Mobility Hub Boundaries/Draft Vision & Directions

Burlington GO Station

Opportunities and Constraints

Draft OP Directions

Land Use

1. Focus mixed-use development (retail, office, residential) along Fairview Street.
2. Concentrate office uses on the north side of the rail corridor where they will have high visibility and access from Highway 403.
3. North of the rail corridor, where the employment function of employment lands is ensured, additional uses may be considered through the Master Plan and informed by appropriate studies to assist in creating a vibrant hub consistent with the vision.
4. Where above-grade parking is required, it should be located adjacent to the rail corridor to minimize visual impacts on the public realm, provide a noise buffer for adjacent buildings, and to minimize setback requirements through vertical buffering.
5. Explore partnership opportunities and/or incentives for large-format commercial uses to support more urban buildings or to be integrated into the ground floor of new mixed-use buildings. This could be a pilot project for future mobility hub developments.

Built Form

1. Concentrate the greatest height and density adjacent to the rail corridor, transitioning to lower building heights towards Fairview Street.
2. Provide Mid-Rise buildings (6 to 10-storeys) immediately adjacent to Fairview Street to create a main street scale rather than tall buildings.
3. Provide tall buildings (> 10-storeys) and prominent architecture in close proximity to Brant Street and Fairview Road to create landmarks and enhance wayfinding.
4. Mid-Rise and Tall buildings should be subject to front and rear-yard angular planes to reduce their perceived mass and minimize shadow and privacy impacts.
5. Ensure buildings on the north side of Fairview Street have a human-scaled podium (2- to 4-storeys) to frame the street and create transitions to the residential neighbourhood to the south.
6. As new development occurs on the south side of the rail corridor, the design and location of buildings should ensure visual and physical connections to the existing station from Fairview Street.
7. New development should support improved transit functions through route connections, dedicated waiting areas, etc.

Open Space & Circulation

1. Design Fairview Street and Brant Street as "complete streets" with equal consideration given to all modes of transportation, including transit, pedestrians, cyclists, and vehicles.
2. Explore opportunities to provide pedestrian and cyclist connections over Highway 403 at the Brant Street hydro corridor.
3. On large blocks along Fairview Street, break-up new buildings to provide opportunities for courtyards and parkettes, views to the station, and to provide continuous access between the sites.
4. Ensure pedestrian safety at Plains Road and Queensway Drive through enhanced crossings, designated pedestrian areas, and clear signage.
5. Consolidate access and servicing to buildings on Fairview Street to minimize curb-cuts and disruption to the public realm.
6. Explore the potential to re-naturalize the drainage channels at Burlington GO to provide unique pedestrian and cyclist links.
7. Create new cycling facilities on Plains Road and Fairview Street to provide a continuous active transportation network.
8. Provide direct links to Optimist Park through Bike Lanes on Prospect Street and Multi-Use Trails through the residential neighbourhood.

Draft Vision Statement

Burlington GO Station is the central gateway to the City of Burlington and the predominant access point to the Downtown. The area will serve a dual role as a significant employment destination in the City, as well as a Regional and City-wide commercial destination. New prestige employment buildings on the north side of the rail corridor will create a vital employment village, with pedestrian-supportive streets and an integrated open space network.

Along Fairview Street, new, higher density mixed-use development will promote intensification, provide the critical mass required to support transit use, and ensure a safe, active neighbourhood. At-grade retail uses will augment the Regional shopping destination.
Mobility Hub Boundaries/Draft Vision & Directions

Burlington Downtown

Opportunities and Constraints

Mobility Hub Boundaries

Draft Vision Statement

As a mobility hub, Downtown Burlington will continue to develop as an urban growth centre and the primary destination within the City of Burlington. High-density, mixed-use infill development will be encouraged on vacant and underutilized lots (Lots 4 and 5 subject to additional study). On Brant Street, a mix of retail uses will create a unique main street shopping destination within the urban growth centre. New mixed-uses north of the urban growth centre will provide a continuous, pedestrian-supportive link to the Burlington GO Mobility Hub. Short block lengths, enhanced boulevard design and a mix of uses will support walkability, while new bicycle connections to key destinations, including the waterfront, will facilitate cycling throughout the Downtown.

Draft OP Directions

Land Use

1. Encourage mixed-use (retail, office, residential) infill with transit-supportive infrastructure on vacant and underutilized lots.
2. Along John and James Street, new development should reinforce a strong transit presence through attractive waiting areas, ticketing functions, supporting retail, etc.
3. Concentrate the greatest densities in close proximity to the transit station at John Street and along the key transit corridors to protect adjacent residential neighbourhoods.
4. At the edge of the Primary Zone, the height, mass and design of buildings should be controlled to provide appropriate transitions to adjacent stable residential neighbourhoods (i.e. Martha Street, Hurd Avenue).
5. Maintain and promote a transit presence at the Burlington Transit Terminal. Explore opportunities to redevelop the area as a mixed-use area, with transit-supportive uses at grade (i.e. cafes, plazas, retail, etc.) while retaining part of the site for complimentary transit facilities.
6. Develop Brant Plaza comprehensively to ensure new buildings support the mobility hub vision, including pedestrian supportive streets and height limitations to adjacent properties.

