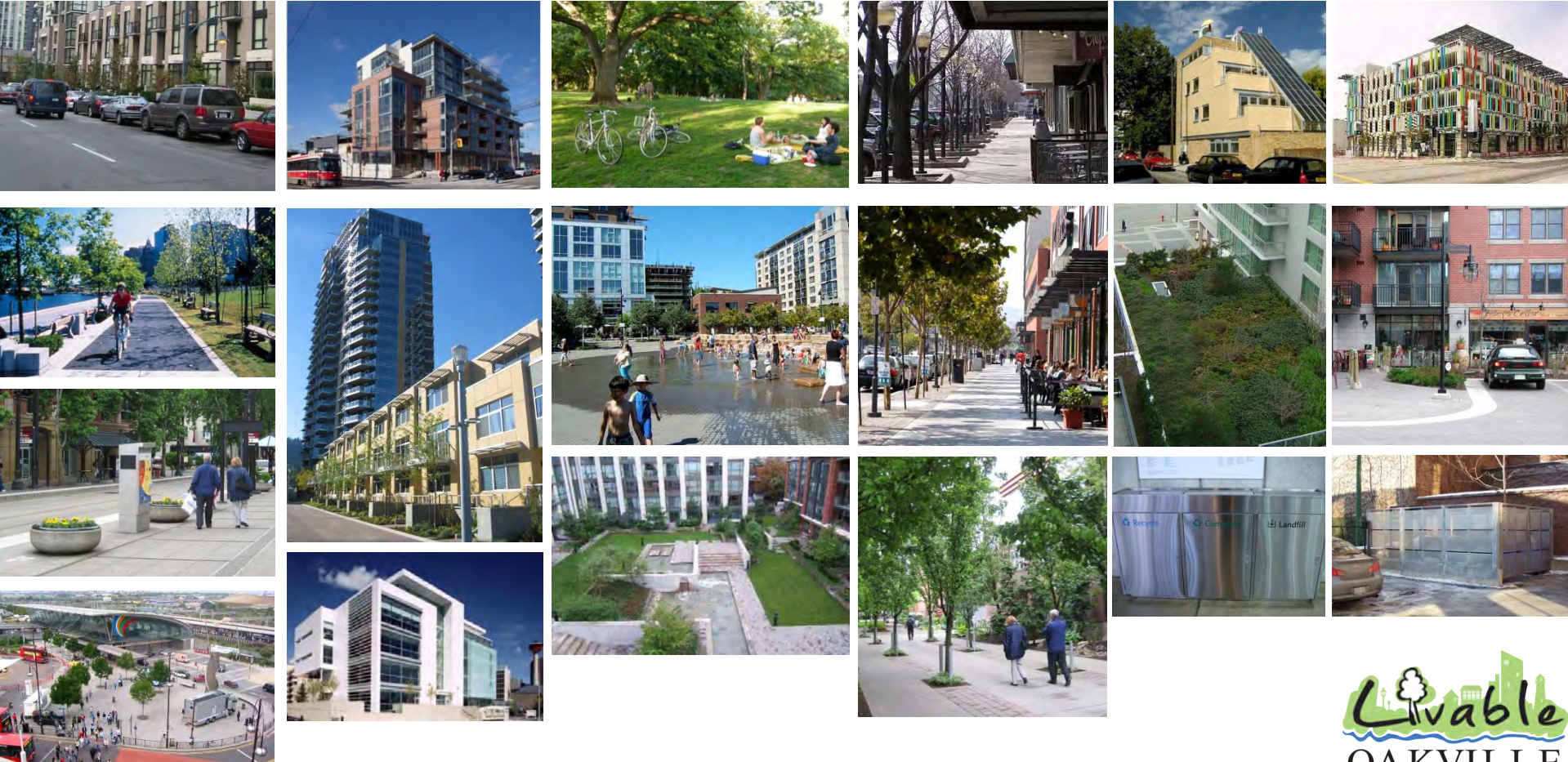


# Designing Midtown Oakville

September 2013





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\*Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study. The road network may be subject to change after the EA study is finalized.

\*\* Subject to approval by the Region of Halton.

\*\*\* Within Jurisdiction of MTO.



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\*Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study.









Swiss Cottage Leisure Centre, London, UK

# 4

## Public Realm

The public realm is where the community’s identity is most strongly expressed. It includes open spaces like parks, plazas, and squares, as well as the streetscape that links together the community’s various destinations.

# PARKS & OPEN SPACES

- Potential location for future community park
- Potential location for future Civic Plaza
- Potential location for office district park
- Potential location for future station plaza next to existing station buildings
- Potential location for future station plaza next to future station building
- Potential location for future retail plaza
- Main pedestrian spine

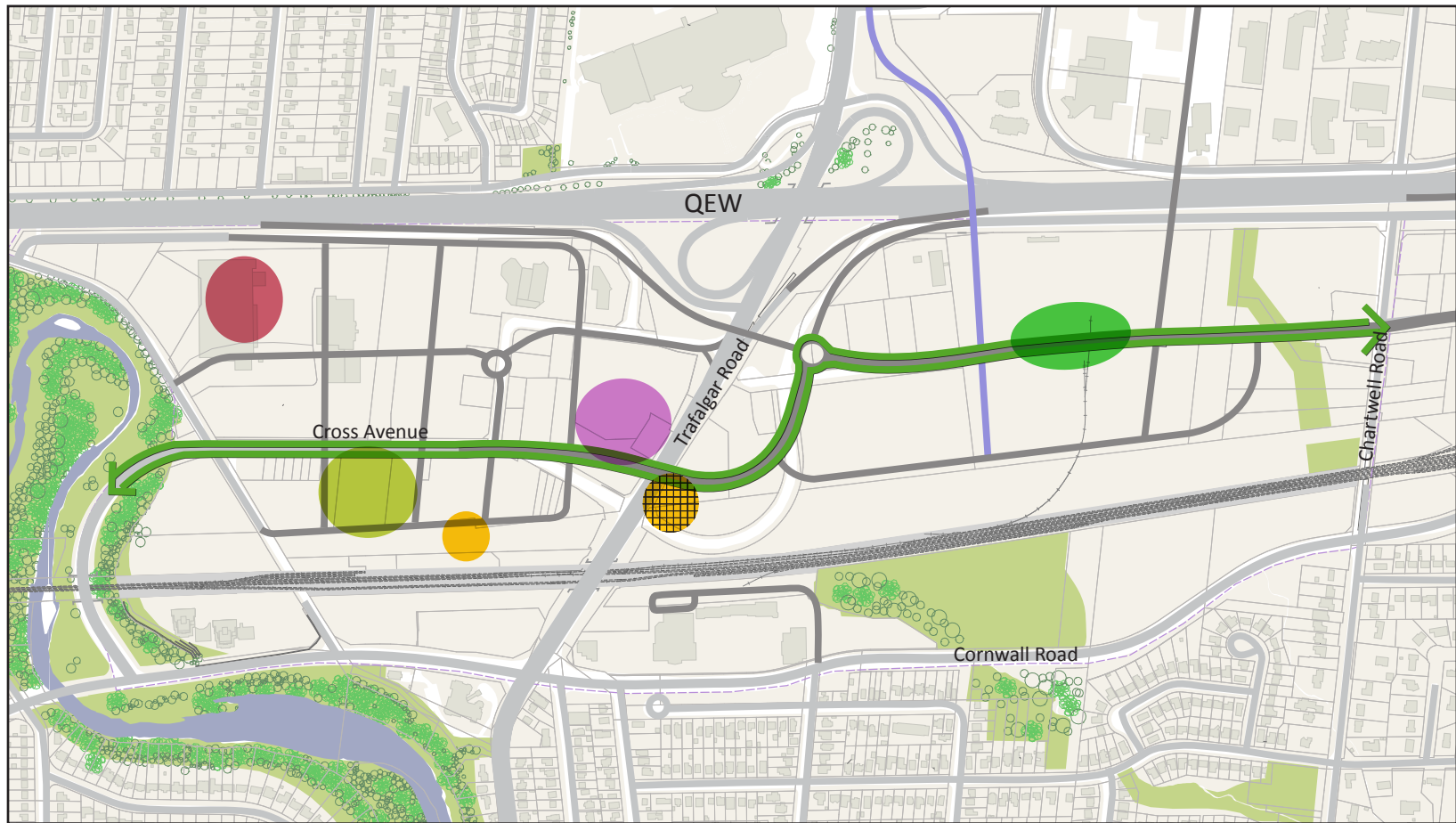


Figure 23. Parks and open spaces



## 4.1. Parks and Open Spaces

All parks and open spaces should:

1. Promote public art and landscape features;
2. Maximize the use of interlocking or porous paving for park pathways and hard surface areas to promote ecological stormwater management;
3. Leverage high quality design and finishes when selecting park elements such as lighting and street furniture;
4. Have the majority of the park area at the street level;
5. Be accessible and barrier free for all users, including those with disabilities; and
6. Provide lighting and seating areas that accommodate comfortable gathering areas.



Mariatorget, Stockholm, Sweden

### 4.1.1. Community Park

The Community Park is Midtown's green oasis, and should be designed to accommodate a range of active and passive uses.

1. The Community Park should be primarily soft landscaping.
2. The Community Park should be designed to ensure a strong visual connection to Civic Square.
3. The preferred location for the Community Park is along Cross Avenue so that it can be well integrated with the main pedestrian spine.
4. Development that fronts on to the Community Park should feature complementary uses at the ground floor that encourage interaction and animation between the streetscape and the park.
5. Parks should have frontage on at least one public street.



Riley Park, Calgary, AB



Key map

## 4.1.2. Office District Park

The Office District Park is a passive recreational area whose primary function is to provide outdoor leisure space for office and commercial employees and visitors.

1. The Office District Park should be a minimum 50 percent soft landscaping.
2. Where development is adjacent to the Office District Park, development should be encouraged to employ ground-floor retail to animate and relate to the Park.
3. The Office District Park should be designed and located to ensure a strong visual connection to other nearby open spaces.
4. The preferred location for the Office District Park is along Davis Road so that it can be well integrated with the main pedestrian spine and other major open spaces.



Christianbro, Copenhagen, Denmark



BMO, Canada



Chiswick Park, London, UK



Key map

### 4.1.3. Civic Square

The Civic Square will be the heart of Midtown’s open space network. It should provide a place for both active and passive recreation and significant civic events.

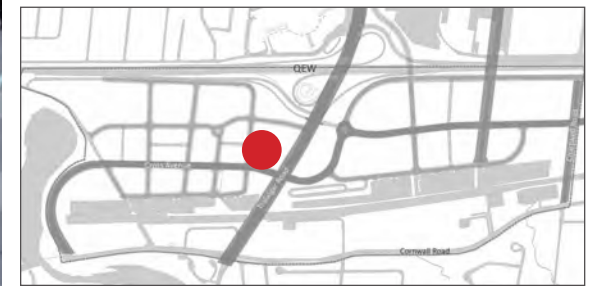
1. To encourage a strong visual relationship with the Community Park, the Civic Square should be located along and level with Cross Avenue.
2. The Civic Square should be designed to support outdoor events. Restaurants and cafés with outdoor patio spaces are encouraged to attract users throughout the year.
3. The Civic Square should be primarily hard landscaped to accommodate events appropriate to a primary civic open space.
4. If required, the design of the Civic Square should creatively address the presence of a parking garage access ramp. The visual and acoustical impacts of the ramp will be minimized through planting, grading of the plaza, innovative architectural canopy structures and other creative solutions.
5. The design of The Civic Square should consider the integration of public art. Such elements should be positioned at focal points of the public realm and building form.
6. The Civic Square should include water feature that can be used as a year-round recreational amenity.
7. The Civic Square should not have multiple levels and should be accessible and barrier free for all users, including those with disabilities.



Kitchener Civic Square, Kitchener, ON



Sony Centre, Berlin, Germany



Key map





Hollywood Boulevard Station, Los Angeles, USA

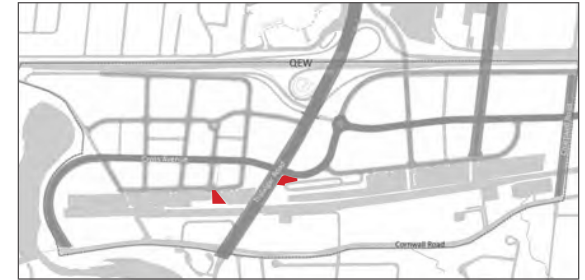
## 4.1.4. Transit Plazas

Midtown is a significant Mobility Hub in the local and regional public transportation system, making transit a key part of its identity. The two transit plazas will have similar functions, and should be designed with the same materials to maintain a consistent identity. Transit plazas should:

1. Be largely hard landscaped and will use distinct paving and lighting;
2. Feature a variety of seating spaces to encourage outdoor gathering and waiting;
3. Communicate real-time data about vehicle location and arrival through features such as display boards, lighting, or public art;
4. Have a strong physical and visual connection with the station building and its entry points;
5. Be accessible from a main street and should have a strong visual connection with their surroundings; and
6. Be accessible and barrier free for all users.



Convention Centre, Adelaide, Australia



Key map



### 4.1.5. Retail Plaza



Shops at Don Mills, Toronto, ON

The large retail area in Midtown’s northwest corner provides visitors a pedestrian-oriented shopping experience with an attractive outdoor gathering area.

1. Retail plazas will be hard landscaped and have a strong relationship to surrounding retail uses.
2. Retail plazas should feature generous seating and gathering areas with appropriate lighting.
3. Some soft landscaping and planting will be encouraged to provide shade and green space.
4. Public art is encouraged in retail plazas.



Gateway Plaza, Salt Lake City



Shops at Don Mills, Toronto, ON



Key map

## 4.2. Streetscape

The streetscape is the connective tissue of Midtown, linking together its built and open spaces. The design of the streetscape depends on each street's classification, but there are common elements between each.

1. Streetscaping should contribute to the image of Midtown as a sustainable mobility hub and civic destination in Oakville.
2. Public streets should connect seamlessly with public and private open spaces in the neighbourhood, creating a continuous pedestrian experience.
3. Streetscapes should accommodate real-time transit arrival displays to reinforce the area's identity as a mobility hub. This can be incorporated into kiosks, street poles and street lights.



Real time arrival pole, Dublin

### 4.2.1. Sidewalks and Paving

Sidewalks are a fundamental component of the public realm, and must be safe, barrier free, comfortable, and attractive.

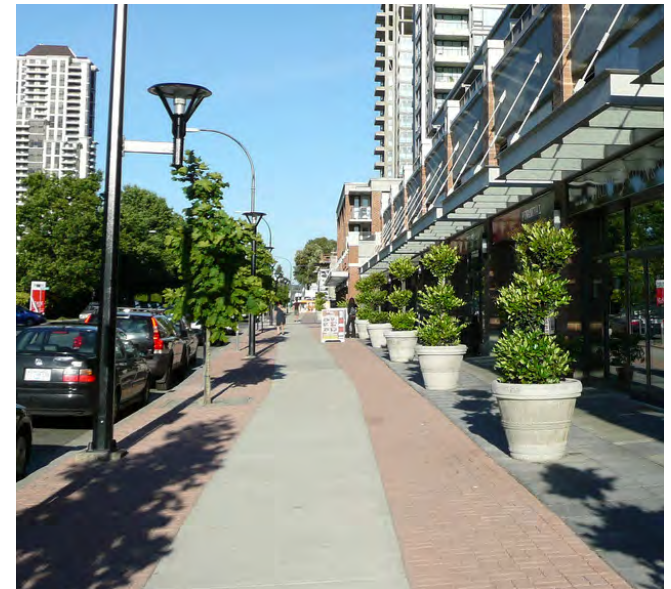
1. All paved sidewalks should be a minimum 2 m in width, free and clear of any obstruction to pedestrian movement.
2. Sidewalks and/or boulevards adjacent to open space areas or special crossing points should be given a distinctive paving treatment, the design of which should be complimentary to the overall streetscape design.
3. Sidewalk materials should be in conformity with Town of Oakville standards for surface treatment, however sidewalks designed with high albedo materials to minimize the urban heat island effect are highly recommended.



Portland Transit Mall, Portland, Oregon



University Park, Cambridge



Brentwood Town Centre, Burnaby, BC



## 4.2.2. Intersections and Crossing Points

Intersections and crossing points should be designed to balance the needs of both vehicles and pedestrians. Reducing curb radii and, where possible, eliminating right turn channels and dedicated turning lanes will help create a safe crossing experience.

