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TANSLEY TRIANGLES

April 9, 1992

SECONDARY PLAN BACKGROUND STUDY

PART NINE: URBAN DESIGN

9.1 PURPOSE

The City of Burlington has indicated a commitment to ensuring high quality architectural design in the developing areas of the City through the preparation of urban design guidelines, for example in the Downtown area and in the Tansley District Centre. In approving the Retail/Service Commercial Land Use Plan and its implementation program, the need was identified for the preparation of Urban Design Guidelines for the Tansley Triangles. The general purpose of the design guidelines would be to positively direct the future physical form and quality of the built environment.

More specifically, urban design guidelines for the Tansley Triangles are intended to ensure that the visual quality and public amenity of streetscapes along Appleby Line and Upper Middle Road will be maximized and that the design of district centre and highway commercial developments will be compatible with adjacent uses. They are intended to ensure that individual developments on private parcels will play a positive role in defining the character of these streetscapes and that individual buildings will be compatible in site and architectural design. In this regard it is the purpose of these guidelines to achieve a built environment of durable design quality, one in which buildings can achieve their initial commercial purposes while creating a fabric that can respond to changes in tenancies or market trends without contributing to a decline in the visual quality or public amenity of the district.

9.2 DESIGN THEMES

The design theme that has been proposed in the Tansley District Centre Secondary Plan Background Report is that of a "garden city suburb". Its achievement implies: coordinated landscape treatments along streets, roads and public spaces; the use of thematic landscape and building elements including trellises, pergolas, deep roof overhangs etc.; and a more deliberate arrangement of buildings and landscape elements to create and define exterior spaces whether they be parking/arrival areas or street and public open spaces.

This thematic treatment is proposed to be applied to all land use designations in the Tansley District Commercial Centre, including that of highway commercial. It would seem appropriate to extend this design theme and associated principles to include both Tansley Triangles since the southern most portion of the Triangles at Upper Middle Road and Appleby Line has been given a district commercial centre land use designation and the remainder stretching north to Highway 5 will be highway commercial uses that are to some extent complementary to the district centre uses.
In summary the design themes and principles that would be applied to development within the Tansley Triangles are proposed to be the following:

9.2.1) Overall Design Treatment of Streets and Roads will be co-ordinated to Achieve the appearance of a "Garden City"

9.2.2) Individual Roads and Streets should each evolve a coherent identity based on perceivable patterns of buildings and landscaping related to the overall design theme

For Example:

i) Upper Middle Road will have the character of a landscaped parkway;
Already proposed as a feature of the Tansley District Commercial Secondary Plan this character will be largely derived from the wide landscaped boulevard provided by the Hydro and pipeline right-of-way on the south side of the road as well as continuous street tree planting on the north side of the road (proposed in the Tansley District Commercial Centre Plan).

ii) Appleby line will have the character of a landscaped auto promenade:
Landscaping of frontages to private lots will emphasize lushness of landscaping that is compatible in character and sufficiently co-ordinate in design to achieve an overall consistency of pattern containment of the space of the road will not depend on uniform street tree planting which otherwise could interfere with site lines to auto commercial enterprises rather it will depend on 2) below.

