BRONTE CREEK MEADOWS

PHASE 1 TERTIARY PLAN

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First Submission

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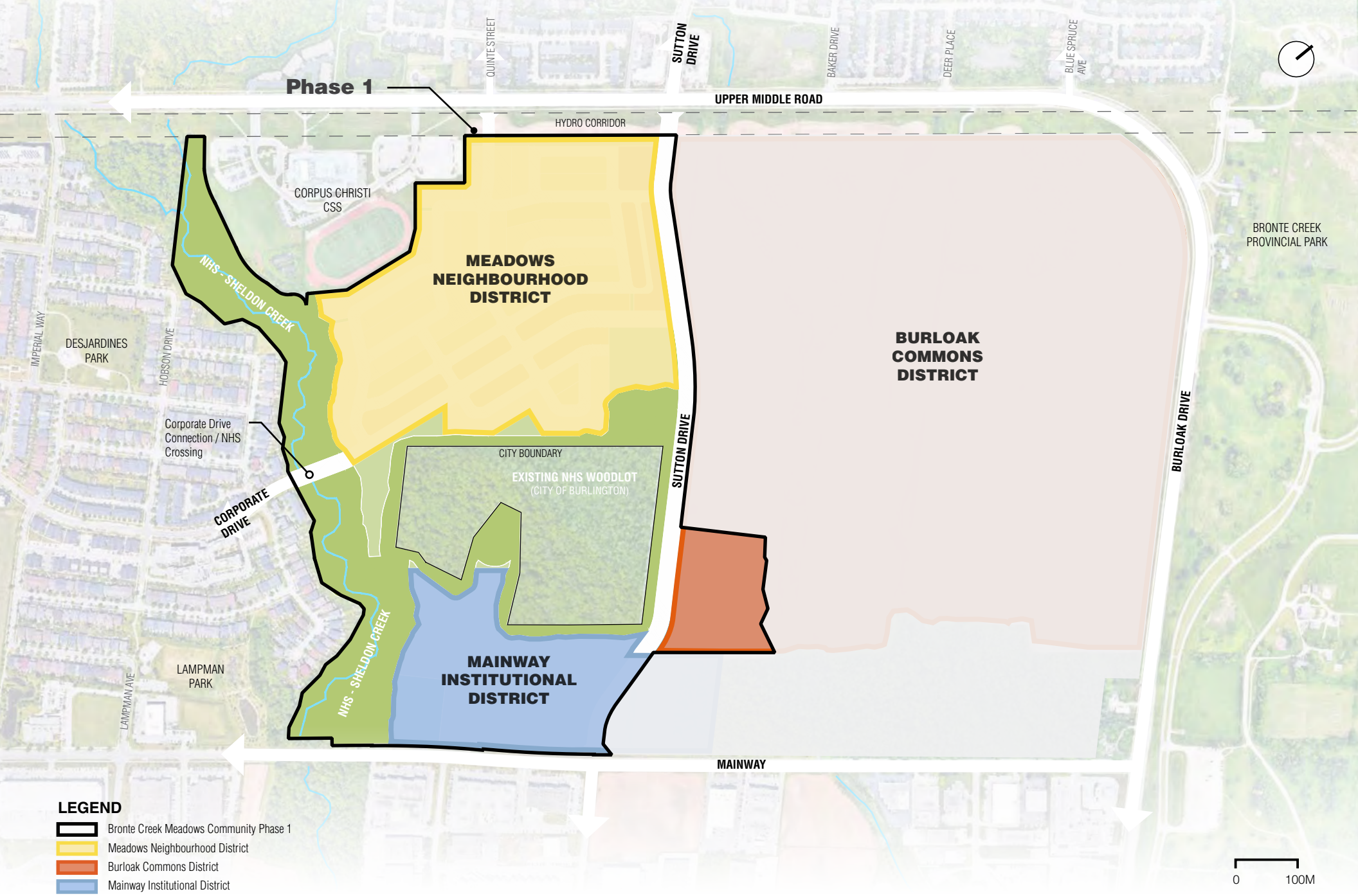


Figure 1.1a: Study Area within the Bronte Creek Meadows community.