Built Form

1. Create built form to reinforce nodes at Baldwin Street/Victoria Avenue and Brant Street and on Lakeshore Road at the key Downtown intersections.
2. Where Tall buildings (> 10-stories) are provided (i.e. Brant Street/Lakeshore Road) they should be designed and massed to protect and frame views of Lake Ontario.
3. At Brant Plaza, new buildings should create a mid-rise (6 to 10-storey) character along Brant Street that compliments the uses south of Caroline Street. At the rear of the site, height limitations are encouraged to provide a transition to the residential dwellings along Wellington Avenue and Emerald Crescent.
4. Mid-Rise and Tall buildings should be subject to front and rear-yard angular planes to reduce their perceived mass and minimize shadow and privacy impacts.
5. Provide more efficient alternatives to surface parking, including above- and below-ground structured parking where feasible, and on-street parking.

Open Space & Circulation

1. Reinforce Brant Street as the primary Downtown main street leading to the waterfront. It should be a ‘complete street’ with equal consideration given to all modes of transportation, including transit, pedestrian, cyclists, and vehicles.
2. Promote Brant Street as the primary connection between the Burlington GO Mobility Hub and the waterfront. Support this role through streetscape initiatives, active ground floor uses and street-related infill that builds on the continuous pedestrian-supportive main street.
3. Promote pedestrian-focused street design on Brant Street and John Street to balance the multiple roles related infill that builds on the continuous pedestrian-supportive streets and height limitations to adjacent properties.
4. Create a linked network of cycling connections to promote active transportation to and throughout the Downtown. New Bicycle Priority Streets are encouraged on local streets to provide continuous connections.
5. Extend the Centennial Bike Trail to connect to Brant Street as part of the Downtown Core Commitment.

Open Space & Circulation
Aldershot GO Station is the western gateway into the City of Burlington, and will become a significant mixed-use and employment destination within the City.

New employment uses, on both sides of the rail corridor, will be of the highest quality, with buildings that frame the street, attractive boulevards, significant landscaping, strategically located parking areas and careful transitions to adjacent neighbourhoods. Accessory retail uses will create amenities for employees and local residents. A range of mid to tall mixed-use buildings on, or adjacent to, Waterdown Road will provide additional density to support a vibrant, safe and active area. The mix of uses will support uses between the mobility hub area and the Plains Road Mixed-Use Corridor.

Opportunities and Constraints

Land Use
1. Focus mixed-use infill (retail, office, residential) on Plains Road (east to Clearview Avenue) and Waterdown Road.
2. Protect the existing stable employment uses on Cooke Boulevard.
3. Concentrate Tall office uses north of the rail corridor and single-use office/light industrial buildings to the south (east of Clearview Avenue) to provide a transition to adjacent residential uses.
4. Support the retention of existing employment neighbourhoods. Where the employment function of employment lands within the hub is ensured, additional uses may be considered through the Master Plan and informed by appropriate studies to assist in creating a vibrant hub consistent with the vision.
5. Near the stable residential neighbourhood, low-rise and townhouse built form provides an appropriate transition.
6. Where above-grade parking is required, it should be located adjacent to the rail corridor to minimize visual impacts on the public realm, provide a noise buffer for adjacent buildings, and to minimize setback requirements through vertical buffering.
7. Consider the redevelopment potential of the King Paving site to support more pedestrian-supportive uses along Waterdown Road.
8. Explore opportunities to provide a grocery store in the Primary Zone of the mobility hub.

Draft Vision Statement

Aldershot GO Station is the western gateway into the City of Burlington, and will become a significant mixed-use and employment destination within the City.

New employment uses, on both sides of the rail corridor, will be of the highest quality, with buildings that frame the street, attractive boulevards, significant landscaping, strategically located parking areas and careful transitions to adjacent neighbourhoods. Accessory retail uses will create amenities for employees and local residents. A range of mid to tall mixed-use buildings on, or adjacent to, Waterdown Road will provide additional density to support a vibrant, safe and active area. The mix of uses will support uses between the mobility hub area and the Plains Road Mixed-Use Corridor.

Built Form
1. Concentrate taller Mid-Rise buildings (5 to 10 storeys) at the Waterdown Road and Plains Road intersection, as well as near the station.
2. Mid-Rise and Tall buildings should be subject to front and rear-yard angular planes to reduce their perceived mass and minimize shadow and privacy impacts.
3. Establish a predominantly mid-rise character (up to 6 storeys) along Plains Road to support a ‘village character’. A minimum 3-storey height should be achieved.
4. Design buildings on Plains Road to include a pedestrian-scaled podium (i.e. 2- to 4-storeys).
5. As new development occurs on Masonry Court and the South Service Road, the design and location of buildings should ensure visual and physical connections to the existing station.
6. New development should support improved transit functions through route connections, dedicated waiting areas, etc.