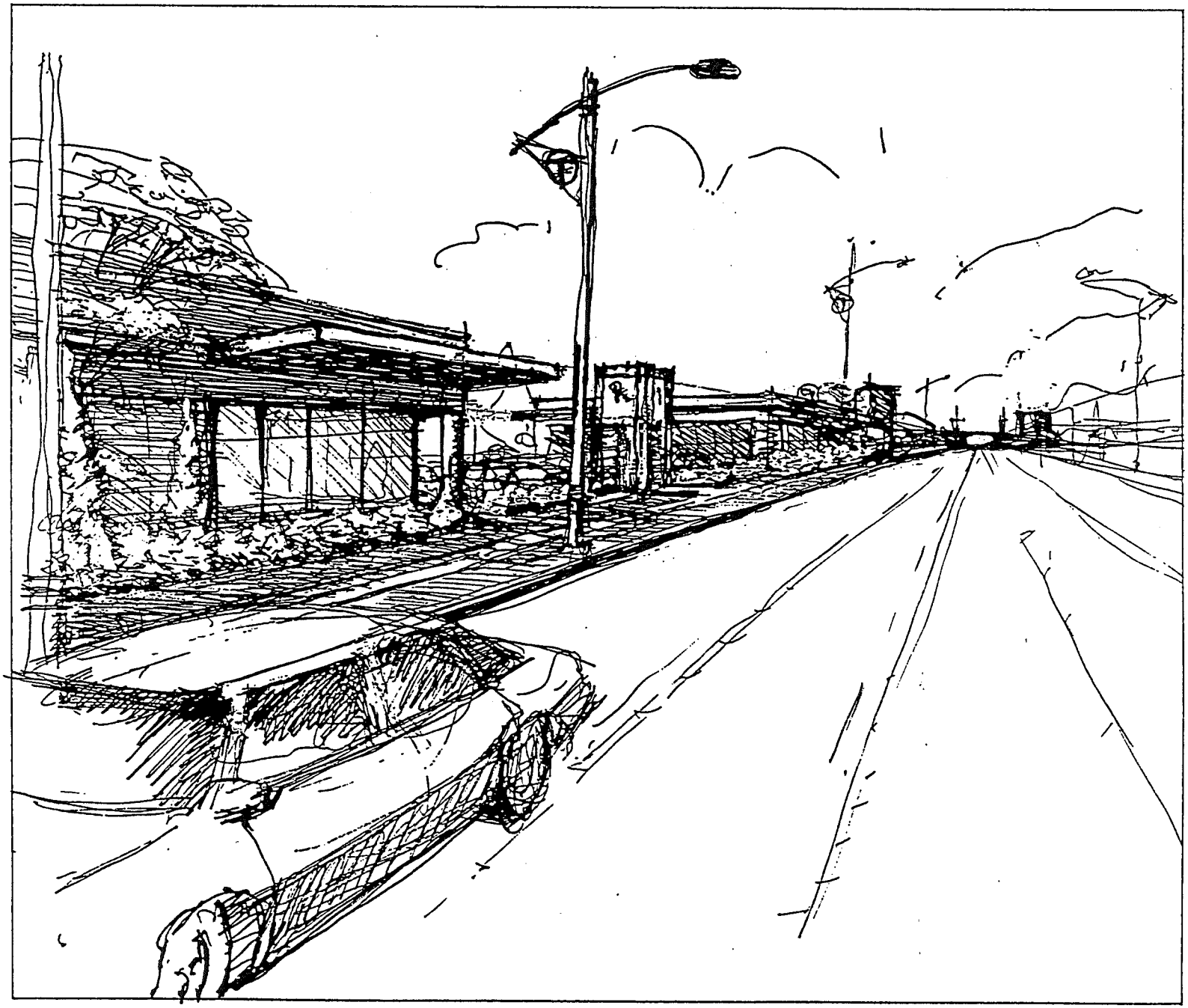


EXHIBIT: 1 Sketch perspective view north on Appleby Line demonstrating the principle of street facing development and landscaping.

iii) Internal collector roads and internal site thoroughfares will have the character of formal "driveways";
Since traffic movement will be slower than on the arterials and a greater amount of pedestrian activity can be anticipated it is proposed that the collector(s) be lined with high canopy trees along the public boulevards. Changes in direction should follow sinuous curves that are designed to visual interest and amenity by "show casing" well designed architectural and landscape features of the development area.