1.0 INTRODUCTION

1.1 STUDY AREA

Bronte Creek Meadows, the lands municipally known as 5164, 5366, 5470 and 5900 Upper Middle Road and 5201 Mainway in the City of Burlington, is located at the northwest corner of Mainway and Burloak Drive, bounded by Upper Middle Road to the north and Sheldon Creek to the west.

This Tertiary Plan applies to a portion of the broader Bronte Creek Meadows lands, referred to in this Tertiary Plan as 'Phase 1' (Figure 1.1a).

Phase 1 encompasses the entirety of the Meadows Neighbourhood District, the Mainway Institutional District, and a small portion of the Burloak Commons District designated for a stormwater management pond. As shown on Figure 1.1a, Phase 1 is bound by Upper Middle Road to the north, Sheldon Creek to the west, Mainway to the south, and the lands east of the future Sutton Drive extension and the Bronte and Sheldon Creek Tributaries to the east. It has an area of approximately 49.46 hectares.

Phase 1 is predominately flat and contains agricultural and forested areas, and the main branch of Sheldon Creek. Vegetation is densest in the western part of the site. As indicated on Figure 1.1a, the Sheldon Creek Woodlot, a city-owned woodlot, is located in the south west quadrant of Phase 1 and is not subject to this Tertiary Plan.

1.2 PURPOSE

The purpose of this Phase 1 Tertiary Plan is to translate the high-level policy direction and principles established within Official Plan Amendment 4 (OPA 4) and the Area Specific Plan (ASP) into a detailed, comprehensive, and implementable planning framework for the subject lands.

This Tertiary Plan is designed to be fully informed by and implement the findings and recommendations of the following key background studies and strategies, in accordance with OPA 4:

- Subwatershed Study
- Master Environmental Servicing Plan (MESP)
- Area Servicing Plan (ASP)
- Land Use and Built Form Strategy (LUBFS)

These documents collectively fulfill the requirements set out in OPA 4, Sections 8.8.2(12.2.1) f) and 8.8.2 (12.1) a). Furthermore, this Plan shall be informed by the Community Needs Study as stipulated by OPA 4, Sections 8.8.2(12.2.1) f) and 8.2.2 (9) i).

The ASP for the Bronte Creek Meadows area splits the lands into three distinct ‘districts’, each with specific defining characteristics and policy direction. Each ‘district’ is subject to the preparation of a Tertiary Plan to establish more specific land use planning direction, in accordance with the policies of the ASP.

This Tertiary Plan is applicable to the Meadows Neighbourhood District, the Mainway Institutional District, and a small portion of the Burloak Commons District solely used for infrastructure (Figure 1.2a).

The intent is to articulate and demonstrate how the Phase 1 development achieves the objectives of OPA 4, providing a greater level of detail than the ASP policy level and the Land Use and Built Form Strategy (LUBFS) that is applicable to the entirety of Bronte Creek Meadows. This Tertiary Plan provides urban design guidance that is typical of a development application and is intended to support the Phase 1 Draft Plan of Subdivision and Zoning By-law Amendment applications.

Unlike the ASP, the Tertiary Plan is not a statutory document and is subject to approval by City of Burlington Staff. However, the Tertiary Plan does establish Council's intent and direction through the implementation of the ASP policies, and will form an appendix to the ASP.

As noted, this Tertiary Plan addresses the Phase 1 lands, which incorporates the Meadows District, Mainway Institutional District and a small portion of the Burloak Commons District that includes a stormwater management pond for technical reasons. The urban design goals and directions of the broader Burloak Commons District are not addressed in this Plan, and will be reviewed in detail through the Phase 2 development process and associated Tertiary Plan.