Open Space & Circulation
1. Design Plains Road as a ‘complete street’ with equal consideration given to all modes of transportation, including transit, pedestrians, cyclists, and vehicles.
2. Enhance connectivity through the extension and connection of local streets, including Masonry Court, Emery Avenue, Clearview Avenue and St Matthews Avenue.
3. Provide safe and direct connections across the rail corridor in close proximity to the station, and Grove and Aldershot Parks.
4. On large blocks, design buildings to frame outdoor space, including courtyards, gardens, new public parks, and continuous access between sites.
5. Consolidate access and servicing, particularly on Plains and Waterdown Road, to minimize curb-cuts and disruption to the public realm.
6. Create new cycling facilities on Waterdown Road, Gallagher Road and Clearview Avenue to provide a continuous cycling network.
7. Provide direct links to Grove and Aldershot Parks through Bike Lanes on Gallagher Road, connections over the rail corridor, and cycling facilities on Masonry Court.
Mobility Hub Boundaries/Draft Vision & Directions

Appleby GO Station

Opportunities and Constraints

- Prestige employment buildings will be located along Harvester Road and Fairview Street, to create a distinct mobility hub area with attractive streetscapes and to strengthen built form and open space transitions to the newer residential uses on the south side of Fairview Street. Where appropriate, light industrial uses may be located in less publicly visible blocks.

Draft Vision Statement

Appleby GO Station is the eastern gateway to the City of Burlington and will be a significant industrial and employment destination in the City.

Prestige employment buildings will be located along Harvester Road and Fairview Street, to create a distinct mobility hub area with attractive streetscapes and to strengthen built form and open space transitions to the newer residential uses on the south side of Fairview Street. Where appropriate, light industrial uses may be located in less publicly visible blocks.

The neighbourhood will have a generally mid-rise character (6 to 10-storeys). It will be anchored to the east by a small amount of mixed-use development, taking advantage of connections and views to Sherwood Forest Park. To the west, the neighbourhood will be anchored by prestige employment uses, providing an attractive gateway that encompasses the vision for the hub.

Draft OP Directions

Land Use

1. Continue to promote the Appleby mobility hub area as a significant employment area within the City.
2. Replace, where appropriate over the long-term, heavy industrial uses with light industrial and office uses that can be well-integrated into the adjacent neighbourhood.
3. Locate prestige office uses along Fairview Street, Appleby Line and Harvester Road. Light industrial uses should be located internal to the mobility hub, adjacent to the rail corridor.
4. Explore opportunities in the long-term to provide higher-density mixed-uses adjacent to Sherwood Forest Park to promote active use of this primary park resource.
5. Where above-grade parking is required, it should be located adjacent to the rail corridor to minimize visual impacts on the public realm, provide a noise buffer for adjacent buildings, and to minimize setback requirements through vertical buffering.

Built Form

1. Buildings around Appleby GO Station should generally be Mid-Rise in height (6 to 10-storeys), with the greatest heights at the Appleby Line/Fairview Road node and along the rail corridor.
2. On Harvester Road, buildings should have a mid-rise height (8 to 10-storeys) with the greatest heights in close proximity to Appleby Road.
3. Where parking is not provided underground, it should be well-screened, located at the rear of buildings, and in structured lots adjacent to the rail corridor.
4. Buildings on Fairview Road should have a 2- to 4-storey podium to provide appropriate transitions to the townhouses to the south.
5. Station facilities on the north and south side of the rail corridor should be integrated into a comprehensive development to provide direct, weather-protected access from adjacent streets.

Open Space & Circulation

1. Provide direct connections on Appleby Line to Highway 5 and North Burlington for all modes of transportation, including frequent transit connections and continuous cycling facilities.
2. Explore the potential to re-naturalize the drainage channels at Appleby GO Station to provide unique pedestrian and cyclists links.
3. On large blocks, design buildings to frame outdoor space, including courtyards, gardens, and parks, and continuous access between sites.
4. Consolidate access and servicing to buildings, particularly on Fairview Street, Appleby Line and Harvester Road, to minimize curb-cuts and disruption to the public realm.
5. Create new cycling facilities on Harvester Road, Appleby Line, along the drainage channel and through the southern neighbourhood to provide a continuous active transportation network.
6. New cycling facilities on Appleby Line should provide connections to the Centennial Bike Trail and to future facilities on New Street.
7. Provide direct links between Sherwood Forest Park and Sheldon Park through Bicycle Priority Streets throughout the southern neighbourhood.