9.3 DESIGN PRINCIPLES

While striving to achieve an overall thematic linkage with the Tansley District Centre urban design principles must be applied to site specific situations throughout the Tansley Triangles. These must take account of the variety of unique site constraints as well as wide range of auto centred uses and building types that may be accommodated in phases over time. In this regard uniformly applicable principles are required that will engender streetscapes with a reasonable degree of spatial clarity that will be understandable to visitors in cars or arriving on foot from public transit - such principles will necessarily require a reasonable amount of flexibility in approach to ensure that when built out the Triangles will offer a high quality physical environment that is attractive to potential users but at the same time suits the commercial purposes which it is intended to serve over an extended period of time. In summary the proposed Urban Design Principles are as follows:

9.3.1) The Design of Roads, Streets, and Development on Adjacent Parcels will be co-ordinated

This would include:

i) Spatially deliberate patterns of buildings located at the road edges and buildings set back to form landscaped auto courts that animate street frontages;
Buildings located at the street edges are intended to focus and regularize the street space when viewed in perspective. In addition activity areas located in them that can be seen through large windows facing the street will contribute a greater sense of street amination and pedestrian safety.

ii) Where buildings are adjacent to street edges their front faces will be built to a consistent set back line
This objective follows from the previous one and implies a uniform plane for building at the street edge i.e. a build-to-plane as compared to a more typical minimum set back requirement which because it may not be uniformly followed from parcel to parcel often produces a ragged, apparently unintentional character to the street edge. The latter characteristic is frequently found in auto related suburban development, especially where various depths of parking lots are located in front of individual buildings.

iii) Landscape treatment of setback zones will strive for a consistent density of plant material and high quality character
Thus individual parcels could vary with regard to planting species and design themes while contributing to an overall framework of landscape lushness and maturity for the district. Existing mature planting could and should be retained to the maximum extent possible within this framework and incorporated into areas of compatibly designed new materials.

iv) Ease of transit access and comfort and safety of transit users will be considered in the design of streetscapes and layout and design of adjacent development on private parcels.

9.3.2 Development on Private Parcels will be designed and co-ordinate to Create a Coherent System of Views and Clarify Auto Movement

To achieve this it is proposed that:

i) Landmark features of appropriate scales will define corner sites of regional significance;
These would include Appleby Line and Highway Five and Appleby Line and Upper Middle Road

ii) A pattern of building features will be established to make corner sites where internal streets intersect with major roads;
the intention is that these be paired so as to frame views into the interior of blocks and mark major site entry points. By creating a sense of threshold these "gateways" would mediate between the speed of the arterial and that of local roads.

iii) A pattern of entrance features will mark entry points to individual development sites;
these could serve a number of purposes including: reinforcing the spatial definition of the road or street edge; framing views into the interior of individual sites; and clarifying auto movement.

iv) A pattern of feature buildings or elements will be located where possible at the ends of street vistas or opposite site entry points;
the intention is to avoid the disorienting spatial vagueness that characterizes much suburban development and to take advantage of strategically located sites to maximize spatial containment and visual clarity.

9.3.3 Locate and Configure Building and Landscape Elements within Development Parcels to Contain and Enhance the Amenity of Parking Areas

To achieve this the following specific principles are proposed:

i) Group or configure buildings to form auto campuses and avoid small isolated buildings surrounded by parking where possible;
This will allow building masses on the one hand and parking entrances and areas on the other hand to be consolidated into a more attractive and comprehensible pattern.

ii) Arrange parking in "courts" defined by building or landscape elements;
This can be done at a small scale by locating parking along one side and behind individual buildings or at a larger scale by grouping buildings around a shared parking facility as implied by 9.3.3 i above. In the latter case care must be taken to balance individual retail users' parking needs so that over utilization rates caused by one retailer's activities don't "starve" adjacent retailers of sufficient parking.

iii) Relieve of large areas of parking and structure pedestrian movement within them by means of building or landscape elements;
The latter could include:tree rows, pergolas, gate or pavilion

features etc.
See example 3 & 4

9.3.4 Architectural and Landscape Treatments within Development Parcels will be Co-ordinated to Achieve Consistent Design Quality and maximize the Flexibility and Adaptability of the District Market Changes over time.

