

# 1354 Bronte Road



## URBAN DESIGN BRIEF

Second Submission  
July 2023



# VALERY

H O M E S

NAK   
design strategies

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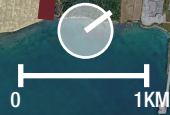
The lands are generally located north of the QEW and south of Upper Middle Road, between Fourteen Mile Creek and Third Line to the east, and Bronte Road to the west.



**LEGEND**

- Subject Land
- Town of Oakville Boundary
- Railway
- ~ Creek
- Lands subject to Official Plan policies
- Lands not subject to Official Plan policies
- Greenbelt Lands

Figure 1.1a: Location of 1354 Bronte Road within west Oakville



# 1.0 DESIGN VISION, GUIDING PRINCIPLES & OBJECTIVES

VISION

***“It is envisioned that the proposed development will be designed in a manner that is respectful of, and compatible with, the existing and emerging development within the surrounding community, and reflective of its high visibility location along Bronte Road.”***

## 1.1 DESIGN VISION

The 1354 Bronte Road subject property is approximately 0.37 hectares (0.91 acres) in size and located at the northwest corner of Bronte Road (Regional Road 25) and Saw Whet Boulevard, in the Town of Oakville’s west end, within a larger area known as the Merton Lands. This Urban Design Brief (UDB) describes and illustrates the design strategy for the development of a 6-storey residential condominium. The development’s design vision and guiding principles are rooted in the Town’s Livable Oakville Official Plan to “*preserve, enhance, and protect the distinct character, cultural heritage, living environment, and sense of community of neighbourhoods.*”



## 1.2 COMMUNITY GUIDING PRINCIPLES & OBJECTIVES

1354 Bronte Road shall be designed and developed to enhance its high visibility location, to fit seamlessly within the structure of the adjacent future Bronte River community immediately to the south, and to be compatible with the Bronte Green community to the east.

In order to achieve these guiding principles, the following community goals and objectives have been established:

### **Create a comfortable and accessible public realm**

Provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.

### **Provide logical connections with adjacent existing and future communities**

Recognize the importance of ensuring 1354 Bronte Road is part of a well-connected and cohesive community framework with strong pedestrian and vehicular links to the adjacent residential neighbourhoods.



Figure 1.2a: Comfortable & accessible public realm

## Provide access and visibility to surrounding natural areas

Recognize the importance of developing physical and visual access to open spaces that will contribute to enhanced livability and a linked natural heritage and open space system, while maintaining the integrity of all environmental systems.

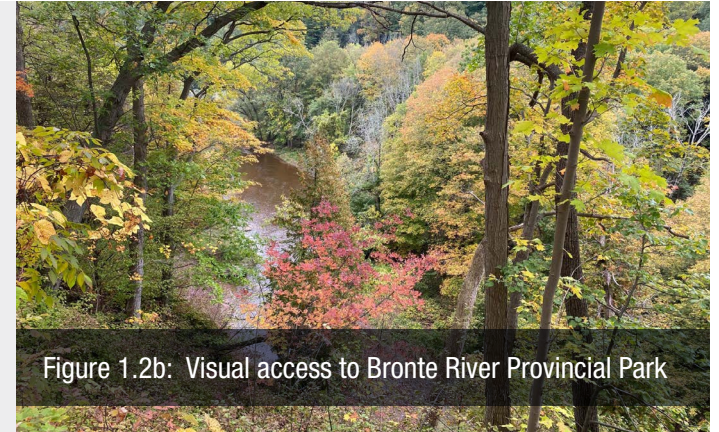


Figure 1.2b: Visual access to Bronte River Provincial Park



Figure 1.2c: Attractive, higher density built form

## Contribute to housing choice in the community

Recognize the benefits of integrating higher density options that animate the street and contribute to the community character.

## Provide attractive built form

Encourage a high standard of design that reflects the existing heritage character of the Town and Region, enhances the existing and planned surrounding context, creates a sense of place, and contributes to civic pride.



The 1354 Bronte Road subject property is located at the northwest corner of Bronte Road and the future Saw Whet Boulevard, east of Bronte Creek, north of the QEW, and south of Upper Middle Road, within West Oakville.

Figure 2.1a: 1354 Bronte Road & surrounding context



# 2.0 CONTEXTUAL ANALYSIS

## 2.1 EXISTING NATURAL FEATURES, TOPOGRAPHY & VEGETATION

The existing topography and vegetation of the subject lands is that of gently sloped manicured lawn and several trees (Figure 2.1b). Bronte Creek Provincial Park abuts the site's western boundary and forms a 640 hectare (~1,580 acre) Greenbelt feature within west Oakville. Bronte Creek and its associated valley system is contained within the Provincial Park and beyond to the south.

The valley system (Figure 2.1c) is heavily vegetated with mature trees and is a contiguous part of the Regional Natural Heritage System and Greenbelt. Natural Heritage System (NHS) lands also make up a significant portion of the future Bronte River community to the south. A small man-made pond is presently situated toward the west side of these lands (Figure 2.1d).



Figure 2.1b: Bird's eye view of the existing property

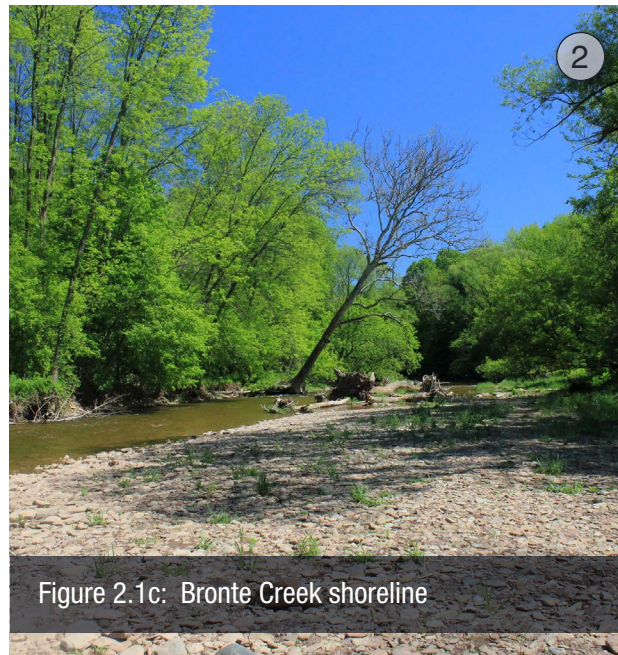


Figure 2.1c: Bronte Creek shoreline

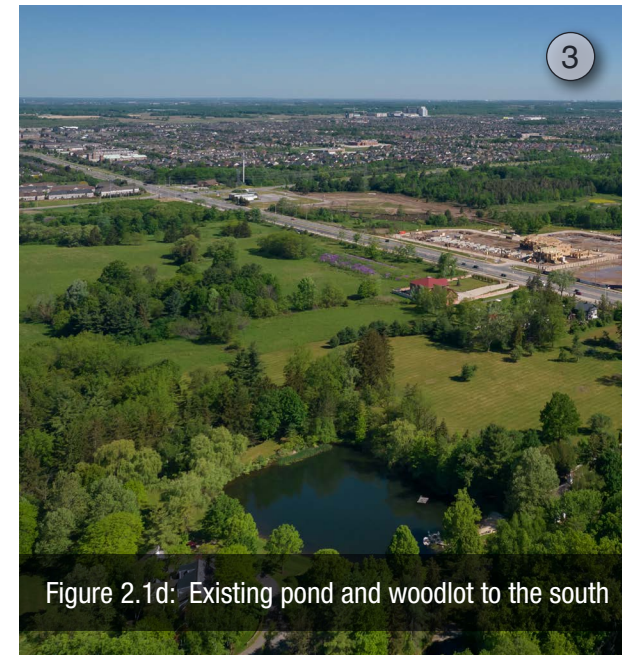


Figure 2.1d: Existing pond and woodlot to the south



Figure 2.2a: The Enns House within the Bronte River development lands



Figure 2.2b: Proposed building on the northeast corner of Bronte Road and Saw Whet Boulevard, within the Bronte Green development

## 2.2 SURROUNDING LAND USES & BUILT FORM CHARACTER

1354 Bronte Road is currently developed with a single detached dwelling and associated outbuildings (Figure 2.1b). Immediately to the south is the proposed Bronte River community, which will contain a mix of medium and low-density residential product and significant NHS lands. Within Bronte River, a heritage home (Figure 2.4a) may be retained and sensitively integrated into the new development. The Georgian-style Enns House (Figure 2.2a) is situated near the west end of the Bronte River lands, and it is anticipated that this dwelling may also be retained.

