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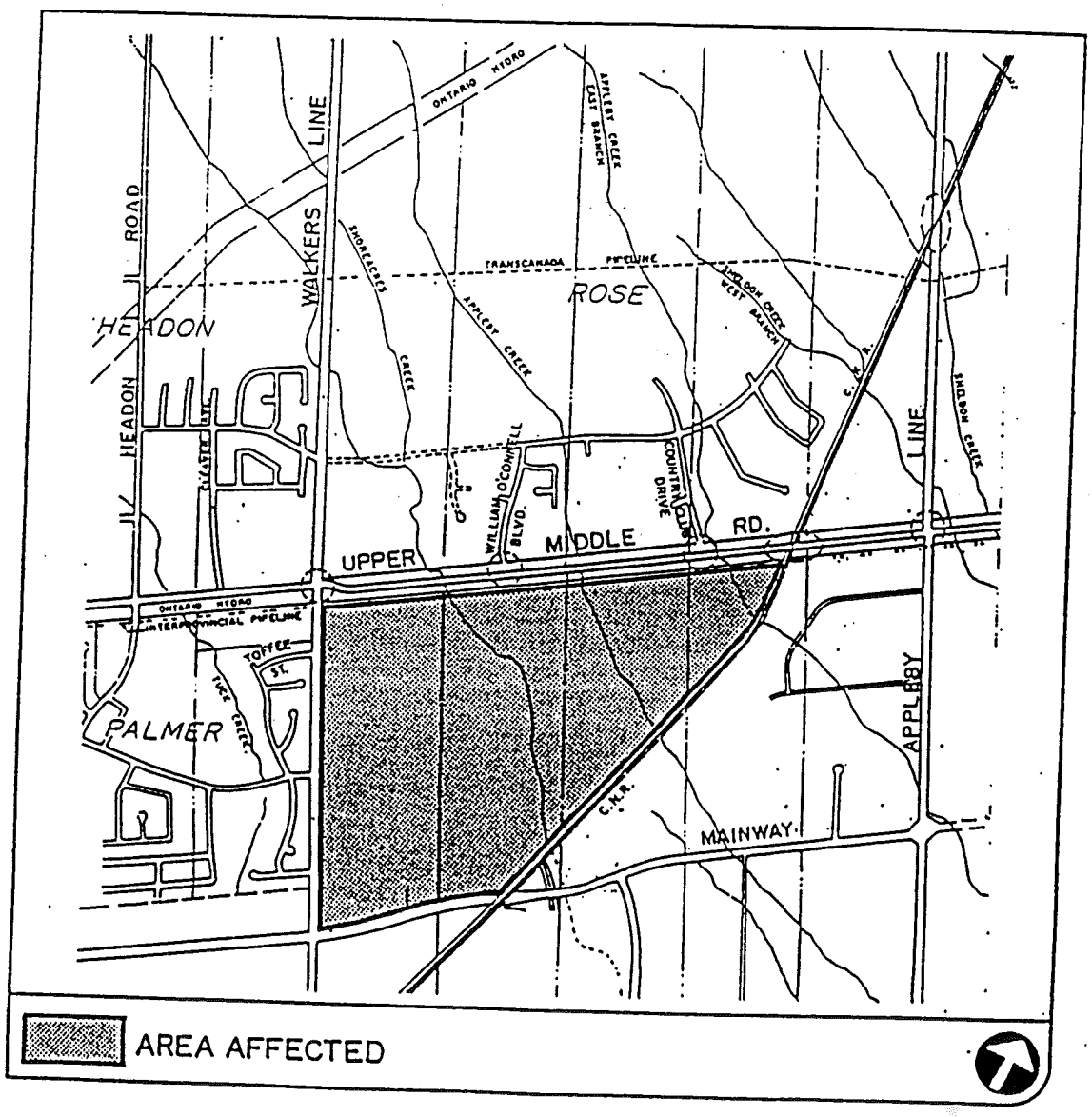
PL-74/94

PLANNING DEPARTMENT

MAY 5, 1994

Chairman and Members of the
Planning and Development Committee

RE: TANSLEY COMMUNITY URBAN DESIGN GUIDELINES
FILE: 505-02-163



RECOMMENDATION:

ADOPTION OF URBAN DESIGN GUIDELINES FOR THE TANSLEY COMMUNITY

THAT the Urban Design Guidelines contained Appendix I of Planning Report PL-74/94, be adopted as a guide with respect to urban design in the Tansley Community in the preparation and review of development applications.

