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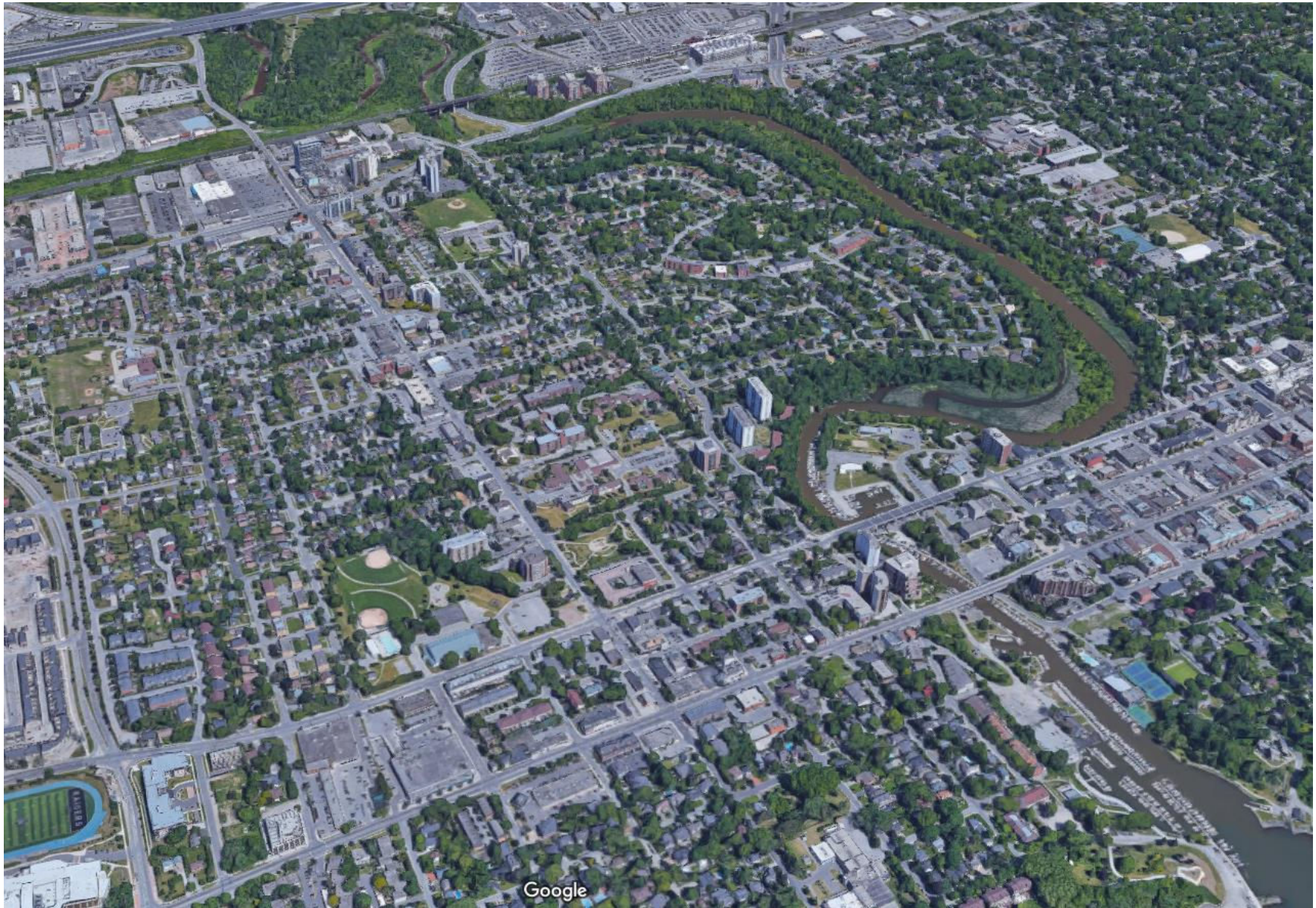
Kerr Village

Urban Design Direction

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1 introduction



1 introduction

KERR VILLAGE is a unique traditional commercial area in Oakville. It offers a variety of retail, eateries and services to local residents living within the district and in surrounding neighbourhoods, as well as positioning itself as a vibrant commercial and cultural destination.

A key defining element of this district is Kerr Street – the traditional commercial corridor or ‘main street’. This corridor is further delineated by two other intersecting roadways, that is, Speers Road at the northern end and Lakeshore Road West at the southern end. It is this roadway pattern that establishes an organizing framework for the district.

‘Main Street’ is a generic phrase used to denote a primary retail street of a village or town. It is usually a focal point for shops and services, and is most often used in reference to a place for retailing, socializing and hosting events. In many communities, the main street is celebrated as the ‘living room of the community’.

This urban design document sets the expectations for preferred design outcomes in Kerr Village by providing direction for finding compatible design solutions that are based on policy direction, best practices, and the context and character of the district.

the policy context

This design document implements the policy goals, objectives and urban design policies as set out in the Kerr Village (S. 23) and Urban Design (S.6) sections of the *Livable Oakville Plan*, as amended and updated.

Goal: (23.1) Kerr Village will be revitalized as a vibrant business district and cultural area.

Objectives:

(23.2.1) Create opportunities for new, sustainable growth by promoting compact urban form with higher density development through compatible development and redevelopment opportunities

(23.2.2) Enhance the mobility of all users with the provision of transit priority measures and increase levels of service through the development process

(23.2.3) Create an attractive public realm by:

- a. promoting high quality streetscapes and open spaces to create a comfortable, accessible and unique community;*
- b. ensuring appropriate transitions occur between the main street areas and the lower density residential neighbourhoods*

1 introduction *(continued)*

the urban design context

This design document builds upon the broad urban design direction contained within the *Livable by Design Manual (Part A) – Urban Design Direction for Oakville* by providing design direction that is specific to the Kerr Village context, which reflects and implements the above-noted goal, objectives and urban design policies.

The *Livable by Design Manual* is comprised of three parts:

Part A: comprehensive set of urban design directives applied on lands south of Dundas Street and north of highway 407 [*Urban Design Direction for Oakville* (2014)]

Part B: detailed design documents tailored to districts and specific land-uses [for example, *Design Guidelines for Stable Residential Communities* (2013) and *Designing Midtown* (2014)]

Part C: *Site Design and Development Standards* (2017)



the urban design focus

The urban design direction contained in this document focuses on public realm enhancements and property redevelopment that reinforce the context and character of this traditional commercial area and illustrates how revitalization efforts can achieve the expectations of a vibrant economic and cultural district.