1. All crossings will be highly visible, predictable and identifiable.
2. Crossings should incorporate unique paving treatments that alert drivers and pedestrians and highlight pedestrian zones.
3. Consideration should be given to accessible design, such as curb ramps for strollers and wheelchairs, at every crosswalk to create an accessible sidewalk and public realm.
4. On Midtown local streets, traffic tables could be implemented to calm traffic and facilitate safe crossing for pedestrians.
5. At intersections where there is no traffic signal, clear and visible signage should be provided indicating vehicles must yield to pedestrians and cyclists. Several similar locations exist on Trafalgar Road. (please see figure 24 on the next page)



Place d'Youville, Montreal, QC



King Street, Kitchener, ON



Edina, Minnesota



Stockholm, Sweden



Stockholm, Sweden



Yield to pedestrians, Don Valley Pkwy exit from Bloor Street West, Toronto, ON

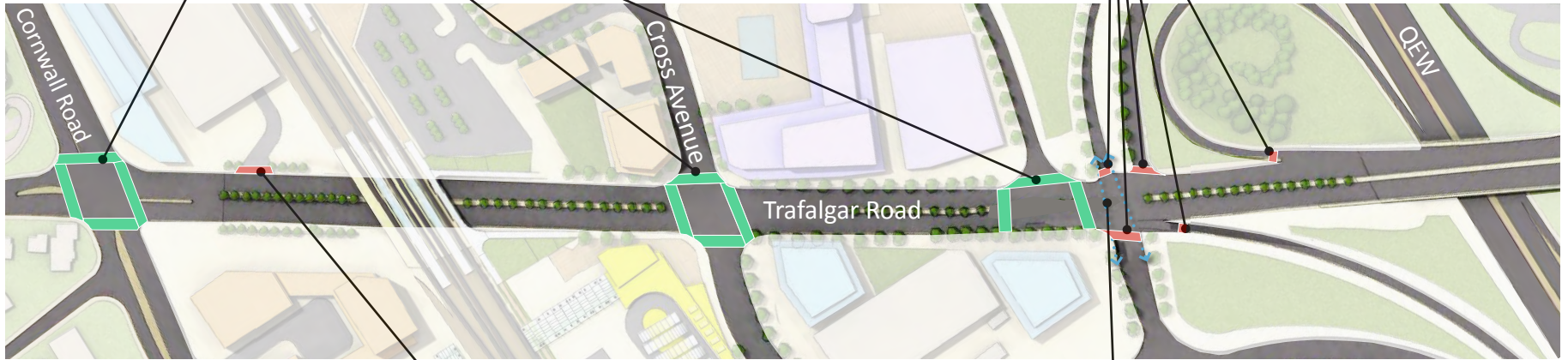


Figure 24. Crossings along Trafalgar Road



Yield to pedestrians on slip nodes



Underpass, NYC



### 4.2.3. Planting

Growing the urban forest has numerous environmental, social, and economic benefits. Midtown should feature generous tree planting that green the district and provide it with a sense of place.

1. Existing trees of desirable species and quality should be maintained and, where it is not possible to maintain them, replaced.
2. Street trees should be accommodated within the right-of-way on both sides of all proposed streets, in accordance with street sections.
3. Trees within the street right-of-way should be planted in accordance with Town of Oakville specifications, in continuous tree pits with adequate soil volume.
4. Planting within private landscape space adjacent to the public realm should complement the streetscape character.
5. Planting throughout Midtown Oakville should be primarily native species of trees, shrubs, flowers, ground cover and other vegetation.
6. Trees will create canopies, frame views and define spaces.



Bloor Street Revitalization, Toronto, ON



St. George Street, Toronto, ON



Mutual St, Radio City, Toronto, ON



Custom House Square, Dublin, Ireland

## 4.2.4. Street Furniture

1. Street furniture, including lighting, benches, waste/recycling receptacles, bicycle posts/racks and signage should be strategically located within the furnishing zone and designed and built to a high quality, without obstructing pedestrian movement.
2. Street furniture and signage should be an integral part of the public realm
3. Style, colour and location should be coordinated across the site, reinforcing the sense of place.
4. The position of street furniture should be used to delineate and define spaces, creating a transition between pedestrian zones and the roadway.
5. Hard surfaces should be of high quality concrete, wood and metal finishes.
6. Opportunities for alternative street furnishings are encouraged within open spaces where they may be combined with elements such as public art.
7. All streets should have lighting, garbage bins, and bicycle parking.
8. Depending on the character of the street, seating areas, benches, bollards, kiosks, movable planter boxes, gateway features, parking meters, etc. may be required.



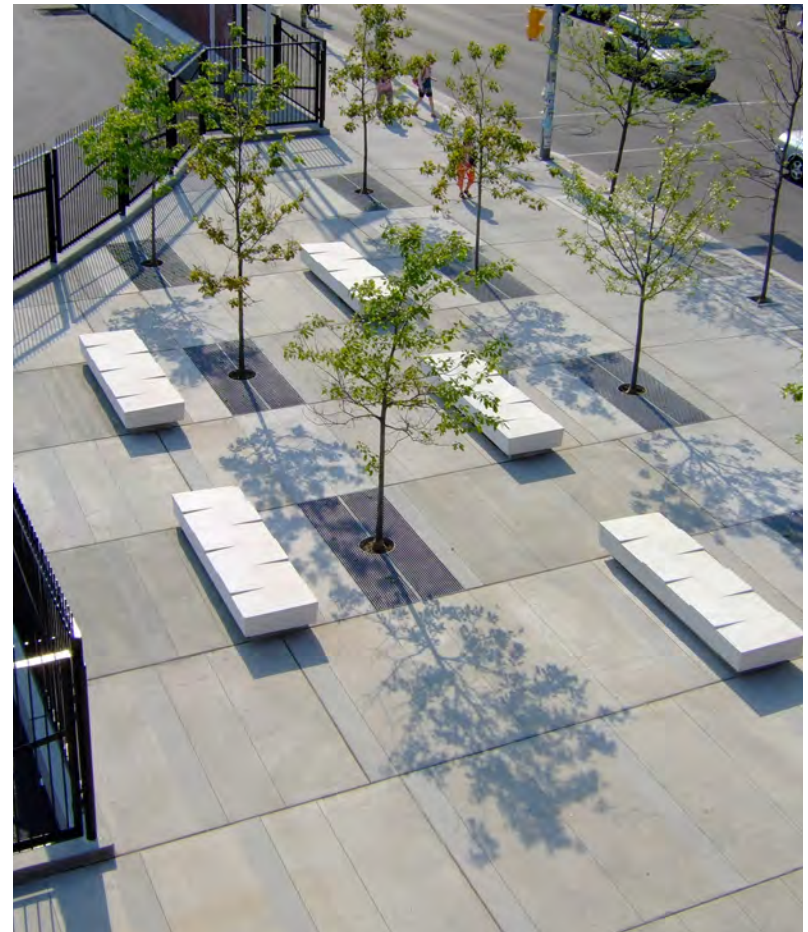
Cité International, Montreal, QC



Cité International, Montreal, QC



Imperial Wharf Station, London, UK



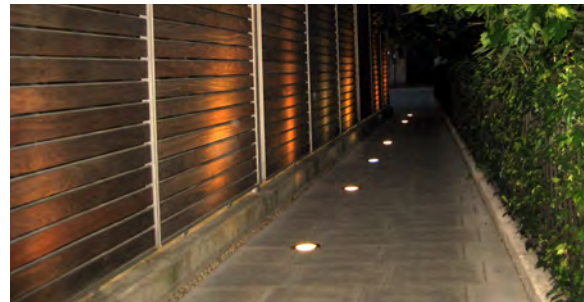
Varsity Stadium Plaza, Toronto, ON



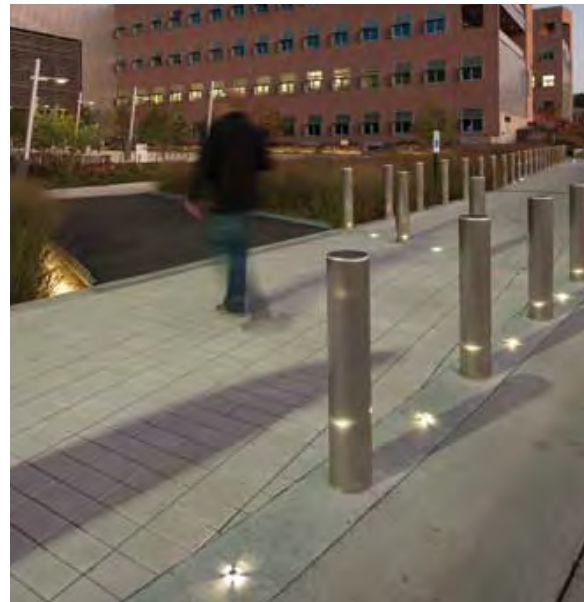
## 4.2.5. Lighting

Lighting is not only a basic security requirement, but also contributes to the character of spaces, and should support vehicular and pedestrian activity levels.

1. For personal safety reasons, all public spaces will be well lit, with particular emphasis on:
  - Entry points for residential units;
  - Open spaces and connector routes; and
  - Architectural and natural features.
2. Uplighting should be used sparingly and only to emphasize key features in the landscape.
3. Lighting fixtures should be incorporated into columns and/or street furniture to reduce clutter where possible.
4. Primary traffic routes through the site should support lighting similar in scale and style and use the same light source as main routes in surrounding areas.
5. Secondary streets should support lower columns and a white light source.
6. Street lights should illuminate both roadways and pedestrian zones.
7. Lighting should rely on LED technology to minimize energy usage. Reference should be made to Town of Oakville street lighting standards.



Spitalfields, London, UK



NREL Research Support Facility, Mesa, Arizona

## 4.2.6. Wayfinding

Entrances to Midtown Oakville should be accentuated with elements which may include special landscaping and public art. Wayfinding, in the form of maps and signage, should also be included at key entrances. To reinforce the area's identity as a mobility hub, real-time data about transit should be embedded in public spaces throughout the community.



2010 Olympic Signage, Vancouver, BC

The following sections present streetscape recommendations and standards for different streets in Midtown Oakville.

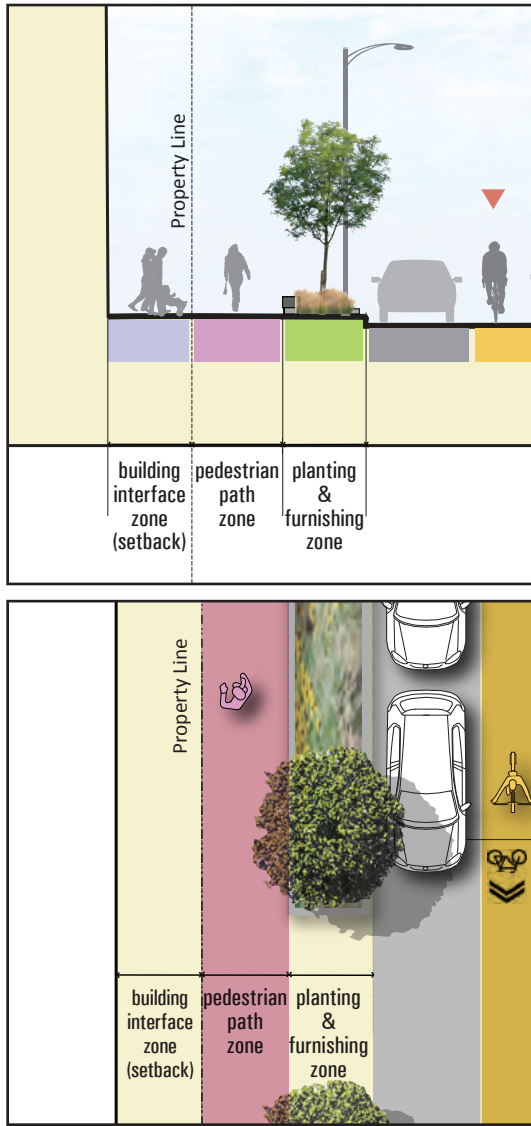


Figure 25. Cross Avenue & Davis Road streetscape

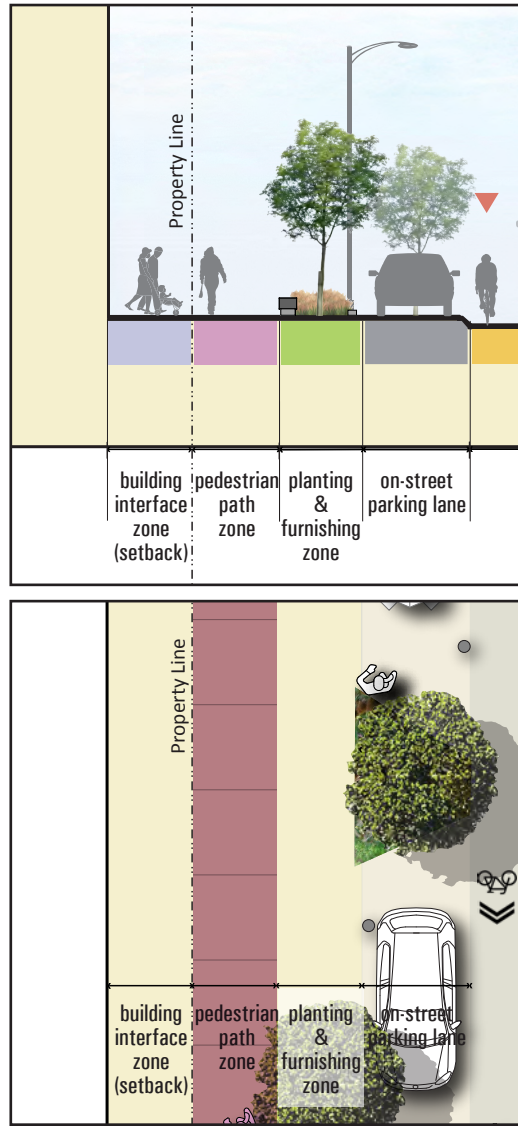


Figure 26. Cross Avenue & Davis Road streetscape (Alternative)

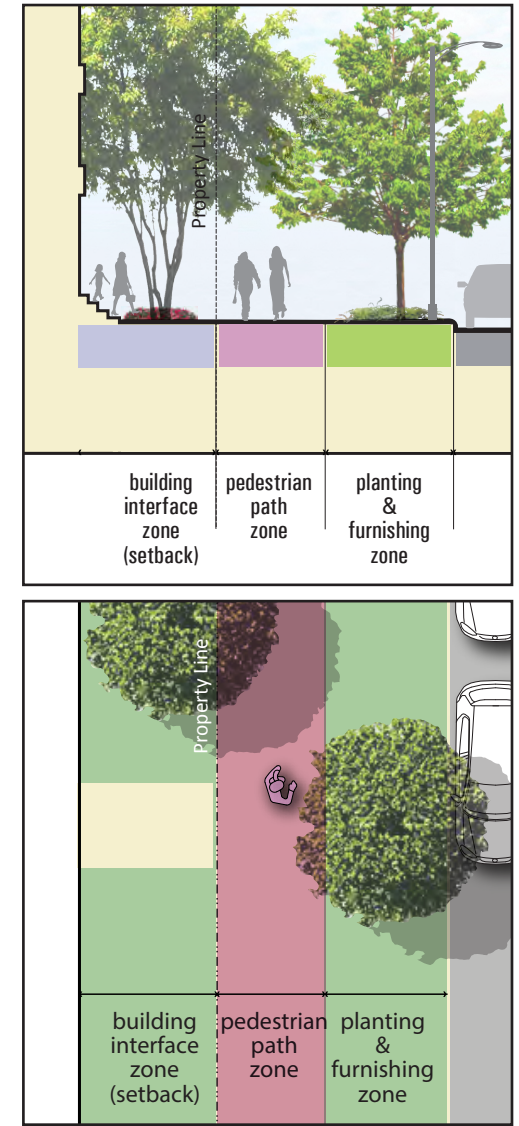


Figure 27. Local roads streetscape



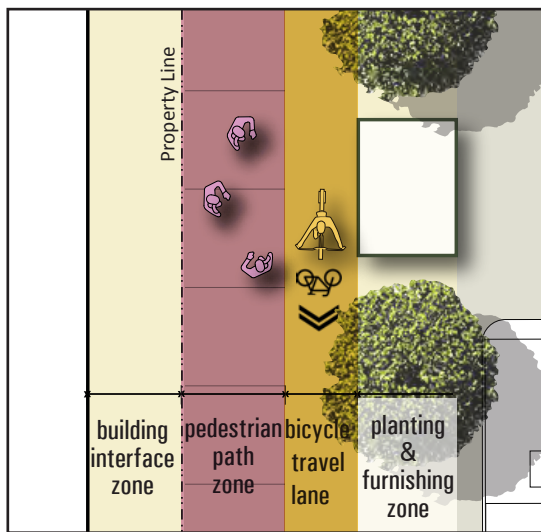
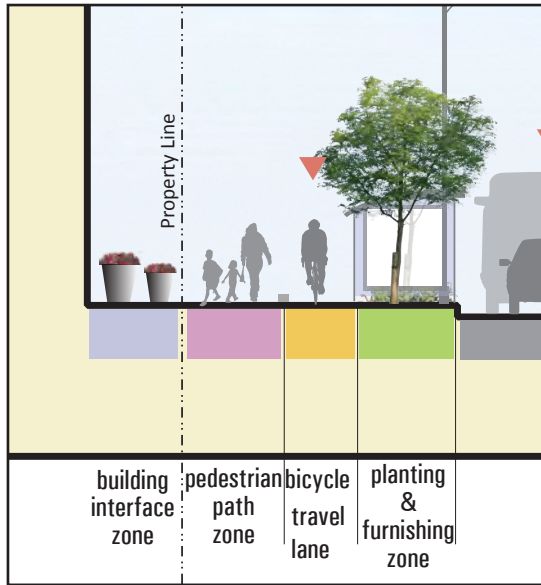


Figure 28. Trafalgar Road central streetscape

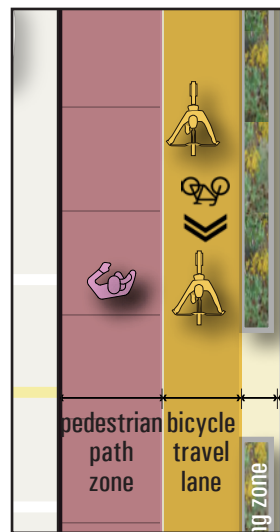
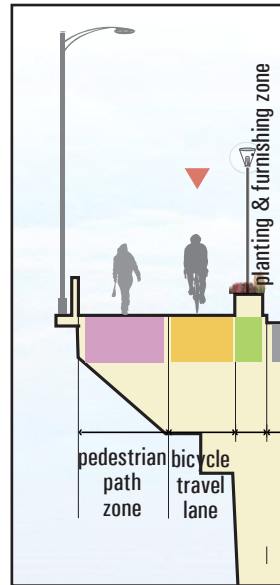


Figure 29. Trafalgar Road bridge streetscape

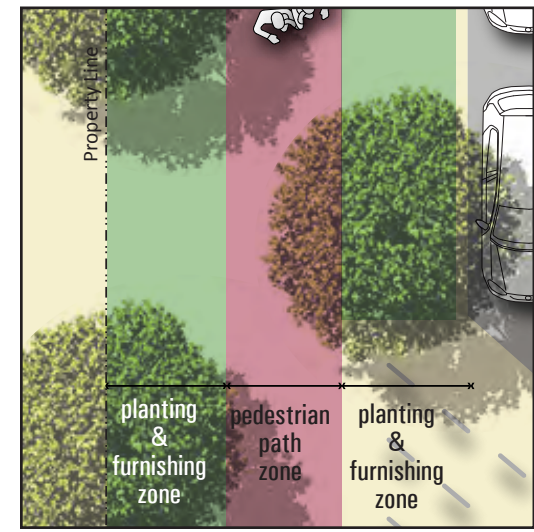
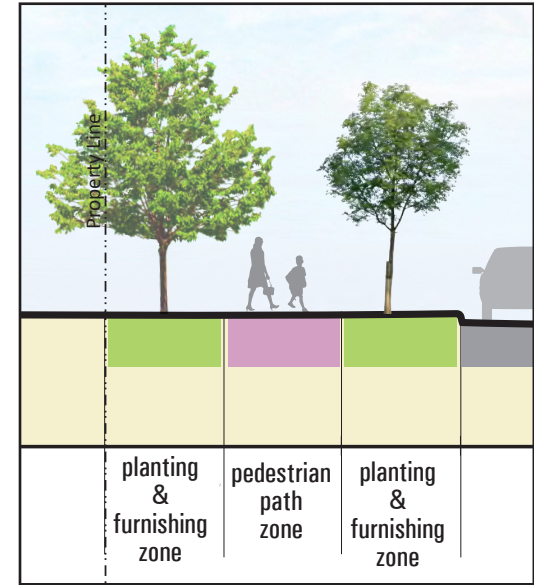


Figure 30. Chartwell Road streetscape



# 5

## Gateways

Creating a sense of entry into Midtown will help identify it as a distinct and special place in Oakville. Gateways should appear in different scales in order to be legible to pedestrians, cyclists, motorists, and transit users.