To achieve this the following specific principles are proposed:

i) Ensure that the design and architectural treatment of building faces visible from streets and or arrival/parking areas maximize their visual interest and amenity
This implies that major activity areas should be located when possible adjacent to streets and or arrival areas and that sufficient glazing, lighting, etc. be incorporated in the building design to enhance their visibility.

ii) Co-ordinate architectural treatment of upper wall and roof areas so as to enhance the visual compatibility of individual buildings on different development parcels and relate them to overall design themes for the district

iii) Where possible employ high quality "generic" building designs identified by trademark signage rather than "trademark" buildings;
While the latter may be required by some retailers as a matter of corporate policy and thus be unavoidable, their presence could become a liability to the overall commercial image of the district over time. Such buildings are prone to rapid obsolescence due to major shifts in the market or even corporate restructuring and if expediently renovated by new owners or tenants can detract from adjacent developments.

9.3.5 Coordinate Signage to Achieve a Prestige Image for the Planning District While Ensuring Corporate Identity

There are two major design principles proposed that arise out of issues related to signage:

i) Encourage the incorporation of distinctive corporate signage into the design building faces or associated landscape features

associated in ways that achieve a high quality image and allow for future change

ii) Encourage the use of consistent patterns of directional signage that is integrated into architectural and landscape elements at the street edges of development sites;
This will enhance the perception of a more unified landscape fabric for the district as a whole and help the visiting public understand it more quickly and easily.

iii) Encourage the development of comprehensive corporate informational sign systems within sites;
The intention here is to avoid the proliferation of uncoordinated incidental exterior signs that may create a sense of clutter or even confusion when visible from adjacent streets and public approaches.

9.3.6 Enhance the Naturalization and Public Amenity Provided by Open Water Courses Within or Adjacent to Development Sites

This principal is consistent with policies of the Region of Halton and implies:

i) Arrange site plans to maximize the positive environmental and landscape amenity provided by creek blocks

ii) Co-ordinate design of landscape and building elements adjacent to creek blocks so to enhance the spatial definition and natural amenity of the latter

9.3.7 Design of Over/Underpasses and Adjacent Development to Enhance their inevitable Urban design Roles as Landmarks and Perceptual Gateways

More specifically this implies the following principles for public and private initiatives:

i) Design and landscape earthworks to grade separations to maximize visual quality and minimize unrelieved retaining wall surfaces

ii) Maximize the design quality of bridgeworks in ways appropriate to their roles as perceptual gateways

iii) Design pedestrian sidewalks, retaining walls, railings, stairs, lighting, etc/ associated with installation of grade separations to enhance pedestrian safety and amenity

iv) Locate and Design private development on parcels adjacent to underpasses to "maximize" the quality and visibility of building frontage along the grade separation.
Too often buildings appear to "back away" from such separations and thus increase the length of inactive and thus less safe pedestrian and vehicular routes.

v) Locate and design roof areas of development adjacent to overpasses to take account of high level views over them

9.3.8 Layout Pedestrian Routes and Parking Areas and Design Lighting and Landscaping to maximize public safety

While responding to ongoing information resulting from the activities of the Burlington Safe City Committee the design of private and public development should consider the following principals:

i) Provide clearly visible routes between entrance areas and parking areas.

ii) Provide alternative routes of pedestrian movement where possible

iii) Avoid site/landscape design that creates potential areas of "entrapment";
i.e. densely planted or poorly lit areas immediately adjacent to walkways and parking can serve as places where a potential attacker could drag a victim to avoid being seen by passerby.

iv) Maximize natural surveillance of parking areas and walkways from activity areas located in adjacent buildings

v) Provide outdoor public telephones in highly visible locations adjacent to street frontages.

9.4 GENERAL DESIGN POLICIES AND SITE SPECIFIC GUIDELINES

To realize the above noted design themes and principles it is proposed that development within the Tansley Triangles be subjected to a set of comprehensive guidelines outlined in detail below. They are organized into eight areas of concern:

9.4.1 Streetscapes:

To engender patterns that enhance the spatial definition and visual quality and physical amenity of individual streetscapes it is recommended that new development:

i) Co-ordinate exterior lighting with municipal guidelines for pedestrian and street lighting
Note: it is recommended that the city in conjunction with property owners establish decorative high level street lights and low level pedestrian lights to be used throughout the planning district
See Exhibit 3 & 4 for examples.