Adjacent to the subject property on the east side of Bronte Road is the current Bronte Green development, with future medium and high density residential land uses fronting 1354 Bronte Road. The northeast and southeast corners of the intersection of Bronte Road and Saw Whet Boulevard are proposed to be developed with 6-storey residential apartment buildings (Figure 2.2b), both of which will have a strong street presence. The proposed low rise multi-residential use of the site to the north of the subject property has been accounted for in the updated Area Design Plan.

The Halton Regional Centre, Halton Regional Police Station and Emergency Services Buildings, and the Deerfield Golf Course are located to the southeast, north of the QEW. Established commercial/residential areas are located to northwest (Palermo West) and southeast (Bronte Village). Built form character of the housing in the area includes a range of architectural styles and materials.

## 2.3 VIEWS & VISTAS FROM THE SITE

Given the extensive Bronte Creek Provincial Park lands abutting the subject site, there are opportunities to preserve the views and vistas to its natural features (Figure 2.3c). Views will be maintained from the proposed public and internal lanes, as well as west and north facing residential units.



Figure 2.3a: Existing view into Bronte River Provincial Park from surrounding lands



Figure 2.4a: Heritage house at 1326 Bronte Road

## 2.4 LANDMARKS

Within the adjacent Bronte River community, the property at 1326 Bronte Road is identified as a listed structure in the Town of Oakville's Heritage Registry (Figure 2.4a). The development of Bronte River may include the retention of the red brick residential structure comprising its c.1911 components. The retained structure is intended to be relocated to the southwest corner of Bronte Road and Saw Whet Boulevard, directly across from the 1354 Bronte Road subject property, and to serve as gateway into the community.

Due to its proximity to the heritage structure should it be relocated, the mid-rise condominium at 1354 Bronte Road shall be designed in a manner that is respectful of, and compatible with, the heritage character, as well as reflective of its highly visible, landmark location along Bronte Road.

## 2.5 TRANSPORTATION NETWORKS

The proposed street to the south of the 1354 Bronte Road subject property is intended to strategically align with the Saw Whet Boulevard minor collector on the east side of Bronte Road. This extension of Saw Whet Boulevard will provide an important east-west link between the subject lands, the adjacent Bronte River community, Bronte Green, and other communities to the east.

Oakville Transit bus routes currently run north-south along Bronte Road, a regional transit priority corridor, with stops located approximately 450m south and 600m north of the subject lands (Figure 2.5a). The development of 1354 Bronte Road with mid-rise residential will provide transit-supportive density along this key corridor.

An existing multi-use trail located on the west side of Bronte Road (Figure 2.5b) provides north-south active transportation connections and opportunities for additional trails throughout the protected Provincial Park ravine system along Bronte Creek (Figure 2.5c).



Figure 2.5a: Oakville transit stops located north and south of site

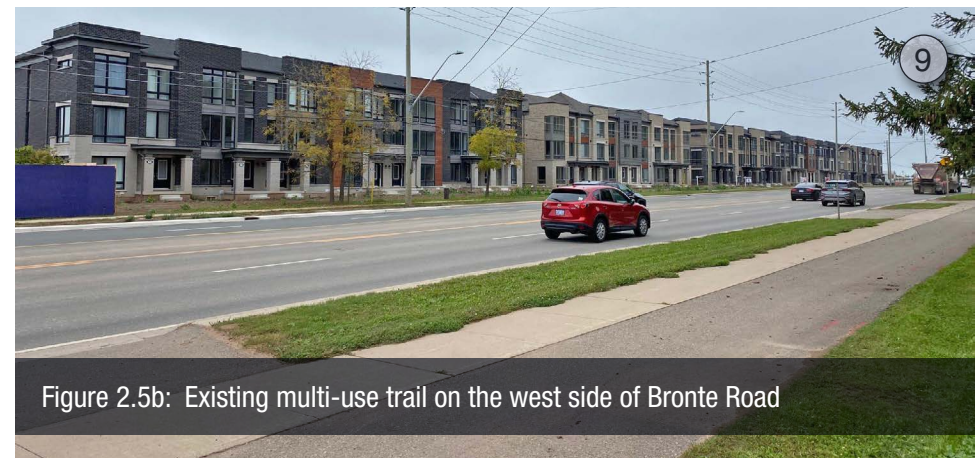


Figure 2.5b: Existing multi-use trail on the west side of Bronte Road

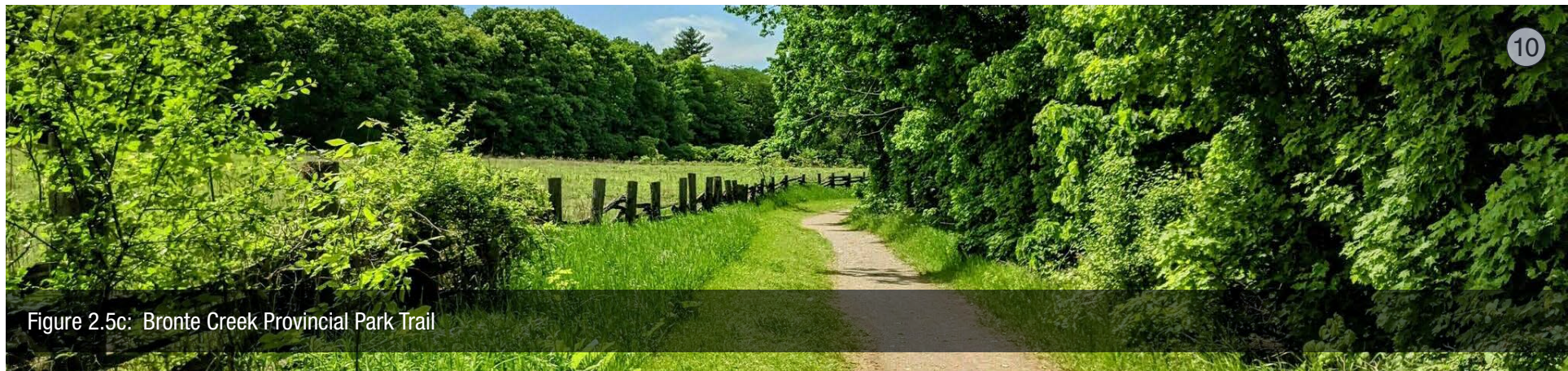
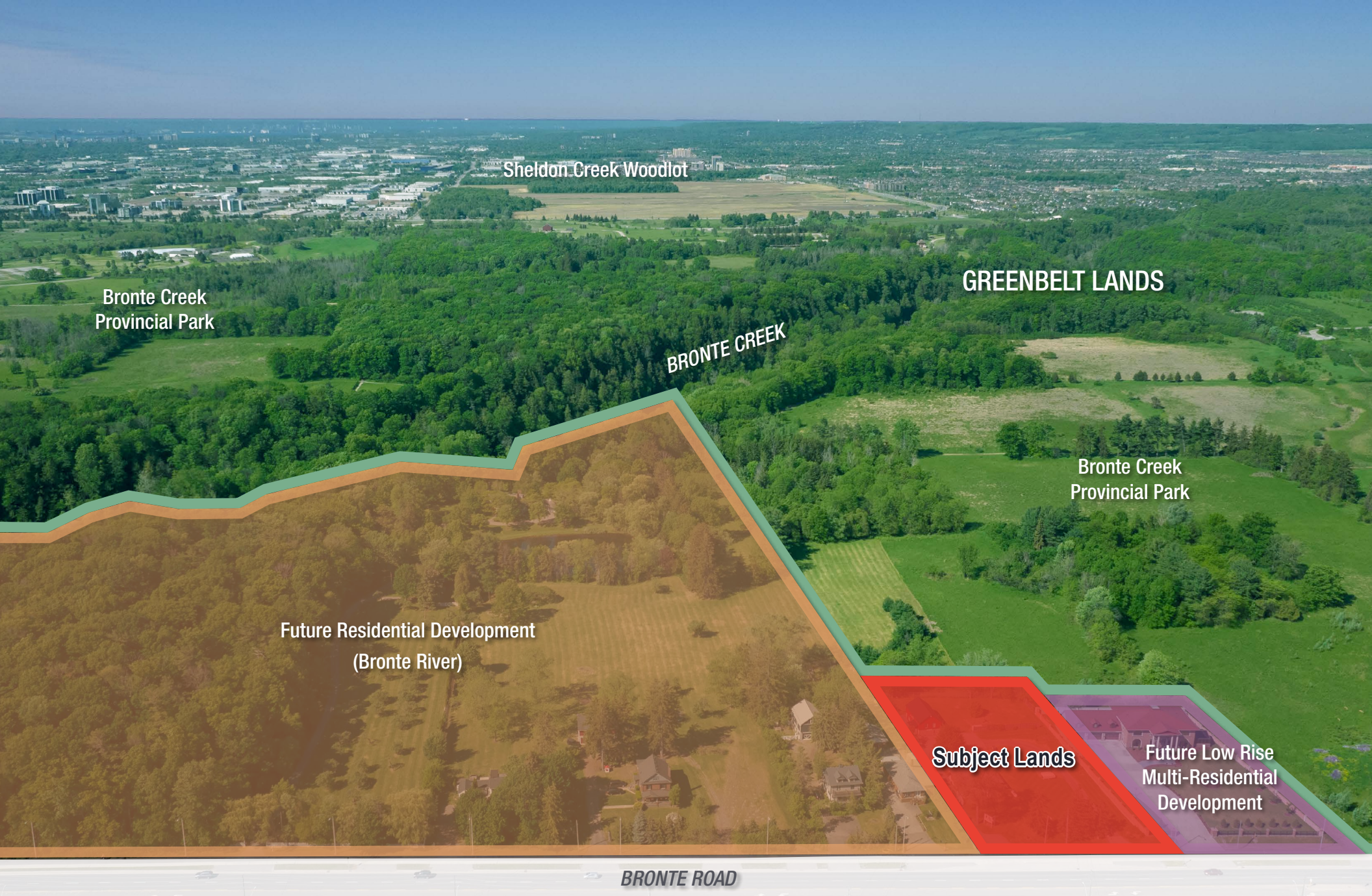


