landscaping and provide a buffer from the street. Where commercial uses are present at-grade, a setback of 4.0m – 6.0m should be provided to allow for spill-out spaces, patios, and pedestrian supportive boulevards.
- Slight variations in setbacks may be appropriate to create a varied streetscape.
- Publicly accessible mid-block connections should be provided every 70m within a block.
- Trees are encouraged in all yards to strengthen the urban tree canopy. Ensure that trees have access to a sufficient soil volume.

*In some instances, it may be permitted for buildings to be angled or setback further from the property line to create unique public spaces and provide interest to the urban fabric. These projects should be subject to a detailed review by urban design/planning staff.*



*Kroyers Plade by COBE. Source: Danish Architecture Center*



*Duke Condos. Source: Quadrangle*

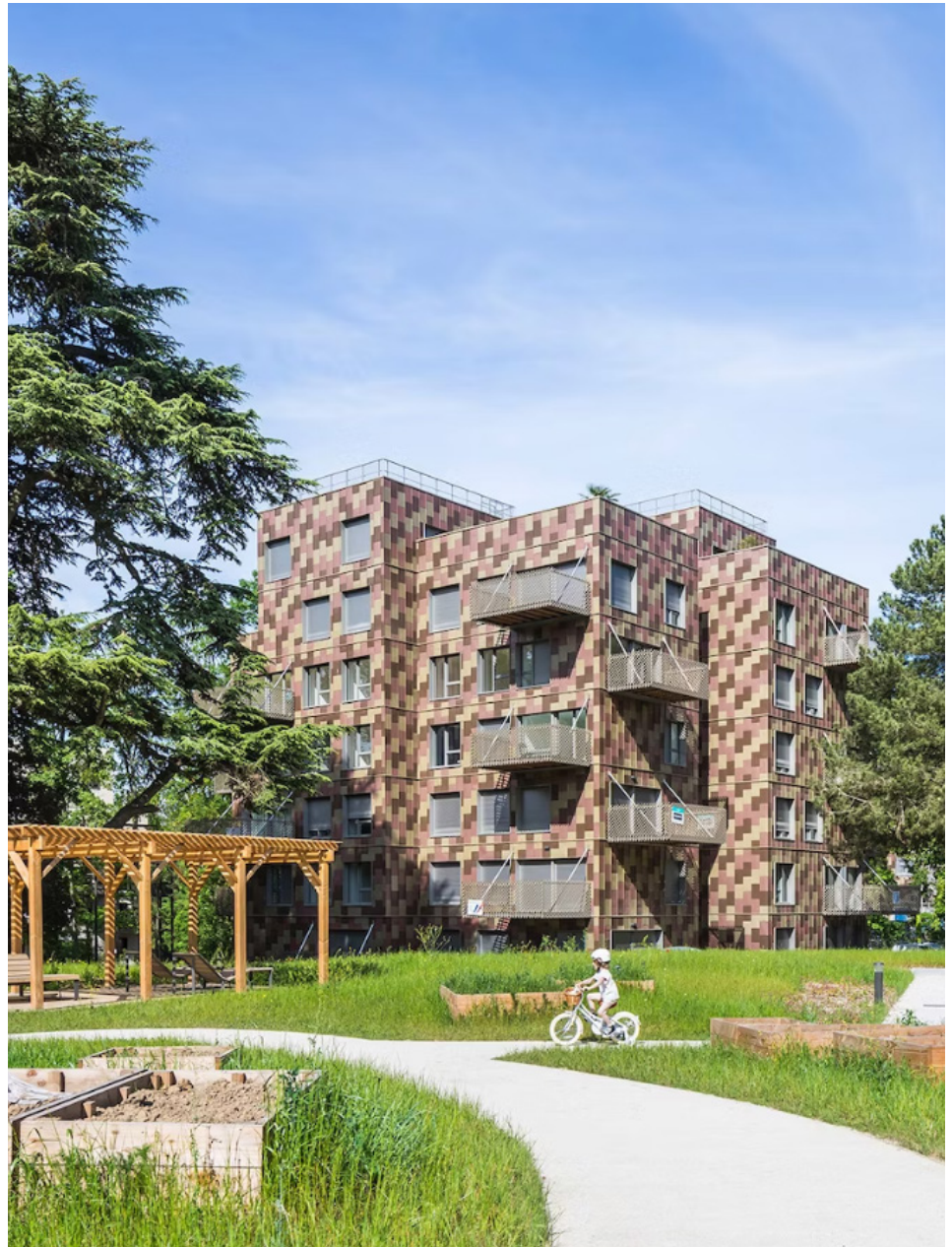


### 06.5.2. Vehicle Access Design

- Vehicle access to low and mid-rise buildings should be provided from a secondary street or laneway.
- Parking should be located below ground wherever possible.
- On some sites, vehicle parking is located above ground and “wrapped” with residential and commercial uses. *Refer to Section 05. Area Design Plans to see which sites are identified for above grade parking.*
- Surface parking is strongly discouraged.
- Parking access, loading, and servicing should be designed so that it is integrated into the building.
- Provide appropriate space for short-term deliveries and pickups such as ride-hailing, food-delivery, or package delivery services. This includes space for drop-offs and pick-ups being made by foot, on a bicycle or in a vehicle.

### 06.5.3. Building Massing/Design

- A low to mid-rise building has a minimum height of 4 storeys and a maximum height of 10 storeys.
- A low to mid-rise building should be no longer than 70m to ensure a fine-grained network of connections and public spaces.
- Stepbacks should be considered above the 4th to 6th storey on all sides of the building, to create a consistently scaled streetwall, minimize climactic impacts and provide usable terrace space.
- The ground floor of low to mid-rise buildings should promote a vibrant and active pedestrian realm through the inclusion of residential lobbies, entrances and patios and a variety of commercial, institutional and office uses. Active uses should be included on all side of the building, especially on facades that face public streets.
- Articulation, material variation, windows, entries and varying facade heights are some methods that can be used to create interest along long facades.
- Weather protection and lighting should be provided, especially at building entrances.



Housings Vilgenis by archi5. Source: Architizer

## 06.6. High-rise Buildings

High-rise buildings can create an iconic skyline that contributes to the pride of a community. They also maximize land efficiency and benefit from transit investment by accommodating a larger number of people in close proximity to commercial spaces, employment areas and transit nodes.

### 06.6.1. Site Design

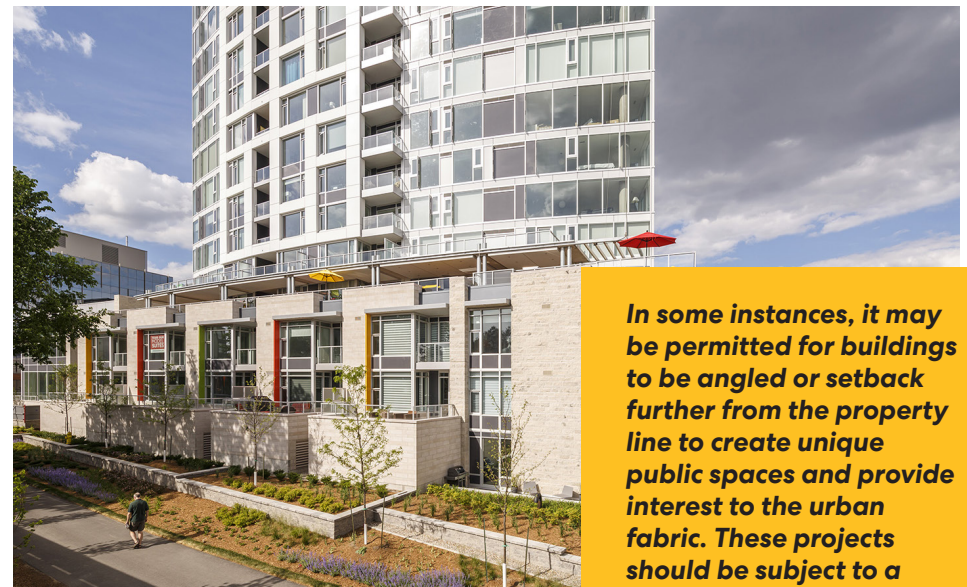
- High-rise buildings should be oriented parallel to streets and should maximize their frontages on higher order streets.
- Buildings should be located close to the property line to frame the street and create a consistent street wall.
- Where residential uses are present at-grade, a setback of 2.0m – 4.0m should be present to accommodate front yard landscaping and provide a buffer from the street. Where commercial uses are present at-grade, a setback of 4.0m – 6.0m should be provided to allow for spill-out spaces, patios, and pedestrian supportive boulevards.
- Trees are encouraged in all yards to strengthen the urban tree canopy. Ensure that trees have access to a sufficient soil volume.