There are 5 major gateways to Midtown Oakville. These gateways mark major entrances and important intersections.

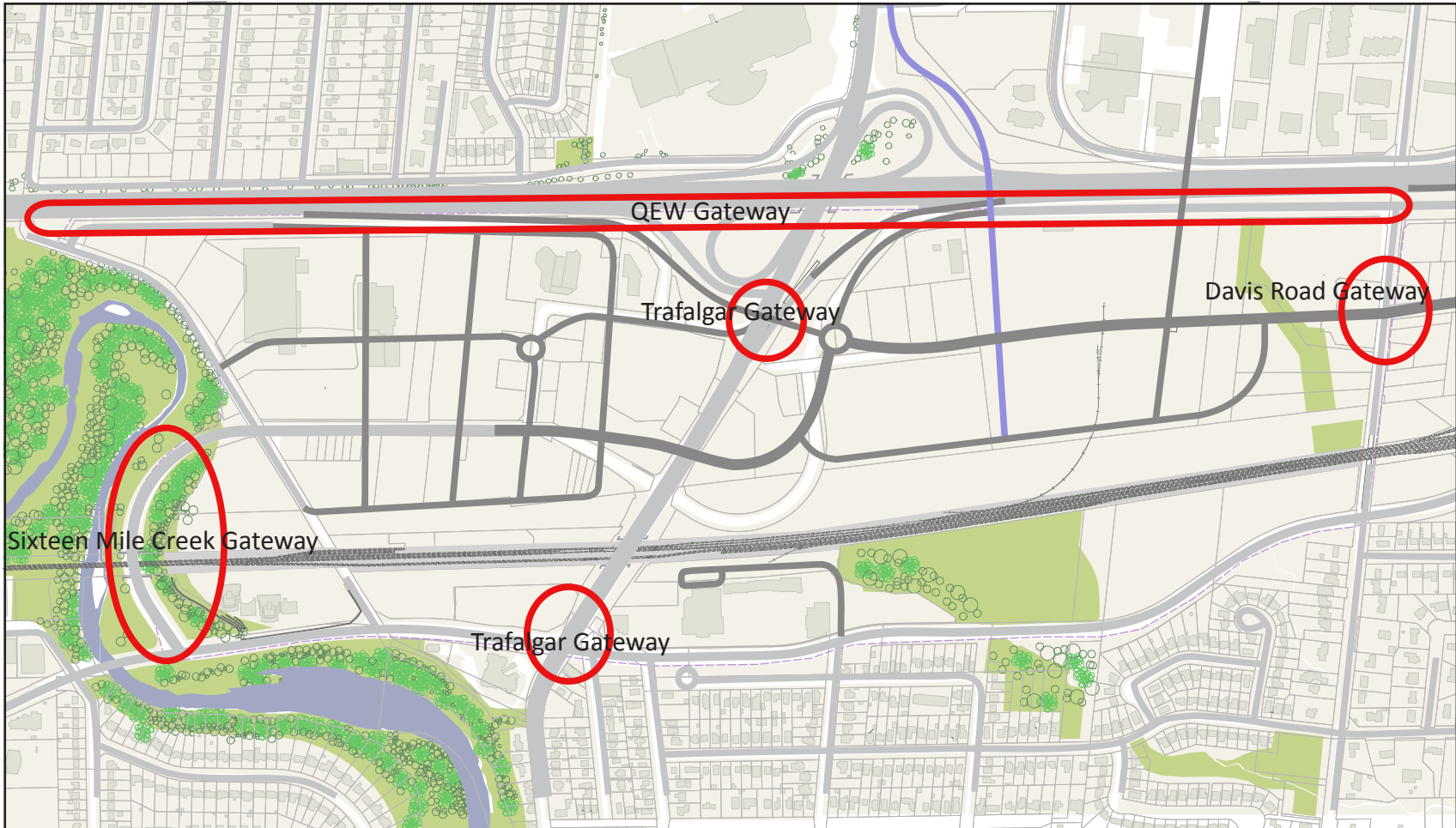


Figure 31. Midtown Oakville gateways

## 5.1. Sixteen Mile Creek Gateway

The Sixteen Mile Creek Gateway is focused on Cornwall Road at Cross Avenue. This Gateway addresses both the pedestrian and vehicular scale, and will be marked by both built form transitions and way finding.

1. Development height should increase as it transitions from the intersection of Cross Avenue and Cornwall Road northwards.
2. Developments at this gateway should have a distinct architectural design, highest quality materials and be designed as a landmark to give Midtown its own specific identity.
3. Special consideration should be given to the design of the rail bridge underpass and the landscaping of the road cutting.
4. Signage indicating entry into Midtown should be included along Cornwall Road.



Absolute World, Mississauga, ON



London, UK



Signage at Toronto Botanical Garden, Toronto, ON



Key map



## 5.2. Davis Road Gateway

The Davis Road Gateway will form the primary entrance into east Midtown. The sense of entry will be created largely through transitions in the built form and landscape.

1. Development is encouraged to signal the importance of the entry into Midtown through architectural articulations.
2. Special landscape treatments are encouraged in order to define the entry point to Midtown.
3. Public art is encouraged in the landscaped area.
4. Signage may be incorporated into the building design.



Grad House, University of Toronto, St. George Campus, Toronto, ON



Pedestrian Plaza, Hollywood Boulevard Station, Los Angeles, USA



Mariposa Office Building, Rio Rancho, NM



Key map

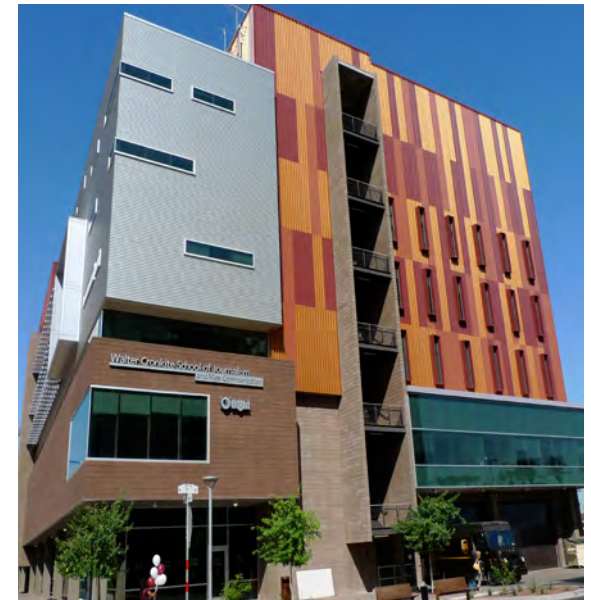
### 5.3. Trafalgar Gateways

The Trafalgar Gateways will mark the north and south entrances to Midtown. They will be oriented towards pedestrian, cyclists, and vehicular perspectives.

1. Signage should be included at the north and south Trafalgar Gateways that indicates entry into Midtown.
2. Developments on these gateways should have a distinct architectural design (in form, material and / or in height) and act as a monument giving Midtown its own specific identity.
3. Development will be setback along Trafalgar to create a sense of opening as pedestrians enter the district.
4. The south gateway should have a hard landscaped plaza to emphasize the entry point to Midtown Oakville. (please see plan view and cross section of Trafalgar Road and Cornwall Road intersection on pages 28 and 29)



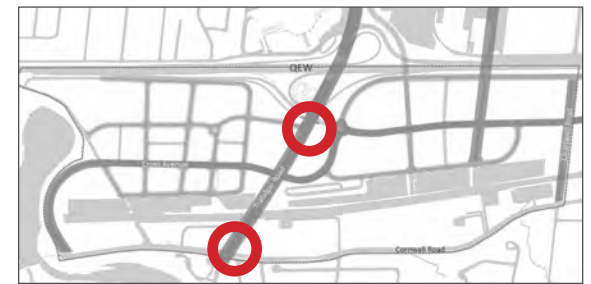
Barcelona International Convention Centre , Barcelona, Spain



Arizona State University, Phoenix, Arizona



University of Toronto, St. George Campus, Toronto, ON



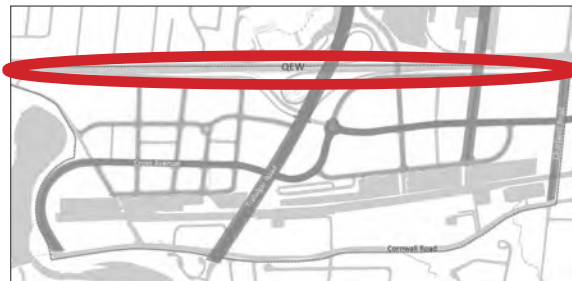
Key map



## 5.4. QEW Gateways

Where the QEW highway runs alongside Midtown Oakville, it can function as a gateway to the area. Although the highway itself does not provide a direct entrance to Midtown, the adjacency allows for emphasizing a sense of arrival to Midtown Oakville. This is considered more of a visual gateway rather than a physical one.

1. The sense of entry will be created largely by tree planting on the south side of QEW.
2. Tree planting may be in form of double rows of trees along the south side of the QEW.
3. Use of unique species that are compatible with the local climate and which are sustainable and cost-effective are encouraged.
4. Architectural design and buildings adjacent to the highway should provide a positive image of the Midtown Oakville.



Key map



Don Valley Pkwy, Toronto, ON



Highway 401, Toronto, ON











Port Credit, Mississauga, ON

# 6

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## Built Form

Midtown is made up of six districts. Each district will have a distinct character, reinforced through its built form.



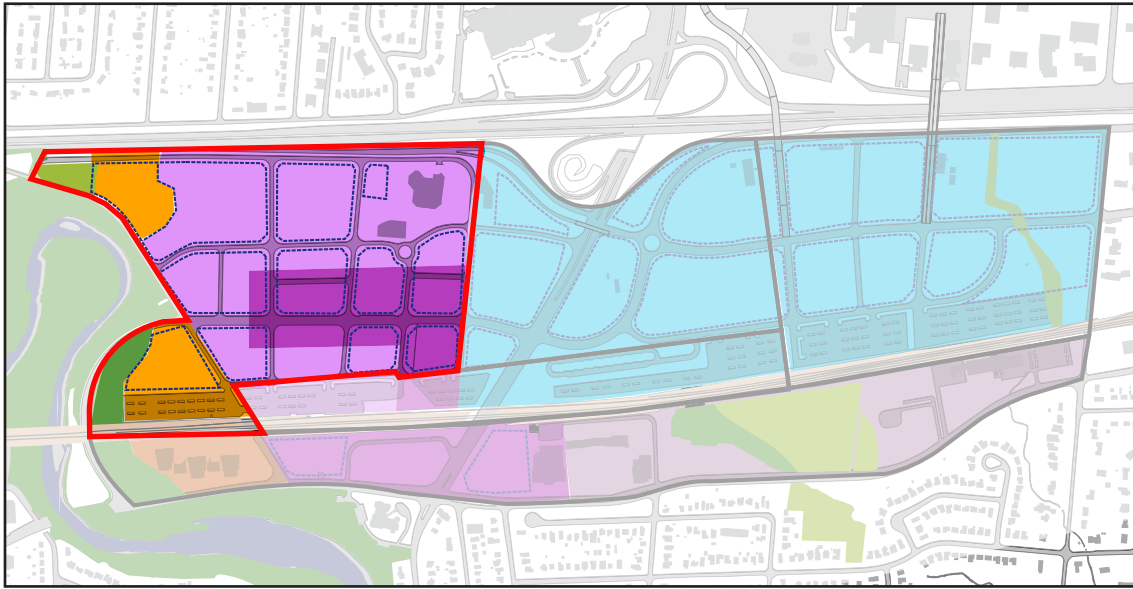


Figure 32. Lyons District, Land Use Plan, Liveable Oakville (Schedule L1)

## 6.1. Lyons District

The Lyons District will become a compact mixed use neighbourhood. Cross Avenue will be an attractive central spine animated by at-grade retail uses, cohesive streetscapes and open spaces that enhance the experience of the public realm. Taller residential buildings should be located in the vicinity of Sixteen Mile Creek and the railway.

- High density residential
- Urban core
- Urban centre
- Natural area
- Parks and open spaces

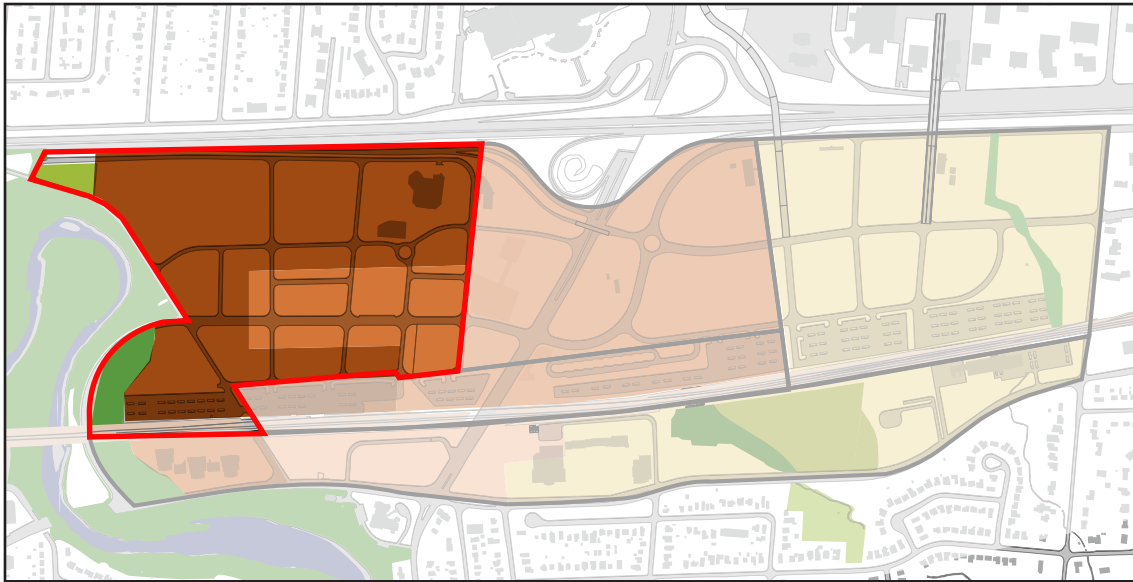


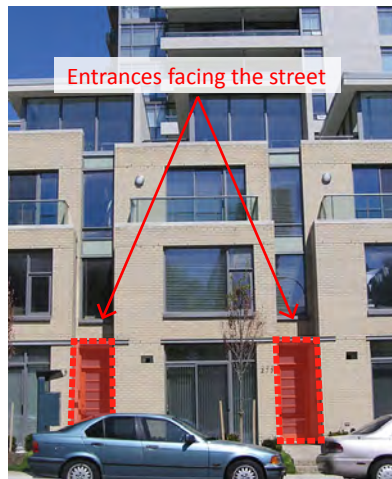
Figure 33. Lyons District, Building Height Plan, Liveable Oakville (Schedule L2)

- 6-12 storeys
- 8-20 storeys
- Natural area
- Parks and open spaces

### 6.1.1. Low-rise Buildings

Low-rise buildings and townhouses in Midtown Oakville will be located mostly on local streets. Low-rise buildings may be permitted only if they are attached to a higher-density building as part of a larger development plan.

1. All buildings should have main entrances facing on a public street.
2. Low-rise buildings typically range from 3 to 4 storeys and in form of stacked townhouses or row houses.
3. Low-rise buildings should have a facing separation distance of 15 m. In other words, if there is a shared property line between two low-rise buildings, there should be a minimum 7.5 m separation distance from the property line. (figure 36 on the next page)
4. Low-rise buildings should have a setback to accommodate tree planting and front yard landscaping.