File: 505-02-163

REPORT:

BACKGROUND

In June 1990, Council approved a Secondary Land Use Plan prepared by M.M. Dillon Ltd, as amended by staff, which recommended the development of an integrated mixed land use community for the Tansley Community. The Dillon Secondary Plan also included urban design guidelines for the Tansley Community.

On September 23, 1991, Council approved Official Plan Amendment No. 163 to the Official Plan of the City of Burlington Planning Area, being an amendment to establish land use policies for the Tansley Community (area shown on the report cover sketch), for a 119 hectare mixed land use community at the south east corner of Upper Middle Road and Walker's Line. Official Plan Amendment No. 163 was subsequently approved by the Ontario Municipal Board on March 1, 1993.

At the same time Council passed Official Plan Amendment No. 163, they also passed the following resolution:

> ***"That staff be directed to prepare Urban Design Guidelines for the Tansley Community; said guidelines to provide direction and assist in the evaluation of future development within this community."***

DESIGN GUIDELINES

The design guidelines presented in Appendix I of this report are based on the design guidelines prepared as part of the Dillon Secondary Plan for the Tansley Community. Refinements that staff have made to the original guidelines include: integration of abutting natural features such as woodlots and creeks into the overall design of sites; and the accommodation of wheelchairs, strollers, and the visually and hearing challenged. Staff also added guidelines relating to the provision of alternative transportation to the automobile, ie. public transit, walking and cycling.

During the preparation of the design guidelines, the landowners in the community had an opportunity to review and comment on the guidelines. However this time was somewhat compressed and some landowners did not finalize their review prior to the writing of this report. Those comments that were received indicated general agreement with the guidelines after minor modifications were

made, recognizing that they are guidelines and not regulations. Because of the limited time available to the landowners to review the guidelines, staff will continue to consider the comments of the landowners prior to the Committee meeting date of May 17, 1994. Any substantive changes to the guidelines resulting from landowners comments will be presented to the Committee memo in form, prior to the Committee meeting.

The guidelines will be incorporated into the design of sites at the site plan stage, taking into consideration the unique characteristics of individual sites. For this reason the guidelines are intentionally general to allow for flexibility in the design of individual sites while providing some general guidance and direction.

The attached guidelines contained in Appendix I have been prepared for the various land use designations in the Tansley Community.

CONCLUSION

Staff recommend that Council adopt the Design Guidelines contained Appendix I of Planning Report PL-74/94 and that the guidelines be utilized as a guide with respect to urban design in the preparation and review of development applications in the Tansley Community.

Respectfully submitted,

/COHG/prd
ZPLRPT 1318

C. O'HARA-GRIFFIN - AUTHOR
PLANNER - POLICY

APPROVED
Ex. Dir. Date May 9/94
C/Manager Date May 9/94

ASSISTANT DIRECTOR OF PLANNING
- DEVELOPMENT

APPENDIX I - URBAN DESIGN GUIDELINES
- TANSLEY COMMUNITY
MAY 1994

I. DISTRICT CENTRE DESIGN GUIDELINES

- Commercial development within the District Centre shall be coordinated and integrated with other non-commercial uses within the District Centre.

- The immediate corner of the site at the intersection of Upper Middle Road and Walker's Line should indicate a gateway or marker for the community. This will be done by the placement of a marker building, at the corner or by a significant landscaped area, indicating an entrance with a vista into the remainder of the site.

- Buildings are encouraged to locate at the street edge, with limited parking between the building and street edge.

- Buildings at the street edge should have their main entrance from the street. A through lobby should be provided to allow movement from the street to the interior of the site.

- Decorative garbage and recycling containers should be conveniently located on the site.

- Consideration should be given for the integration of public seating areas into landscaped areas.

- A continuous landscape strip along the Upper Middle Road street frontage is required to maximize continuity and definition of the street edge. The landscape strip should complement the proposed bikeway system along this section of Upper Middle Road.

- Large parking areas should be broken up by landscape strips and/or islands. Landscape strips should be wide enough to provide for clearly defined pedestrian routes and support trees.

- Protective canopies, awnings and open roofs should be deployed where possible to enhance the visual interest of the buildings and pedestrian experience throughout the site.

- The design, landscaping and illumination of parking areas should enhance public safety and provide a more enjoyable pedestrian experience while minimizing glare on adjoining developments and roads.

- The location of major entrances should be coordinated with the overall streetscape and design of adjacent development and/or public open space.