### 06.6.2. Vehicle Access Design

- Vehicle access to high-rise buildings should be provided from a secondary street or laneway.
- Parking should be located below ground wherever possible.
- On some sites, vehicle parking is located above ground and “wrapped” with residential and commercial uses. Refer to Section 05. Area Design Plans to see which sites are identified for above grade parking.
- Surface parking is strongly discouraged.
- Parking access, loading, and servicing should be designed so that it is integrated into the building.
- Due to the larger number of people living, visiting, or working in



One Park Place. Source: Hariri Pontarini Architects



The Rideau. Source: Hobin Architecture

***In some instances, it may be permitted for buildings to be angled or setback further from the property line to create unique public spaces and provide interest to the urban fabric. These projects should be subject to a detailed review by urban design/planning staff.***



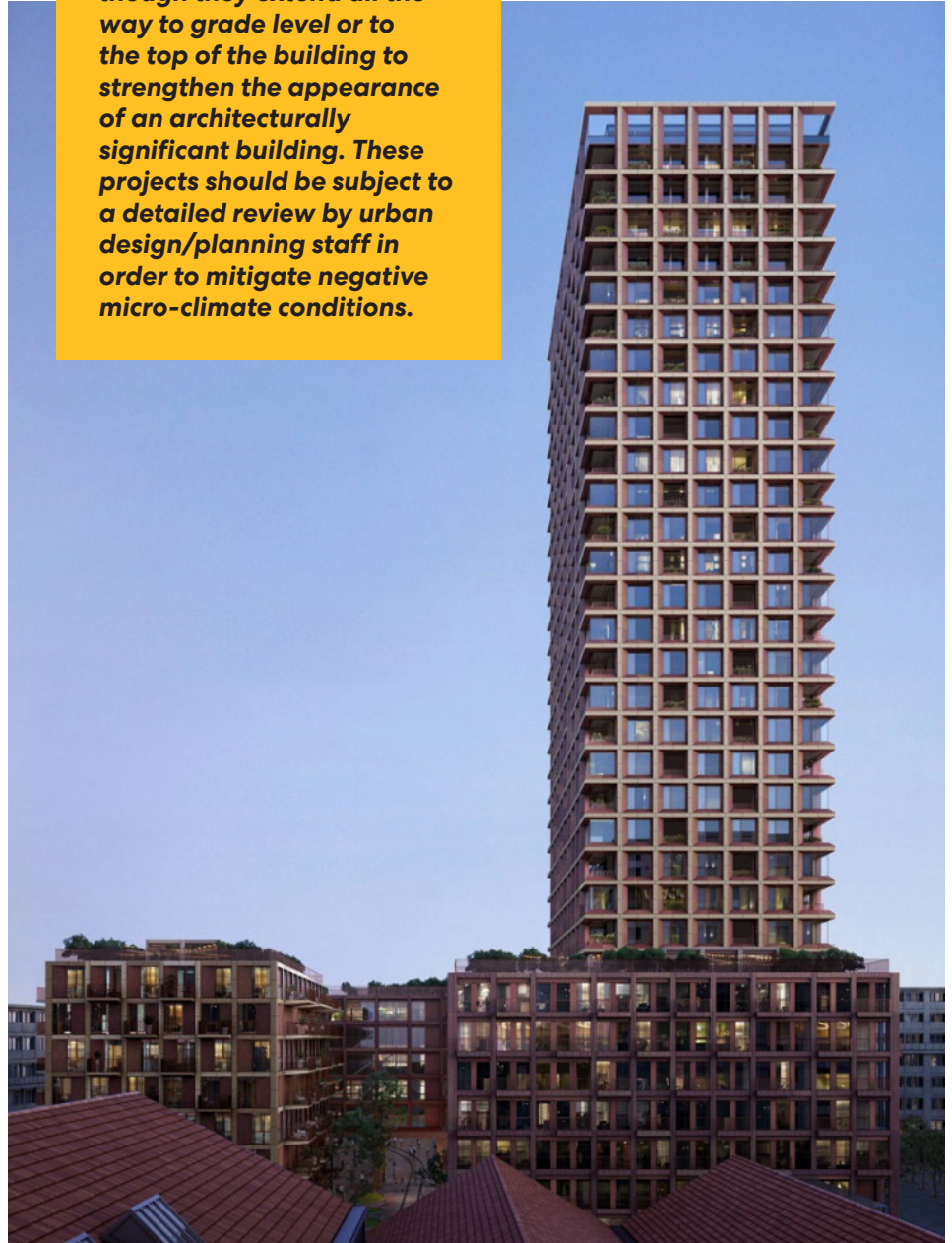
high-rise buildings it is important to provide adequate pedestrian, vehicle and loading space on the property at-grade to ensure that nearby sidewalks and roads are not overwhelmed.

- Provide appropriate space for short-term deliveries and pickups such as ride-hailing, food-delivery, or package delivery services. This includes space for drop-offs and pick-ups being made by foot, on a bicycle or in a vehicle.

### 06.6.3. Building Massing/Design

- A high-rise building has a height of more than 10 storeys.
- A high-rise building should have a podium that is no longer than 70m to ensure a fine-grained network of connections and public spaces.
- High-rise buildings should have a clearly identified bottom, middle and top. Generally, the “bottom” will consist of a mid-rise podium.
- Podiums of high-rise buildings should not be taller than 6 storeys in order to contribute to a pedestrian scaled public realm that is in concert with low to mid-rise buildings.
- Towers should be positioned on sites and shaped to ensure a 25m separation distance from any adjacent towers. When an adjacent site that is identified as a high-rise building has not yet been developed, the tower should be oriented to allow for the future construction of a tower on the adjacent site that would meet the 25m setback.
- Towers should have a maximum floorplate of 750m<sup>2</sup>.
- The ground floor of high-rise buildings should promote a vibrant and active pedestrian realm through the inclusion of residential lobbies, entrances and patios and a variety of commercial, institutional and office uses. Active uses should be included on all sides of the building, especially on facades that face public streets.
- Articulation, material variation, windows, entries and varying facade heights are some methods that can be used to create interest along long facades.
- Weather protection and lighting should be provided, especially at building entrances.

***In some instances, it may be permitted for high-rise buildings to appear as though they extend all the way to grade level or to the top of the building to strengthen the appearance of an architecturally significant building. These projects should be subject to a detailed review by urban design/planning staff in order to mitigate negative micro-climate conditions.***



Rocket and Tigerli by SHL. Source: SHL

# 07

## Sustainability Features

The Palermo Village Concept Plan presents a unique opportunity to create infrastructure that aligns with the principles of sustainability, capitalizing on the natural circularity and inherent resilience of the landscape. Low impact development practices will be at the core of the Palermo Village sustainability strategy, aiming to harmonize urbanization with environmental health and resource preservation. Innovative strategies will be employed to manage resource consumption and vehicular traffic volumes responsibly.

The Town of Oakville has committed to improve Oakville's energy efficiency and reduce greenhouse gas emissions by outlining guidelines in the 'Community Energy Strategy. As a new high density community, the Palermo Village Concept Plan will make all efforts to support the these goals laid out by Oakville's Energy Task Force.

Stormwater management will be an integral part of the development. A focus on green infrastructure and sustainable techniques will foster a sense of belonging and connection with the land. This approach will not only protect biodiversity and natural systems but will also contribute to enhancing the overall ecological health of the community.

The Palermo Village Concept Plan recognizes the significance of walkability in promoting sustainability. Emphasis will be placed on creating a pedestrian-friendly environment, where open spaces, amenities, and trails are thoughtfully designed to be within easy walking distance for residents, encouraging active transportation and reducing reliance on cars.

## Natural Heritage and Biodiversity:

**Creating sustainable and resilient urban environments necessitates fostering diverse ecosystems that benefit both nature and people while addressing climate change.**

Biodiversity forms the foundation for establishing a future-proof city, and we aim to achieve this by through a series of trails and a NHS linkage that connects the proposed open space network with existing ecosystems, the Fourteen Mile Creek and Glenorchy Conservation Area, allowing for interconnected habitats that support various flora and fauna, promoting species spread and healthy populations.

During later design stages, we will focus on creating specific habitats with emphasis on variation, promoting biological diversity through the presence of numerous flora and fauna species. This variation will be achieved through diverse terrain, species-rich vegetation, and native tree plantings. The natural environment of Palermo Village also represents an opportunity to work with Indigenous communities on Indigenous placekeeping initiatives like restoring and protecting natural areas, establishing communal gardening spaces, developing walking trails that showcase indigenous history and heritage, and other such initiatives.

Our key goals for low impact development and biodiversity protection are as follows:

- **Enhance Stormwater Management:** Implement green infrastructure techniques, such as rain gardens, permeable pavement, and bioswales, to effectively manage stormwater runoff.
- **Preserve and Expand Urban Green Spaces:** Focus on protecting existing trees and natural areas while incorporating tree planting and urban greening strategies to enhance the urban canopy. This is being achieved through expansion of the NHS linkage.



## 07.1. Low Impact Development Methods

- Implement green infrastructure techniques, such as rain gardens, permeable pavement, bioswales, and retention basins, to manage stormwater runoff and reduce the impact of urbanization on water bodies.
- Preserve existing trees and natural areas, and incorporate tree planting and urban greening strategies to enhance the urban canopy and provide numerous environmental benefits.
- Preserve and restore natural habitats through the proposed NHS linkage on the northern end of the subject lands, to support biodiversity and enhance the city's ecological resilience.
- Implement sustainable building practices, energy-efficient technologies, and renewable energy sources to minimize the environmental impact of new construction and reduce greenhouse gas emissions.
- Incorporate climate resilience measures into development plans, considering future climate projections and adapting designs to withstand extreme weather events.
- Encourage the integration of living roofs and walls, incorporating greenery and vegetation into building exteriors.
- Work with Indigenous communities to preserve and restore ecological balance for flora and fauna in the region and to implement Indigenous placekeeping initiatives.



*Bridget Joyce Square, United Kingdom. Source: Landezine*



*Weiliu Wetland Park, China. Source: Landezine*

## 07.2. Stormwater Management Facility

A stormwater pond is proposed west of Street “B” (Valleyridge Drive), outside of the Palermo Village Corporation owned lands. The pond, 2.96 ha (9.79 ac), is positioned south of William Halton Parkway. The positioning of this pond has been carefully chosen to align with the site’s existing natural drainage patterns, thereby expanding the scope of natural areas and creating opportunities for passive recreation. The integration of trail connections and viewshed opportunities further enhances the site’s appeal for visitors seeking to engage with nature and enjoy the scenic surroundings. A temporary stormwater management pond is planned in the Civic District between Streets “B” and “G”, east of Valleyridge Drive.