This urban design direction expands upon the broad-based and fundamental design direction and guiding design principles contained in the endorsed Part A document. This document is intended to be read and applied in conjunction with the direction provided in Part A and Part C of the design manual

While this design direction is specifically tailored to reinforcing and enhancing the Kerr Village context and character, it is not intended to limit design options. Rather, this document should foster creativity in design through directives that outline expectations while providing design flexibility that will allow for creative and innovative public realm and site/building design that ultimately contributes to the character of the larger whole.

1 introduction *(continued)*

implementation

the use. This urban design direction document expresses the expectations for preferred design outcomes, inspires achieving compatible and creative design solutions, and establishes an assessment framework for designing and reviewing development proposals. The design direction provides stakeholders, designers, staff, and decision makers a clear set of illustrated design expectations.

the content. This urban design direction document sets the direction, through succinct text and relevant images, for facilitating desirable and compatible development that can sympathetically respond to the surrounding context and maintain and enhance the character of that area.

The text and images are intended to highlight a broader design intent and should not be construed as a set of prescriptive standards. When deviations from this design direction are contemplated, the alternative must meet or exceed the intent of the stated direction and, most importantly, complement the context and character of the Kerr Village district.

the document. The direction in this urban design document will be reviewed and updated to reflect future policy enhancements, to enrich the text and incorporate additional images, to reflect new development(s), and to incorporate recommended outcomes from future studies and initiatives.

reference materials

[Livable Oakville Official Plan](#) (2009 to present)

[Livable by Design – Urban Design Manual](#) (2013 to present)

[Streetscape Strategy](#) (2014)

[The Plan for Kerr Village](#) (2009)

[Kerr Village Transportation Assessment](#) (2009)

2 guiding design principles



2 guiding design principles

These guiding design principles are the foundation for the urban design direction contained in all documents of the *Livable by Design Urban Design Manual*.

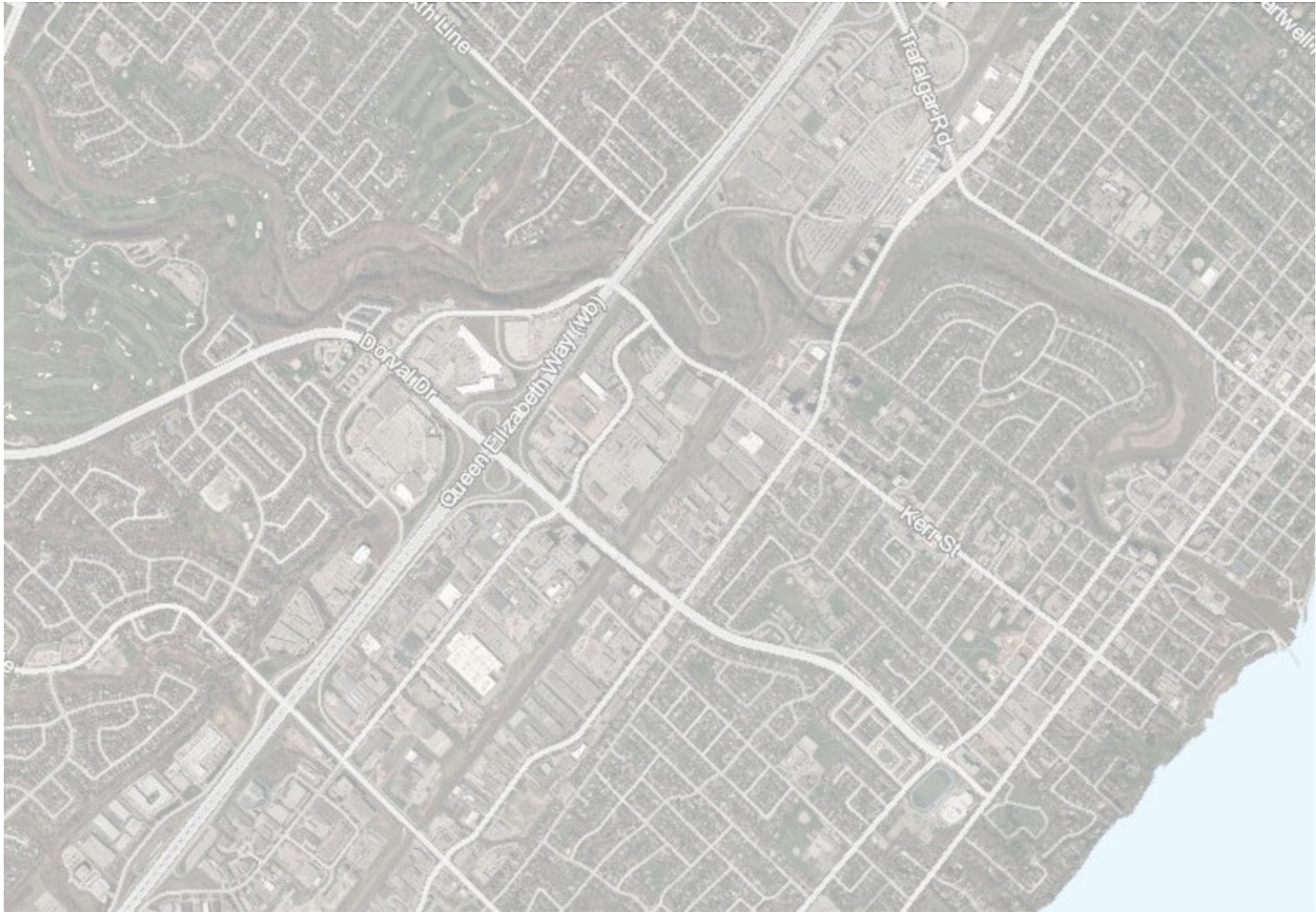
These guiding design principles reinforce the policy direction and design-based approach to community development, as outlined in the Urban Design (S.6) and Kerr Village (S.23) sections of the *Livable Oakville Plan*, as amended.

New and infill development, along with public realm improvements, are expected to be designed and executed in accordance with these six guiding design principles:

- 1. sense of identity** ... creating distinct and vibrant communities
- 2. compatibility** ... fostering compatibility and context-specific design
- 3. connectivity** ... enhancing connectivity and accessibility
- 4. sustainability** ... integrating sustainability and resiliency
- 5. legacy** ... preserving built heritage and cultural and natural resources
- 6. creativity** ... inspiring creativity and innovation

[refer to section 1.4 of the *Livable by Design Manual (Part A): Urban Design Direction for Oakville* for detailed descriptions of each principle]

3 Kerr Village context



3 Kerr Village context

Kerr Village is centrally located within south Oakville, situated west of the Oakville GO Station in Midtown, northwest of the downtown and south of the Canadian National Railway tracks. Just to the east of Kerr Village is the main branch of Sixteen Mile Creek. Orientation of the village is in response to this natural feature, and with its associated valley feature provides a valuable natural amenity.

