

Draft Considerations for an 'Urban Design Direction for Bronte Village' [Livable by Design Manual: Part B document]

Background

Concurrent with the review of existing and creation of new policies for Bronte Village, staff is preparing an urban design direction document that is tailored to the district and that implements the Bronte Village (section 24) and Urban Design (section 6) policies of the *Livable Oakville Plan*.

The urban design direction will build upon the policies and new schedule by demonstrating, through text and images, the expectations for development in the public and private realms by providing examples from other places. The design document will form part of the *Livable by Design Manual* and build on the design direction of Part A (town-wide) by tailoring the direction to the Bronte Village context and character.

The draft urban design direction for Bronte Village has also been informed by the Lakeshore Road EA study, the Bronte Village Retail Strategy, the Harbours Master Plan, and other town studies and initiatives.

Proposed structure of Design Document

Staff is organizing the urban design content into the following document sections:

- introduction and the implementation of design direction
- the character of and vision for the district – providing an historical, existing condition and current redevelopment activity, and future build-out (implementing the policies)
- visualizing the district of today and built-out based on policy direction (3D model)
- urban design direction that is organized under 'themes' and accompanying tailored design 'strategies/techniques' that can enhance the character and experience of the district

Attached Draft Content

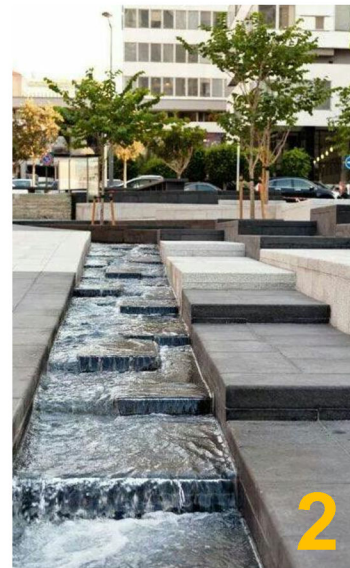
Attached are draft preliminary pages that will be incorporated into the fourth part of the proposed document, the urban design direction specific to Bronte Village. The content is still evolving and will be provided for public consultation and input prior to finalizing the direction. Of note, as with the other documents contained in the *Livable by Design Manual*, once the document is endorsed by Planning and Development Council, this design direction will continue to evolve and be refined over time in order to provide the best and most appropriate design direction for the district.

THEME 1: DISTINGUISHING THE DISTRICT



1 GATEWAYS

- Creating gateway treatments which include well designed built form or structures, distinctive streetscape, landscaping and/or public art