To foster a strong bond with the community, the design of this feature must consider the following aspects:

- Design the stormwater management facility with public access in mind, incorporating trails and walkways around and through the area. Provide well-maintained pathways with suitable signage to guide visitors safely through the facility while appreciating the natural surroundings.
- Install educational signage and interpretive elements throughout the facility to inform the public about the stormwater management system’s purpose, its role in environmental conservation, and the importance of preserving natural habitats.
- Incorporate boardwalks and elevated viewing platforms to allow visitors to experience the stormwater management facility up close. These structures should be constructed using sustainable materials and designed to minimize the impact on the natural environment.
- Enhance biodiversity and ecological health by using native indigenous planting around the stormwater management facility, in accordance with Conservation Halton standards.
- Integrate habitat enhancement features, such as nesting boxes and wildlife shelters, to promote biodiversity and attract various wildlife species to the area.

- Provide nature-oriented amenities, such as seating areas, picnic spots, and resting places, to encourage visitors to spend time in the facility and appreciate the natural surroundings.
- Ensure clear wayfinding signage throughout the stormwater management facility, guiding visitors to key points of interest, such as observation decks, educational areas, and wildlife viewing spots.
- Consider future climate projections and design stormwater management systems to accommodate extreme weather events and changing precipitation patterns.
- Incorporate sustainable drainage features, such as biofilters and vegetated swales, in parking lots and roadways to capture and treat stormwater runoff before it enters the stormwater system.
- The design of the SWM pond shall require approval from the Town of Oakville, Conservation Halton and the Ministry of Environment.



*Weiherpark Eppingen Germany. Source: Landezine*





Qunli Stormwater Management Pond, China. Source: ArchDaily



# 08 Implementation

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The Palermo Village Concept Urban Design Brief takes into account the unique aspects of built form, streetscape, transit and open space design particular to the Palermo Village Corporation lands within the larger Palermo Village community. The goal is to ensure that the proposed plan and urban design elements harmoniously integrate with the development plans for the surrounding future neighborhood, creating a cohesive and compatible overall vision.

## 08.1. Architectural Control

### 08.1.1 Retaining a Control Architect

The Palermo Village Concept Urban Design Brief will be overseen by an appointed Control Architect who will administer its implementation.

The Control Architect:

- Shall have obtained proven experience in the field of architectural design within Ontario and the Greater Toronto Area.
- Shall be member in good standing of the Ontario Association of Architects.
- Shall not have any perceived or real pecuniary interests or conflicts with performing the required duties.
- Shall be deemed acceptable by the Town of Oakville to perform the required design control duties.

A letter shall be submitted to the Town from the selected Control Architect acknowledging compliance of the aforementioned criteria.

### 08.1.2 Architectural Control Process

The architectural control review and approval process by the Control Architect will be conducted efficiently and fairly on behalf of the Town of Oakville for all developments exempt from the Site Plan Approval process.

It will typically involve the following steps:

- Orientation meeting with the Developer/Builder to discuss submissions.
- Evaluation and approval based on Town-approved models and floor plans.
- Assessment and approval of exterior materials and colors.
- Review and approval of house sitings.
- Periodic site monitoring to ensure compliance with approved designs.



## 08.2. Preliminary Review

- Submit preliminary model design sketches (including all facades) and typical floor plans for all models on lots exempt from Site Plan Approval to the Town Urban Design Staff for review and approval.
- Upon acceptance, these approved drawings should be included as an Appendix in the Urban Design Brief.
- The sale of models cannot begin until after the Town Urban Design Staff grants approval for the preliminary model design and typical floor plan for all models.
- Before final approval submission, provide preliminary grading plans and streetscapes for individual lot sitings to the Control Architect for review.

## 08.3. Final Review and Approval

### 08.3.1 Working Drawings

- Working drawings must accurately reflect the Builder's construction intentions.
- Clear depiction of all exterior details and materials is essential on the drawings.
- Special elevations like upgraded rear/side, walkout lots, and grade-affected garage conditions will require separate unit working drawings.
- After obtaining final approval, submit a master set of all approved front, flanking, and corner lot rear elevations to the Town Urban Design Staff promptly.
- Present these elevations on a single sheet for each dwelling type.

### 08.3.2 Site Plans

- Submit Engineer certified site plans to the Control Architect or Town Urban Design Staff, preferably at a 1:250 scale, and they may be presented on single legal-size (8-1/2" x 14") sheets.
- The site plans must include necessary grading details and also clearly indicate the following for each unit:
  - » Model and elevation type.
  - » Driveway extending to the street curb.
  - » A note indicating rear or side upgrades, where applicable.

### 08.3.3 Streetscape Drawings

- When seeking siting approval, include streetscape drawings (blackline) to facilitate the review process.
- Streetscape drawings should accurately depict the proposed dwellings in their correct relation to one another and the intended finished grade.
- Minor elevation adjustments may be necessary during streetscape review. The responsibility lies with the Builder to ensure that these required changes are incorporated into the construction of the dwellings.

### 08.3.4 Exterior Colour Packages

- Before site plans are submitted, the Builder must provide typed colour schedules and sample boards, containing detailed information on the color, type, and manufacturer of all exterior materials.
- The color package selections for individual lots and blocks should be submitted simultaneously with site plans and streetscapes.

## 08.4. Submission Requirements

- The Builder must submit the following items to the Control Architect or Town Urban Design Staff for final review and approval:
  - » 6 sets of engineer-approved site plans;
  - » 4 sets of working drawings;
  - » 3 sets of streetscapes;
  - » 2 sets of colour schedules;
  - » 1 set of colour sample boards (to be returned to the Builder).
- The Control Architect and/or Town Urban Design Staff will retain one set of the above materials, except for the colour sample boards.
- The final approval process may take up to 5 working days.
- If any minor redline revisions are made by the Control Architect or Town Urban Design Staff to site plans, working drawings, streetscapes, and colour schedules, the Builder's Design Architect must incorporate them on the original documents.
- Revisions to existing approvals requested by the Builder will be evaluated on their merits and, if accepted, must undergo re-approval by the Control Architect and Town Urban Design Staff.
- The Builder is fully responsible for ensuring that all submitted plans adhere to the guidelines and comply with relevant regulations and requirements, including zoning and building code provisions.
- The Builder is accountable for picking up and delivering all materials to and from the Control Architect's or Town's office as needed.

## 08.5. Town of Oakville Approval

- All site plans, working drawings, streetscapes, and colour packages must undergo review and receive approval from both the Control Architect and the project engineer (site plans only) before they can be submitted to the Town of Oakville for building permit approval.
- Building permits will only be issued if all plans bear the required Final Approval stamp from both the Control Architect and the Project Engineer (site plans only).
- The Control Architect will communicate with the Town Urban Design Staff to address any identified issues during the review process.
- The approvals granted by the Control Architect and the Project Engineer do not exempt the builder from complying with the requirements and approvals set forth by the Town of Oakville and/or any other relevant governmental agency.