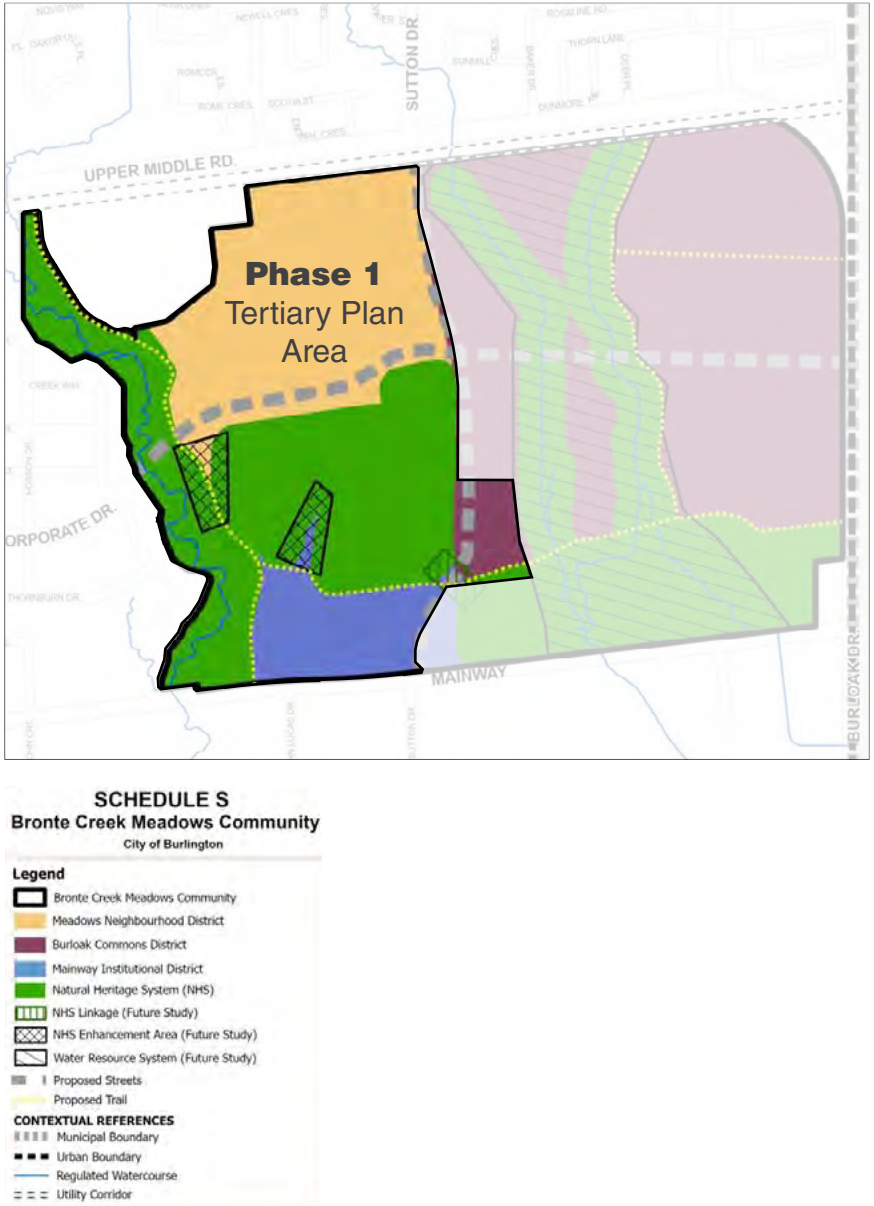


Figure 1.2a: Tertiary Plan area within the OPA 4 Districts

1.2.1 Consistency with the LUBFS

As required by OPA 4, the LUBFS was completed as part of the broader ASP process for Bronte Creek Meadows. The LUBFS serves as the critical intermediate step, translating the high-level policy direction and objectives of OPA 4, aimed at creating a vibrant, mixed-use, and complete community, into concrete, community-wide strategies.

The LUBFS established the overarching vision for the entire Bronte Creek Meadows area. It addressed the community design plan, prescribed high-level open space and built form strategies for key elements, and provided a comprehensive demonstration plan.