The limits of Kerr Village extend along the length of Kerr Street, from the railway tracks in the north to just south of Lakeshore Road West in the south. The southern portion of the village extends along Lakeshore Road West, from Maurice Drive in the west to Sixteen Mile Creek in the east.

Kerr Village has a unique main street character in Oakville, reflected in the many shops that operate along Kerr Street and Lakeshore Road West. The commercial area, as well as the stable neighbourhoods which surround it, create an established location that benefits the entire Town.

Kerr Village is comprised of three land use districts comprised of the **Upper Kerr Village District**, **Kerr Village Main Street District** and the **Lower Kerr Village District**. The districts are structured to provide an appropriate transition in land use and built form between the existing residential areas and any future development.



The **Upper Kerr Village District** is envisioned to be a transit-supportive and mixed use area. Higher density forms of development are expected to achieve the critical mass required for enhanced transit. The District will include appropriate gateway features, an urban park with pedestrian mid-block connections and opportunities for affordable housing. Employment designations adjacent to the District are

3 Kerr Village context *(continued)*

to remain, and any new development shall incorporate measures to buffer employment areas from potentially incompatible uses.

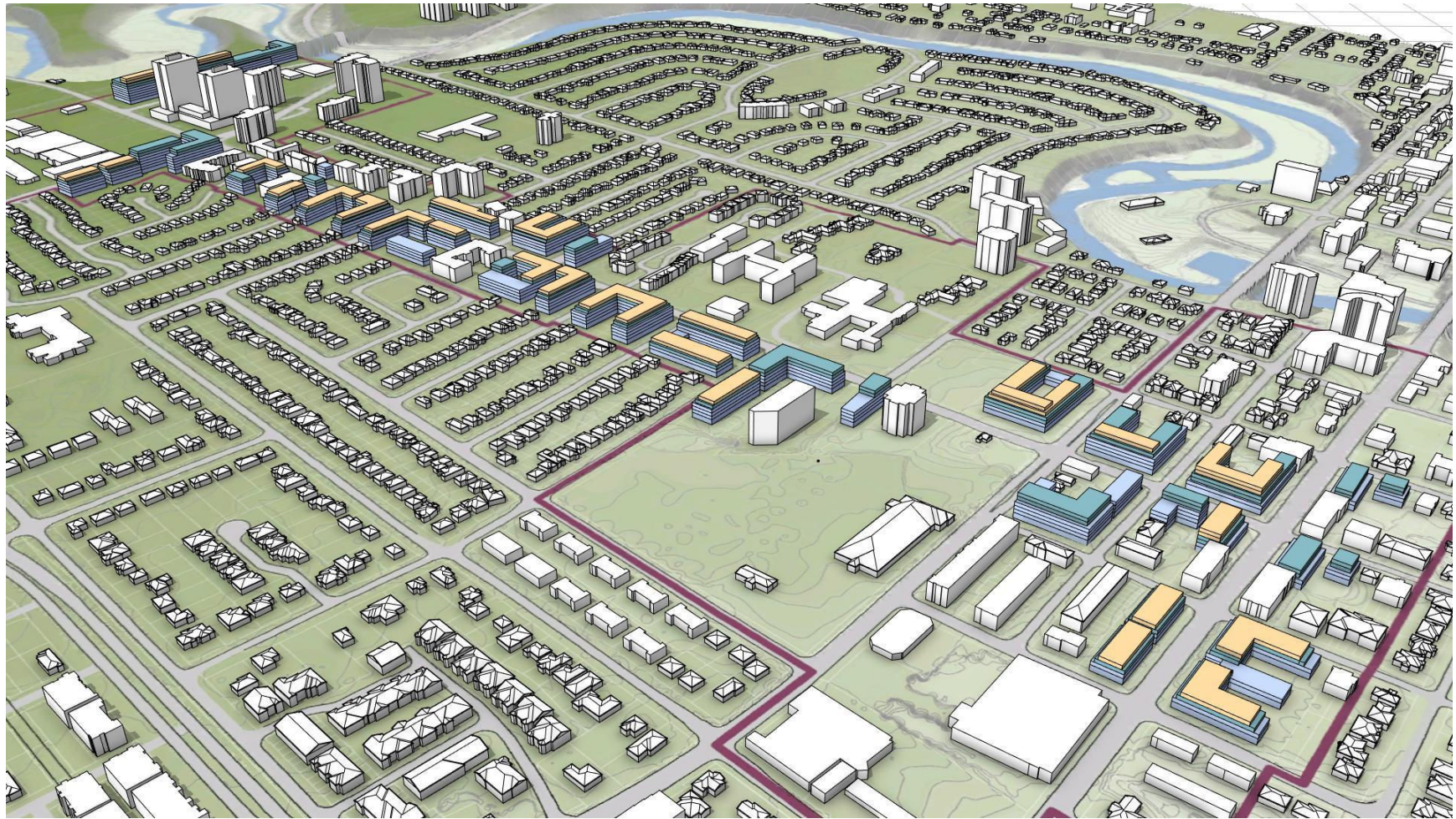
The **Kerr Village Main Street District** is envisioned to remain a predominantly mixed use area along Kerr Street with residential buildings that include commercial or office uses at-grade. Development shall allow for and foster pedestrian activity and attractive streetscapes. Heritage Square serves as a potential gathering point for the community, with Westwood Park, Normandy Park, and Trafalgar Park providing open space amenity.

The **Lower Kerr Village District** is envisioned to largely remain a mixed use area, allowing for a mixture of commercial, office, and residential uses including some standalone residential uses as an extension from Downtown Oakville, and with a defined entrance into Kerr Village.

4 visualizing Kerr Village

This is a conceptual visualization of the Kerr Village Growth Area depicting a 'build-out' scenario implementing the development policies in the *Livable Oakville Plan* and the regulations in *Zoning By-law 2014-014*.

- Growth Area Boundary
- Minimum Building Height
- Maximum Building Height
- Maximum Building Height with Bonusing ...



5 urban design direction for Kerr Village



5 urban design direction for Kerr Village

Design is a key component of the continuing revitalization of Kerr Village as a vibrant business district and cultural area.

The evolution of development on private lands and phased public realm improvements within Kerr Village has resulted in a widely varying built form and streetscape treatment. While variety is the spice of life, too much variety may result in a lack of identity and unity. Enhancements aimed at strengthening the Kerr Village identity and re-establishing unity can further delineate it as a unique place and destination within the Town.

Business and culture thrive with people. Public areas which are not accessible, comfortable, or interesting may discourage people from returning. Therefore, to maintain vibrancy, the design of the built environment should support people as they make their way to and through the village.