Conceptual rendering for Palermo Village



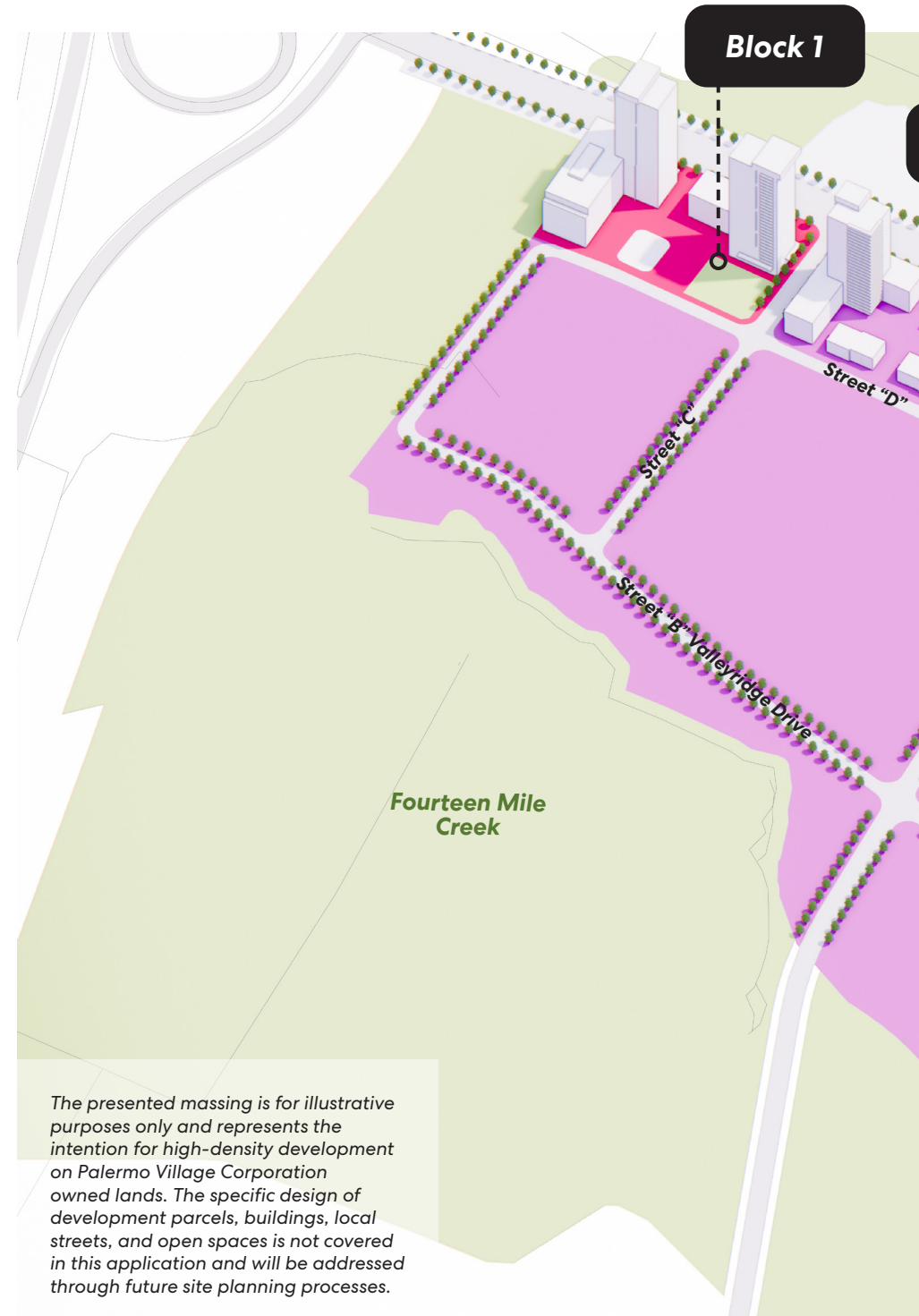


# 09

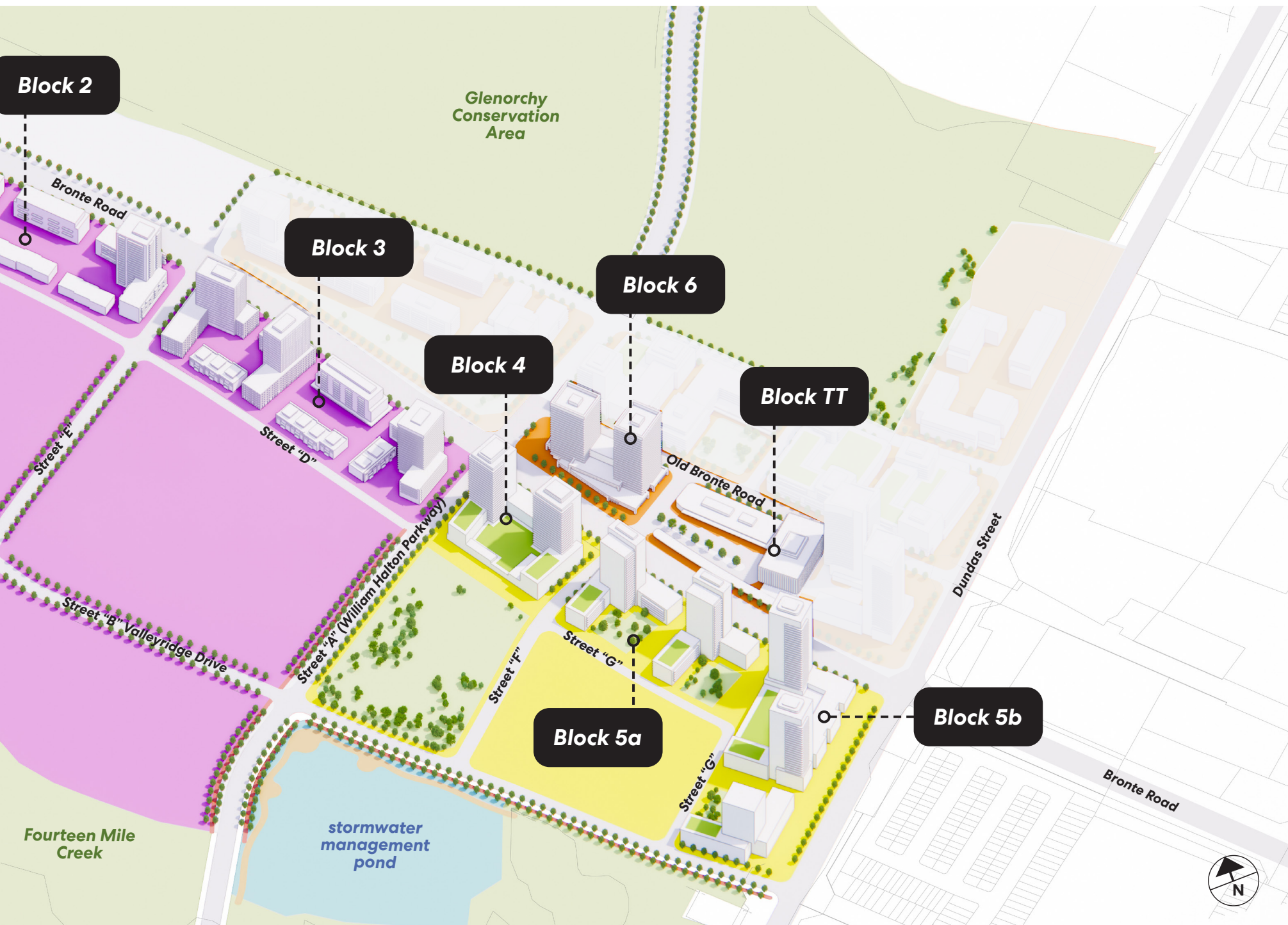
## Demonstration Plans

The demonstration plans that follow are limited to Palermo Village Corporation owned lands and are one representation of how the guidelines work together to create an attractive and unified site, including the integration of a range of building heights and typologies, open spaces, and streetscape and public realm elements.

The demonstration plans represent one possible way in which the guidelines can be achieved, and it is anticipated that a number of design solutions could similarly achieve the intent of the design guidelines.