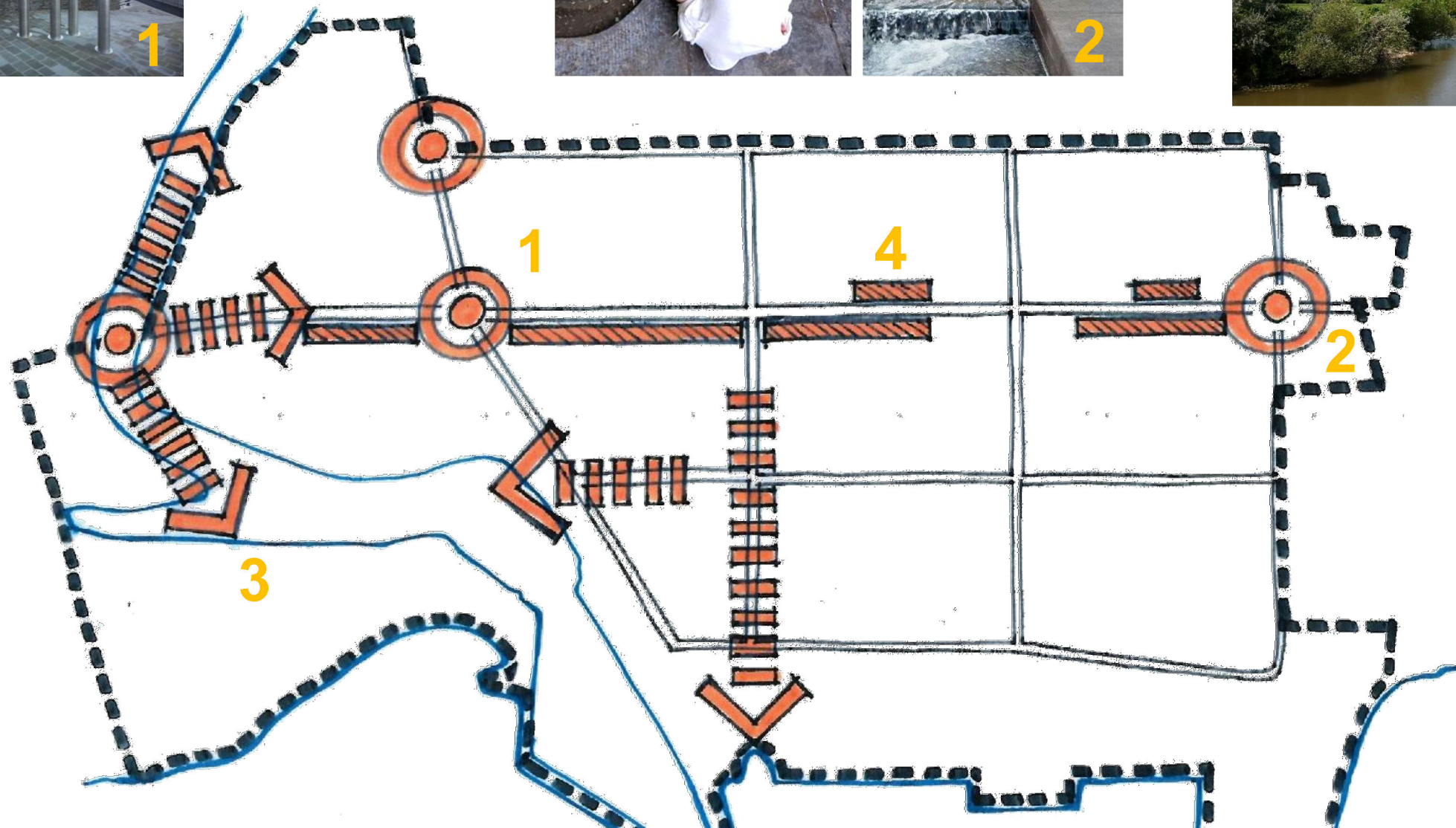
2 CONTEXT-SENSITIVE DEVELOPMENT

- Articulating pedestrian ways that emphasize the lake
- Developing public and private projects that celebrate the lake
- Incorporating water or using visual and physical cues in the design of buildings and open spaces



3 VIEW CORRIDORS

- Maintaining views to the lake and harbour from public streets
- Enhancing view corridors by appropriate built form and public realm elements



4 ENHANCED STREETSCAPE AREAS

- Preserving large stature trees and open space areas and requiring larger setbacks where appropriate to create a wider pedestrian zone