Kerr Village has an existing and planned mix of uses and density that is greater than surrounding residential neighbourhoods. Just as good fences make good neighbours, good transitions will also make good neighbourhoods. Though thoughtful design, compatibility can be achieved with appropriate transitions.

This document addresses these important considerations under the following themes:

- A. distinguish the district**
- B. foster activity at street level**
- C. frame the street**
- D. compatible with surroundings**
- E. links to and through the district**

Each theme contains design direction and president images for how these essential components can be realized. The design direction is intended to highlight the broader design intent; it should not be construed as a set of prescriptive standards.

If deviation from this direction is contemplated, an acceptable alternative must meet or exceed the intent of the stated direction and complement the context and character of the Kerr Village district.

5A distinguish the district



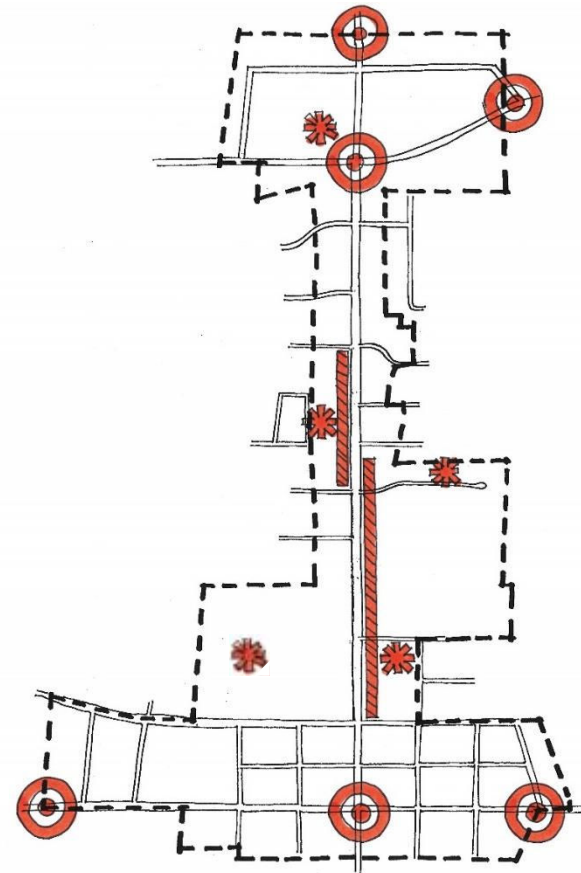
5A distinguish the district

To further delineate Kerr Village within the Town, and to strengthen its identity, arrival to the district should be announced, public space should be designed as a unifying element, and as an expression of Kerr Village’s vibrant culture, public art should be encouraged in public or private development.




In the *Livable Oakville Plan* policies, gateways are located at visually prominent entry points into Kerr Village. These locations shall provide gateway treatments, including well-designed built form and structures, distinctive streetscape treatments, landscaping, and public art.

Streetscape, public open space, including enhanced streetscape areas and urban squares, should be utilized as unifying public realm elements through the use of compatible, consistent and complementary design treatments while contributing to a distinctive and unique streetscape.

Public art should be installed in all areas of the district and could be creatively integrated into streetscape, open space, gateway, and built form treatments.



Distinguishing the district direction is primarily focused on:

- urban squares 
- gateways 
- enhanced streetscape setbacks 

5A distinguish the district *(continued)*

SENSE OF ARRIVAL

1. Enhancing/installing gateway elements

Gateways are located at key entry points into the growth area and at prominent intersections of the primary streets. Gateway design should appropriately relate to the main street character of the district, provide a distinct sense of identity upon entry to the district, and incorporate significant features. Gateways can be effectively expressed through built form, open space, public art and streetscape features.

Kerr Village gateway locations include:

- Speers Road and Kerr Street (1)
- Speers Road at the Queen Mary Drive bridge (2)
- the future Kerr Street underpass and railway crossing (3)
- Lakeshore Road West and Dorval Drive (4)
- Lakeshore Road West and Forsythe Street (5)
- Lakeshore Road West and Kerr Street (6)

Design direction:

development and enhancements at gateway locations incorporates a distinct sense of entry that reinforces the district context and the main street character



5A distinguish the district *(continued)*

Design direction may be accomplished by:

- orienting building massing and entrances directly towards the street and, where applicable, towards the intersection
- creating gateway treatments that include well-designed built form and structures, distinctive streetscape treatments, landscaping and public art installations
- utilizing public art, planting design and unique boulevard paving patterns to highlight these entries and to unify the district



5A distinguish the district *(continued)*

UNIFYING ELEMENTS

2. Coordinating public open spaces

Kerr Village has an abundance of parks and urban squares which distinguish the district. Repeated visual cues can be used to connect the various public open spaces, to strengthen their recognition as public space, and to provide a sense of district unity.

Design direction

public open spaces incorporate recurring visual cues to increase recognition and reinforce district unity

Design direction may be accomplished by:

- repeating hard and soft landscape materials in the enhancements of Normandy Park, Heritage Square, and the development of the future north gateway square, by using Westwood Park as a source of inspiration



5A distinguish the district *(continued)*

3. Consistent and coordinated streetscape treatment

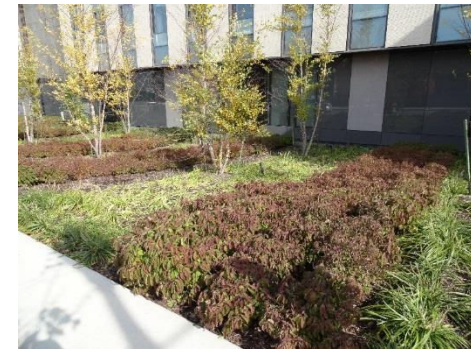
Establishing a consistent and recognizable streetscape design within the municipal right of way will assist in unifying the district. Repetition of paving treatments, lighting, banners, furniture, signage and planting can visually distinguish the district from its surroundings and strengthen its identity. Publically accessible open space should complement and be compatible with the adjacent primary street treatment. Private land owners should enhance the public/private interface adjacent to the right-of-way with a similar treatment.