- The design of the site and buildings should be sensitive to adjacent natural features, such as woodlots and creeks and should attempt to incorporate these features into the overall design of the site, where possible.

- Pedestrian routes through the site should terminate at signalized intersections, transit shelters or meet up with other formalized walkways. Pedestrian walkways should be designed to be accommodating in the day, night and all seasons. Walkways should accommodate all kinds of mobility, including wheelchairs, strollers, grocery carts as well as the visually and hearing impaired.

- Extensive wall elevations should be avoided. Building elevations facing public streets, open space and parking areas should be "dressed up" using glazing, display windows, awnings and canopies or other architectural treatment.

- Where possible, signage should be integrated into the building face or roof treatment.

- Parking is to be kept to an acceptable minimum standard and should be evenly dispersed throughout the site. The visibility of large scale parking areas should be minimized along the frontage of Walker's Line and Upper Middle Road. A balance should be established between screening the parking and providing site lines into the parking area.

- Loading, unloading and garbage storage areas should be encouraged to locate away from public streets, open space/parkland areas and Shoreacres Creek and should be enclosed, screened or located in the building where deemed appropriate.

- Where service driveways are located adjacent to residential units on site or on abutting sites, appropriate visual screening should be provided.

- All exposed mechanical equipment should be screened and integrated with the overall architectural treatment of buildings and/or landscaping

- Native plant species should prevail in landscape areas. Consideration of species should be given to provide blossoms in the spring, shade in the summer and colour in the fall. Species that require a lot of maintenance should be avoided.

II HIGHWAY COMMERCIAL DESIGN GUIDELINES

- High quality architectural design and landscaping will be required, in particular, along the Upper Middle Road frontage.
- Building frontages must address Upper Middle Road and the collector road.
- The Community Centre site and the adjacent highway commercial development must complement each other. Consideration of similar design features and scale is required to create a "gateway" entrance to the remaining development to the south.
- Signage should be integrated into the design of the building face or roof treatment, rather than free-standing pylon signs at the road edge.
- A continuous landscape strip across the Upper Middle Road street frontage is required to maximize continuity and definition of the street edge. The landscape strip should complement the proposed bikeway system along this section of Upper Middle Road.
- Landscape strips in parking lots should provide for clearly defined pedestrian routes and break up large areas of asphalt with landscape buffers wide enough to support trees.
- Parking lots shall be located behind, between and beside buildings and are discouraged on the Ontario Hydro Corridor and the InterProvincial Pipeline.
- Where a parking lot abuts the collector road, sufficient landscaping should be provided between the parking lot and the street edge to create a visual barrier to the parking lot.
- Loading, unloading and garbage storage areas should be located away from public streets and open space/parkland areas and Shoreacres Creek and should be enclosed, screened or located in the building where deemed appropriate.
- Outdoor storage of display merchandise should not be permitted, except for seasonal nursery or garden supplies that are deemed to be accessory to the principal use.
- Pedestrian routes through the site should terminate at intersections or transit shelters. Pedestrian walks should be designed to be accommodating throughout the day, night and all seasons. Walkways should accommodate all kinds of mobility, including wheelchairs, strollers, grocery carts as well as the visually and hearing impaired.
- Provisions should be made on site for the parking of bicycles. Bicycle parking areas and accesses to the site should not be in conflict with vehicular or pedestrian traffic.

- Pedestrian level lighting should be provided on the site.

- Native plant species should prevail in landscape areas. Consideration of species should be given to provide blossoms in the spring, shade in the summer and colour in the fall. Species that require a lot of maintenance should be avoided.

III NEIGHBOURHOOD COMMERCIAL DESIGN GUIDELINES

- Building design, scale and landscaping should be co-ordinated and compatible with the surrounding neighbourhood, in particular residential areas.

- Protective canopies and awnings should be considered, where possible, to add interest to the buildings and the pedestrian experience.

- The design of buildings, landscaping features, parking areas and on-site lighting should enhance public safety.

- Where possible, signage should be integrated into the design of the building face or roof treatment.

- The building frontage facing the interior collector road should be designed to be the front of the building with well defined entrances. Other building faces may also function as a front elevation.

- Parking should be discouraged between a building frontage and the interior collector road. A building setback should be established to provide for a landscaped area and sidewalk, and may include a driveway.

- Well defined pedestrian walkways should be provided through the site. Walkways should accommodate all types of mobility, including wheelchairs, strollers, as well as the visually and hearing impaired.

- Decorative garbage and recycling containers should be conveniently located on the site.