Radio City, Toronto, ON



Richards Street, Vancouver, BC

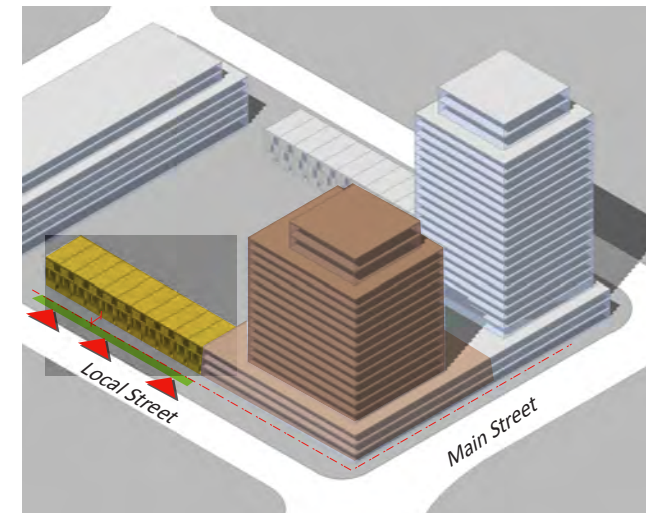


Figure 34. Low-rise building as a part of a higher density



5. Entrances to townhouse form low-rise buildings should be elevated a minimum of 3 steps to provide further definition between the public and private realm.
6. If abutting public realm, low-rise buildings will have a low fence and landscaping to demarcate private space.

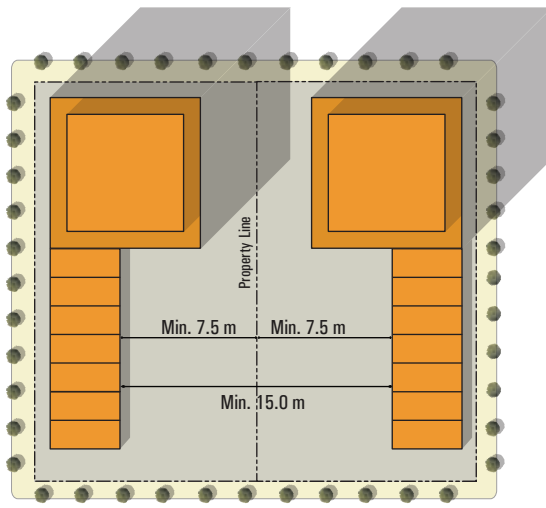


Figure 35. Low-rise building separation distance

## 6.1.1.1. Architectural Interest

Low-rise buildings should be designed in an appealing way that contributes to the beauty of the urban environment and community. This can be achieved through:

1. Architectural articulation in the massing of the building and creating stepback on the top floor of the building
2. Creating weather protected entrances, front porches, balconies and other non-structural elements.
3. Using diverse materials in the facade.
4. Creating a balance between the horizontal and vertical elements in building design.
5. Architecturally treated sidewalls (if abutting the public realm) with windows, massing and materials that are expressed as “front” conditions.



Vancouver, BC



Architectural Interest, Bridgeland, Calgary, AB

## 6.1.2. Mid-rise Buildings

Mid-rise buildings in Midtown will range from 6 to 12 storeys. If the height of the Mid-rise building is greater than the adjacent street right-of way / or is more than 7 storeys, it is recommended that these buildings be designed as a combination of a base plus upper floors of a smaller floorplate. The following guidelines apply to mid-rise buildings in the Lyon's District:

1. Along traditional main streets, the overall height of a mid-rise building should not exceed the width of the adjacent street right-of-way, unless located on key locations (i.e. close to transit terminal).
2. Along traditional main streets, building frontages should generally align with the adjacent building facade, parallel to the street to create a continuous street wall.
3. Buildings may have some strategic setbacks allowed for entrances and architectural interest.
4. Pedestrian weather protection should be provided over entrances to residential and commercial uses.
5. Street level facades should display a high degree of permeability between interior and exterior of the building, with a minimum of 75% of the facade frontage as transparent.
6. The long face of mid-rise buildings should be no longer than 55 m.
7. The depth of mid-rise buildings should be no bigger than 24 m. The preferred depth is between 20 to 22 m.
8. If mid-rise buildings are located at major intersections, the building face should be extended to accentuate the corner.
9. Setbacks should be implemented at such corners.

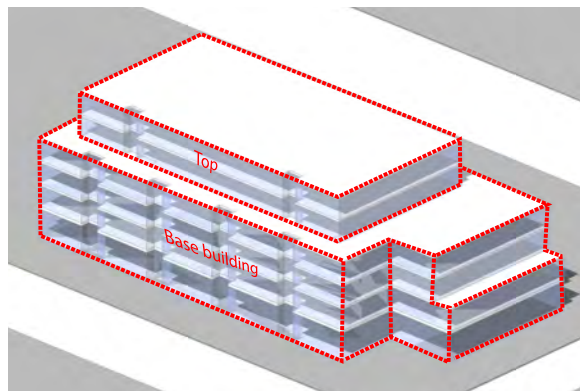


Figure 36. Mid-rise building components



SOMA, San Francisco

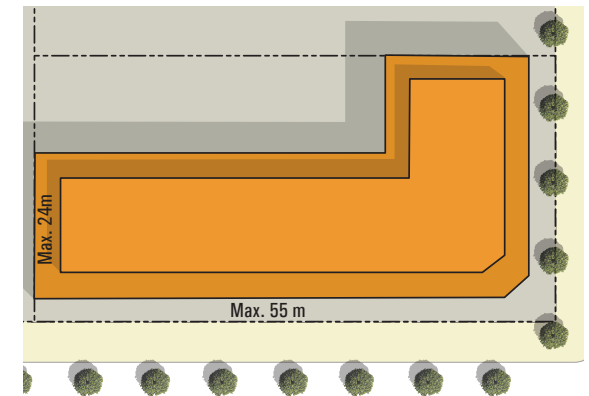


Figure 37. Mid-rise building at major corners



## 6.1.2.1. Mid-rise Building Separation and Side Property Setbacks

1. In cases where two mid-rise buildings have facing secondary windows, a minimum 7.5 m setback from the adjacent property line is required. This will result in a 15 m building separation\*. (figure 39)
2. In cases where two mid-rise buildings have facing primary windows a minimum 10 m setback from the adjacent property line is required. This will result in a 20 m building separation. (figure 39)
3. On traditional main streets, setbacks should be minimum 5.5 m from the side property line above the 80% height to provide light and views. This rule does not apply to buildings with 6 storeys or less. (figure 40)

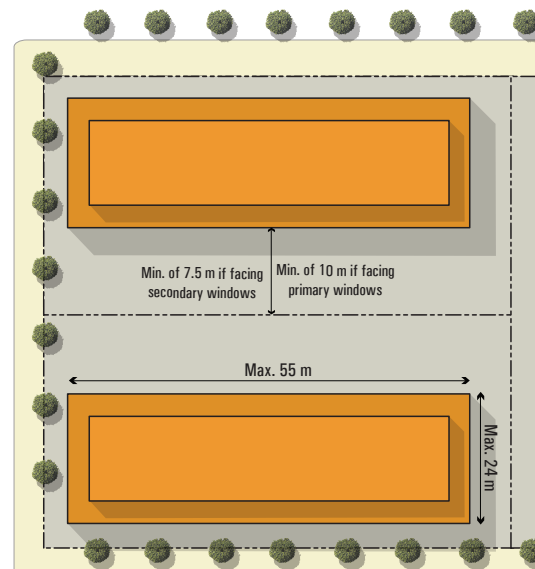


Figure 38. Mid-rise building separation distance

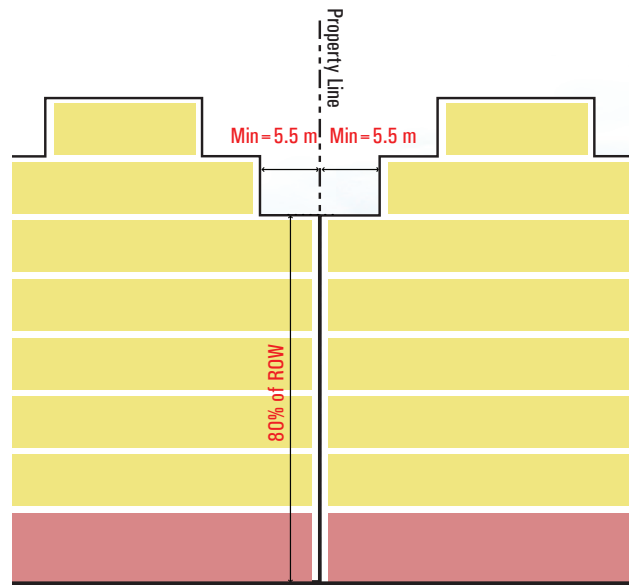


Figure 39. Mid-rise building separation distance along main streets (above 80% of the building height)

## 6.1.2.2. Base Building Height and Front Angular Plane

1. Where a building is located along the property line ( 0 metre setback ), the building base height of mid-rise buildings should not exceed 80% of the street right-of-way.
2. Where a building is setback from the property line, the building base height should not exceed a ratio of 1:1.6 (building separation distance across street width to building base height).
3. Cross Avenue is planned to have a right-of-way of 26 m allowing a maximum 20.8 m base height.
4. Above the 80% height, buildings should stepback at a 45 degree angle to allow for sunlight penetration to the street.
5. To create better massing and in order to avoid creating equal setbacks - as long as the angular plane regulation is met - these setbacks can be between 1.5 m to 4 m.

### 6.1.2.3. Architectural Interest

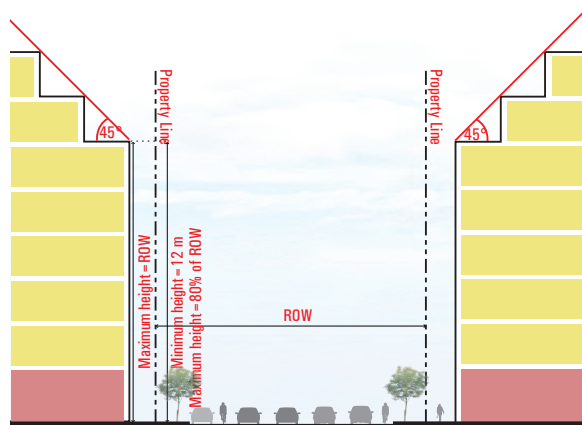


Figure 40. Mid-rise building, front angular plane

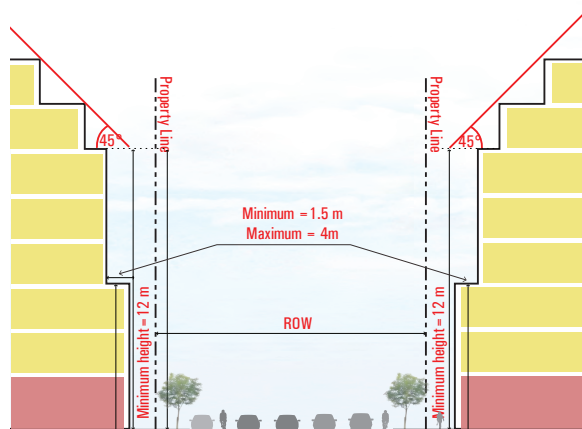


Figure 41. Minimum height for the first setback and setback dimensions

1. Mid-rise buildings should have articulation in the overall massing to create architectural interest and to avoid creating the same type of buildings along one street. This can be achieved through canopies, balconies and other non- structural elements. (Images on the right)
2. On main streets, 90% of the base building should be built to line and 10% of it could be setback. (figure 43)
3. On secondary streets 75% of the of the base building should be built to line and 25% of it could be setback.
4. No stepbacks from the base building should be implemented within the first 12 m of a mid-rise building. (figure 42)

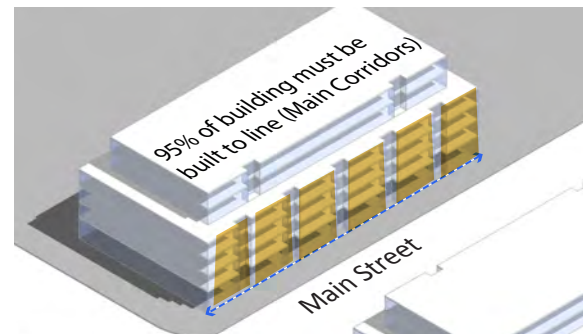
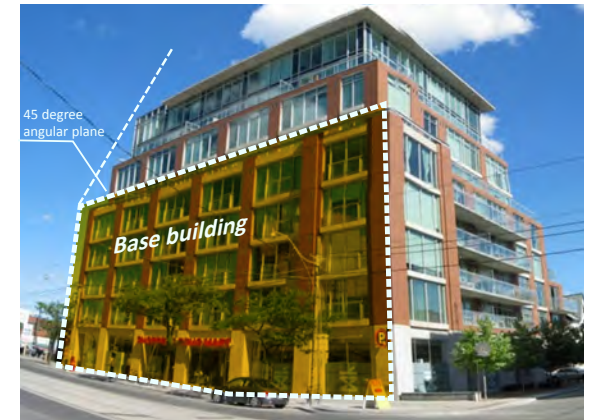


Figure 42. Mid-rise building interface



Ideal Lofts, Toronto, ON



2 Gladstone, Toronto, ON

## 6.1.2.4. Minimum Ground Floor Height

1. The ground floor height of mid-rise buildings along Cross Avenue should be a minimum of 4.5 m from floor to floor. This will allow for a range of flexible commercial uses overtime. (figure 44)
2. The retail at-grade should have direct entrance from the main street.
3. The ground floor height of grade-related residential units in a mid-rise building the should be 3.5 m floor to floor, while elevating the entrance up to 1.5 m above the street elevation. (figure 45)



Victoria Gardens, Rancho Cucamonga



Figure 43. Ground floor height of a mid-rise building (retail and lobby)



Figure 44. Ground floor height of a mid-rise building (grade-related residential units)



### 6.1.2.5. Mid-rise buildings next to a park

1. Buildings should be set back a minimum of 7.5 m from a property line abutting a park. After the base building (maximum 10.5 m) stepbacks will be required in order to achieve comfortable pedestrian environments adjacent to parks and open spaces. (figure 46)
2. Mid-rise buildings in close proximity to parks should apply a 45 degree angular plane from the parkland property line. (figure 47)

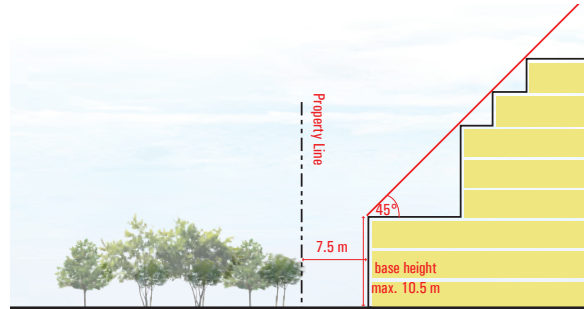


Figure 45. Mid-rise building abutting park

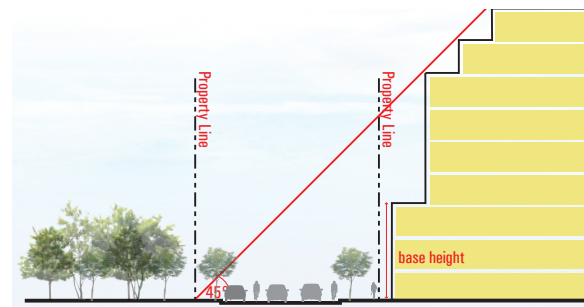


Figure 46. Mid-rise building in proximity to park



Port Credit, Mississauga, ON

## 6.1.3. Tall Buildings

Tall buildings are buildings whose overall height is greater than the width of the right of way.

Tall buildings:

1. May be up to 20 storeys as per the Liveable Oakville Official Plan;
2. Are located at the vicinity of Sixteen Mile Creek, the station area and railway as well as some areas close to the QEW highway;
3. Should minimize the impacts on avenues, parks, and low rise buildings;
4. Will provide appropriate transition to adjacent lower-scale buildings and area through angular plane, building separation, setback and stepback requirements;
5. Should have 3 main elements: the podium (base), tower, and top floors;
6. May have the podium integrated with the middle portion (tower) of the building if they are located on landmark and key locations.



Tall building and extended podium, Vancouver, BC



Tall building attached to low-rise residential, Vancouver, BC



Tall building, Vancouver, BC

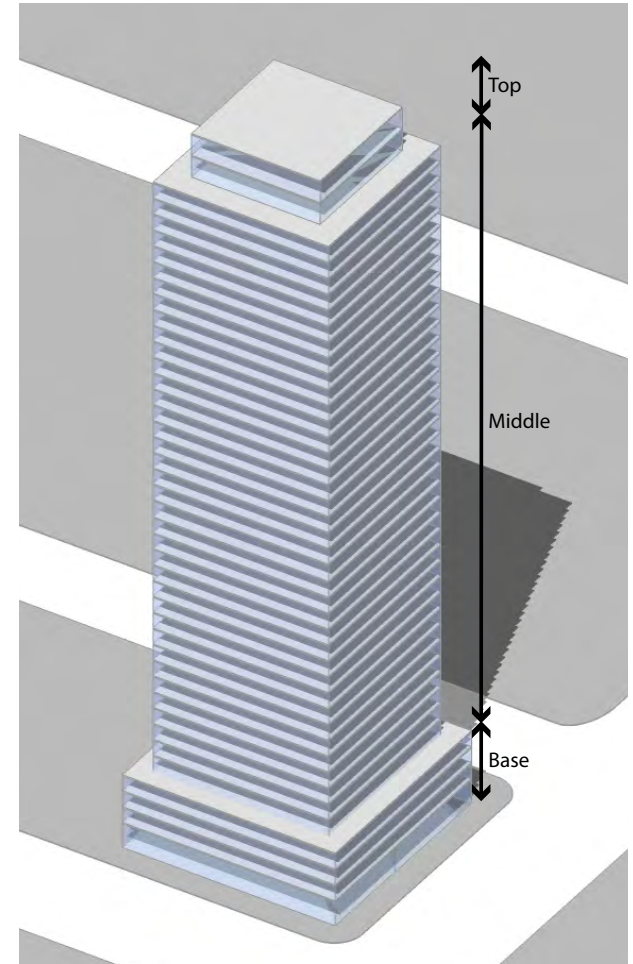


Figure 47. Tall building components



### 6.1.3.1. Podiums

Tall buildings should generally have a base podium. Podiums help create a pedestrian scale at street level and create consistency with the overall mid-rise character of the community.