Design direction

public and publicly-accessible open spaces abutting primary streets incorporate compatible and consistent hard and soft landscape treatments that complement the streetscape

Design direction may be accomplished by:

- establishing a consistent and recognizable primary streetscape treatment and furnishings through the repetition of hard and soft materials and other unifying elements
- extending the streetscape treatment onto publicly-accessible private open space
- increasing planting in enhanced streetscape areas and other softscape areas adjacent to the street



5A distinguish the district *(continued)*

EXPRESSIVE ELEMENTS

4. Incorporate public art

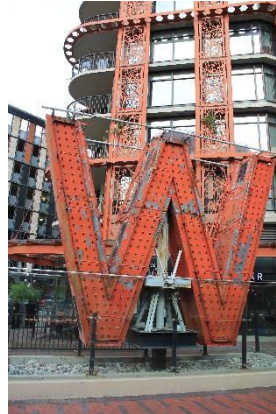
Public art expresses local identity and character, fosters creativity, and instills a sense of civic pride. It should be incorporated in all areas of the district

Design direction

incorporate public art into public spaces on the boulevard, open spaces, and publically-accessible portions of private development

Design direction may be accomplished by:

- installing free-standing sculptures, friezes, murals, luminal installations, metal works, fountains, etc.

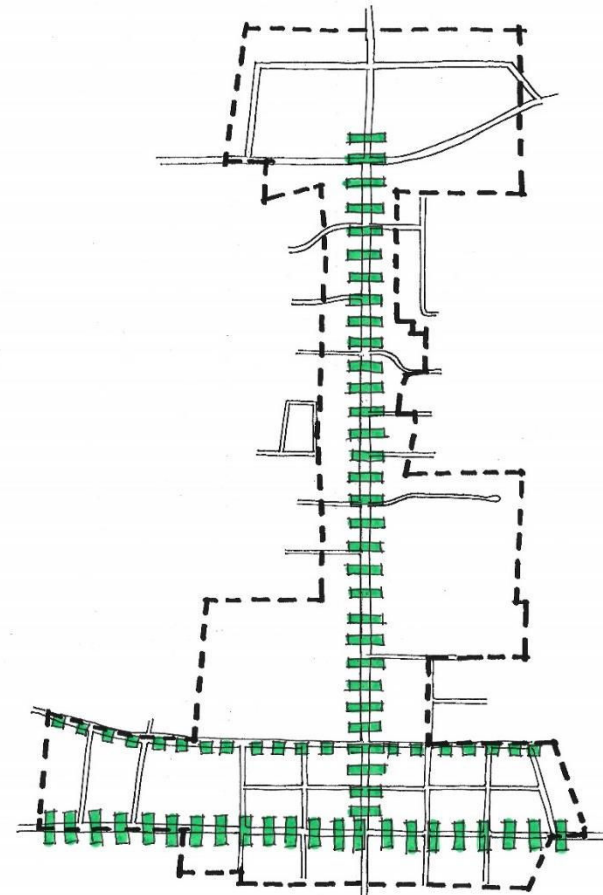


5B foster activity at the street level





5B foster activity at the street level

The vibrancy of a mixed-use district relies on creating a walkable community with accessible, comfortable and interesting public areas. Thriving main streets foster active uses at the ground level, pedestrian and cycling amenities such as wide sidewalks, well-designed gathering and sitting areas, tree plantings and landscaping, and human-scale built form along the street. Pedestrian activity and comfort along the main street can be increased when the spaces and buildings are designed to mitigate excessive solar exposure, wind, and precipitation.



Fostering activity at the street level is primarily focused on:

- primary streets 
- secondary streets 

5B foster activity at the street level *(continued)*

ACTIVITY ON THE BOULEVARD

1. Pedestrian realm

Inviting and comfortable spaces in the public realm for pedestrians and other users is a key ingredient of a successful main street. To foster activity at street level, primary and secondary streets within the district should have a pedestrian realm that consists of the building interface zone, pedestrian path zone, planting and furnishing zone, and curb zone (refer to LbDM Section 2.2 Streetscape for additional direction).

Design direction

foster activity at street level by designing high quality pedestrian environments within the boulevard of primary and secondary streets

Design direction may be accomplished by:

[within the building interface zone]

- providing space for retail displays and patio seating (where space permits)
- ensuring building entrances and windows are oriented towards and open onto the street
- incorporating weather protection elements



5B foster activity at the street level *(continued)*

[within the pedestrian path zone]

- maintaining an unobstructed, accessible and predictable pedestrian path of travel

[within the planting and furnishing zone]

- incorporating new street trees with adequate space and soil volume (through soil cell systems)
- installing coordinating street furnishings and surface treatments, such as benches, light poles, waste receptacles, bike racks, and transit stops and shelters
- incorporating additional places for seating and gathering
- incorporating wayfinding elements

[within the curb zone]

- locating above- and below-ground utilities within this zone



5B foster activity at the street level *(continued)*

2. Places for gathering and pausing

Kerr Village has generous landscape setbacks and opportunities for enhanced streetscape areas. As lands adjacent to these areas redevelop, they should be designed to support an active and vibrant streetscape.

Transformation of the landscape setbacks should balance the need for multi-purpose hard surface paving areas with soft landscape planting spaces. Together, these hard and soft elements support and enhance active street uses, user comfort, and district identity.

Design direction

create well-connected, inviting gathering places and sitting areas along primary streets that strike a balance between multi-purpose paved and soft planting areas

Design direction may be accomplished by:

- Incorporating innovatively-design spaces for a variety of programming
- providing a mix of hard and soft surfaces
- ensuring a maximum 2% slope in paved and patio areas to comfortably accommodate pedestrian circulation and moveable seating
- maintaining existing trees (here feasible)
- strategically setting back buildings to allow for additional space for gathering/sitting where insufficient room exists in the right-of-way



5B foster activity at the street level *(continued)*

3. Comfortable environments

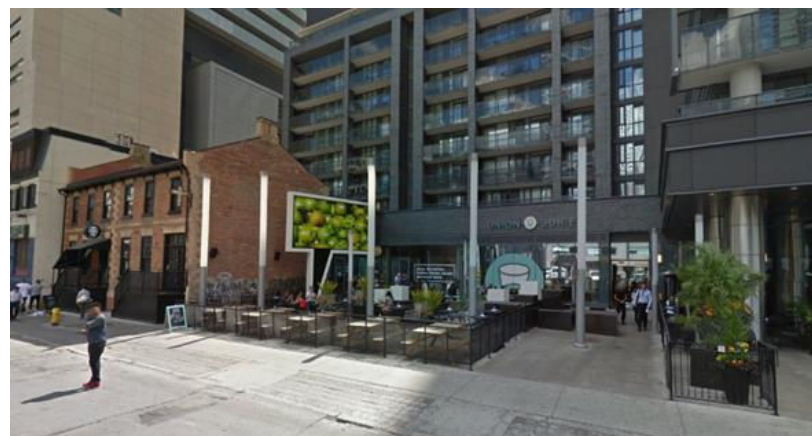
Kerr Street is uniquely oriented in a northwest direction, and is perpendicular to Lake Ontario. This orientation makes it very susceptible to late fall to early spring cold winds and off shore breezes. To create a sense of enclosure, it is necessary for buildings to be positioned close to the street edge. However, if not sensitively designed, this treatment may shadow the street and create a wind tunnel, thus reducing time spent walking or sitting on patios. To mitigate these negative effects, building placement and massing should result in comfortable spaces with good sun exposure and wind protection.