Figure 2.5c: Bronte Creek Provincial Park Trail



Sheldon Creek Woodlot

Bronte Creek Provincial Park

GREENBELT LANDS

BRONTE CREEK

Bronte Creek Provincial Park

Future Residential Development (Bronte River)

Subject Lands

Future Low Rise Multi-Residential Development

BRONTE ROAD

Figure 3.0a: 1354 Bronte Road & the adjacent Bronte Creek Provincial Park

Future Residential Development (Bronte Green)

# 3.0 POLICY CONTEXT

The proposed development for 1354 Bronte Road is subject to several planning studies and processes. This UDB outlines a design strategy consistent with the objectives of the following documents:

## 3.1 THE LIVABLE OAKVILLE OFFICIAL PLAN (2009)

# LIVABLE OAKVILLE GUIDING PRINCIPLES

The Livable Oakville Official Plan (LOOP) updates and enhances the Town of Oakville Official Plan (2006). The 1354 Bronte Road development, located within the LOOP designated Bronte Road West Lands, is consistent with the land use allocated in Livable Oakville (Schedule H - West Land Use).

The land use is designated as follows:

- *Medium Density Residential* - strategically located along Bronte Road, adjacent to the current Bronte Green development on the east side and the proposed Bronte River development to the south.

Aligning with the policy framework, the character of the 1354 Bronte Road development recognizes and reflects the following guiding principles set out in Livable Oakville:

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

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

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

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

### 2.2.3 Achieving sustainability in order to:

- *achieve sustainable building and community design.*

Part E, Section 27.3.8 addresses the goals and objectives for growth and development in the Bronte Road West Lands (Town of Oakville 2009: E89):

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

The following key elements within the 1354 Bronte Road development are consistent with urban design guidelines for the Bronte Road West Lands:

- *Development should be designed to provide a sense of place and neighbourhood character.*
- *Development shall provide a seamless transition between the public and private realms and promote pedestrian access between the built form and public realm along the street edge.*
- *Buildings should be located close to Bronte Road to provide visual interest to pedestrians and a sense of enclosure to the street.*
- *Building frontages and main entrances shall address Bronte Road.*
- *Views and pedestrian connections from the developed area into the Natural Area shall be encouraged.*

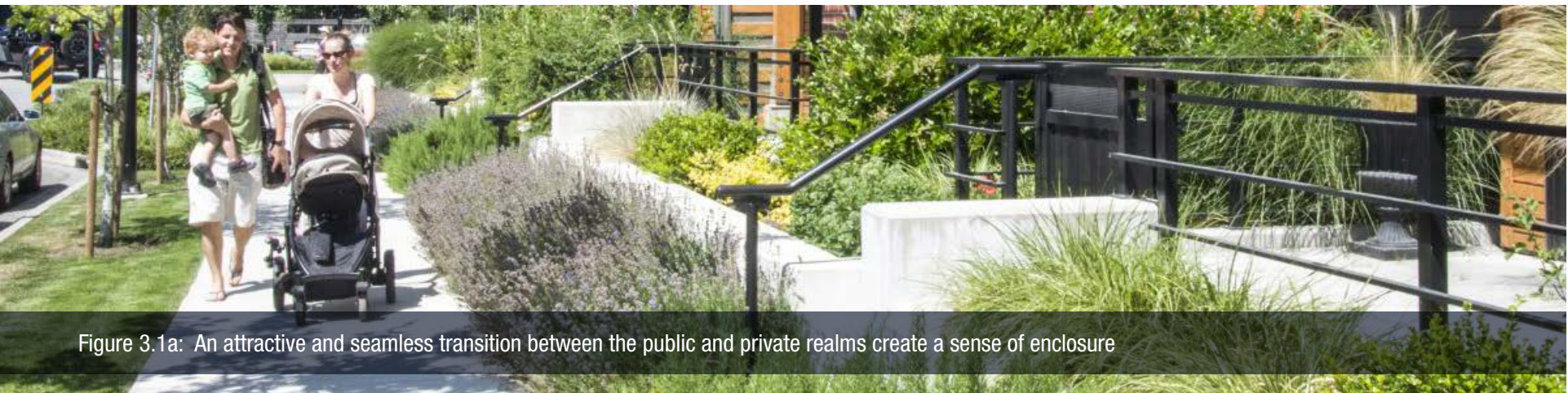


Figure 3.1a: An attractive and seamless transition between the public and private realms create a sense of enclosure



### 3.2 LIVABLE BY DESIGN MANUAL (LBDM)

The Livable by Design Manual (LBDM) applies to all development proposals that are subject to approval by the Town. The purpose of the LBDM is to visually articulate the strategic direction and design objectives of the Livable Oakville Plan and North Oakville East and West Secondary Plans (collectively referenced as the Town's Official Plan). Part A and C of the manual apply to the 1354 Bronte Road development, with Part A providing detailed design direction for the public realm, built form, and site development, and Part C establishing the Site Design and Development Standards for Oakville.

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

*Livable by Design Manual  
Section 1.4 - Guiding Design Principles*



Figure 3.2a: High quality architecture creates a senses of identity



**Subject Lands**

Future Low Rise  
Multi-Residential  
Development

Future Residential  
Development  
(Bronte Green)

Bronte Creek  
Provincial Park

Future Residential Development  
(Bronte River)

**GREENBELT LANDS**

Bronte Creek  
Provincial Park

BRONTE ROAD

BRONTE CREEK

Figure 4.1a: Aerial view of 1354 Bronte Road and adjacent existing development

# 4.0 DEVELOPMENT FRAMEWORK

## 4.1 BOUNDARY INTERFACE

Planned as an integral part of the Bronte River community to the south, 1354 Bronte Road will complement the surrounding pattern of land use through the provision of transit-supportive density, consistent with the plan for Bronte Road West Lands established in Livable Oakville.

The intersection of Bronte Road and the proposed Saw Whet Boulevard reflects the community structure established in Livable Oakville as this entry road aligns with the minor collector road in the Bronte Green community to the east, forming a gateway location to 1354 Bronte Road and the adjacent Bronte River community.

The proposed land use is also consistent with Livable Oakville, with buildings oriented towards Bronte Road, reinforcing the gateway location framed by medium density built form.

The 1354 Bronte Road site is framed by an existing residential lot / future mid-rise development to the north; proposed 6-storey residential buildings in the Bronte Green community on the east side of Bronte Road; Saw Whet Boulevard and the proposed Bronte River community immediately to the south; and the Bronte Creek Provincial Park Greenbelt lands to the west.