The purpose of this Tertiary Plan is to take the strategies established in the LUBFS and execute them with site-specific design detail at the district-level:

- The LUBFS provides the community-wide high-level guidelines.
- The Tertiary Plan provides the district-level, specific, and implementable guidelines for development, ensuring direct alignment with the LUBFS's vision for built form, density, and open space.

This hierarchical approach ensures that all subsequent planning and design, including the specific Urban Design Concept Plans required in accordance with OPA 4, Section 8.8.2 (3) j), are consistently implementing the vision set forth by OPA 4 and detailed in the LUBFS.

1.2.2 Urban Design Concept Plans

In accordance with OPA 4, Section 8.8.2 (3) j), this Tertiary Plan includes the mandatory completion of Urban Design Concept Plans, which shall be prepared for the Meadows Neighbourhood District and the Mainway Institutional District to the satisfaction of the City and shall be reviewed by the City's Urban Design Advisory Panel.

The scope of the Urban Design Concept Plans includes, but is not limited to, the following elements, ensuring a cohesive and high-quality built environment:

- Refinement of the street and block layout to a conceptual design level.
- Establishment of the public realm networks, including detailed streetscapes, plazas, and pedestrian and cycling connections.
- Demonstration of appropriate transitions in scale between adjacent neighbourhoods and districts.
- Illustration of how density, built form, and public open space are integrated.

Refer to Section 5.0 Urban Design Concepts.

1.3 ONGOING TECHNICAL WORK

The Master Environmental Servicing Plan, Scoped Subwatershed Study, and Area Servicing Plan have been completed for the Bronte Creek Meadows Community. These documents have defined the development limits of all phases of development and informed the structure of the concept plans. This Tertiary Plan has been drafted in consultation with these documents and aligns with the findings of these plans and studies.

Additional technical studies such as an Environmental Impact Assessment, Transportation Impact Assessment, and Functional Servicing Report will be submitted alongside this Tertiary Plan to support the Phase 1 development.

1.4 COMMUNITY CONTEXT

The Phase 1 Tertiary Plan area is located on the east end of Burlington's urban area boundary and represents a large tract of vacant land in the City that was recently unlocked for development, representing a unique opportunity to introduce a new, complete and transit supportive community to the City of Burlington. It is generally surrounded by the Orchard community to the north and west, by employment lands to the south, and by other lands owned by the applicant, Bronte Creek Provincial Park and the Town of Oakville to the east.

To the immediate north of the subject site on the south side of Mainway is a hydro corridor that extends east-west along the extent of the site. Corpus Christi Catholic Secondary School is located on the south side of Upper Middle Road, north west of the subject site. On the north side of Mainway is the Orchard Neighbourhood, a relatively stable residential neighbourhood containing a mix of residential types including single-detached dwellings, back-to-back townhouses, and two low-rise mixed-use condominium buildings that flank the northeast and northwest corner of the Sutton Drive and Upper Middle Road intersection.