- Provisions should be made on site for the parking of bicycles. Bicycle access and parking areas should not be in conflict with vehicular or pedestrian traffic.

- Garbage storage, loading and unloading areas should be encouraged to locate away from public streets, natural open space areas and residential areas.

- Parking areas abutting a residential area must be adequately set back.

- Service driveways should be discouraged along the lot line abutting a residential area.

- A decorative fence must be constructed abutting the residential property and the stormwater management facility.
- All exposed mechanical equipment should be screened and integrated with the overall design of buildings and or landscaping.
- Parking is to be kept to an acceptable minimum standard and should be evenly dispersed throughout the site. Large scale parking areas should be avoided between the building face fronting Mainway and Mainway.

IV NON-RETAIL SERVICE COMMERCIAL DESIGN GUIDELINES

- "Court form" or "campus" type development will be encouraged in this location. Linear or strip development will be discouraged.
- A continuous landscape strip across the Upper Middle Road street frontage is required to maximize the continuity and definition of the street edge. The landscape strip should complement the proposed bikeway system along this section of Upper Middle Road.
- A uniform building setback and landscaping width between buildings, adjacent to the hydro corridor, pipeline and along the street right of way edge are encouraged
- Surface parking should be located beside, between or behind buildings. Where possible, underground parking should be encouraged. Parking in front of the building(s) fronting Upper Middle Road, except for designated handicapped and emergency vehicle spaces are discouraged.
- Parking areas will be defined and broken up by building faces and/or by landscaped islands. Landscape strips in parking lots should provide for clearly defined pedestrian routes with landscape islands wide enough to support trees.
- Buildings should locate at corner sites to define the corners of each block. Parking are discouraged adjacent to street corners.
- The design should encourage pedestrian walkways from buildings to parking areas, open space areas and transit stops at the street edge.
- Pedestrian level lighting should be provided on the site.
- Design features which complement the urban design features of the Highway Commercial area to the west and the residential area to the north should be encouraged.
- Signage should be incorporated into the design of the building face or roof treatment, rather than free standing pylon signs at the road edge.

- Extensive blank walls or building blank building elevations exposed to the street or parking areas are discouraged.

- Loading, unloading and garbage storage areas should be encouraged to locate away from public streets and open space creek blocks and/or woodlots and should be enclosed, screened or located in the building where deemed appropriate.

- Mechanical equipment should be screened and integrated into the overall building and/or landscaping design

- Building design, orientation and landscaping treatment abutting Appleby Creeks should be sympathetic to the natural creek systems and should, where possible, incorporate pedestrian connections from this area to other locations within the community

- Native plant species should prevail in landscape areas. Consideration of species should be given to provide blossoms in the spring, shade in the summer and colour in the fall. Species that require a lot of maintenance should be avoided.

V HIGH DENSITY RESIDENTIAL DESIGN GUIDELINES

- Locate and mass apartment buildings of six to eight storeys with a corner feature to serve as a unique "gateway" at the intersection of the east/west collector road and Walker's Line.

- Provide special design treatment to the upper floors of all residential buildings to enhance the urban design role of the building as a beacon.

- A consistent building setback should be recognized for all high density buildings along the collector road.

- Attempt to incorporate sloped roof features, canopies, etc. to residential buildings or parts of residential buildings, where appropriate.

- Ensure a high quality architectural treatment of all residential buildings and complimentary landscape design.

- Below grade parking, where appropriate, should be provided and surface parking should be minimized. Consideration should be given to shared surface parking between adjacent buildings and/or the commercial development within the District Centre. Shared parking arrangements/proposals should be subject to a parking feasibility study provided by the developer at the time of development.

- Where possible, any surface parking should be located beside, between or behind buildings and away from the public street edge.

- Provide landscaped outdoor space or courtyards for the purposes of passive or active recreation for residents. These spaces should be separated from public streets and open space by landscaping or decorative fencing.

- Provide walkways and architectural lighting to landscaped outdoor spaces and parking areas to enhance their appearance and public safety.

- Integrate ancillary buildings and structures into the overall site and building designs.

- Garbage storage areas should be encouraged to locate away from public streets, open space/parkland areas and should be enclosed, screened or located in the building where deemed appropriate.

- Co-ordinate building and landscape design with the overall streetscape and surrounding land uses, in particular, the District Centre.

- High density development located within the District Centre should be architecturally and physically integrated with the non-residential development located on the remaining lands within the District Centre. Pedestrian linkages from the high density area(s) should be provided to other locations within the District Centre designation. Landscaping should be coordinated with the remaining lands within the District Centre, with special attention given to the abutting Shoreacres Creek system and any on site woodlots.