Figure 4.1b: Bronte Green community under construction to the east of Bronte Road

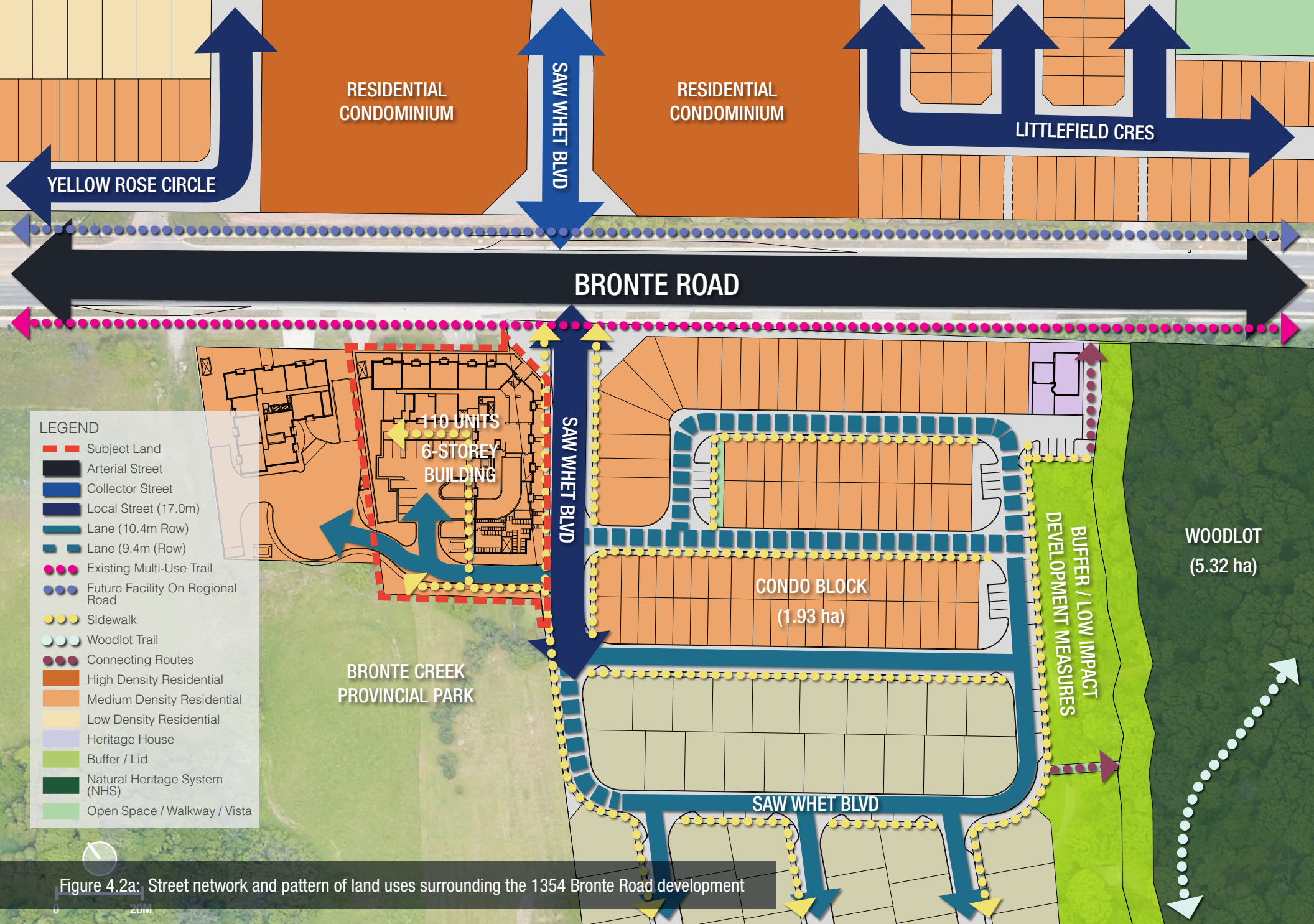


Figure 4.2a: Street network and pattern of land uses surrounding the 1354 Bronte Road development

## 4.2 STREET NETWORK

Extending west from the minor collector street that runs through Bronte Green, Saw Whet Boulevard aligns with the intersection and serves as the vehicular entrance into the Bronte River community and to the 1354 Bronte Road development. West of Bronte Road, Saw Whet Boulevard is designed as a local road with a 17.0m right-of-way (ROW), which was informed by the Preliminary Functional Servicing Report prepared by Urbantech (Dec. 2021) and included with the Bronte River Draft Plan of Subdivision application. Within the 1354 Bronte Road condominium block, an 11.0m public tenured lane provides access from Saw Whet Boulevard to the building's surface and underground parking, and continues north to the proposed adjacent mid-rise development.

The proposed external and internal road hierarchy will consist of the following street types (refer to Figure 4.2a):

- **Arterial Street** - Bronte Road; regional and community connector / borders the subject lands on the east;
- **Minor Collector Street** - Saw Whet Boulevard, east of Bronte Road - gateway function;
- **Local Street** - Saw Whet Boulevard, west of Bronte Road; 17.0m ROW - neighbourhood social focus;
- **Public Lane** - 11.0m ROW / access to surface and underground parking.

Livable Oakville directs for the development of an extensive recreational trail system as part of a larger and comprehensive active transportation network. As shown in Figure 4.2a, 1354 Bronte Road will be well connected by the existing multi-use trail along Bronte Road and sidewalks to the existing and proposed pedestrian cycling routes that weave through the surrounding developments. By extension, the woodland trail within the nearby NHS will also be accessible, supporting the Town's goal.

## 4.3 PATTERN OF LAND USES

The 1354 Bronte Road development proposes a medium density residential condominium building with 110 dwelling units on a 0.37 hectare (0.91 acre) site. The features within the subject lands include:

- **Medium Density Residential** - 6-storey residential condominium building along Bronte Road and Saw Whet Boulevard;
- **Streetscape Presence** - along both Bronte Road and Saw Whet Boulevard;
- **Vehicular & Bicycle Parking** - both surface and underground / interior;
- **View & Vista Opportunities** - into the adjacent Bronte Creek Provincial Park Greenbelt lands to the west.

The following Livable Oakville land use policies for the Bronte Road West Lands are supported by the 1354 Bronte Road development:

### *27.3.8.3 Land Use Policies*

#### *b) Transit-supportive density targets*

- *Residential development within 400m of Bronte Road shall achieve an overall minimum transit-supportive density target of 37 units per net hectare.*

#### *d) Medium Density Residential*

- *On the lands designated Medium Density Residential adjacent to Bronte Road the minimum building height shall be 3 storeys and the maximum building height shall be 6 storeys.*



Figure 5.0a: 1354 Bronte Road Development Master Plan

# 5.0 DEVELOPMENT MASTER PLAN

Primary vehicular access to the 1354 Bronte Road development is from the proposed local street extension of Saw Whet Boulevard and the creation of a new a public tenured road with an 11.0m ROW width. Aligning with the vision in Livable Oakville, the Saw Whet Boulevard entry road completes the minor gateway intersection with prominent medium and high density built form defining its four corners.

Consistent with the land use patterns in Livable Oakville, the proposed development plan designates medium density residential along Bronte Road, framing this regional connector on both east and west sides.

The Development Master Plan proposes a 6-storey residential condominium on a 0.37 hectare (0.91 acre) site, with a total of 110 dwelling units, surface parking, and two levels of underground parking, as shown in Figure 5.0a.