Design direction

create a public realm that supports positive micro-climate conditions to create a comfortable pedestrian environment

Design direction may be accomplished by:

- ensuring building heights and setbacks / stepbacks maximize sun exposure on east side of street
- introducing building setbacks/recesses that provide wind shelter at building entrances, patios, and other gathering spaces



5B foster activity at the street level *(continued)*

4. Vehicle access

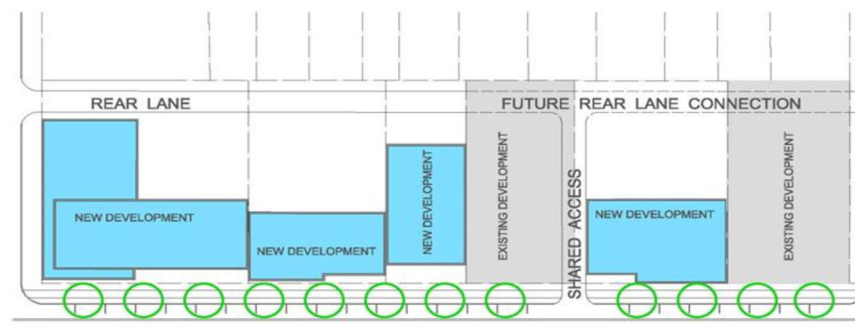
The public realm along primary streets should also be protected and enhanced by limiting vehicle access to the street, encouraging shared access, and directing rear lanes onto side streets.

Design direction

provide comfortable environment and encourage pedestrian circulation by reducing the impact from vehicles entering and exiting sites along primary streets.

Design direction may be accomplished by:

- locating vehicular access from side streets and wherever possible, rear lanes
- where the rear lane alternative is not possible, incorporating mid-block driveways with shared access to adjacent properties.
- ensuring driveway accesses are through minimal width openings and additional floors are built above the driveway



5B foster activity at the street level *(continued)*

5. Cycle parking

Since the whole of Kerr Village is a destination, for convenient access end of trip bicycle parking should be widely dispersed. To provide good coverage of the district, bicycle parking facilities should be installed with regularity in the right-of-way of primary streets, and adequately supplied at all major activity centers such as Westwood Park, Trafalgar Park, Heritage Square, and the future north gateway square. Where appropriate, bicycle parking should be installed in existing or proposed surface or underground parking lots, and at the entrances of large buildings.

Design direction

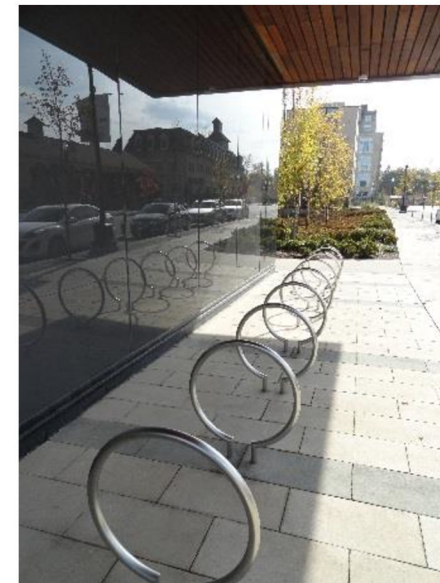
bicycle parking facilities should be widely supplied throughout the district

Design direction may be accomplished by:

- providing bike racks within the right-of-way
- providing bike racks at all major activity centers
- providing bike racks within vehicle parking areas
- providing bike racks near building entrances of larger developments



*Image Credit:
City of Toronto*



5B foster activity at the street level *(continued)*

ACTIVITY ON THE GROUND FLOOR

6. Finer Grain

Traditional main streets generally consist of an intricate mosaic of buildings that are often small in scale and with narrow frontages. Buildings address the street by being set close to the road and having entrances directly facing the street.

Design direction

design buildings along Kerr Street and Lakeshore Road to reinforce and enhance the main street character

Design direction may be accomplished by:

- creating a continuous street wall – along Kerr Street, Speers Road, Rebecca Street, and Lakeshore Road West – with architecturally detailed facades that provide visual interest for pedestrians and create a strong sense of identity
- where larger development is proposed, dividing the facades into smaller segments to reflect the rhythm and scale of a traditional, narrow main street and village built form



5C frame the street



5C frame the street

Traditional main streets generally consist of an intricate mosaic of buildings that are often small in scale, with narrow frontages. Buildings address the street by being set close to the road and with entrances directly facing the street.

The main street built form is what defined Kerr Village in the past, and is a key character element to be maintained and enhanced into the future.

New development along the primary streets should be designed to provide for the traditional main street context – a street that is well-framed by minimum two-storey buildings with commercial uses at the ground.

Design should respond to the existing context and provide variety and interest. Minor variations in setbacks, varied heights, building step-backs, projected and recessed portions of the façade, transparency and high quality architectural detailing are the main elements of a successful pedestrian-oriented built form along main streets

5C frame the street *(continued)*

BUILT FORM

1. Height and setbacks

Currently Kerr Village has a fragmented street wall interrupted by empty lots, surface parking and driveways.

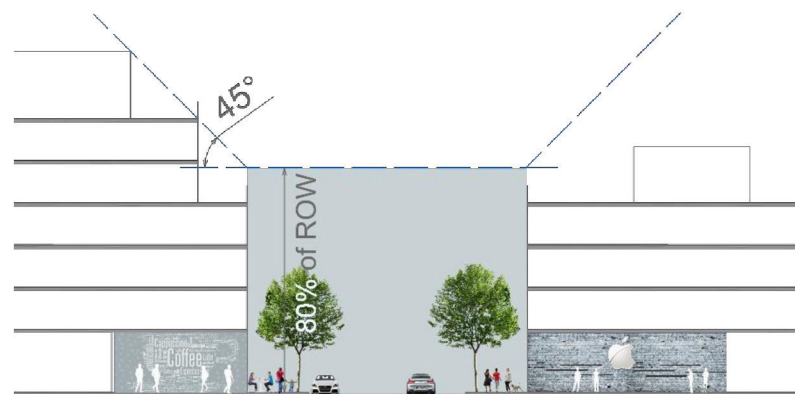
Framing a street with appropriate height, setback and use will improve pedestrian comfort and safety and support retail along the street. (refer to LbDM, Section 3.1 for additional direction)