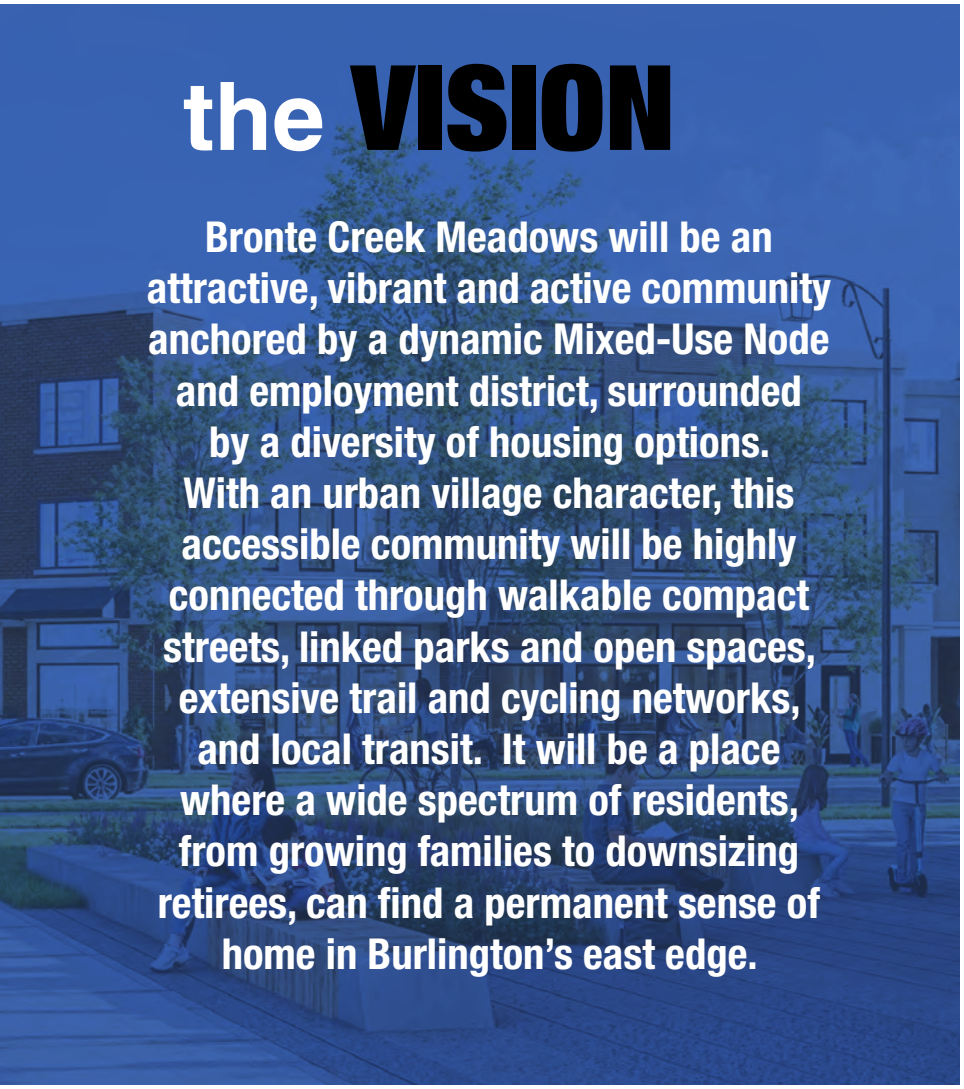
Within the Orchard Neighbourhood are many local parks (Irving Parkette, Brada Woods Park, Emerson Park, Trail Head Parkette, Orchard Community Park), and schools (Alexander's Public School, Halton Waldorf School, Halton Waldorf High School, Orchard Park Public School, St. Christopher Catholic Elementary School, Corpus Christi Catholic Secondary School and John William Boich Public School).

To the immediate east of the subject site are other lands owned by the applicant that are part of the broader Bronte Creek Meadows lands, followed by Burloak Drive and Bronte Creek Provincial Park. Established in 1975, the park has an area of 682.23 hectares and features hiking and biking trails, and functions as a major destination for family camping experiences that attracts many visitors annually. Burloak Drive forms the boundary between the Town of Oakville and the City of Burlington's municipal boundaries.

To the immediate south of the subject site is an area of employment uses that extend south of Mainway to the Queen Elizabeth Way, and extend from Burloak Drive in the east to the Canadian National (CN) railway to the west. Building typologies are typically 1 to 2-storeys in height, are surrounded by ample surface parking and landscape strips and are connected by local streets that form a network that makes up a portion of the City's employment lands. This area continues to develop its vacant parcels and redevelop existing employment uses.