Figure 5.0b: Conceptual rendering of the proposed building's presence within the Bronte Road streetscape

**LEGEND**

- ▬ Subject Land
- ▬ Arterial Road
- ▬ Collector Road
- ▬ Local Road (17.0m)
- ▬ Lane (10.4m Row)
- ▬ Lane (9.4m (Row)
- Existing Multi-Use Trail
- Future Facility On Regional Road
- Sidewalk
- Public Building Entrance
- Access to Underground Parking
- Access to Garbage and Recycling Facilities

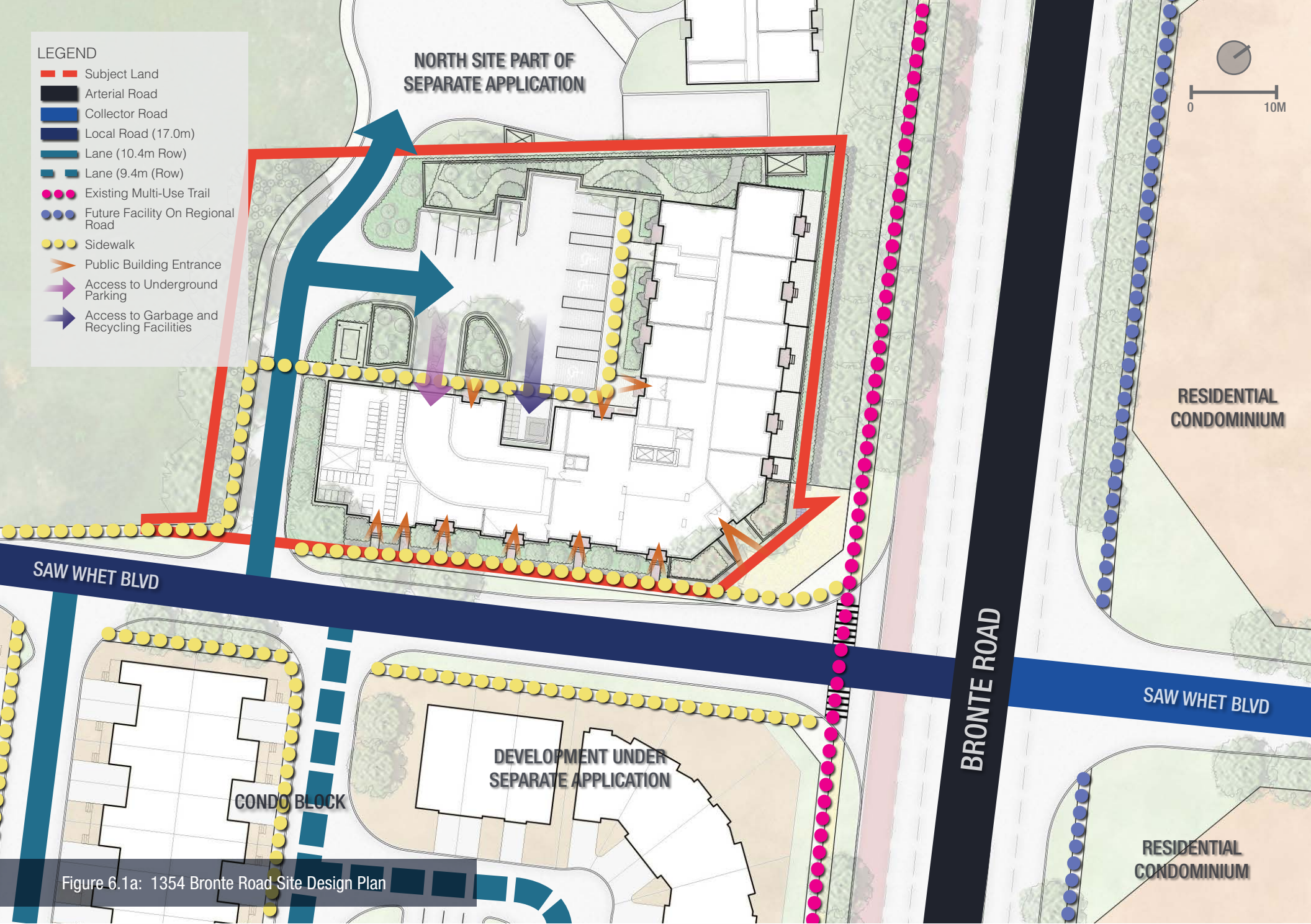


Figure 6.1a: 1354 Bronte Road Site Design Plan



# 6.0 DETAILED DESIGN DIRECTION

## 6.1 SITE DESIGN

Section 4.0 of Oakville's Livable by Design Manual (LBDM) provides design direction for site organization elements. The following elements within the 1354 Bronte Road site have been designed with consideration for the LBDM directives:

### 6.1.1 Location of Building Entrances & Accessibility

The proposed 6-storey building is sited in a prominent location at the northwest corner of Bronte Road and Saw Whet Boulevard, providing a seamless transition between the public and private realms.

The main entrance is accommodated on the southeast corner of the building, and will be clearly visible and directly accessible from the sidewalk. The secondary entrance to the building is located at the resident drop-off area in the internal parking area, adjacent to the proposed accessible parking spaces. Exterior connections to the proposed building are mindful of inclusive design principles and are accessible from the ground floor.

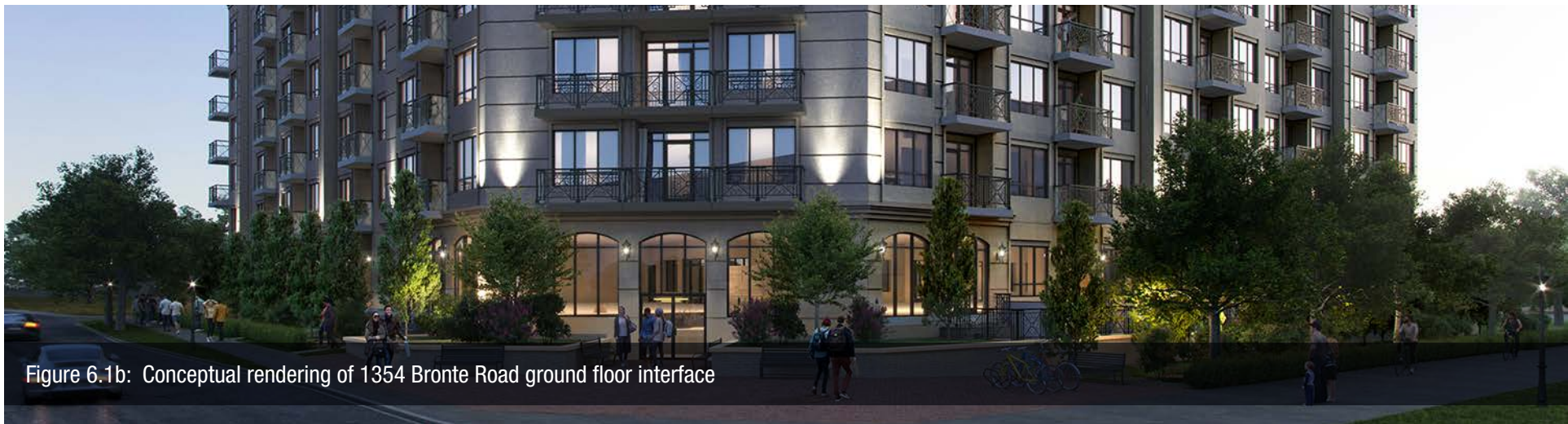


Figure 6.1b: Conceptual rendering of 1354 Bronte Road ground floor interface



**KEYMAP**

**LEGEND**

- Property Limit
- Proposed Street Tree
- Proposed Evergreen Hedge
- Proposed Shrub Groupings
- Proposed Bicycle Parking
- Proposed Bench
- Proposed Rapid Transit Farside Stop
- Proposed Road Lighting

Scale: Scale shown is for an A1, A2, A3 and A4 drawings purposes. Do not scale.

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**VALERY GROUP**

**EAGLEWOOD (TOWN OF OAKVILLE)**

**FUTURE (2025) STREETScape PLAN**

DESIGNED BY:	TS	PROJECT NO.:	221306.1
DRAWN BY:	MB	FIGURE NO.:	
CHECKED BY:	TS		
DATE:	30 June 2023		

**SP-1**

Figure 6.1c: 1354 Bronte Road Streetscape Plan

## 6.1.2 Streetscape

The L-shaped building configuration allows for the proposed building to create a prominent streetscape and continuous street wall along both Bronte Road and the future extension of Saw Whet Boulevard.

The design of the Bronte Road streetscape will include gardens, sidewalk, multi-use trail, street trees in boulevard, HOV lane, 2 travel lanes, and a planted median, as shown in Figures 6.1c and 6.1d.

Raised planting areas are proposed at the main entry facing public streetscape to optimize soil volumes for medium stature canopy trees, to provide shade at the entry and to provide scale for the building. These retaining walls are to be no more than 600mm in height, and are set back a minimum of 300mm from the property line.