1. Podiums will be built to the property line unless the podium contains individual residential entrances, in which case that section should be set back to provide a semi-private entrance zone.
2. In cases where there is a new streetscape and where wider sidewalks are encouraged additional setback from the property line will be required.
3. Podium heights will generally be a minimum 3 storeys and the maximum height will equal to the street right-of-way width. However, the recommended height for podiums along narrow streets is 80% of the right-of-way.
4. Podiums should conform to the height of any low-rise buildings attached or adjacent to them that adhere to these guidelines.
5. Podiums facing main streets should allow permeability and be built with transparent materials.
6. The ground floor of podiums should generally have a minimum ground floor height of 4.5 m to accommodate retail uses at-grade where possible, especially where retail is required (such as along Cross Avenue).
7. Podiums should also provide the entrance to the tall buildings with a clear and well-defined access from a public street.



Atwater Place, Portland, Oregon



Retail at-grade and Clear Entrance, The Hudson, Toronto, ON

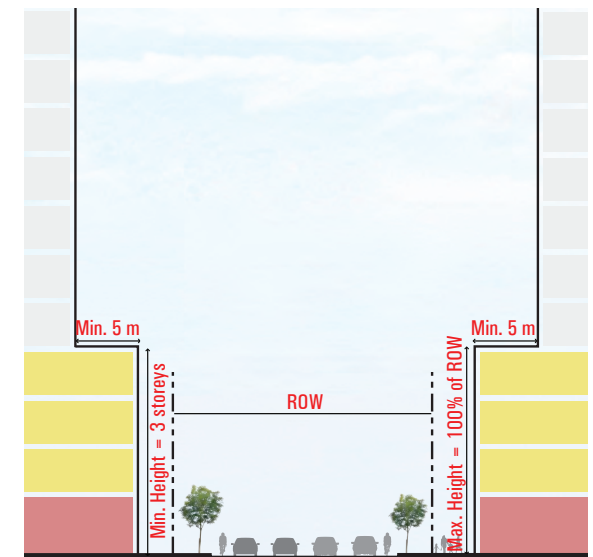


Figure 48. Tall building podium height\*

\*Dimensions are approximate

## 6.1.3.2. Towers

1. Any tower floorplate must fit within a 40 m diameter circle to guarantee slender towers, thereby reducing the impact of tall buildings .
2. Towers should be setback a minimum of 5 m from the edge of the podium. However this setback is dictated by the relationship of the tall building with its adjacent area and in some cases should be more.
3. There should be a minimum separation of 30 m between any two tower elements with less than 30 storeys, minimum 50 m between towers over 30 storeys, and 25 m between convex towers.
4. Towers should be oriented to create minimum shadow and wind impact.
5. Tower orientation should guarantee the preservation of vistas and key view corridors.

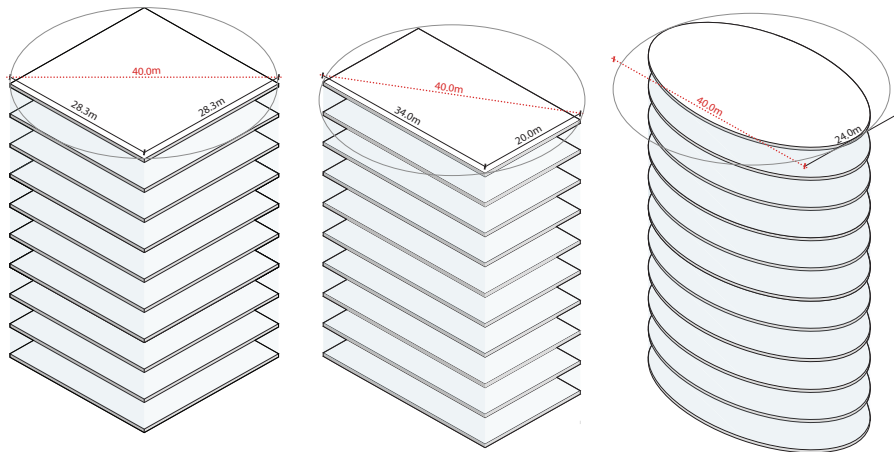
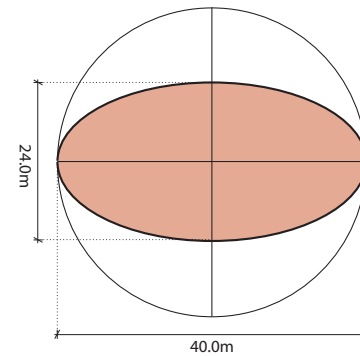
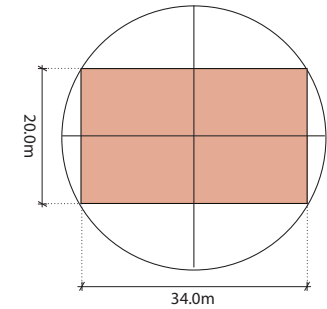
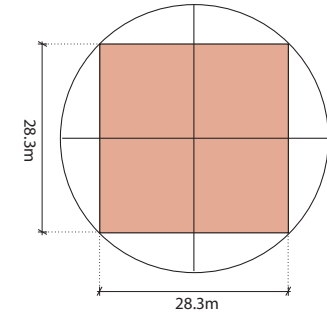


Figure 49. Tower floorplate ratio





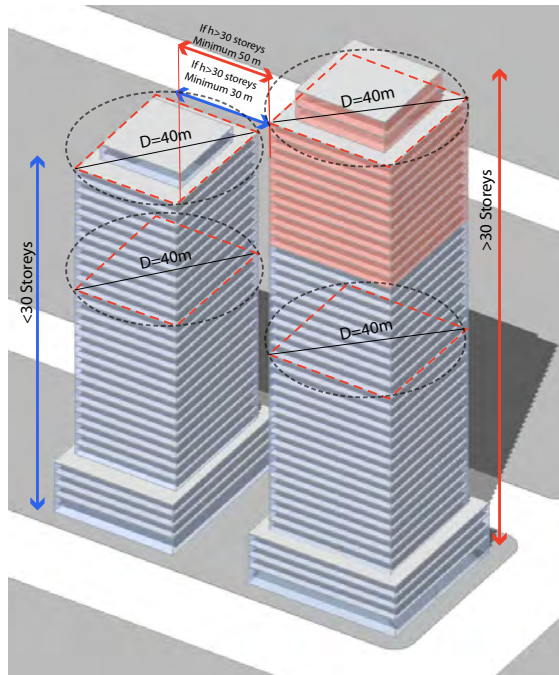


Figure 50. Tall building separation distance

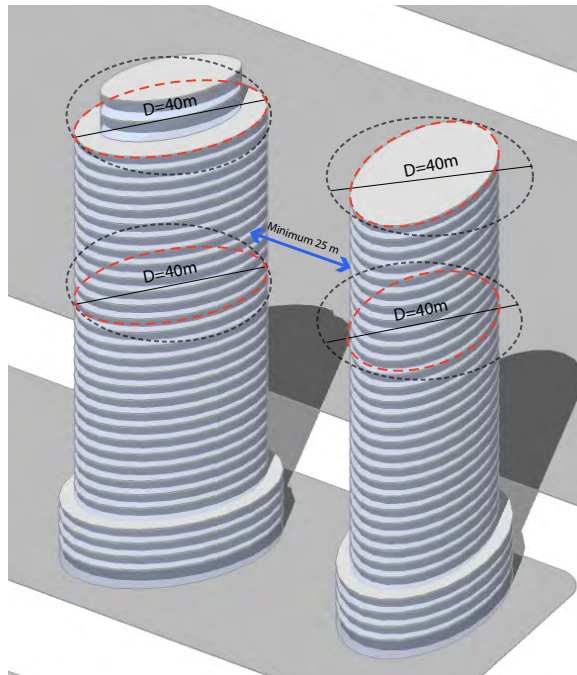


Figure 51. Convex Tall building separation distance



CityPlace, Vancouver

## 6.1.3.3. Tall Buildings Adjacent to Other Properties

1. Tall buildings should have a minimum 15 m setback from the adjacent properties if they are below 30 storeys, a minimum 25 m setback from the adjacent properties if they are over 30 storeys, and a minimum of 12.5 m if they are convex towers.
2. The minimum separation should be minimum 30 m between towers below 30 storeys, minimum 50 m between towers over 50 storeys and a minimum of 25 m if between convex towers.
3. If a tall building abuts a low-rise residential area, the minimum setback from the edge of the low-rise building should be a minimum of 20 m.

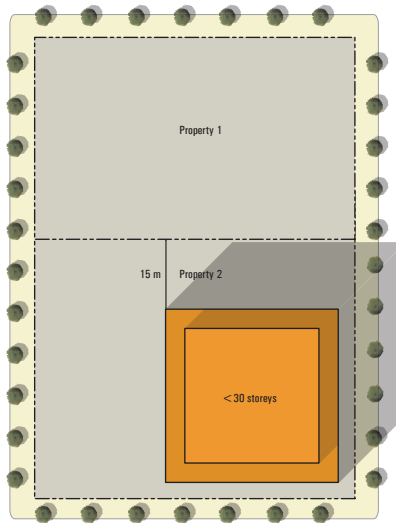


Figure 52. Separation distance from adjacent property lines for towers below 30 storeys

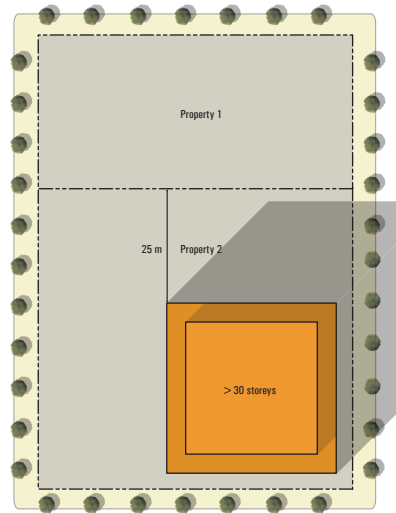


Figure 53. Separation distance from adjacent property lines for towers over 30 storeys

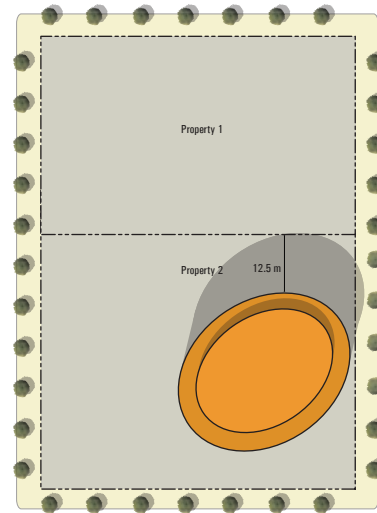


Figure 54. Separation distance from adjacent property lines for convex towers

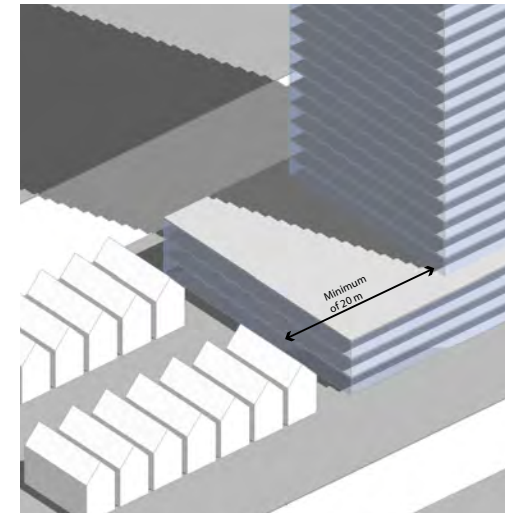


Figure 55. Separation distance from adjacent low-rise buildings



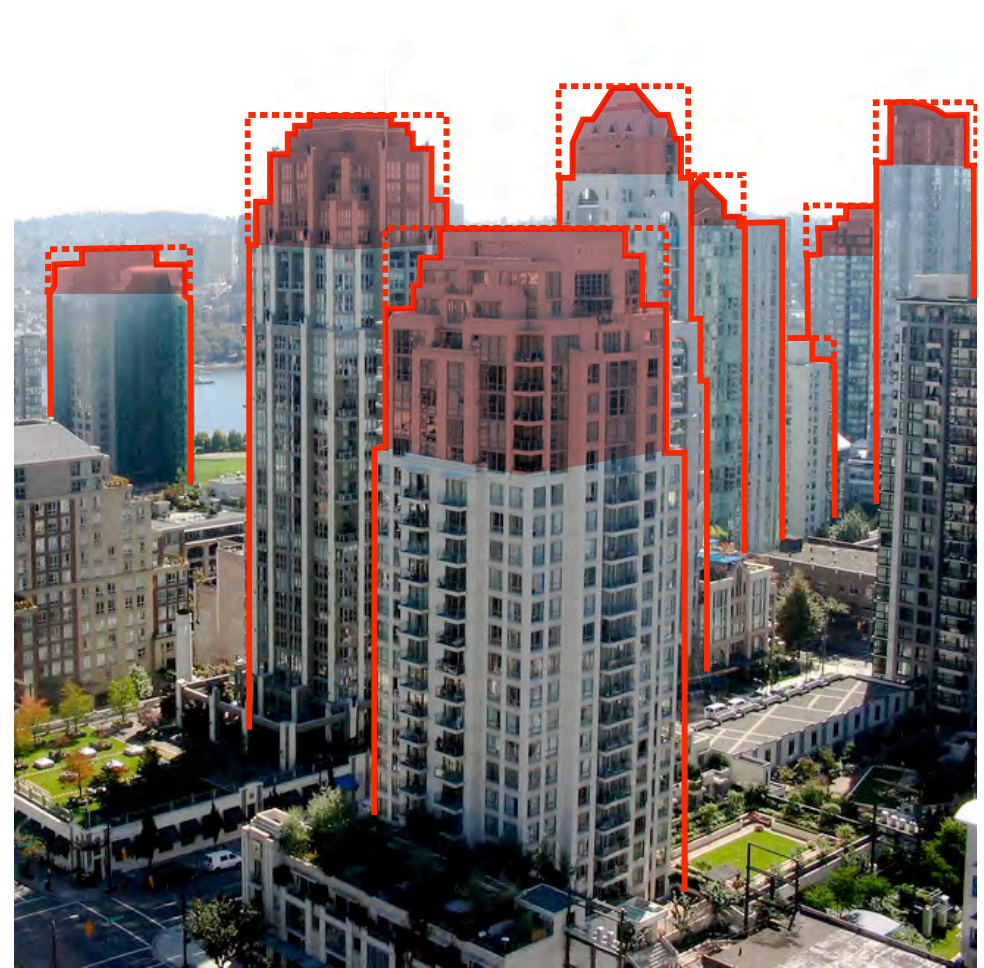
### 6.1.3.4. New Buildings Adjacent to Parks and Open Spaces

The orientation, height and built form of new buildings may impact the shadows cast on parks and open spaces. To minimize this affect architectural and site plan approaches should be used to ensure that:

1. A minimum of 5 hours of sunlight is available on pedestrian-focused streets (Cross Avenue).
2. A minimum of 7 hours of sunlight is available on parks and open spaces.
3. Buildings will be designed and oriented to minimize shadow impacts on all parks and open spaces at all times of the day.

### 6.1.3.5. Top Floors

1. Top floors should be designed to achieve a distinctive skyline profile.
2. Architectural methods should be used to highlight the top floor of tall buildings while keeping material consistency and harmony with the rest of the building.



Yaletown, Vancouver, BC

## 6.1.4.1. Retail At-Grade

1. Retail at-grade should have a distinct entrance and address from the main street.
2. In cases where there are patios on main streets the pedestrian clear way should be maintained without any interruption.
3. Retail facades should use of transparent materials.
4. Retail units should have clear signage facing the main streets.
5. Features that provide continuous weather protection, such as canopies, are encouraged.
6. Canopies and signs must not encroach into the public right-of-way.
7. Landscape treatments, planters and paving that extend public walkways are encouraged within the commercial setback.