Design direction

design and position buildings to establish a continuous street wall and a strong active interface with the pedestrian realm

Design direction may be accomplished by:

- where a building is positioned along the property line (zero setback), establishing the height of the building base to be no greater than 80% of the street width. Above this established maximum height, stepback the remaining building at a 45° angle from the main street wall to allow for sunlight penetration onto the street
- positioning buildings along all primary streets within the applicable front setback. Further setbacks may be appropriate where the width of



5C frame the street *(continued)*

the sidewalk does not provide adequate room for desirable outdoor amenity space (e.g. patios, outdoor display)

- where access driveways are accommodated on primary streets, designing buildings with additional floors built above the driveway
- ensuring blank (no openings) sidewall elevations are placed abutting other blank sidewall elevations to prevent unusable and unattended spaces in between
- ensuring buildings taller than 6 storey incorporate façade stepbacks on the upper floors to provide access to sky views and sunlight. Any side stepback should be provided above 10.5m (3 storeys)
- To provide adequate privacy, side stepback walls with glazing should comply with the following separation distances:

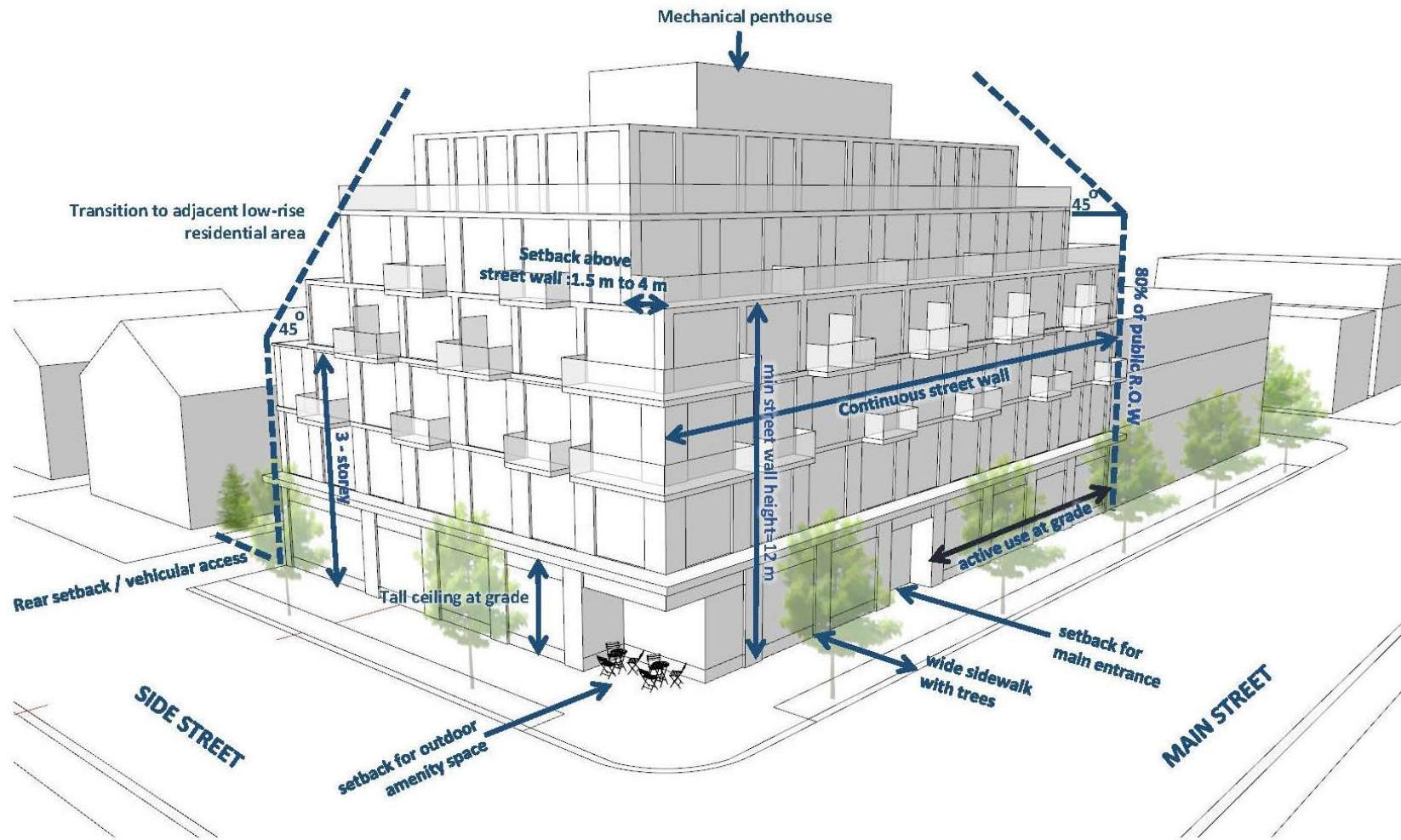
Primary window facing primary window	15 m
Secondary window facing secondary window	7.5 m
Primary window facing secondary window	7.5 m



5C frame the street *(continued)*

Conceptual image

This conceptual illustration depicts built form and pedestrian realm design components required to appropriately address the street and to transition to surroundings.



5C frame the street *(continued)*

2. Forecourts

When properties along the primary streets redevelop to their full potential, the facades of this new built form may frame these streets with a 4 to 6 storey continuous wall.

To create more interest along such continuous street walls, at mid-block and other strategic locations, visual and physical ‘breaks’ or setbacks should be incorporated.

The resulting spaces could create additional gathering places or visually connect to internal courtyards or pedestrian connections bisecting the block.

These forecourts create visual cues in the streetscape and mitigating the potential monotony of a continuous street wall.

**Design direction
at mid-block and other strategic locations, incorporate
forecourt spaces to enhance the public realm and
building design**

Design direction may be accomplished by:

- providing generous setbacks for development at these strategic locations
- designing varied and architecturally enhanced facades to signal a change and to create a more visually interesting streetwall.