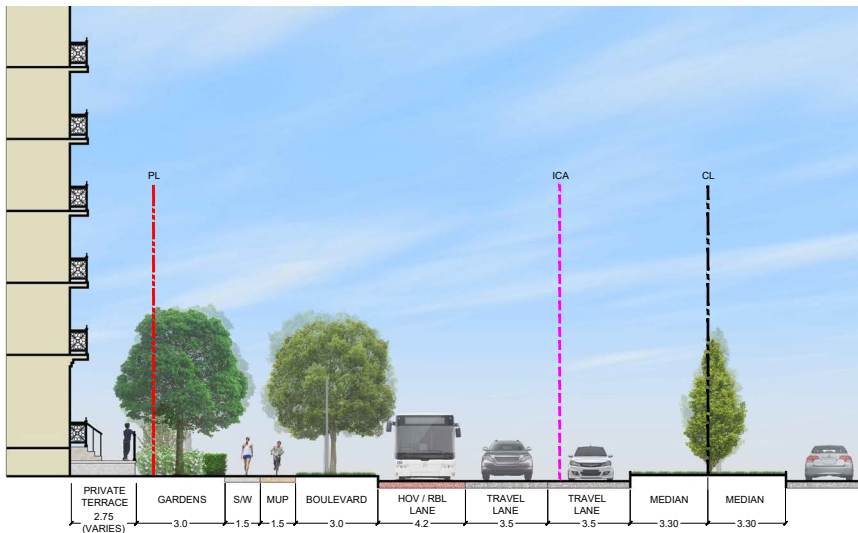


Figure 6.1d: Bronte Road Streetscape Cross-Section

The design of the Saw Whet Boulevard streetscape will include private gardens, sidewalk, boulevard, and 2 travel lanes, as shown in Figures 6.1c and 6.1e. Pedestrian connections are also enhanced by upgraded paved connections to the building.

The building will frame almost the entire length of each of the Bronte Road and Saw Whet Boulevard street frontages with a well designed and articulated façade. Consistent with the Livable Oakville policy direction, the proposed development will contribute to the creation of a cohesive streetscape by placing building entrances toward the street and toward corner intersections, contributing to a sense of enclosure on both streets, as shown in Figures 6.1f and 6.1g.

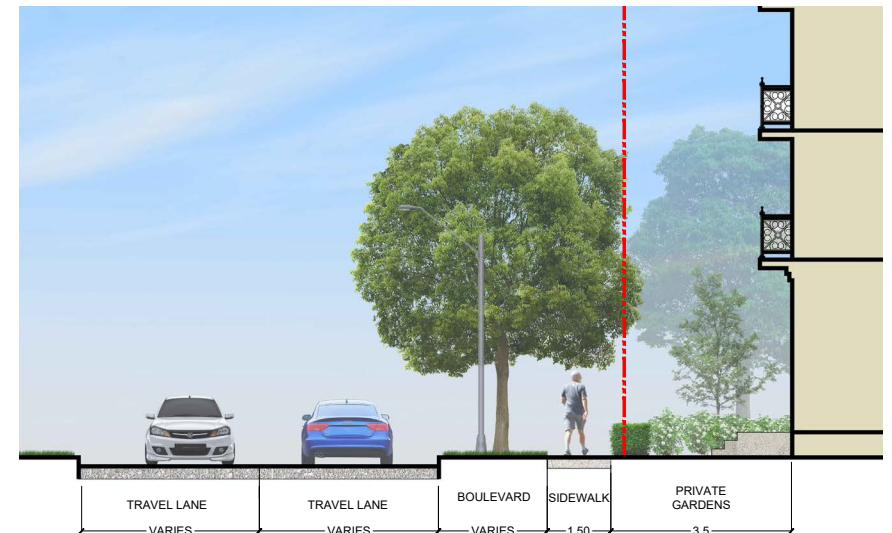


Figure 6.1e: Saw Whet Boulevard Streetscape Cross-Section



Figure 6.1f: Bronte Road Streetscape Elevation

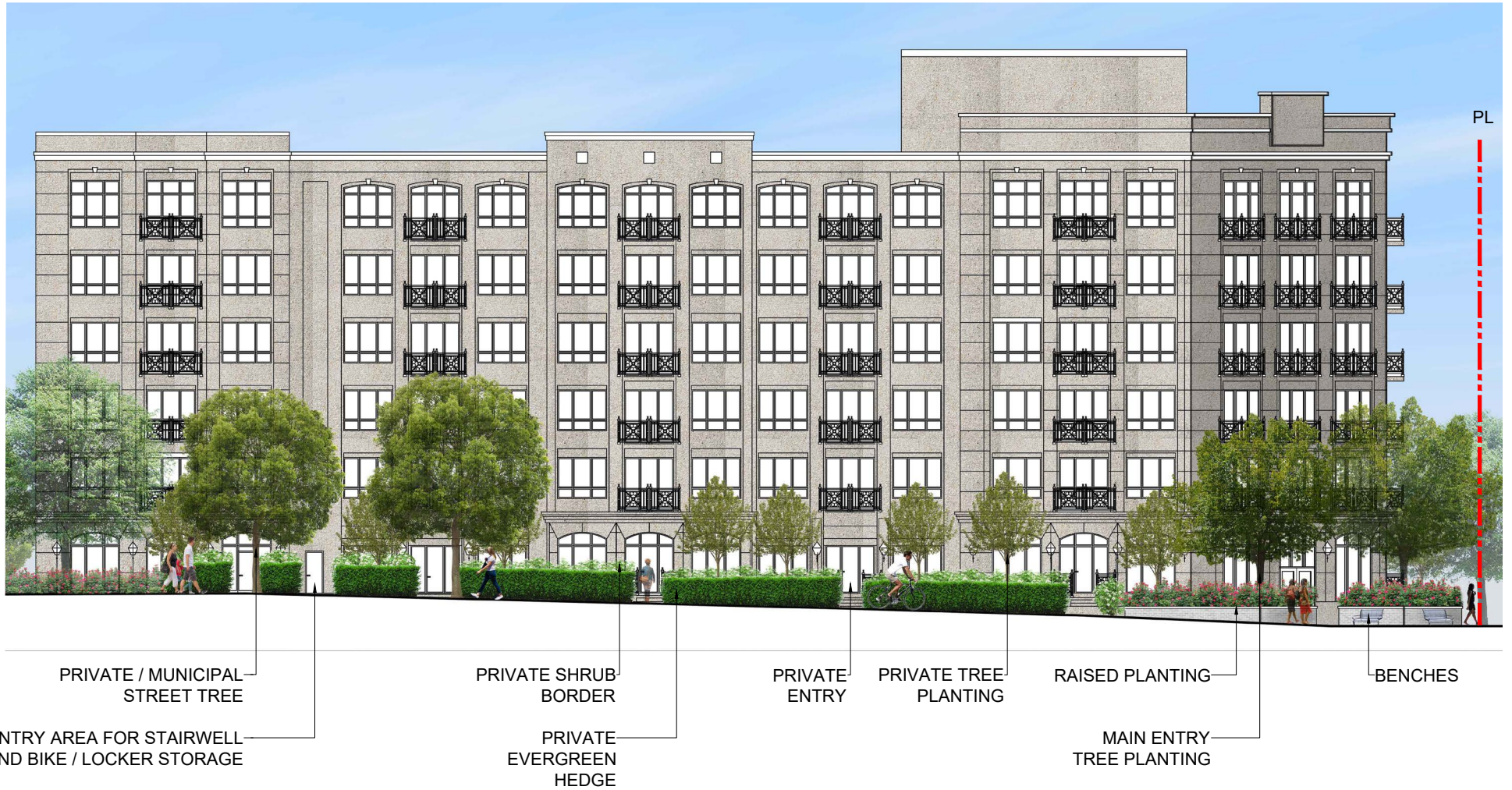


Figure 6.1g: Saw Whet Boulevard Streetscape Elevation



Figure 6.1h: Conceptual rendering of 1354 Bronte Road surface parking & underground parking access

### 6.1.3 Vehicular & Pedestrian Circulation

Vehicular and pedestrian access to surface and underground parking is located off a new a public tenured road behind the proposed building. Pedestrian access is also provided between the built form and public realm along the street edge. Refer to Figure 6.1a for the site design plan.

The new public roadway is lined with proposed public canopy (large stature) trees, native to the region and proven as street tree species, on its westerly side for future shade and scale. Unencumbered soil widths of approximately 3.0m - and minimum 1.0m lateral clearance from underground utilities - are provided to ensure long-term growth of these trees.

### 6.1.4 Parking, Loading & Service Areas

Vehicle access and parking areas are located behind the proposed building, thus screening these areas from public view. The garage access is flush with the adjacent walls,

integrating it with the architecture to improve the building's aesthetic. The proposed development provides for a total of 165 parking spaces, 152 of which are provided within two levels of underground parking. An additional 13 surface parking spaces are provided internal to the site and adjacent to one of the building entrances. The development includes a total of 4 accessible parking spaces, all of which are located at grade. Bicycle parking is also provided in the front and interior of the building.