- Amenity areas associated with any high density residential development adjacent to Shoreacres Creek within the District Centre should be orientated towards the creek side of the development. Parking, service and garbage areas should be prohibited adjacent to the creek.

VI MEDIUM DENSITY RESIDENTIAL DESIGN GUIDELINES

- Attempt should be made to locate and mass buildings to enhance a sense of "gateway" at the intersection of arterial and collector roads.

- The maximum building height within the Medium Density Residential designation should be approximately be 3 storeys to the eave line. A fourth storey may be incorporated by setting back or by utilizing attic areas with dormers only in the medium density designations along Walker's Line.

- A variety of building setbacks, including a build-to-line along Walker's Line and the residential collector road are encouraged.

- Locate and mass buildings to face streets and roads, in particular along the Walker's Line frontage and the collector road.

- Reverse lot frontages onto major roads or arterials are prohibited.
- The overall landscaping and design of sites should be sympathetic to adjacent natural features such as Shoreacres Creek and woodlots.
- Where appropriate, underground parking is encouraged. Parking areas in front of multi-unit buildings abutting a street should be limited. Where appropriate, locate parking areas beside, between or behind the buildings. These areas should be broken up and screened by landscaping. Unrelieved, expansive parking surfaces are discouraged.
- Parking areas and garages at the front of units should not dominate the front yard or elevation.
- Provide interesting communal open space for the purposes of passive or active recreation of residents. These areas should be separated from public streets, compatible and sensitively designed with other nearby open space, woodlots and parkland.
- Provide walkways and architectural lighting to landscaped outdoor space and parking areas to enhance the appearance and public safety.
- Front elevations of townhouse buildings and small lot singles should be varied so they do not present a single monotonous elevation at the street.
- Unit entrances should be clearly identifiable, providing a sense of address for each unit.
- Setbacks from the street should be minimized to maintain a street edge presence of the buildings.
- Both sides of the street should be considered in the grouping of houses and/or units.
- Corner units should have windows on three sides and be designed to face two streets.
- The use of high quality architectural finishes will be encouraged, particularly for all parts of buildings visible from a public street or open space/parkland.
- Integrate ancillary buildings and structures into the overall architectural and landscape designs.
- Garbage storage areas should be screened and encouraged to locate away from public streets, open space/parkland and adjacent properties.
- Street townhouses and small lot single detached dwellings should have paired driveways to ensure sufficient area is available for street parking.

VII LOW DENSITY RESIDENTIAL DESIGN GUIDELINES

- Reverse lot frontages onto major roads or arterials should be prohibited.
- Design units to emphasize entrances facing the street. Garages should not dominate along the streetscape.
- Balance in the range of lot sizes, with particular emphasis on smaller, more efficient lotting patterns should be provided.
- The use of high quality architectural finishes are encouraged.
- Design and landscaping in front of units and lots should enhance the visual quality and definition of the street.
- Encourage innovative low density housing that lends itself to future conversions to accommodate changes in lifestyles and community demographics.
- The size of the unit should be proportional to the size of the lot. Large homes on small, narrow lots are discourage.

VIII INDUSTRIAL DEVELOPMENT DESIGN GUIDELINES

- Uniform landscaped areas should be established in front of all buildings to provide a uniform setback.
- Design buildings and landscaping to provide a prestige appearance along public streets and road.
- Use quality landscaping materials with specimens or large size to ensure early maturity of effect.
- Parking should be encouraged to locate beside, between or behind buildings.
- Buildings should locate at corner sites. Parking lots adjacent to street corners should be avoided.
- The design of the site and buildings should be sensitive to adjacent natural features, such as woodlots and creek, and should incorporate these features into the overall design of the site wherever possible.
- Architectural lighting should be provided to enhance prestige appearance and provide for site security/comfort
- Locate garbage and service areas behind buildings except where they may be visible from public open space
- Office areas and/or show rooms should be encouraged to locate next to the street and production or warehousing areas away from the street.

- High quality architectural design and materials should be provided to areas visible from public streets and open space
- Signage should be integrated with the overall architectural design of the building(s) and landscaping
- Glazing and architectural treatment on wall elevations adjacent to the street or parking areas should be encouraged.
- High quality planting areas at the boundaries of two properties should be encouraged.
- Outdoor storage is discouraged except along the CNR railway line. Outdoor storage in this location should be properly screened and should only be permitted in the rear yard abutting the railway tracks.