ii) Maximize extent of building faces adjacent to street frontages and locate and design them so that major interior activity areas are visible from the public thoroughfare

iii) Where buildings are close to the street line conform to standard set-back/build-to control plane so as to create a landscape zone of uniform width between such buildings and the edge of the thoroughfare right-of-way
See Exhibit 4

iv) Where sites are adjacent to arterial roads but have no direct access from their design building faces, architectural features and landscape set back zone to present a formal front to the roadway
It is the intention to avoid the appearance of reverse lot patterns of development adjacent to the arterials
See Exhibit 4

v) When located adjacent to transit stops consider incorporating sheltering elements into building faces

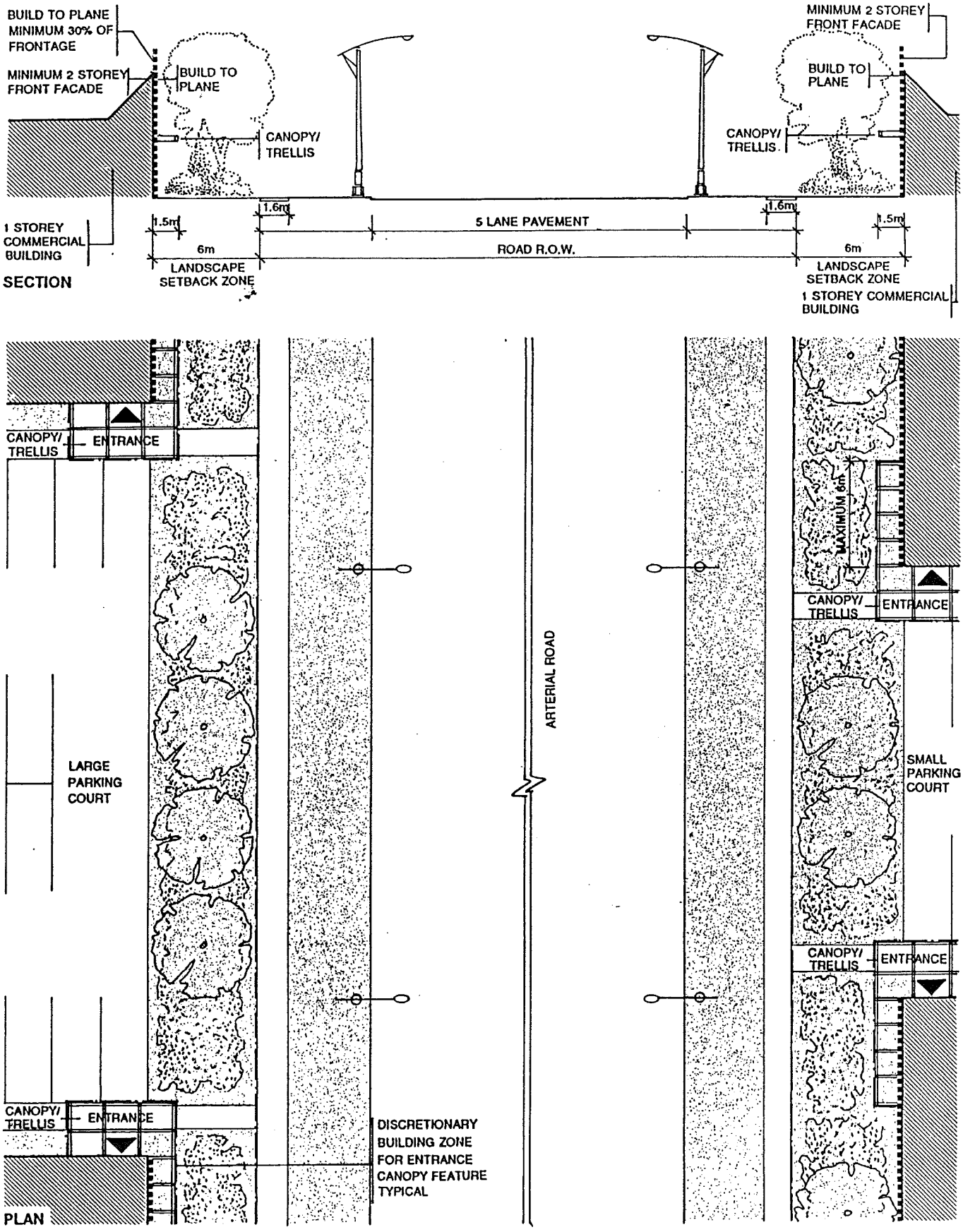


EXHIBIT: 3 Diagramatic Section and Plan of auto commercial arterial showing urban design principles.