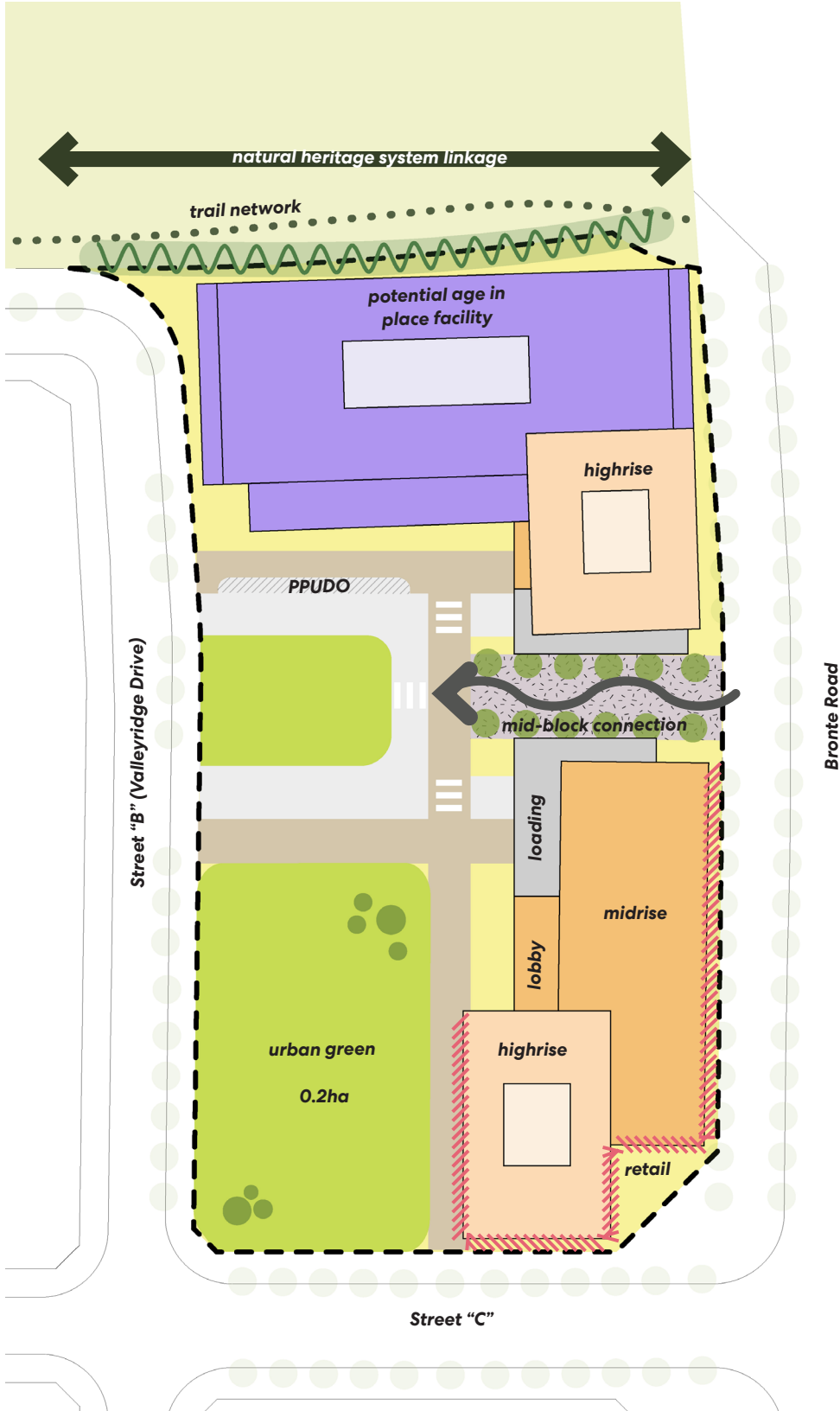


Block 1

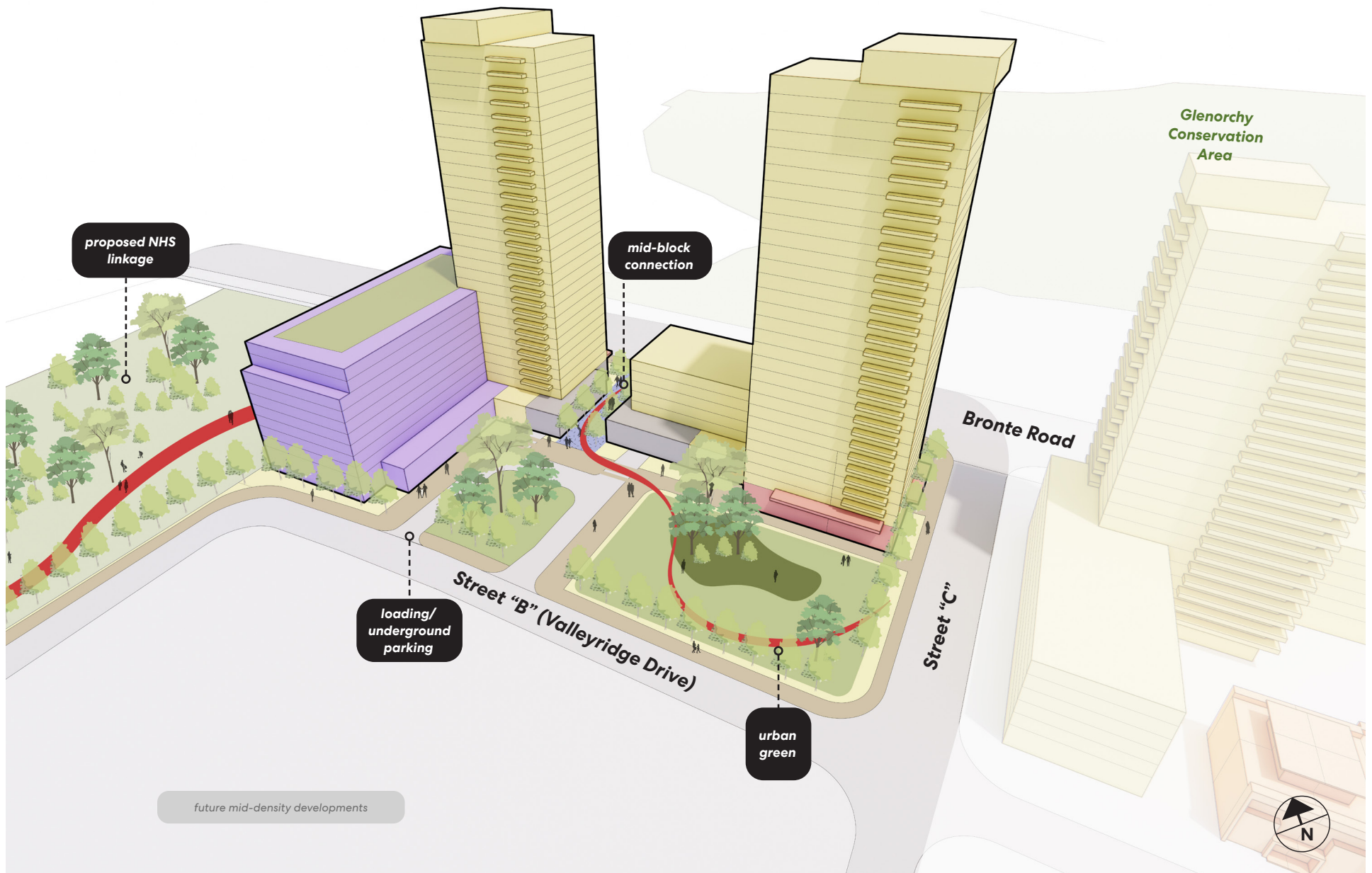
Block Information				
	ft <sup>2</sup>	m <sup>2</sup>	acre	hectare
Area	124,921	11,606	2.87	1.16



Seaport Common, Boston. Source: Seaport







Block 2

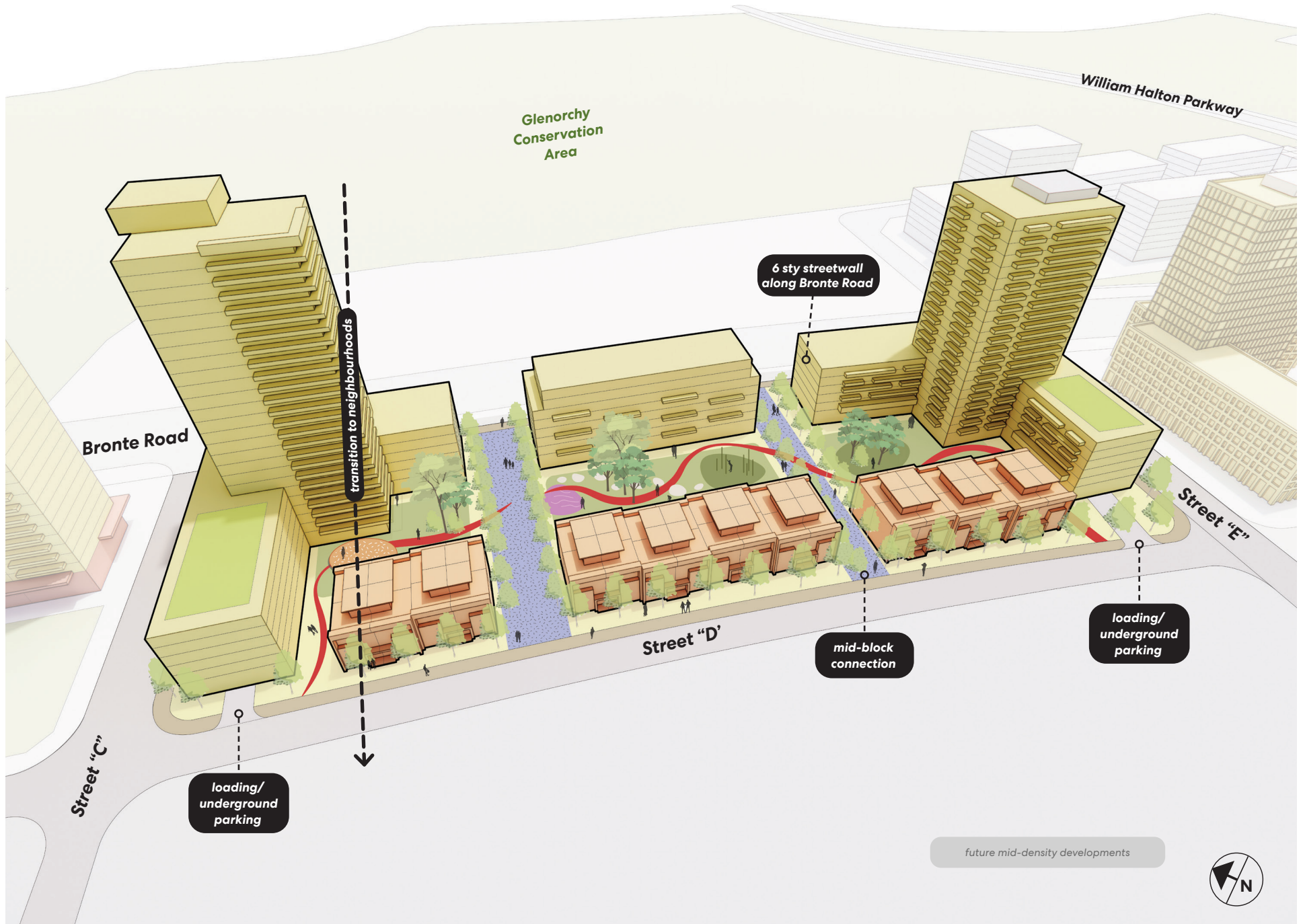
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Area	198,039	18,398	4.55	1.84



One Cole Development, Toronto. Source: Tom Arban







Block 3

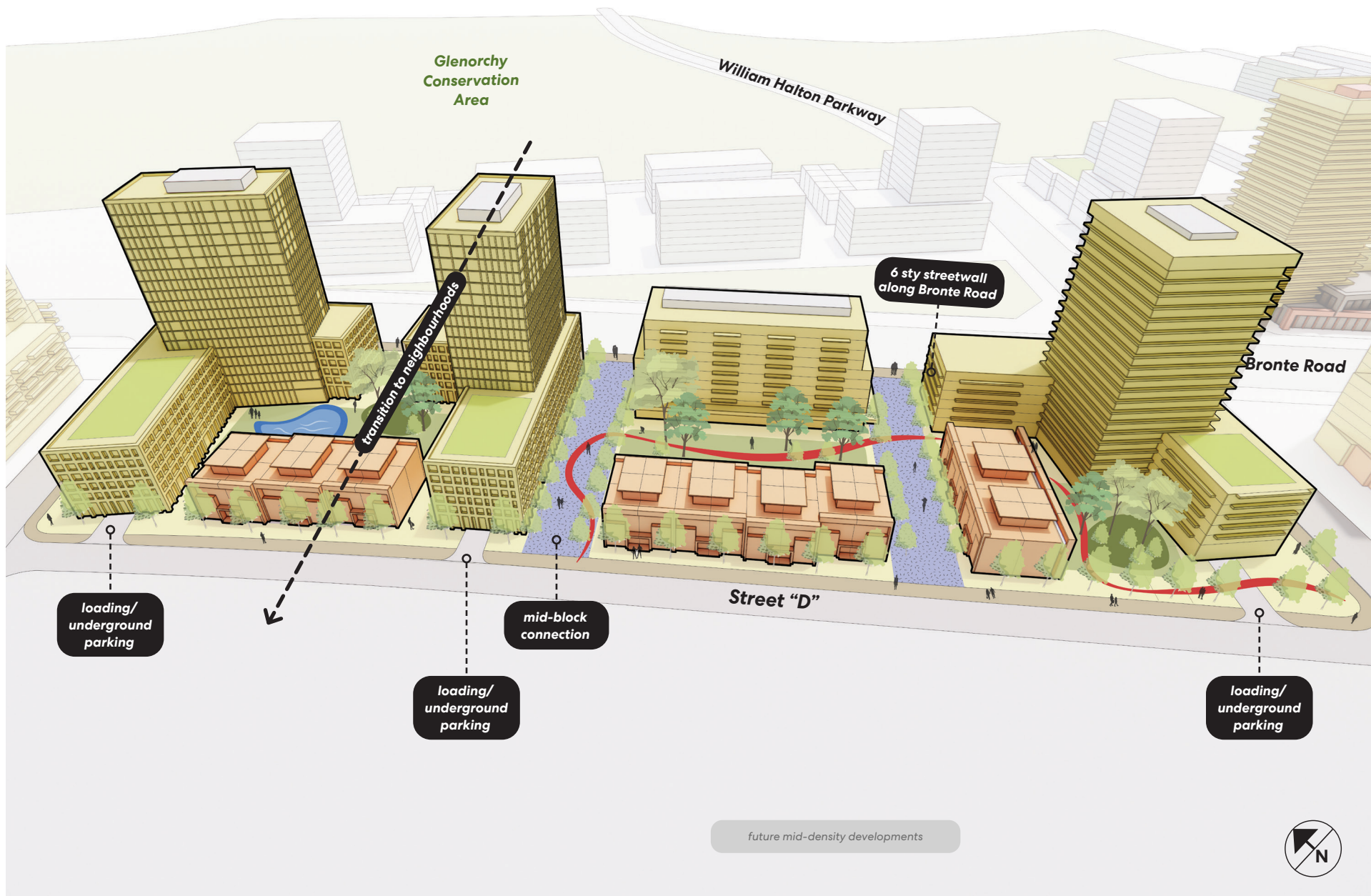
Block Information				
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Area	248,091	23,048	5.70	2.30