Broadway, New York City, NY

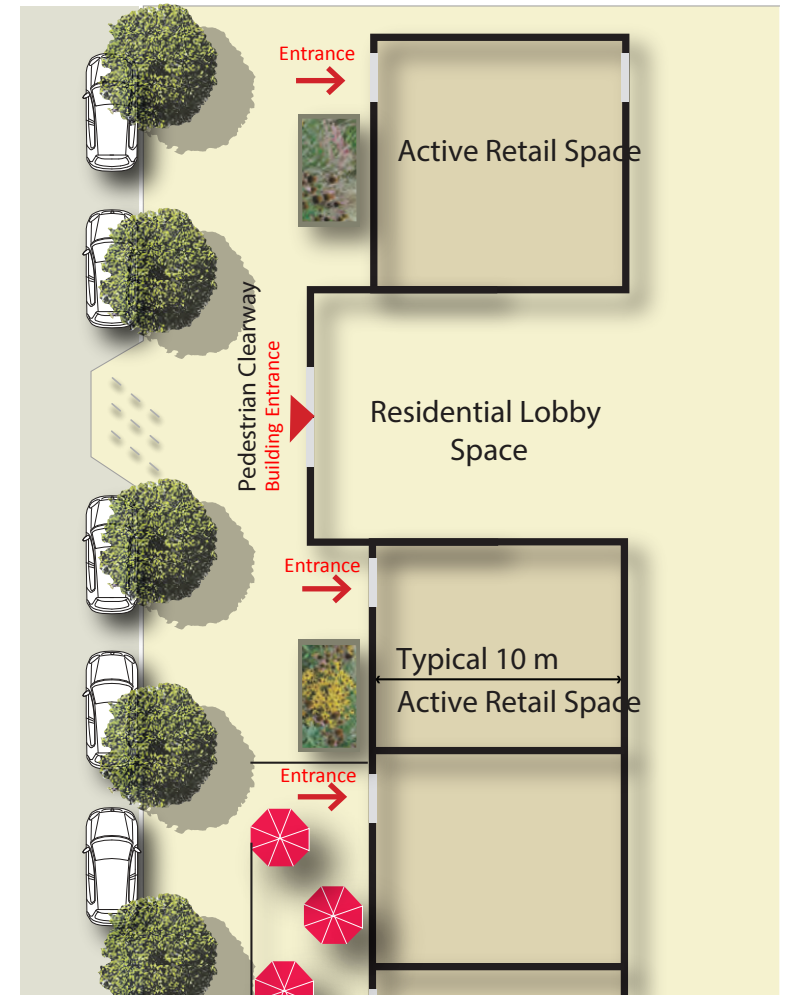


Figure 56. Retail at grade plan view



- 8. Landscape treatment of the extended public walkway should ensure compatibility with other elements of the streetscape.

### 6.1.4.2. Stand Alone Retail

- 1. Big box format retail is strongly discouraged.
- 2. Stand alone retail should be in small scale form.
- 3. In cases where the small scale is not appropriate, the retail spaces should be complemented with plazas and open spaces.
- 4. The minimum height for such retail is 1 storey, however the height should be minimum 4.5 m, and the maximum height is 3 storeys.
- 5. Where the Official Plan allows for more height in these zones, retail space can be in form of podium for higher density.

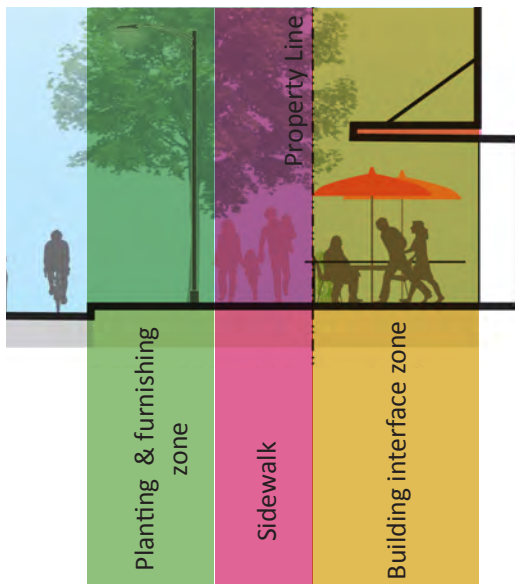


Figure 57. Retail at grade with canopies - section



Shops at Don Mills, Toronto, ON



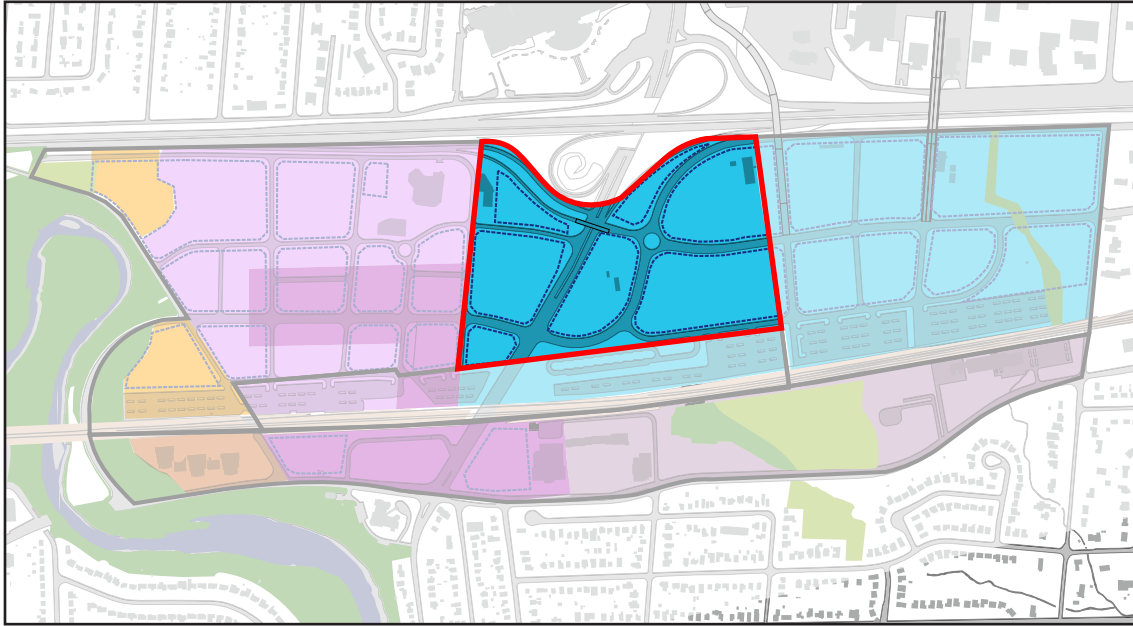


Figure 58. Trafalgar District, Land Use Plan, Liveable Oakville (Schedule L1)

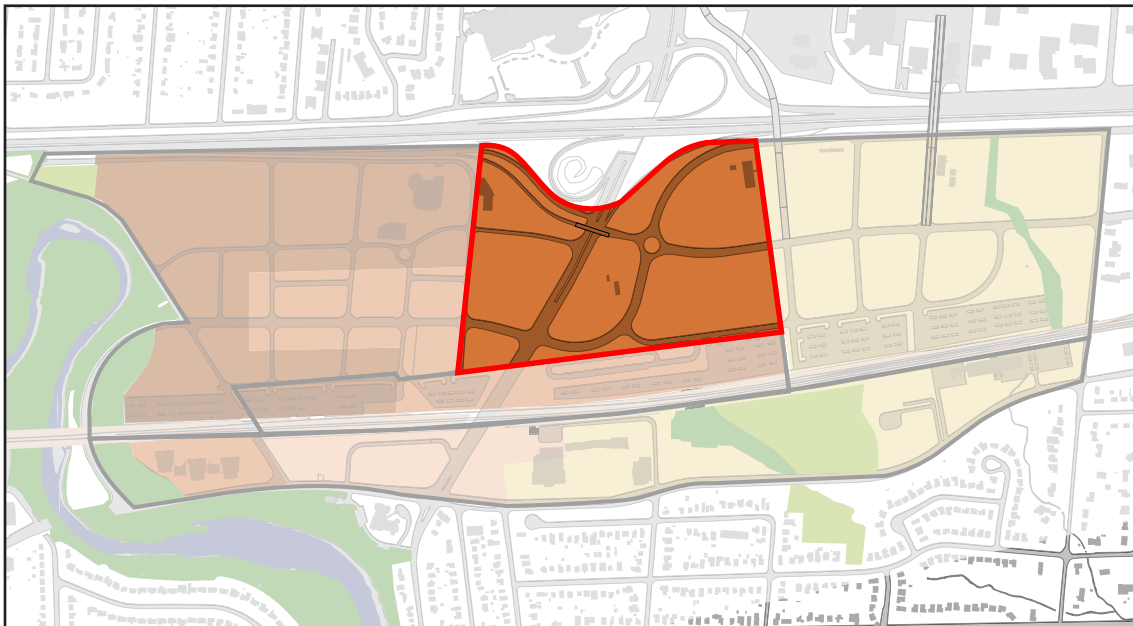


Figure 59. Trafalgar District, Building Height Plan, Liveable Oakville (Schedule L2)

## 6.2. Trafalgar District

The Trafalgar District will be the heart of Midtown Oakville, combining office, residential, and potentially civic and cultural destinations. Importantly, this district connects the mixed use community in west Midtown with the office district in the east, and will be the most active, energetic area in Midtown.

Office Employment

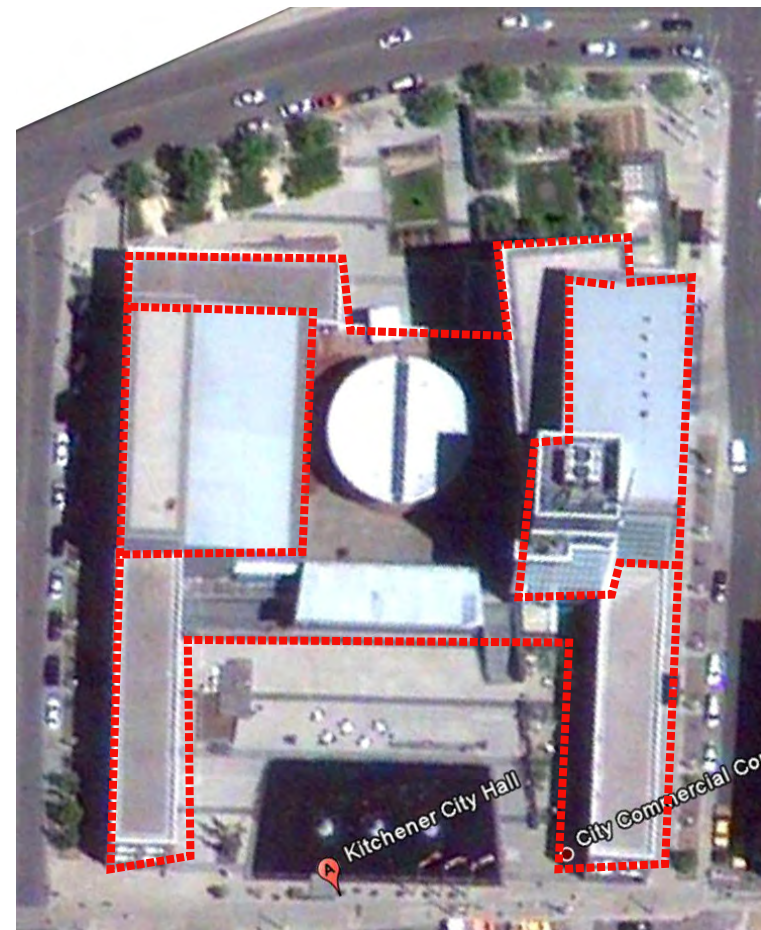
6-12 storeys

## 6.2.1. Civic Facilities

1. Civic Facilities should be next to a Civic Plaza and developed as a landmark building.
2. Civic Facilities should (if possible) have a U shape or L shape footprint to help define the Civic Square.
3. Civic Facilities should have a mid-rise base building with 1 or 2 taller buildings on top.
4. The taller portion of the Civic Facilities should be along Trafalgar to emphasize entry into Midtown.
5. The Civic Facilities complex should have a more generous setback from the property line to accommodate special landscape treatments. (please see “Trafalgar Gateways” on page 61)
6. The ground level of Civic Facilities facing Cross Avenue and / or the Civic Square should have retail at-grade. (please see “Civic Square” on page 45)



Kitchener City Hall, Kitchener, ON



Kitchener City Hall, Kitchener, ON

## 6.2.2. Office Buildings

Office buildings along Trafalgar Road have an important and strategic location due to their proximity to station area and also to Midtown gateway.

1. Office buildings in the Trafalgar District should be of a higher density to complement the adjacent Civic Facilities.
2. The office floorplates should be no smaller than 1500 square m and no larger than 2500 square m.
3. Office building main entrances should be on Trafalgar Road.
4. There should be a setback from the property line to allow for landscape and tree planting.
5. Strategic articulation may be applied to the massing.
6. Use of diverse materials may be applied to create architecturally appealing buildings.
7. Mix of transparent materials and masonry is encouraged.
8. Parking decks of these buildings should not face main streets and should be accessed from the back of buildings or secondary streets. (Parking guidelines will be described in more detail in the next section of this document.)

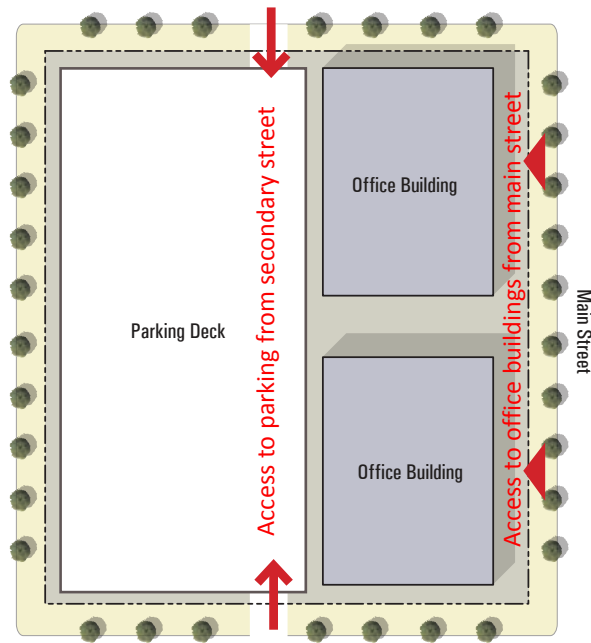


Figure 60. Office and parking arrangement on development parcel

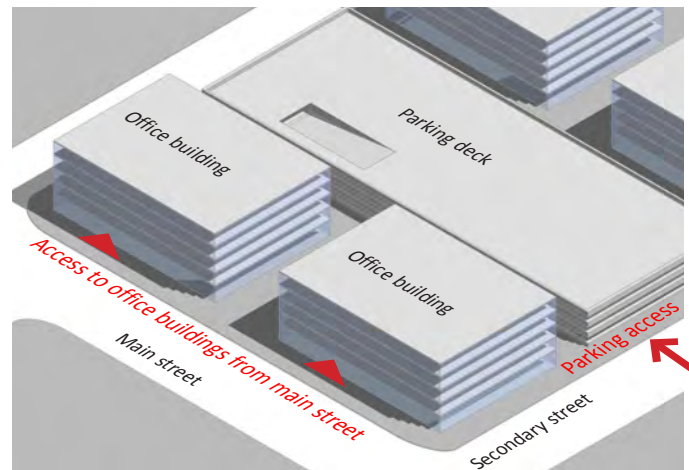


Figure 61. 3D illustration of office and parking arrangement on development parcel



Ohio State Parking Garage, Columbus





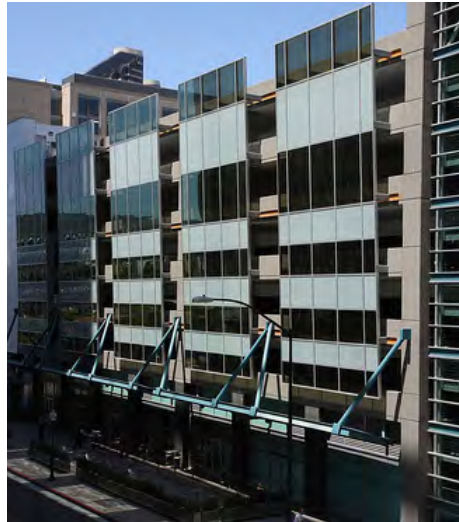
North Bank, Sheffield



West Vancouver Community Center, West Vancouver



Stockley Pines, London



Parking Garage, San Diego

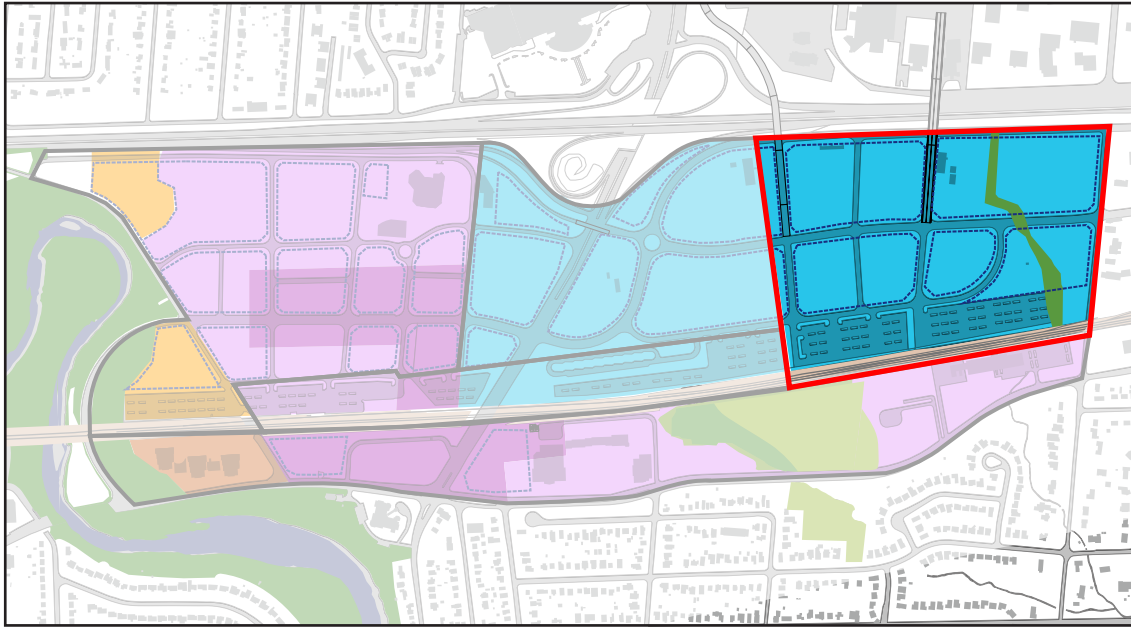



Figure 62. Chartwell District, Land Use Plan, Liveable Oakville (Schedule L1)

## 6.3. Chartwell District

Chartwell district contains mostly low-rise office uses. Due to the availability of land and the aim to create a liveable place, some flexibility in terms of height and use is permitted.