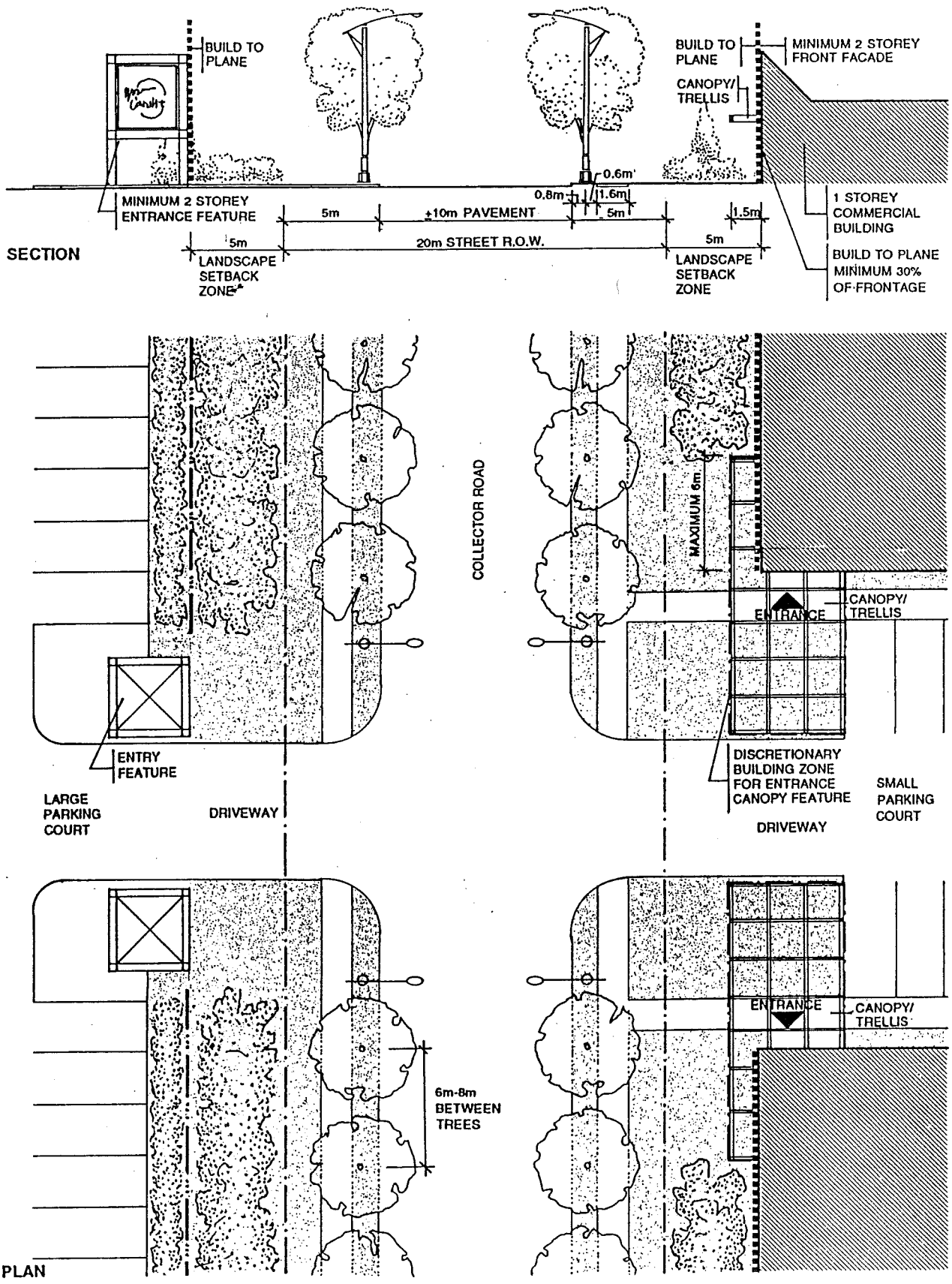


EXHIBIT: 4 Diagramatic Section and Plan of auto commercial collector showing urban design principles.