At grade units, Scarborough. Source: Paul Kulig





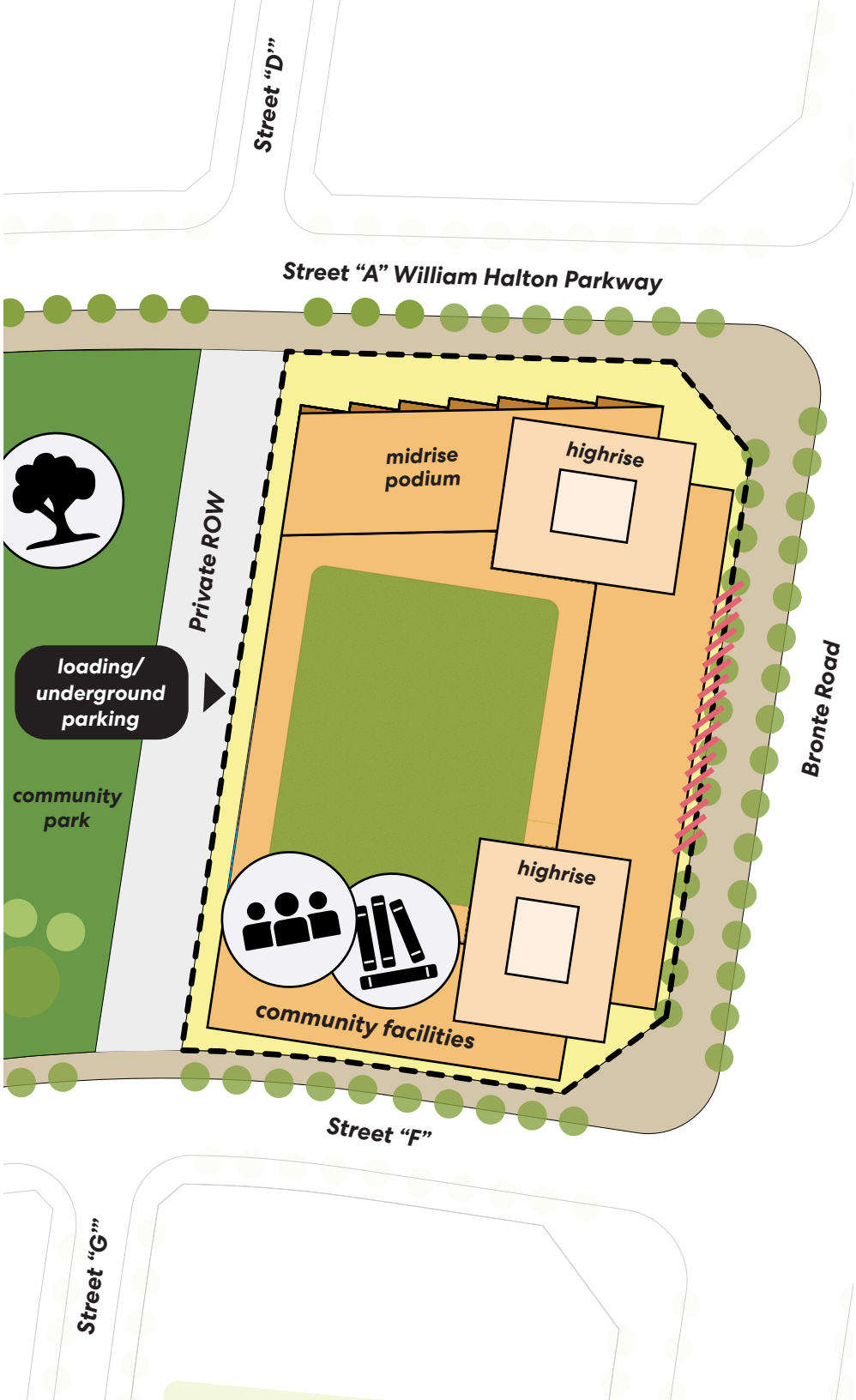


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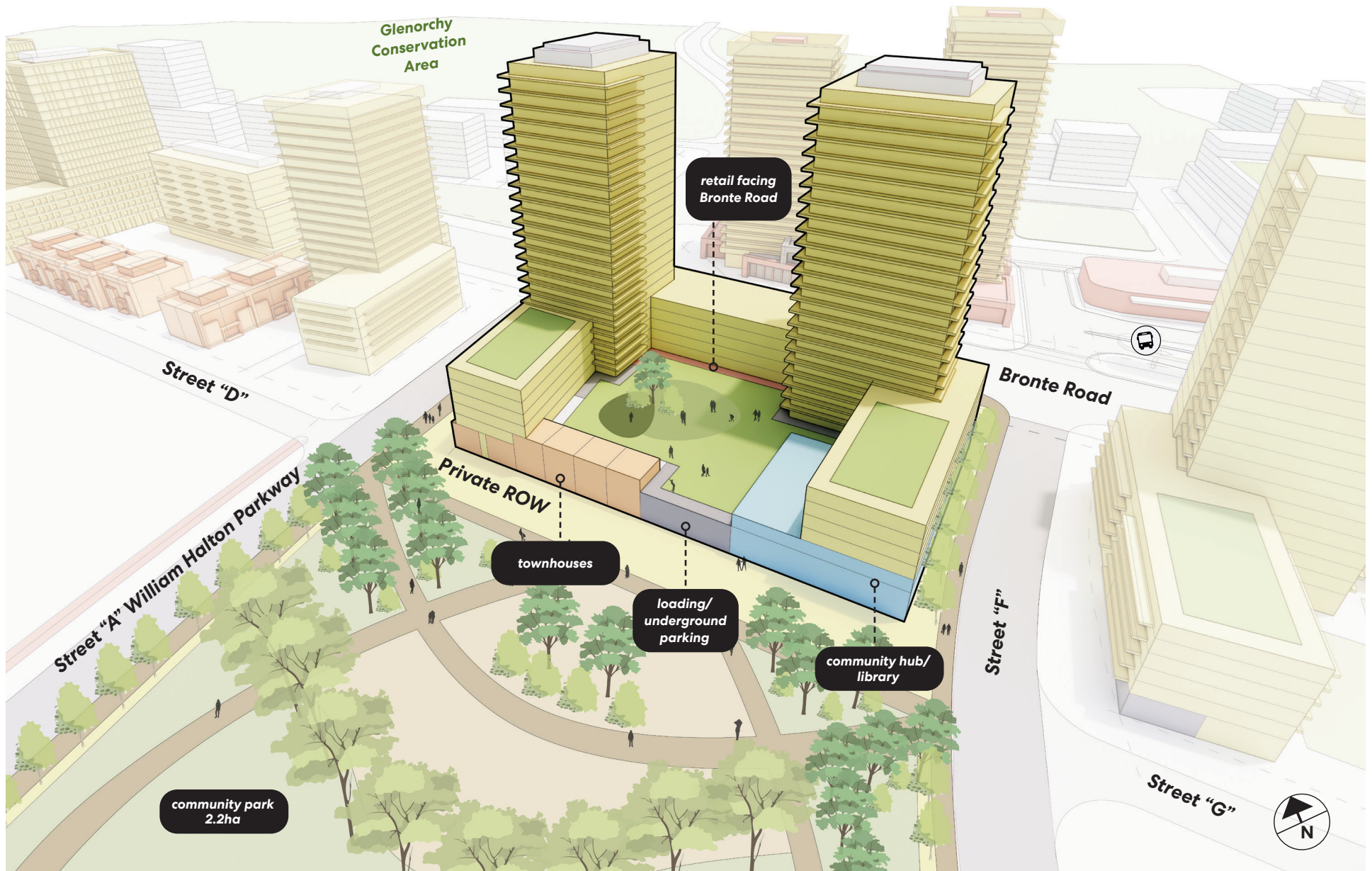
Block Information				
	ft <sup>2</sup>	m <sup>2</sup>	acre	hectare
Area	97,504	9,058	2.24	0.91