 Office Employment

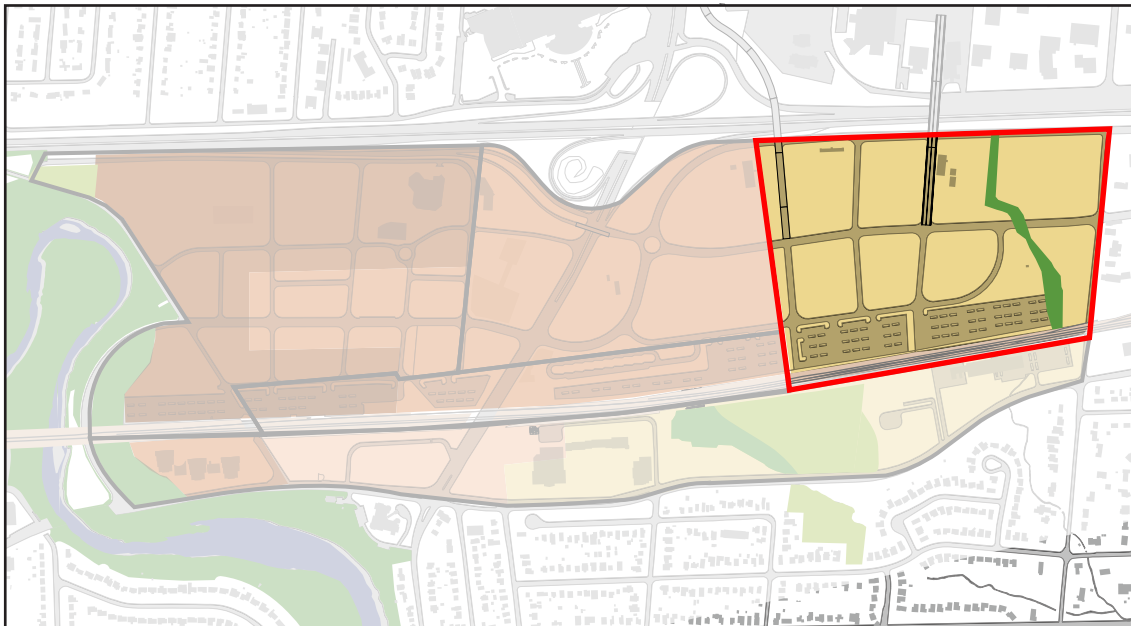



Figure 63. Chartwell District, Building Height Plan, Liveable Oakville (Schedule L2)

 2 - 6 storeys

Unless mentioned otherwise, the office buildings follow the same guidelines as the Trafalgar District. Large development parcels can accommodate more than 2 office buildings. In such cases:

1. Office buildings facing the highway should be of greater heights.
2. The office buildings should have clear address and entrance from the public streets.
3. Parking decks for a group of office buildings should be located in the middle of the parcel and should be accessed from the secondary streets.

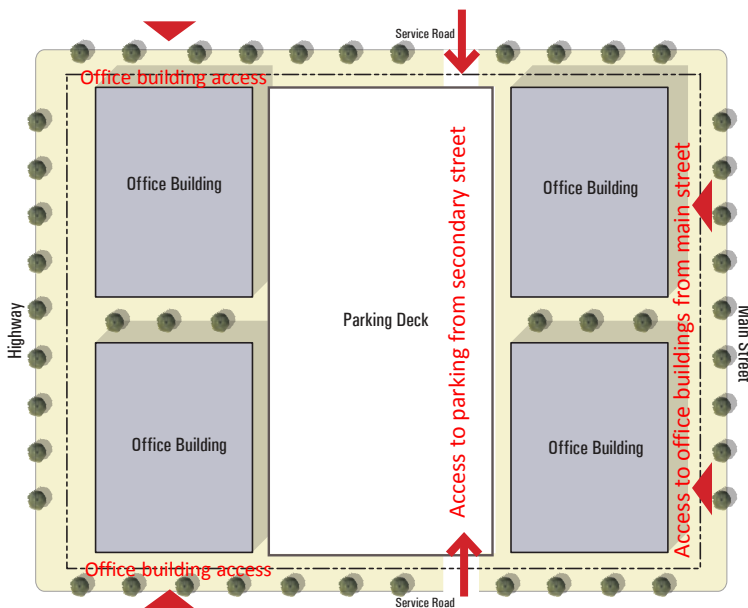


Figure 64. Office and parking arrangement on development parcels close to the highway



280 King Street East, Toronto, ON



1401 1st Street SE, Calgary, AB

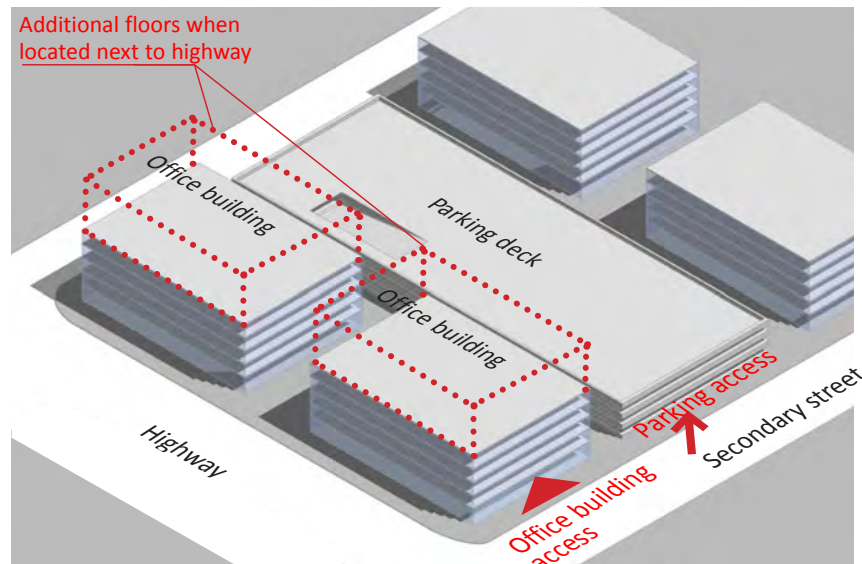


Figure 65. 3D illustration of office and parking arrangement on development parcels close to the highway



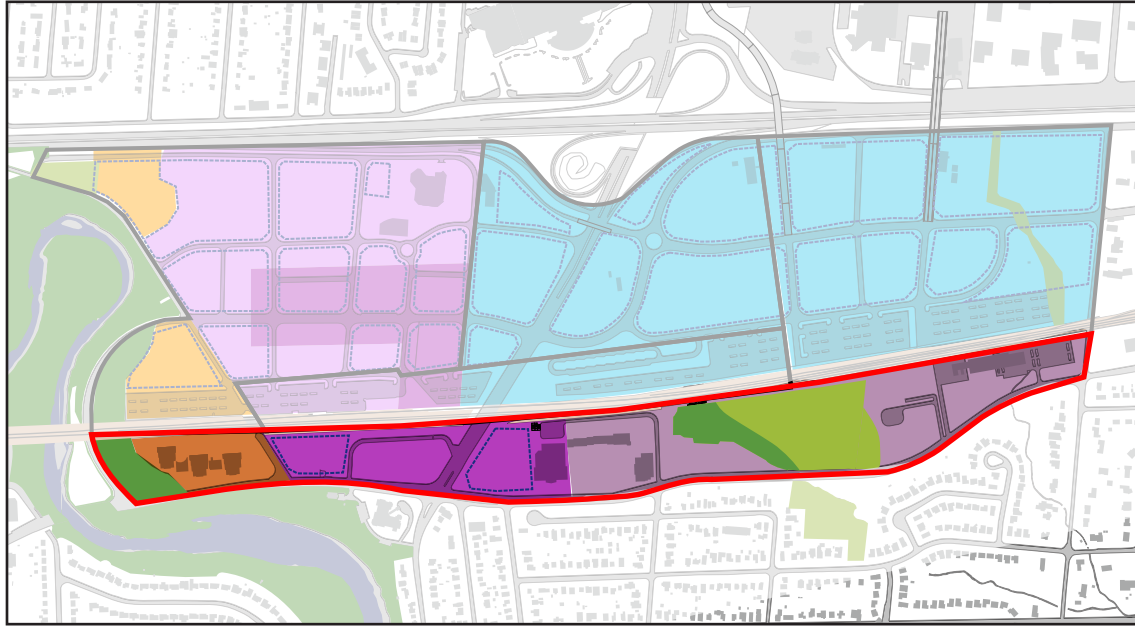


Figure 66. Cornwall District, Land Use Plan, Liveable Oakville (Schedule L1)

## 6.4. Cornwall District

The Cornwall District contains low to mid-rise residential uses as well as community commercial uses. Due to neighbouring existing low-rise residential neighbourhood some specific guidelines should be applied in this district.

- High density residential
- Community commercial
- Urban centre
- Natural area
- Parks and open spaces

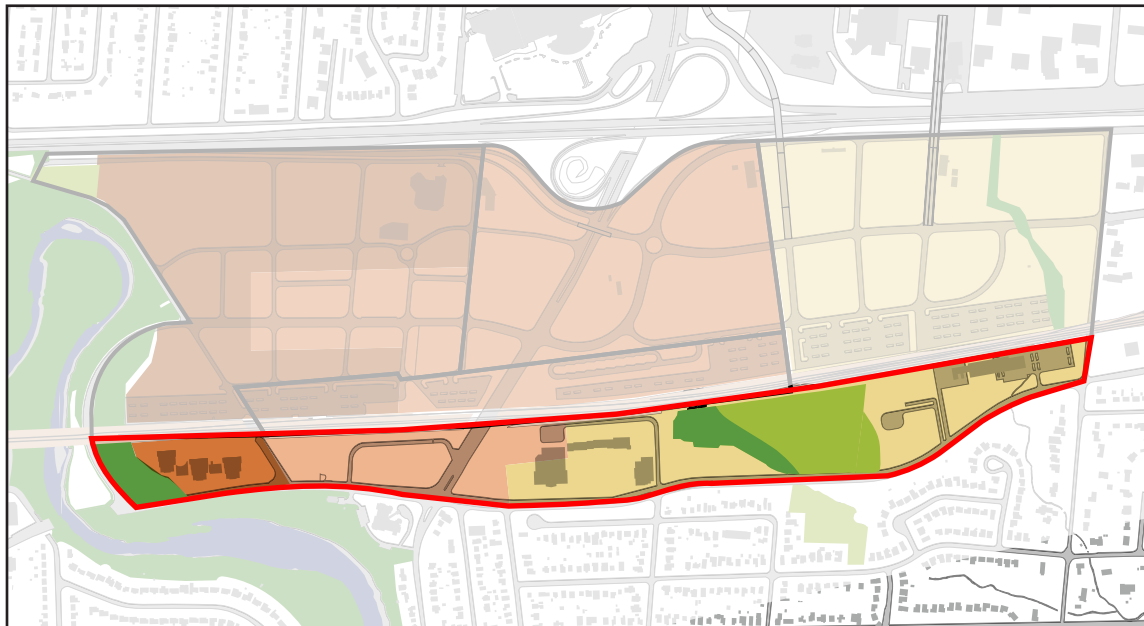


Figure 67. Cornwall District, Building Height Plan, Liveable Oakville (Schedule L2)

- 2 - 6 storeys
- 4-10 storeys
- 6-12 storeys
- Natural area
- Parks and open spaces



Port Credit, Mississauga, ON

### 6.4.1. Residential Buildings

1. Residential buildings in this district should have a larger setback from the property line and the street. This is to preserve the existing character of Cornwall Road.
2. Unlike other residential buildings, the buildings in this district will have access through the proposed driveways.
3. To avoid traffic, access to these driveway should only be through right turn lanes.
4. Buildings in this district which are located at the south Trafalgar gateway, should have a distinct architectural design.
5. Angular planes are one way of ensuring privacy and transition between low-rise and higher development.

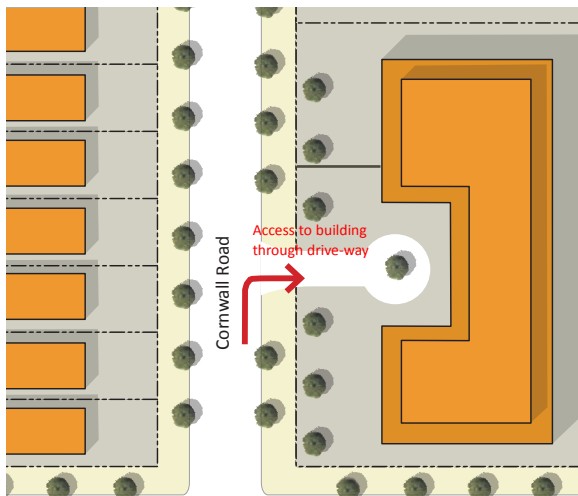


Figure 68. Setback and access to new residential buildings along Cornwall Road

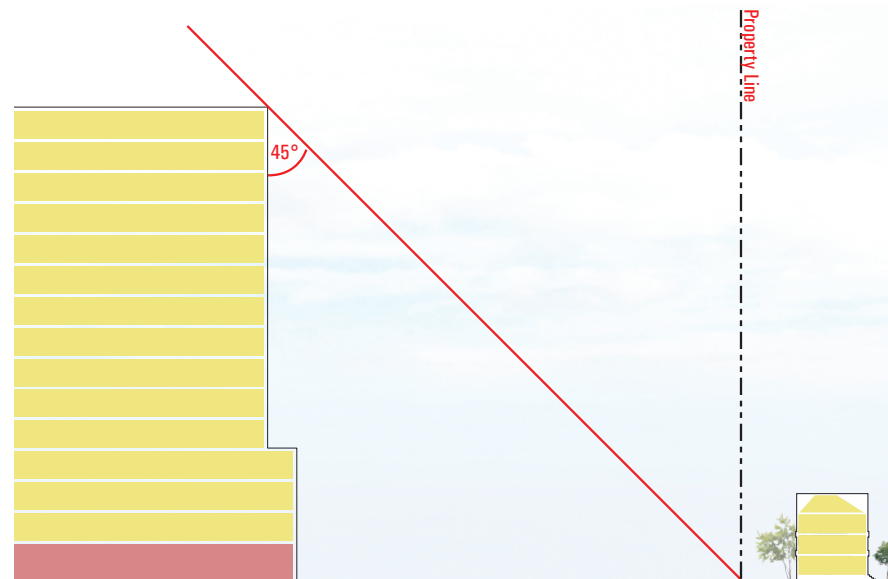


Figure 69. Typical relationship of potential tall buildings to existing low-rise residential neighbourhood

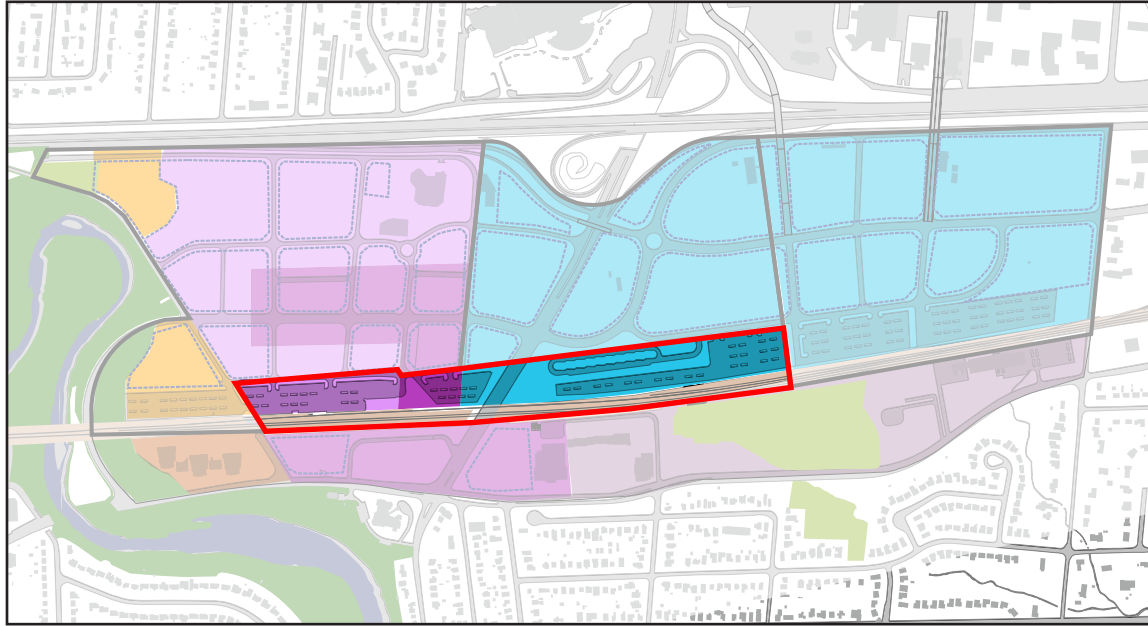


Figure 70. Station District, Land Use Plan, Liveable Oakville (Schedule L1)

## 6.5. Station District

The Station District is composed of the transportation facilities that define Midtown Oakville as a significant Mobility Hub, including train platform, station buildings, bus terminal, and parking areas.