Garbage and recycling facilities are recessed within the rear building façade and are accessed from the internal courtyard area to reduce any impact of garbage collection on the public realm. Intake vents are also located in areas not visible from the public realm -- in the building's interior or set back from the ROW to allow for sufficient screening and reduced visibility from the Bronte Road ROW. The transformer is located in the internal courtyard and screened from the proposed ROW and Saw Whet Boulevard via shrub groupings. Refer to Figure 6.1a for the site design plan.

### 6.1.5 Lighting

Exterior light standards will be proposed in areas to increase safety and comfort. The light standards will match the scale and character of the proposed architecture. Refer to Subsection 6.3.2 for sustainable lighting practices.

### 6.1.6 Landscaping & Amenity Areas

The development proposes a robust landscape planting plan which provides for a significant amount of new trees along the public street frontages, both within the public boulevard and between the building and the property line, creating a sense of enclosure. The landscape plan proposes additional plantings, such as evergreen hedges, shrubs, and raised planting beds, adjacent to the ground floor unit terraces to provide a physical and visual connection between the building and the public realm.

A continuous concrete sidewalk is provided along both street frontages and direct connections to the building are enhanced through upgraded paving. A paved plaza is also provided at the primary corner building entry, enhanced by the placement of benches, bike racks, and raised planting beds.

Each ground floor unit has been designed to have a private amenity area in the form of a ground floor terrace. Low walls around patios and along the streetscape shall be constructed with architectural brick and a limestone coping detail (see Figure 6.1j). Private amenity areas for upper floor units are provided through individual balconies. For communal gathering, an outdoor amenity area is provided on the rooftop, in addition to an interior amenity area on the ground floor of the building. Refer to Figure 6.1i for the landscape strategy.



Figure 6.1i: Public & private planting provides a sense of enclosure within the streetscape



Figure 6.1j: Image example of the low streetscape walls using architectural brick with limestone coping to complement the building materials



Figure 6.1k: 1354 Bronte Road Landscape Plan



### 6.1.7 Landscape Setback

The landscape setback from the west property line provides an appropriate transition from the site to the adjacent natural area through naturalized planting (see Figure 6.1l). Successional species are included to accelerate establishment. Refer to Figure 6.1j for a conceptual plan illustrating the landscape buffer on public lands between site and natural heritage area.

### 6.1.8 Tree Canopy Coverage

The North Oakville Urban Forest Strategic Management Plan (NOUFSMP) is a high level strategy and planning study prepared to provide the Town of Oakville with recommendations and guidelines for achieving a sustainable, healthy urban forest for the North Oakville lands. This strategy is an extension of the Town's long term vision to achieve its 40% tree canopy coverage target. Given that there is no current criteria specified for broader Oakville, the NOUFSMP will be applied to this site in West Oakville for the purposes of this analysis.

As stipulated in the NOUFSMP, residential developments are required to implement a target canopy coverage of 20% to help achieve Oakville's town-wide 40% canopy coverage objective. Landscape areas internal to the 1354 Bronte Road site will be planted with large caliper trees to achieve canopy coverage of 28%.

The site design has been coordinated and optimized to allow for seven large stature canopy trees with at least 30.0m<sup>3</sup> of soil volumes. Raised planting areas allow for a minimum of 900mm planting depths to ensure future lateral structural root growth. Refer to Figure 6.1j for a conceptual plan illustrating the proposed canopy trees.



Figure 6.1l: Image example of a naturalized buffer adjacent to a sidewalk

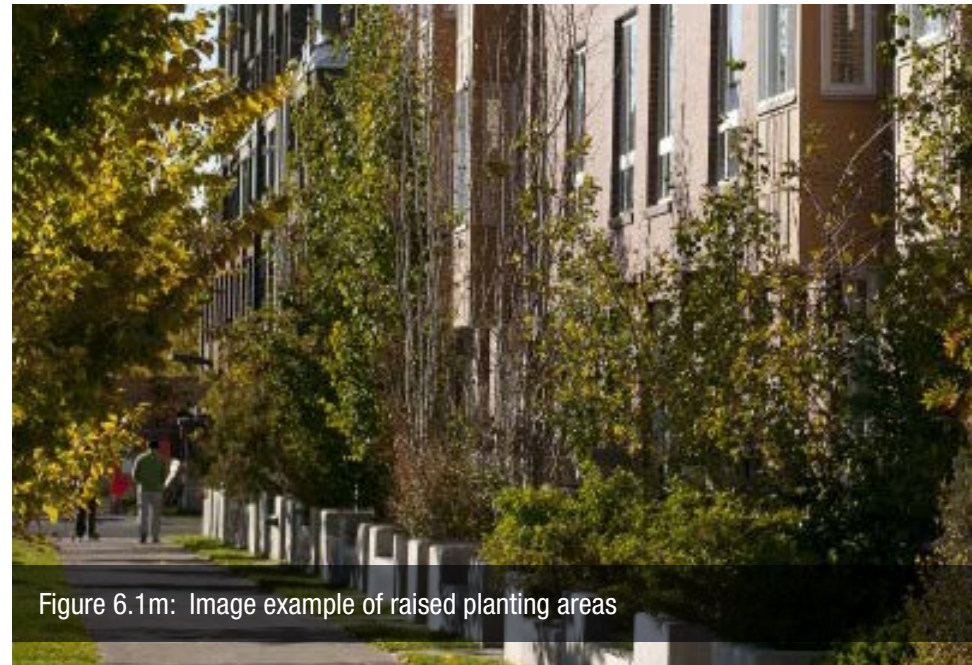


Figure 6.1m: Image example of raised planting areas



Figure 6.2a: Conceptual rendering of 1354 Bronte Road corner / gateway treatment

## 6.2 BUILT FORM DESIGN

### 6.2.1 Height & Massing

Section 3.1 of Oakville's *Livable by Design Manual* (LBDM) provides direction for the development of mid-rise residential buildings between 6- and 12-storeys in height. As the proposed building is 6-storeys in height, the mid-rise residential building design directives contained within the LBDM are directly applicable to the 1354 Bronte Road development, and the proposed building has been designed as such.

The building seeks a maximum height of 20.1 metres from the lowest grade. As per the LBDM, the building main wall has been designed and massed to wrap the corner and address both frontages. The massing of the façade has been articulated to divide the architectural detailing into smaller elements by incorporating modulations, projections and recesses, pronounced vertical elements, corner and parapet features, and distinct rooflines.

### 6.2.2 Roof & Rooftop Elements

As per the LBDM, the architectural treatment of the rooftop complements the overall building design. Rooftop mechanical equipment is incorporated directly into the structure and design of the roof to minimize the visual impact.

### 6.2.3 Setbacks

The building has been sited to provide the greatest possible degree of separation from the existing residential property to the north. The development incorporates appropriate spatial separation through a minimum interior side yard setback of 4.76m and a separation distance of approximately 25m from the nearest portion of the existing residential building to mitigate potential impacts to privacy and to maximize access to sunlight.

### 6.2.4 Transition to Adjacent Uses & Built Form

The building placement and architectural style is considered to be compatible with the surrounding existing and planned communities and has been undertaken in a creative and innovative manner. The proposed building will complement the emerging built form by achieving similar and compatible building heights and by framing the intersection with a well designed and articulated structure.

### 6.2.5 Streetwall & Building Treatment at Grade

Consistent with the LBDM, the design direction orients the building towards the public streets of Bronte Road and the future Saw Whet Boulevard extension to foster an active pedestrian environment (Figure 6.2a). The main principal residential entrances for ground floor units front onto Bronte Road and Saw Whet Boulevard and are oriented to the public sidewalk in order to provide direct access for residents and visitors via an entry walkway.

### 6.2.6 Corner / Gateway Building Treatment

The proposed building has been sited at a prominent location at the northwest corner of the entrance into the future Bronte River community. The emerging development pattern at the Bronte Road and Saw Whet Boulevard intersection is that of 3 to 6-storey residential development.

The corner building design will showcase a distinct architectural appearance and a high degree of detailing at this gateway location that is compatible with, and sensitive to, both the emerging built forms and the existing residential uses (Figure 6.2a).