Daniels Spectrum, Toronto. Source: Architect Magazine





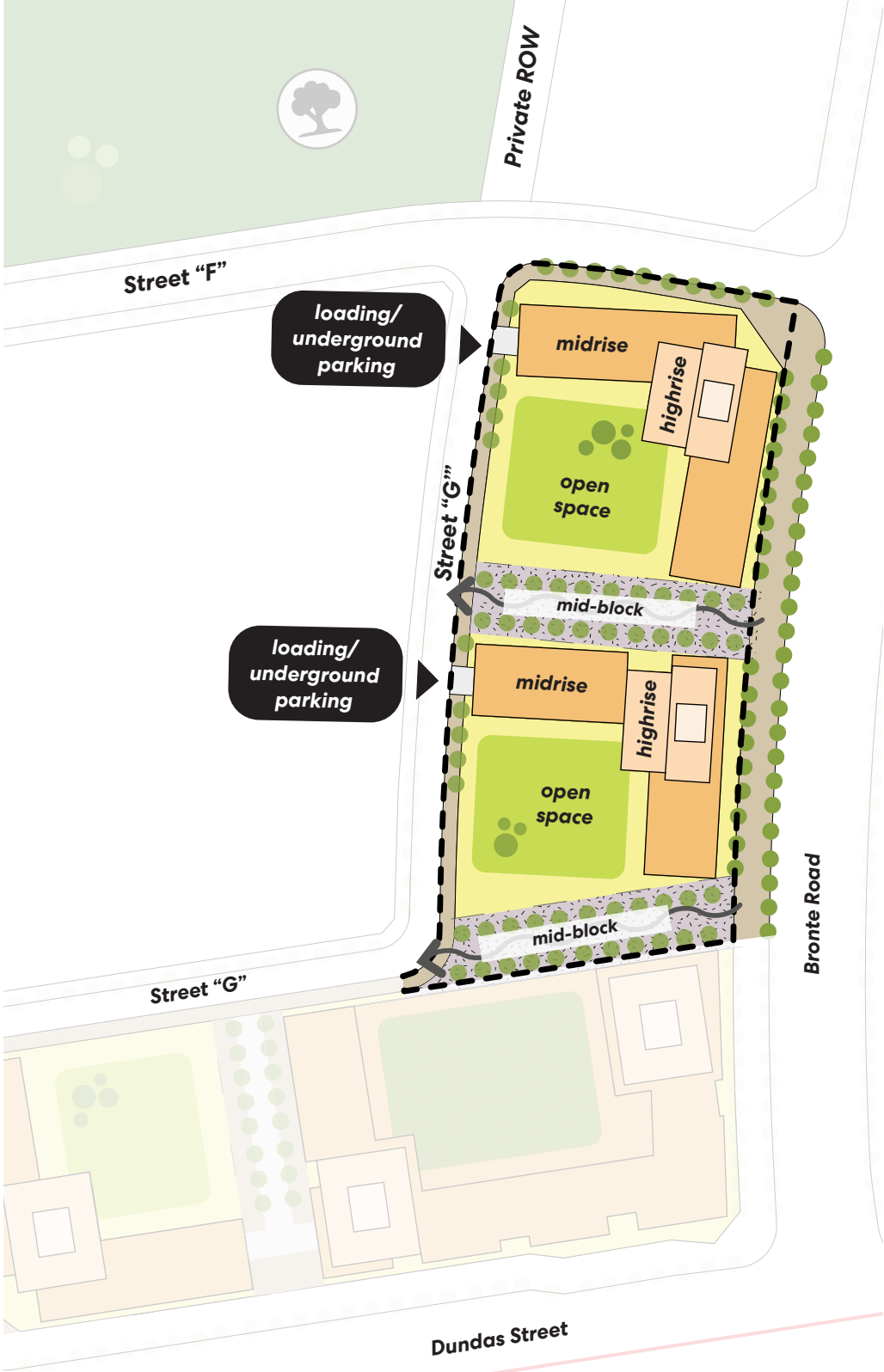


Block 5a

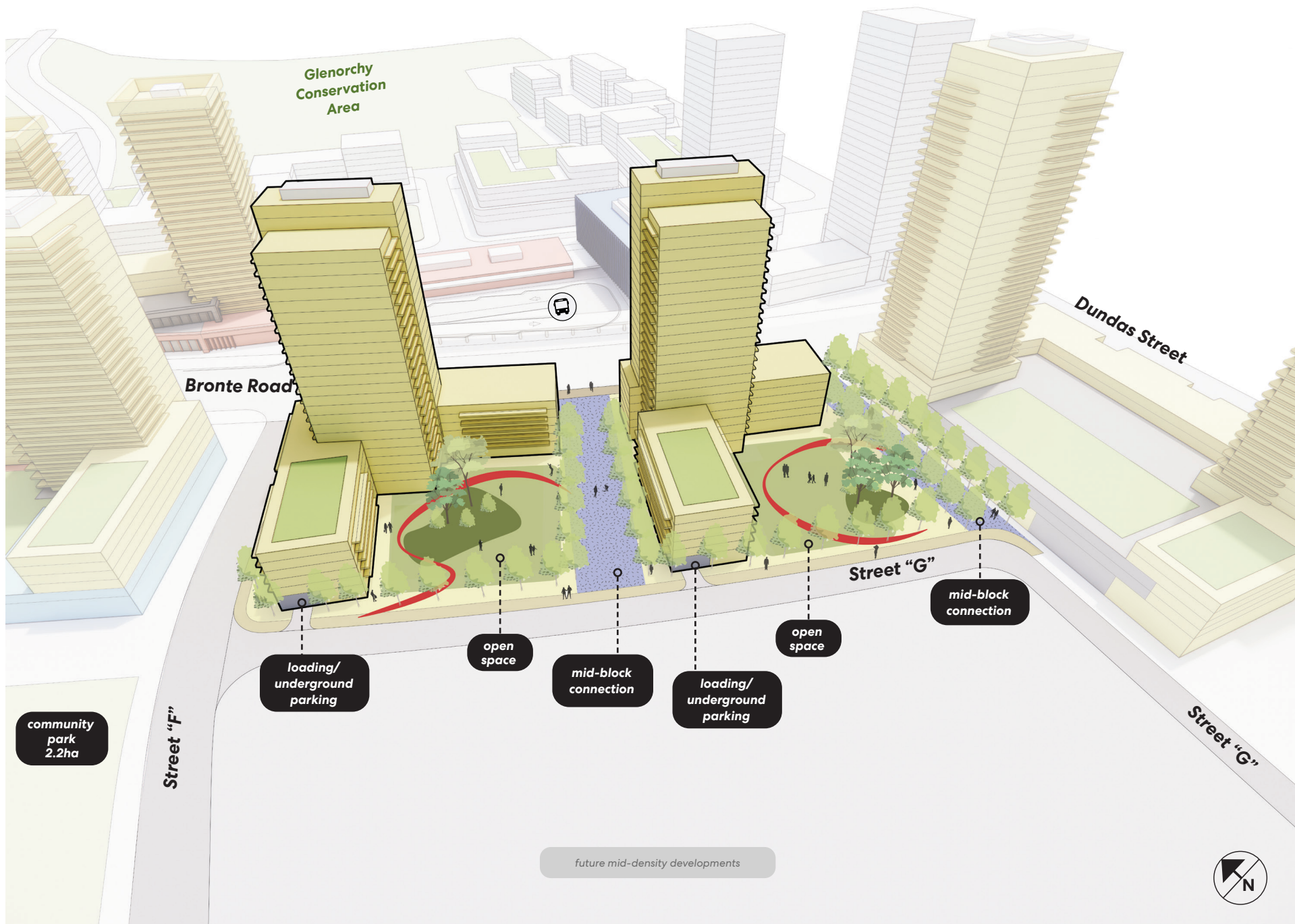
Block Information				
	ft <sup>2</sup>	m <sup>2</sup>	acre	hectare
Area	156,751	14,563	3.60	1.46