- Urban centre
- Urban core
- Office Employment

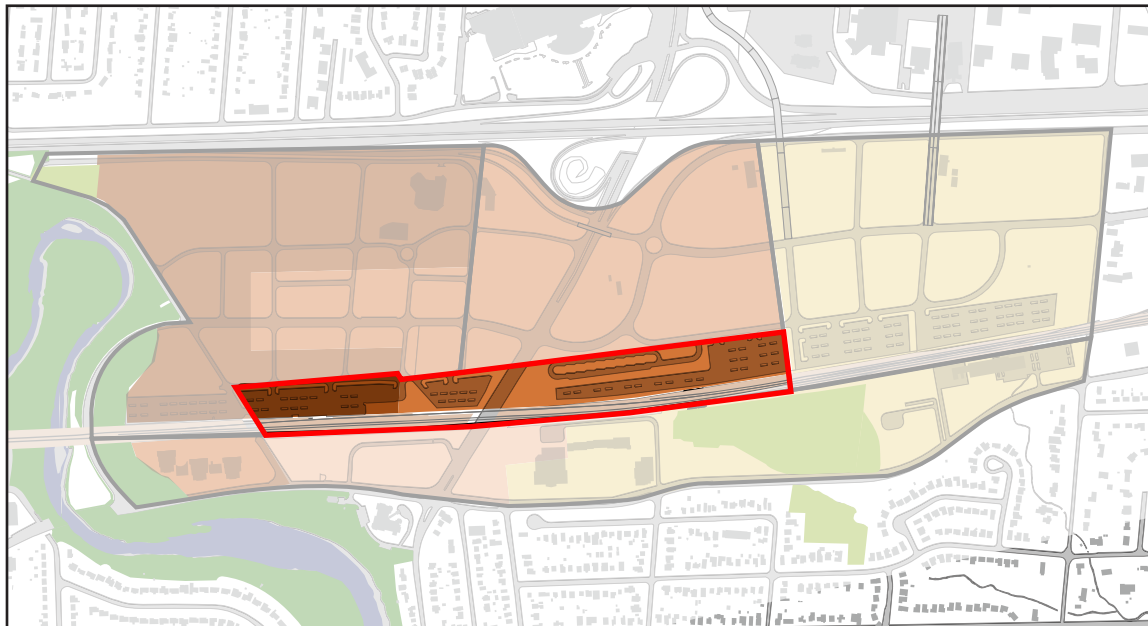


Figure 71. Station District, Building Height Plan, Liveable Oakville (Schedule L2)

- 6-12 storeys
- 8-20 storeys





Stanford Station, London, UK



Stanford Station, London, UK



Rosa Parks Bus Terminal, Detroit, Michigan

### 6.5.1. Station Building

1. The station building should have a strong relationship to the surrounding environment and will prioritize pedestrian movement.
2. The station building should provide entrances near the intersection to provide convenient access for pedestrians.
3. The station should be designed to be high quality, contemporary, and respectful of the local context and to communicate the importance of transit to the mobility hub.

4. The design of the station should reflect the significance of the building, while providing a welcoming and accessible environment for public use and enjoyment.
5. Station building signage should be well incorporated into the design of the building.

### 6.5.2. Bus Terminal

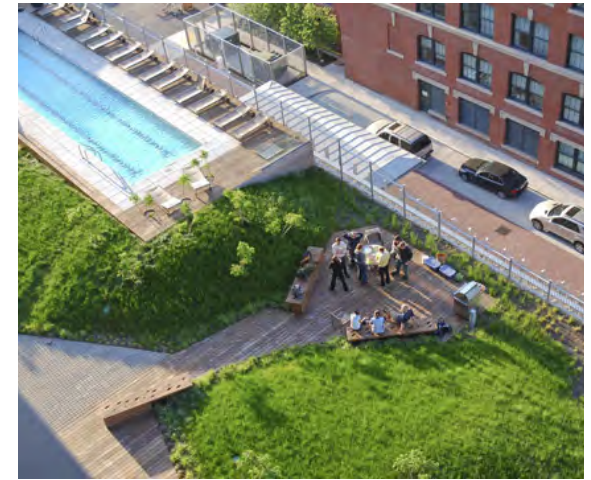
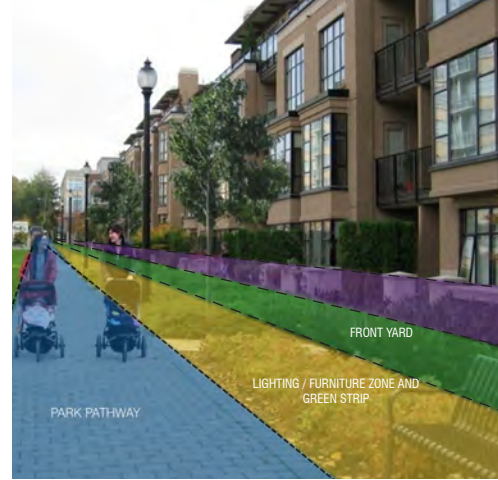
1. The vehicular access to the bus terminal should be wide enough to safely accommodate vehicles, but will also provide legible, barrier free and safe pedestrian crossings.
2. The bus terminal should have well designed and creative weather protection elements. This will also help transit commuters to locate the bus terminal easily.

## General Guidelines for All Types of Built Form

1. Building facade articulation features, such as balconies and bay windows may encroach into the setback area, but should not extend beyond the property line.
2. Canopies, stairs and walkways should be located on private lands, without any above-grade encroachment into the public right-of-way or public parks.
3. In mid-rise and tall buildings, the balcony projection should not exceed the depth of the setbacks.
4. Windows, entrances and balconies should overlook the public realm to provide sense of security.
5. Buildings should exhibit a variety of heights across Midtown, while maintaining a consistent profile.
6. Development should provide a gradual transition in scale from low-rise to mid-rise to high-rise.
7. If buildings are located adjacent to a park, a variety of hard and soft landscape features should be provided in the setback area, to create a transition between the public realm and adjacent built form.
8. All buildings should be oriented in a way that preserves and reinforces the key views and vistas.
9. All buildings should minimize sun and shadow impact.
10. Green roofs and solar panels should be used to create an energy efficient development.
11. Residential buildings which are located next to a park and / or are in close proximity of it, should have windows facing the park to provide park views for the units and create safety for park users (eyes on the street).
12. Commercial and office buildings which are next to a park and / or in close proximity of it should have windows facing the park, and should have active retail at the grade level.
13. If possible, public transit amenities, including bus shelters and waiting area, can be integrated into the private realm and built into the ground floor of a commercial, office or residential building as a part of the design feature.











# 7

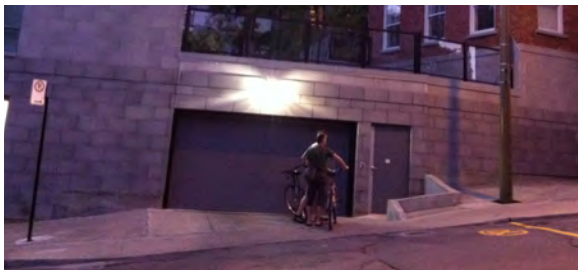
## Parking

The Midtown Oakville guidelines support providing parking spaces for different modes of transportation and for different purposes. It addresses residents, visitors, cyclists and transit commuters.\*

## 7.1. Underground Parking

On-site parking should be provided for residential development in underground parking decks.

1. Access to parking should be via public streets or private driveways.
2. The design of parking areas should maximize safety and security.
3. Access to and from parking areas should be controlled.
4. Visitor parking should be separated from resident parking.
5. Garage vents should be integrated into hard surface areas with limited impact on pedestrian amenities or landscaped areas.
6. Shared parking should be encouraged between residential and commercial uses.



Incorporate garage access into the building

## 7.2. Street Parking

1. On-street parking opportunities should be maximized.
2. Streets with retail at-grade should have permanent on-street parking on one side and off-peak on-street parking on the other side of the street.
3. Parking should not be permitted at grade between the building and the street.
4. Surface parking lots will not be permitted for residential development.



## 7.3. Bicycle Parking

1. Public bicycle parking facilities should be provided throughout Midtown.
2. Bicycle lock posts/ rings are to be located along streetscapes and in parks.
3. Secure bicycle storage facilities should be incorporated into the underground first parking level garage of areas or within apartment buildings at grade.
4. Opportunities for bike sharing facilities should be maximized.

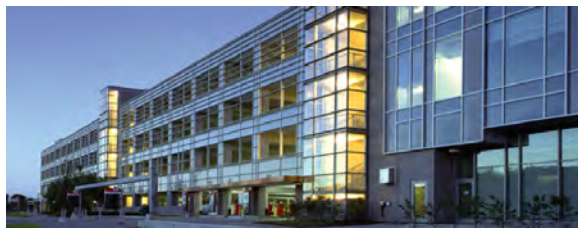


Bicycle lock posts, Montreal



## 7.4. Office Parking Decks

1. Parking decks of these buildings should not face parks / public open spaces and main streets and should be accessed from the back of buildings or secondary streets.
2. Parking decks should generally not exceed 3 storeys in order to create a sense of place and to avoid parking dominance over the urban environment.
3. In cases where site limitation and other constraints do not allow locating the deck behind the building and away from the main corridor, it should be designed in a way that can be easily integrated with the built form.
4. Parking decks should either be completely detached from the office building or in the form of base building attached to it.
5. For office building developed west of Trafalgar Road and in the Lyons district, parking should be accommodated underground.



Parking deck at York University, Toronto, ON

## 7.5. Commuter Rail Parking

Work with Metrolinx / Go Transit to achieve the following guidelines:

1. Where commuter rail parking is a surface parking deck, lighting should be employed to create a safe environment.
2. Where possible, surface parking lots should incorporate generous landscaping.
3. Where possible, surface parking lots should use porous paving or other methods to reduce stormwater run-off.



Buffalo

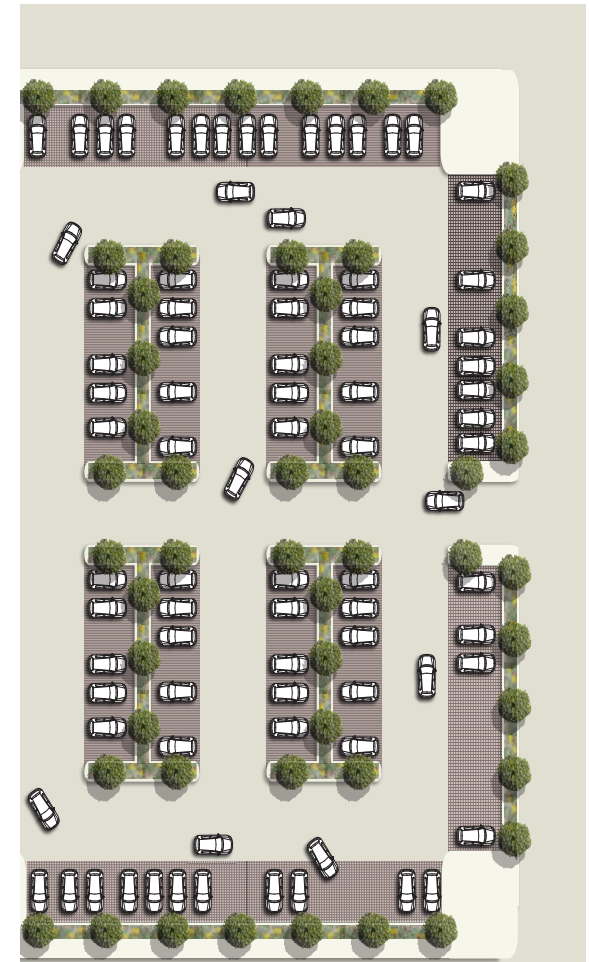


Figure 72. Transit surface parking with landscape and surface treatment

## 7.6. Non-transit related surface parking

Even though surface parking is strongly discouraged in Midtown Oakville, some interim surface parking may be required for office developments. Additionally, surface parking may be required for some retail uses. In such cases, non-transit surface parking should be:

1. Behind or beside the buildings,
2. Be visually screened from the street to maintain continuity of built form,
3. Designed to a high level of architectural and landscape quality, to reduce the negative impacts on the environment and the streetscape.



## 7.7. Vehicular Access

- Vehicular access to buildings and development blocks should be located to minimize curb cuts and disruption of the pedestrian environment.
- There should be no vehicular access into development blocks from Cross Avenue and Trafalgar Road.
- Access areas should be architecturally treated, incorporating landscaping, lighting and other mitigation measures.
- Vehicular entrances should be surrounded by and recessed into occupied building space so as to integrate access areas into the building and reduce its street presence.
- Parking areas should be designed to have safe pedestrian paths.
- Parking areas should use porous paving to reduce stormwater runoff.
- Where possible, parking areas should feature tree planting and landscaping.







# Appendix

## Proposed Bus Loop and Station Building North of Cross Avenue

The Metrolinx Mobility Hub study explored two different options for the location of a new GO transit terminal (bus loop) and station building.

- One of the proposed locations is on the south side of Cross Avenue, on Hydro One property. This has been illustrated in this Urban Design Guideline document in the “Transportation” section, page 34 (figure. 19).
- The second proposed location straddles Cross Avenue with the transit terminal north of Cross Avenue, and a new GO station building on the south side of the street (connected via underground passageways). (Figures 80 and 81).

There are advantages and disadvantages to both options:

- The proposed terminal south of Cross Avenue provides a better Mobility Hub, is closer to the train platforms and will have shorter underground tunnels. This option, however, may not be technically or financially feasible as it is dependent on locating future Hydro One transmission lines underground and substantially relocating existing underground utilities.

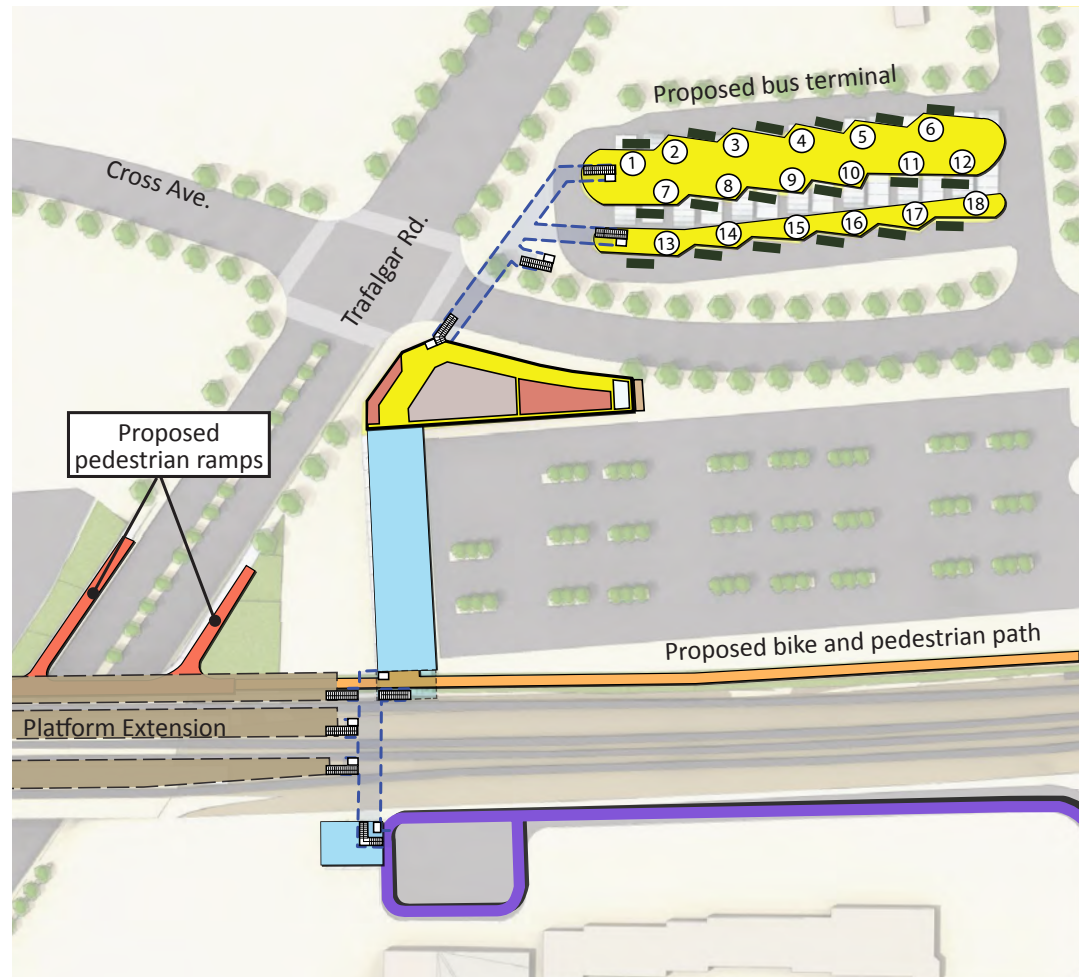


Figure 73. Concept 2 - Transit Terminal north of Cross Avenue\*

\*Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study.



- The bus loop north of Cross Avenue is far from the station platforms, which will result in a longer walking distances for transit users. However, this options will likely be less expensive and easier to construct as it results in less conflicts with existing underground utilities and allows for Hydro One transmission lines to be located above ground.
- The south side option has several advantages for the long term development of the Midtown. It makes the most efficient use of land using the Hydro One property which has no other development potential and freeing up the other site for development. It also provides the most convenient access to the bus station and its easterly extension.



Figure 74. Illustrative rendering of Concept 2 - Transit Terminal north of Cross Avenue\*

\*Figures extracted from Metrolinx Midtown Oakville Mobility Hub Study.