9.4.2 Views and Visual Features:

To encourage the emergence of a coherent system of views and landmarks throughout the planning area it is proposed that new development should:

i) Locate major architectural features at corners of arterial road intersections and design to enhance visibility along road view corridors

ii) Locate buildings or architectural features adjacent to street corners where collector roads intersect with arterials so as to define the corners of major blocks - Avoid parking areas adjacent to street corners

iii) Co-ordinate the design of buildings on opposite corners at intersections between collectors and arterials so as to enhance a sense of "gateway"

iv) Frame entry points into development parcels by buildings or architectural elements incorporating signage where appropriate and as permitted under municipal bylaws

v) Locate building features of sufficient size at the visual termini of view corridors made by streets or across sites opposite entry points

See map of Urban Design Principles Exhibit 2

9.4.3 Arrangement of Parking and Buildings within Development Parcels:

In order to ensure that buildings and parking are sited and designed to maximize the overall spatial coherence and physical amenity of the planning district new development should:

i) Locate parking beside, between or behind buildings - avoid locating parking in front of buildings

ii) Consolidate parking areas and where possible integrate into site design as "parking courts" defined by building faces and or intensively landscaped verges

iii Provide generous walkways for the passage of patrons from

parking areas to building activity areas

iv) Where parking areas are large (greater than 20 spaces provide a clearly structured pattern of walkways defined by land -scape or architectural elements that subdivide them

v) Provide architectural lighting to exterior spaces so as to highlight building features of interest, and ensure public safety to walkways and parking areas - avoid overspill into adjacent properties

9.4.4 Architectural and Landscape Treatment within Development Parcels

So as to maximize the architectural quality of individual developments and ensure the ongoing attractiveness of the building fabric of the planning district as a whole it is recommended that new development:

i) Incorporate roof features, trellises, pergolas, etc. into building designs where appropriate so as to contribute positively to the overall urban design themes for Tansley

ii) Maximize the positive visual impact of buildings less than three storeys in height by incorporating roof elements or continuous parapets to increase apparent building height to a minimum equivalent to 2 normal commercial storeys

iii) Where building walls are exposed to streets or parking areas used by the public, use quality architectural materials and assemblies, maximize glazed areas and provide cover to walkways at building faces where possible

iv) Locate and screen garbage storage and service areas so as to prevent visibility from streets or parking areas used by the public and to avoid conflicts of noise and unsightliness with adjacent properties

v) Screen exposed mechanical equipment and integrate into the overall building and or landscape design

9.4.5 Signage Within Development Sites:

In order to maximize the effectiveness of signage systems while maintaining an attractive overall environment it is recommended that new development:

i) Integrate corporate signage as discrete elements into the architectural design of building faces or roof areas - avoid use of entire building as a sign

ii) Establish a clearly structured approach to secondary signage that avoids the proliferation of signage types and locations - awnings may also be used for signage purposes so long as they do not cover more than 1/3 of upper building faces (ie. above shop front glazing line)

iii) Provide sign structures of high quality where free standing signs are required - integrate such signage into architectural or landscape elements where possible and otherwise avoid the proliferation of free standing signs

iv) Integrate directional signage and development identification adjacent to street edges into entrance features at entry points where possible