Rocket and Tigerli by SHL. Source: SHL





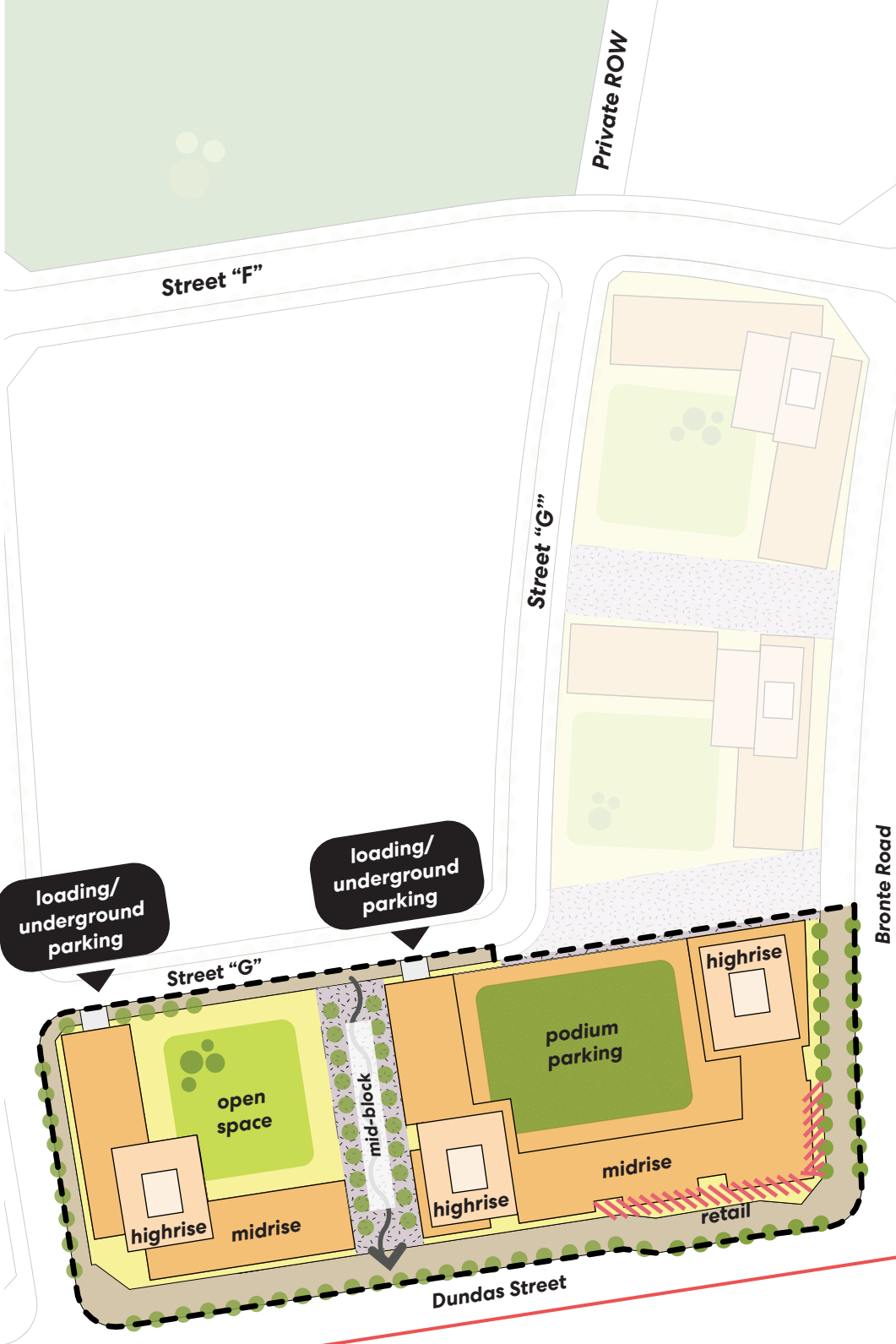


Block 5b

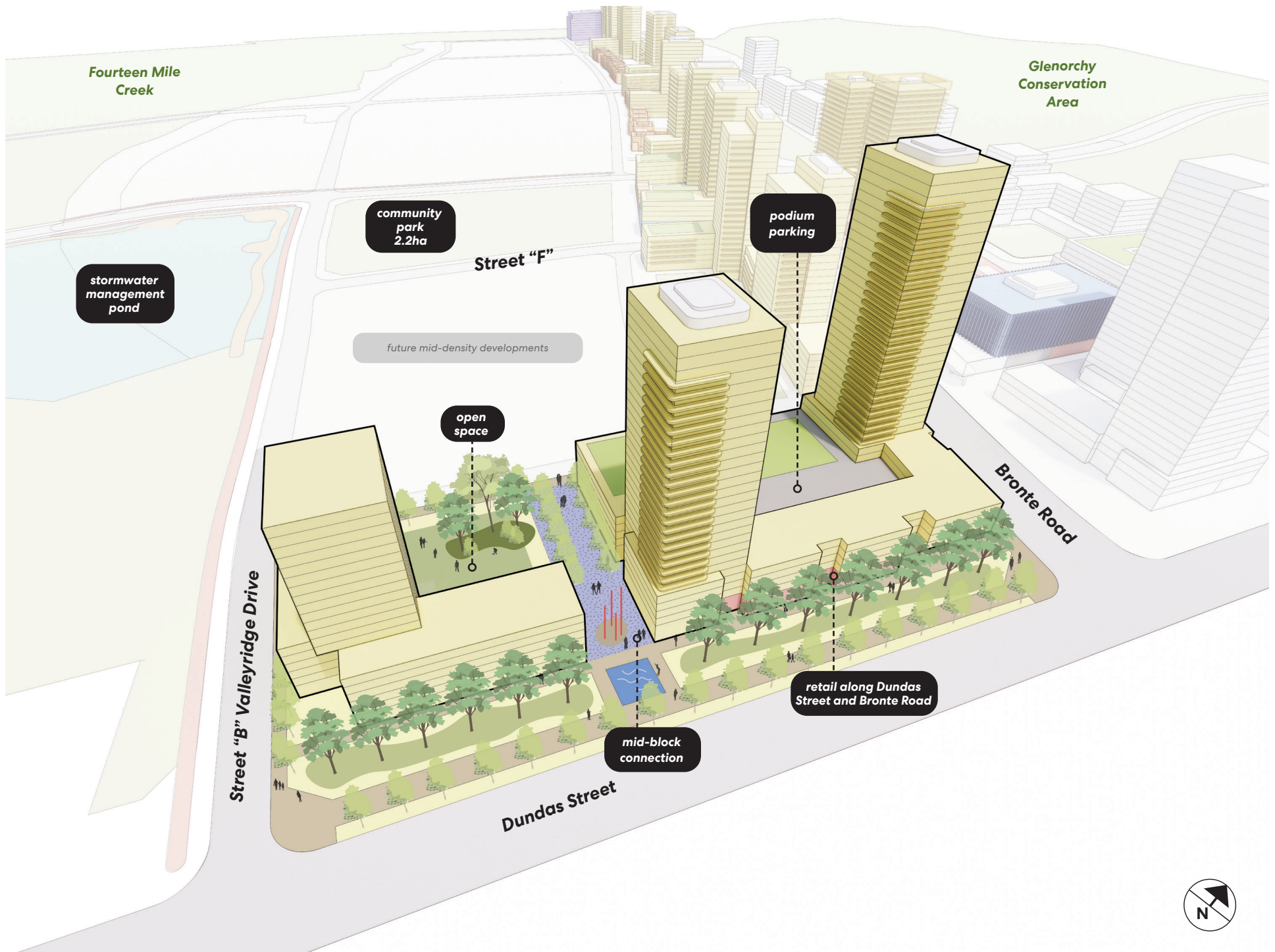
Block Information				
	ft <sup>2</sup>	m <sup>2</sup>	acre	hectare
Area	184,449	17,136	4.23	1.71



55 Regent Park Boulevard, Toronto. Source: Strata







Block 6

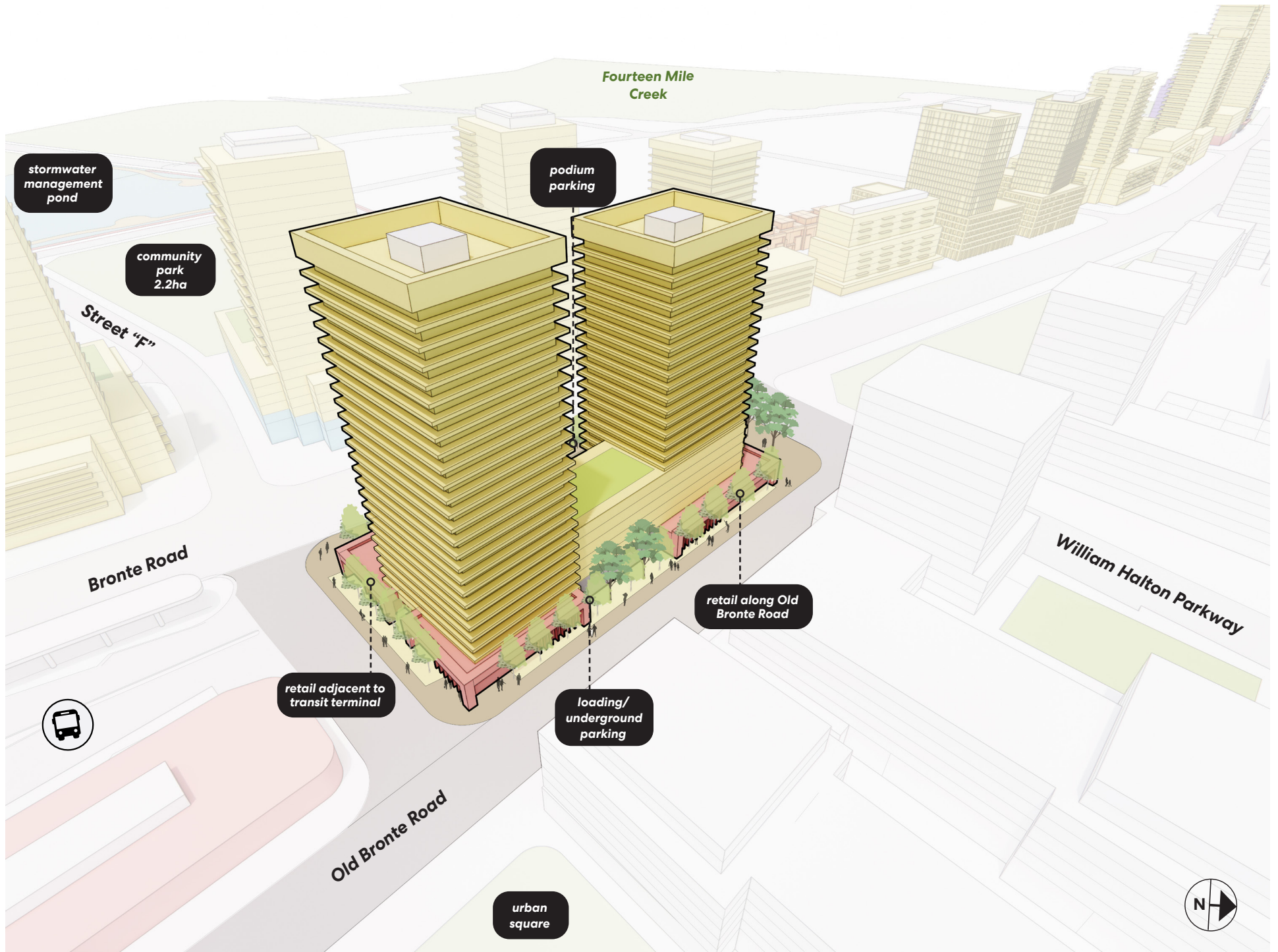
Block Information				
	ft <sup>2</sup>	m <sup>2</sup>	acre	hectare
Area	57,108	5,305	1.31	0.53



Marine Gateway, Vancouver. Source: Perkins&Will







# Transit Terminal Block

Block Information				
	ft <sup>2</sup>	m <sup>2</sup>	acre	hectare
Area	124,746	11,589	2.86	1.16



Tilburg Bus Station, Netherlands. Source: ArchDaily