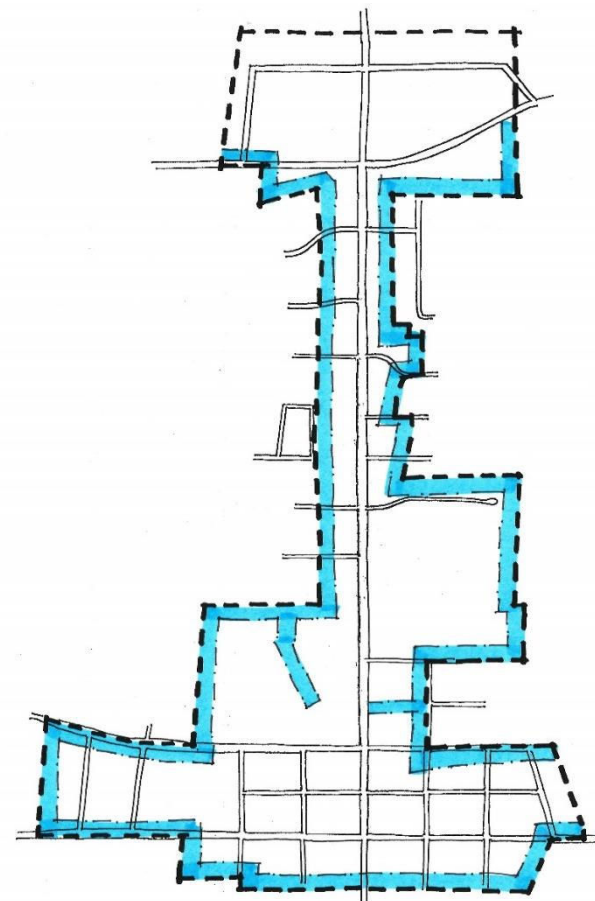


5D compatible with surroundings



5D compatible with surroundings

To maintain compatibility, appropriate transitions from buildings greater than 3 storeys in height within Kerr Village must be made with surrounding residential and open space areas, including urban squares. Transition measures to be implemented include building setbacks, stepbacks, and buffers.



Transition to surrounding is primarily focused on:

- where tall and mid-rise built form abuts low-rise residential and open space

5D compatible with surroundings *(continued)*

TRANSITION TO SURROUNDING AREAS

1. Built form and use

Kerr Village consists of a mix of low and high-rise built forms. Transitions are needed between these different built forms to create compatibility. To achieve the transition, appropriate adjustments in building massing, placement, and the incorporation of screening elements are necessary.

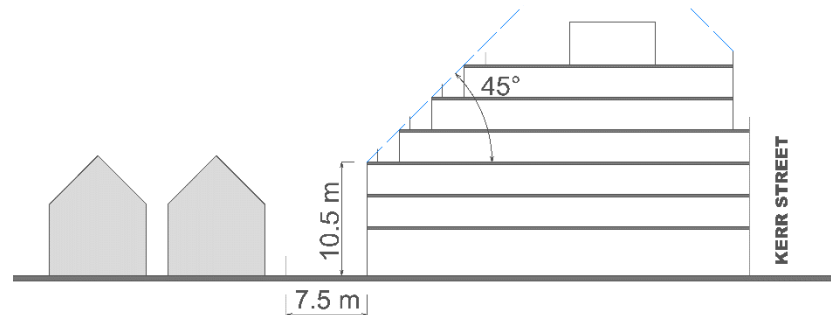
Design direction

design and position buildings to provide appropriate transitions between different built forms and uses to minimize potential impact of overlook and shadowing into surrounding areas

Design direction may be accomplished by:

[Rear transitions to low rise residential area]

- designing buildings abutting a low-rise residential area with a minimum setback of 7.5m from shared property line and a 45 degree angular plane from a height of 10.5m above the 7.5 m setback line
- to avoid overlook conditions, position principal windows no closer than 10m from the shared property lines and locate balconies a minimum of 10.5m above grade



5D compatible with surroundings *(continued)*

[Side transitions to adjacent lower rise buildings]

- designing mid-rise buildings that are built to the minimum side lot line with a stepback above 10.5m from grade to provide adequate transitions

[Transition to open spaces]

- positioning buildings a minimum of 3.0m setback from a public open space to clearly separate public and private areas and to provide appropriate transition. Hard and soft landscaping and low fencing could be incorporated along the edge
- incorporating architectural features, such as steps, porches and columns, which may encroach into the setback area
- elevating entrances to individual residential units facing public open spaces to 0.6 to 0.9m above grade to provide privacy
- in order to provide “eyes on street” and a sense of security, designing buildings abutting open space with ample openings (windows and doors) and amenity areas overlooking the open space



5E links to and through the district



5E links to and through the district *(continued)*

Kerr Village has a variety of streetscape environments and block sizes. Long and deep blocks can discourage pedestrian circulation which is necessary to maintain a vibrant and active commercial and living district. . Therefore greater emphasis should be given to the creation of an enhanced pedestrian network to and through Kerr Village.

5E linkages to and through the district (continued)

PEDESTRIAN

1. Connections throughout the district

Kerr Village is comprised of 3 different areas: Upper Kerr Village District, Kerr Village Main Street District and the Lower Kerr Village District. Kerr Street connects all three districts together.

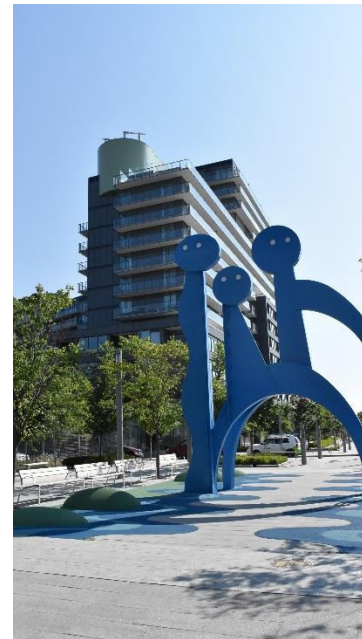
There are significant opportunities for the improvement of the existing pedestrian network, as well as, in creating new linkages.

Design direction

enhancing existing pedestrian connections and where possible, establish new links to increase connectivity.

Design direction may be accomplished by:

- designing development along primary and secondary streets with a strong focus on pedestrian movement, with built form framing the street and fine-grained facades that are visually permeable at the ground level
- incorporating visual cues, such as new features in the streetscape and wayfinding elements, along the streets to create interest for visitors and residents to explore the village and surroundings



5E linkages to and through the district (continued)

2. Mid-block connections

An interconnected pedestrian network is a key component of a well-functioning community. Many of the ‘most visited’ cities feature blocks which are no more than 100 m in length.

There are a variety of block lengths in Kerr Village, whether slightly above or below 100 m long, with several over 200 m in length. Where new development occurs in the middle of long blocks, opportunities for further pedestrian connections must be explored to expand the pedestrian network.

Design direction

incorporate mid-block pedestrian connections for blocks longer than 100m

Design direction may be accomplished by:

- designing new development to accommodate pedestrian connections throughout the site, while using generous setbacks and pedestrian-oriented, permeable built form along these connections
- providing pedestrian connections focused on creating a comfortable experience and incorporating a wide variety of elements, such as landscaping, furnishing, lighting and weather protection