### 6.2.7 Façade Treatments, Architectural Elements & Materials

The building design will showcase a distinct architectural appearance and a high degree of detailing along both property frontages. This will help support a continuous architectural façade visible on both Bronte Road and Saw Whet Boulevard.

The LBDM directs new developments to incorporate a high standard of design and a variety of materials that are aesthetically compatible, functional, and easily maintained. Building detail and materiality will be examined further during a future Site Plan Approval application, however, the conceptual building design incorporates a high-end, traditional architectural style that is compatible with, and sensitive to, the surrounding developments, as well as reflective of the building's high visibility location along Bronte Road (Figures 6.2b).

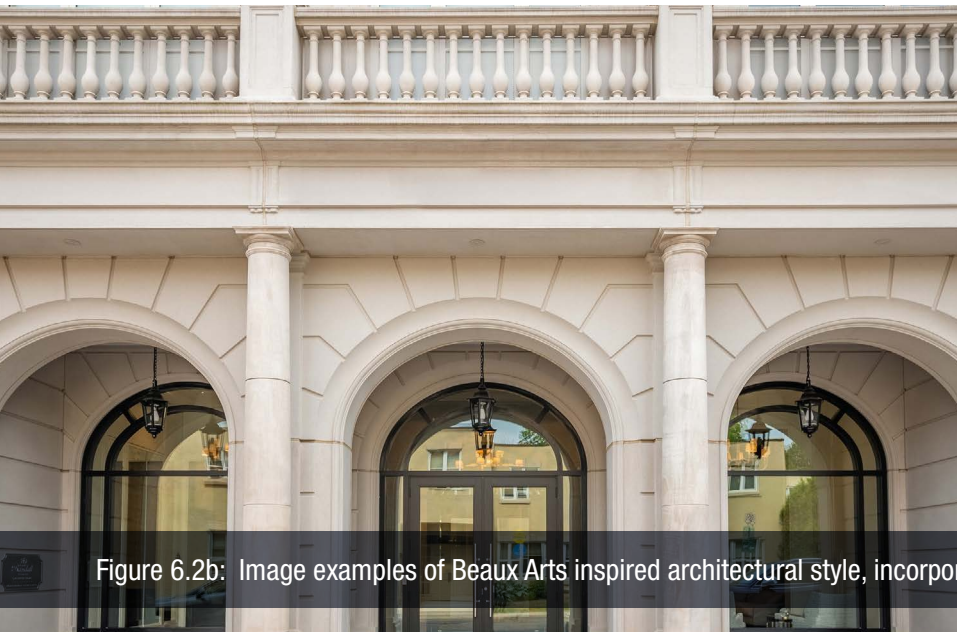


Figure 6.2b: Image examples of Beaux Arts inspired architectural style, incorporating high quality materials

## 6.3 SUSTAINABILITY FEATURES

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

Walkability and transit-supportive density are cornerstones of sustainable community design. The 1354 Bronte Road development achieves the densities necessary to support efficient transit services. Within the development, walkability is supported by:

- The existing Bronte Road multi-use trail and Oakville transit bus stops, which are located within comfortable walking distance (400m / 5 minute walk) of the proposed building.
- Pedestrian-scaled streetscapes that create a comfortable, safe, and attractive environment, through careful consideration of building scale, building and entrance placement, façade treatment, pedestrian connections, foundation planting, and street trees.
- Proximity of walkways/trails associated with natural features in the adjacent Bronte River community and Bronte Creek Provincial Park.

The following sustainable development practices shall also be considered within the 1354 Bronte Road development:

### 6.3.1 *Transportation Alternatives*

- To encourage a reduction in automobile usage, ensure pedestrian circulation is integrated into the design of the community;
- Consider LEED requirements as a key component in built form and open space design;
- Ensure the sizing of parking facilities is minimized to meet zoning requirements; and
- As an alternative to automobile use, encourage cycling by establishing safe, efficient cycling connections and integrating bicycle racks, rings, or posts, where appropriate.

### 6.3.2 *Lighting*

- Achieve a balance between safety, security, and reduction in energy consumption;
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements; and
- Select lighting poles, luminaires, and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.

### 6.3.3 Materials

- Encourage green roof technologies or reflective, light-coloured roofs, if feasible, in order to reduce solar heat absorption and building energy demand;
- Encourage the use of local materials to avoid unnecessary long distance transport of building materials; and
- Encourage the use of materials that have been sustainability harvested.

### 6.3.4 Hardscaping

- Objectives for hardscaping shall balance functional requirements of vehicular and pedestrian circulation with sustainability, accessibility, aesthetic considerations, and maintenance. As a general rule, select paving alternatives that allow for increased permeability and infiltration, while accommodating circulation and maintenance requirements.

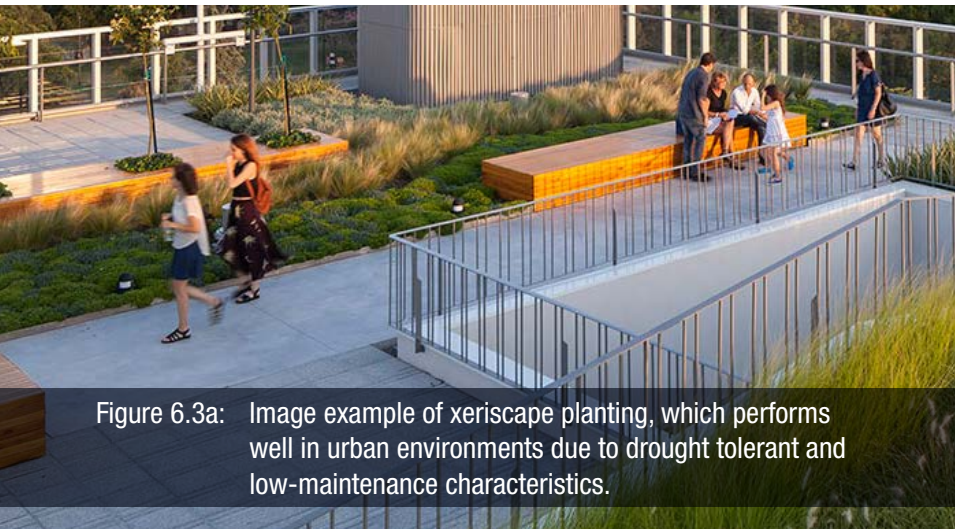


Figure 6.3a: Image example of xeriscape planting, which performs well in urban environments due to drought tolerant and low-maintenance characteristics.

- Where feasible, select porous paving materials, such as porous concrete or asphalt and/or precast turf-grid products;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- Encourage the use of light coloured surface materials, such as concrete or light asphalt to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- Select, design, and install all paving materials to withstand traffic impacts and maintenance requirements.

### 6.3.5 Softscaping

- Specify naturalized, low maintenance planting, where appropriate;
- Prioritize the use of xeriscape planting techniques, selecting drought-tolerant species to conserve water (Figure 6.3a);
- Utilize landscape features, such as berms, tree and shrub groupings, and 'green' walls to screen undesirable views to adjacent or nearby uses (traffic, commercial buildings, parking);
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings, public open spaces, and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare, and heat, and allows breezes to flow through;
- Use evergreens as a windscreen to mitigate the impact of wind on a site; and
- Use only organic or biological fertilizers and weed and pest controls, free of potentially toxic contaminants.

# 7.0 IMPLEMENTATION

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The subject Urban Design Brief (UDB) is required as part of a complete Official Plan and Zoning By-law Amendment application identified through the Town of Oakville's Pre-Consultation process.

The UDB has addressed pertinent urban design issues as applied to 1354 Bronte Road's overall goals and objectives, land uses, streetscapes, built form, and sustainability strategies. The intended result is the development of a site that is reflective of the fundamental key design tenets of the broader Oakville planning area.

The proposed design of 1354 Bronte Road aligns with the Livable Oakville Plan and the guidelines set forth in the Livable by Design Manual (LBDM). The UDB strives to consider aspects of built form and landscape design that are specific to the site, within the overall framework of the surrounding Oakville communities. However, to garner a complete and comprehensive understanding of all urban design aspects, the reader should reference all relevant Oakville policy context.

The UDB will be reviewed, modified, and approved by Town of Oakville staff and will form part of the approvals package for the 1354 Bronte Road proposal. Depending on the complexity, scale and/or location of the proposed development, the approved brief may form Part B of the LBDM and the detailed design direction referenced in the review of planning applications associated with the site.

Detailed design will be implemented through the final development design and Site Plan Approval process.



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