9.4.6 Landscaping

Landscape policies and guidelines are intended to be complementary to others concerned with streetscapes and development on private parcels. They are also intended to be a key factor in achieving an overall thematic unity and lushness of effect implied by the previously proposed theme of a "garden city suburb". In this regard it is proposed that new development on private parcels and works related to public initiatives should:

i) Consider the creative use of repeated landscape design elements that will contribute to the overall thematic design unity to the district and enhance pedestrian amenity.
These could include but not be limited to: pergolas, trellises, and trellis like roof projections

ii) Provide a consistently designed landscape zone with compatible high quality materials along the edges of streets

and roads
The intention of the design and materials selection should be to achieve visual continuity and lushness as well as maturity of appearance in a minimum number of years

iii) Deploy formal planting of tree rows and or shrubs to complement building elements in providing defined spatial boundaries to parking and service areas
These may be complemented by areas of informal planting

iv) Select plant material including: ground covers, shrubs of various sizes, and trees, to maximize the impact and enjoyment of seasonal changes in colour as well as achieve overall density of effect

v) Design and place landscape materials so as not to hinder passage along public walkways nor interfere with views required for vehicular safety at street corners and automobile entrances or pedestrian safety within parking areas
See also section 9.3 Design Principles

vi) Provide landscape buffers at boundary conditions between abutting land uses and parking, servicing or unsightly use areas

Landscape buffers should be a minimum of 3 metres (10 feet) in depth and of sufficient height and density of planting to achieve the desired purpose

vii) Provide screen walls of architectural unit masonry or other high quality architectural material where insufficient depth is available for a full landscape buffer
Screen walls may be combined with plant materials to achieve the desired purpose

viii) Provide continuous naturalized landscape buffers between highway commercial land uses and creek blocks with a minimum depth of 6 metres (20 feet) - where security fencing may be required it is to be located toward the inside edge of this strip rather than at the creek block boundary

ix) Provide culverts of high quality design where the branches of

the Sheldon Creek cross Appleby Line and consider ways of perceptually marking creek crossings at the roadway level

x) Co-ordinate with policies and guidelines for Streetscape etc.

9.4.7 Grade Separations

The design of bridges and grade separations is a matter of civic art as well as engineering necessity. The exceptional nature of such elements - a point of crossing - inevitably makes them obtrusive and significant. Thus it is recommended and that agencies responsible for their development should be encouraged to enhance their contribution to the Tansley District through good architectural and engineering design and that adjacent development on private parcels should enhance the visual quality and physical amenity of such structures in the following ways:

i) Encourage high quality architectural design for underpass, and overpass structures along Appleby Line and Upper Middle Road and relate them to the design themes of the Planning District to the greatest extent possible

ii) Where such structures occur at, or create, natural gateways encourage the incorporation of design elements that enhance the experience of "gateway"

iii) Encourage the incorporation of architectural lighting features in the design of such structures to enhance their distinctive landmark roles

iv) Where private development occurs adjacent to underpasses locate and design buildings to face the underpass grade separation - where possible provide access stairs, ramps, etc. to increase activity and thus safety of public sidewalks

vi) Where private development occurs adjacent to overpasses locate and design buildings, signage and roof areas to enhance the quality of high level views from the elevated portions of the roadway and pedestrian sidewalks.

DUNDAS STREET/HIGHWAY 5

APPLEBY LINE

UPPER MIDDLE ROAD

HYDRO R.O.W.

PLAN KEY :

- MAJOR VIEW/ARCHITECTURAL FEATURE
- GATEWAY SITE FEATURE
- SITE ENTRY FEATURE
- MAJOR VISTA/VIEW
- MINOR VISTA/VIEW
- MINOR SITE ENTRY VISTA/VIEW
- MAJOR VISTA/VIEW TERMINUS: ARCHITECTURAL FEATURE
- MINOR VISTA/VIEW TERMINUS: ENCLOSURE PLANE
- PLANE-TO-PLANE
- ROAD R.O.W.
- WATER COURSE(approx.)
- RAILWAY LINE & R.O.W.
- UNDERPASS/OVERPASS
- TREE PLANTING
- LANDSCAPED ZONE
- PROPERTY LINE
- OVERPASS R.O.W.
- HIGH LEVEL PANORAMIC VIEW
- POTENTIAL HIGH LEVEL PANORAMIC VIEW

EXHIBIT: 2 Map of Urban Design Principles