THEME 2: TRANSITIONS TO SURROUNDINGS

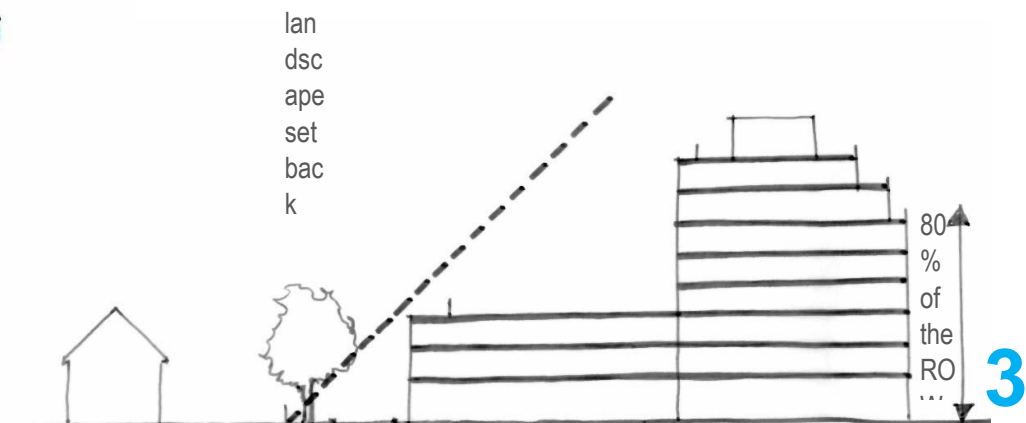
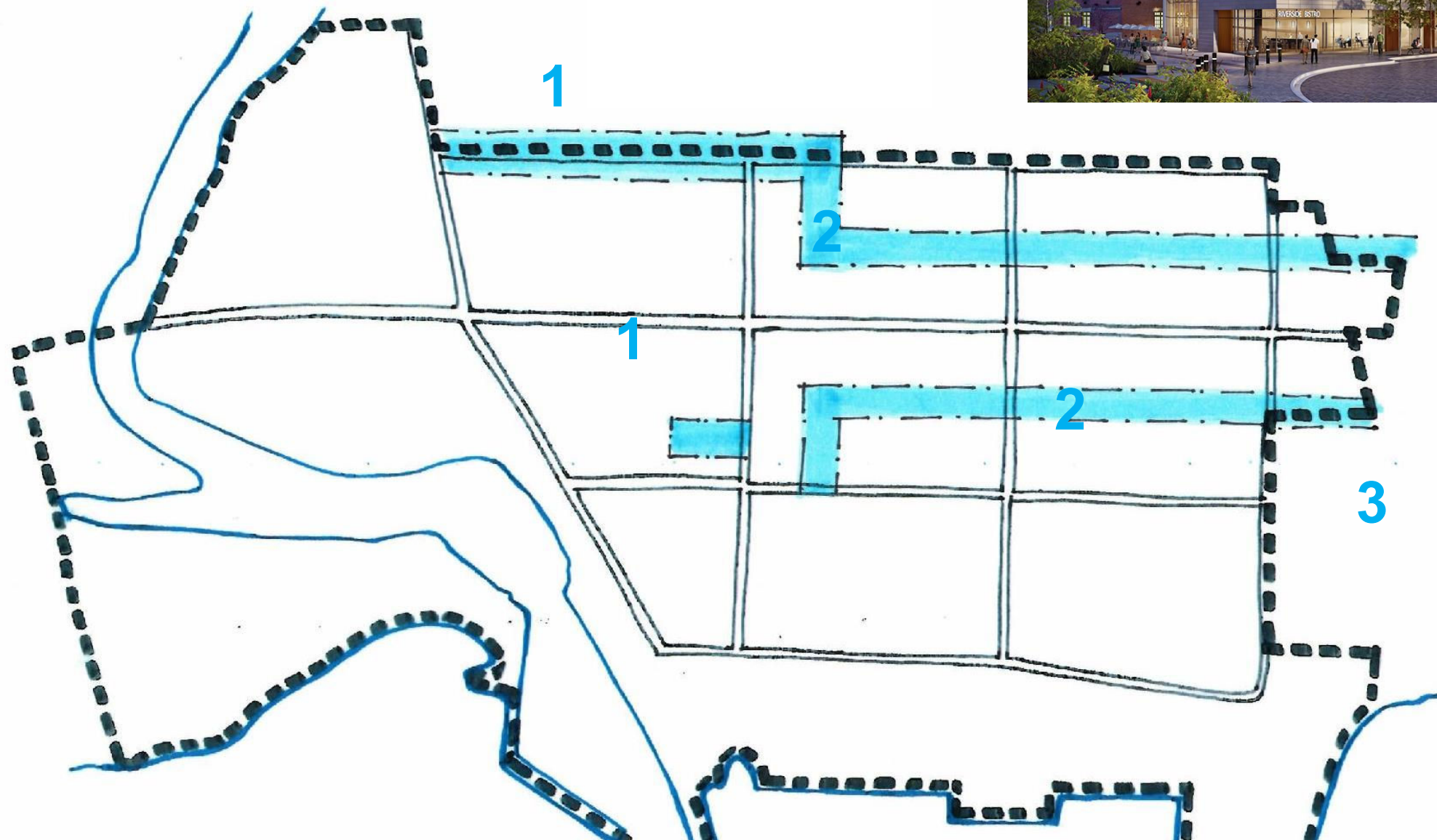
1 APPROPRIATE MASSING

- Providing building setbacks and appropriate massing where higher built form is proposed adjacent to lower built form



2 REAR YARD TRANSITION

- Creating a rear transition between a main street property to the abutting property with an appropriate setback and a 45-degree angular plane from the property line



3 BUILDING SEPARATION

- Providing appropriate separation distances between buildings

THEME 3: SUPPORTING ACTIVE STREET USES



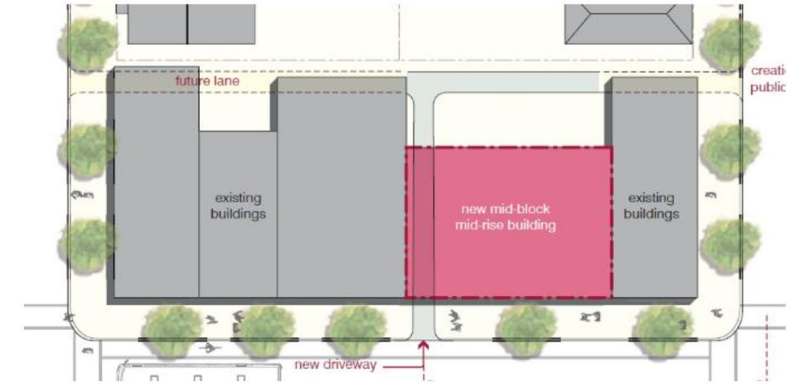
1 PRIMARY AND SECONDARY STREETS

- Developing main streets with pedestrian-focused, attractive public realm which provides engaging places for people and encourages their interactions
- Providing human-scale built form which supports active main street environment



2 PEDESTRIAN CONNECTIONS

- Providing mid-block pedestrian connection(s) to enhance pedestrian access and circulation



3 VEHICULAR ACCESS

- Reducing impact from vehicles entering and exiting sites along main streets by locating vehicular access from side streets and rear lanes and/or consolidated access points