To the immediate west of the subject site, buffered by a tributary of the Sheldon Creek, is the City's Uptown Neighbourhood, an area identified as an Urban Centre by the City of Burlington Official Plan (2020). The Uptown Neighbourhood consists of a mix of residential uses, service commercial and retail uses, parks including Desjardines Park and Lapman Park, and institutional uses including the Creekway Village long-term care home and Glenn Arbour Academy. Lower intensity of development in the form of single detached dwellings, semi-detached dwellings and townhouses are located west of the subject site, between Appleby Line and Sheldon Creek. Greater intensity of development is focused around the intersection of Appleby Line and Upper Middle Road, where mid-rise buildings (up to 16-storeys) and stacked townhouses are located.

2.0 VISION AND OBJECTIVES



2.1 COMMUNITY VISION

Bronte Creek Meadows is envisioned as a forward-thinking, mixed-use community that completes Burlington's eastern boundary. Positioned at the gateway to Bronte Creek Provincial Park, the development integrates preserved natural heritage features with adjacent residential and employment land uses. A comprehensive linkage network provides the underlying framework for connectivity across the entire community.

All phases are designed to be mindful of the existing neighbourhoods already established in the area, and to enhance the natural features adjacent to and within the site. Phase 1 of the Bronte Creek Meadows development will include a mix of land uses providing a range of opportunities for residents including medical and education facilities, retail and commercial uses, employment, and parks and open spaces.

2.2 COMMUNITY GOALS AND OBJECTIVES

Bronte Creek Meadows shall be designed to create a modern, healthy, vibrant, connected, complete community that will seamlessly knit together the natural heritage corridors, existing developed lands, and the Bronte Creek Provincial Park. Building upon the framework outlined in the OPA, the following community goals and objectives have been established:



HEALTHY

- Amenities within walking distance;
- Active lifestyle through extensive bike lanes, trails and pathways, park facilities and programming;
- A robust natural heritage system and introduced natural features;
- Consideration for cultural heritage, archaeological resources, and natural features;
- Innovative and effective sustainability strategies and technologies within the public and private realm.



VIBRANT

- A well-functioning, attractive public realm that encourages active use and community interaction;
- A mix of uses that attract people throughout the day and evening for cultural initiatives, neighbourhood programming and recreational activities;
- An integrated community centre;
- Pedestrian-scaled spaces that are conducive to public gathering;
- Streets as the primary definers of neighbourhood social space and community character;
- High-quality public spaces and design excellence.



CONNECTED

- A comprehensive street, trail, path, and bike lane network;
- Linked park and open space features that contribute to a connected system;
- A future integrated bus transit system with linkages on a local and regional scale;
- 'Smart' community technologies that improve quality of life through learning, work and play.



COMPLETE

- A mix of land uses and built forms, including residential, locally focused commercial and services within a community hub district, employment campus, and institutional uses;
- A diversity of residential options that cater to a wide spectrum of residents, including potential for attainable housing;
- A community where all amenities and services are conveniently accessible by walking and cycling;
- A community where combined attributes foster physical and mental health, resiliency, a sense of place, and a high quality of life.

3.0 PLAN ELEMENTS

3.1 TERTIARY PLAN

This Tertiary Plan refines the vision and principles that have been established from a high level through the ASP and LUBFS. The Tertiary Plan intends to guide development within the Phase 1 area over the long-term. As shown in Figure 1.1a, Phase 1 of the Bronte Creek Meadows development is generally located west of Sutton Drive, the main north-south thoroughfare for the development. The sole exception to this is the required stormwater management pond located east of Sutton Drive at the south end of the site.

The Tertiary Plan generally comprises the following components, which are described in more detail in the subsequent sections:

- Street and pedestrian and cycling connections which identify the proposed location of new streets and pedestrian connections within the Tertiary Plan area to be achieved through future development;
- Edge considerations for the Phase 1 lands, within the study area and at the interface to external lands;
- Low Density Residential Area which illustrates the locations appropriate for single detached, semi-detached dwellings and townhouse dwellings;
- Mixed-use Area, with an understanding of how the block will be laid out;
- Mainway Institutional block with a preliminary design of how the block will be developed;
- Open Space network which identifies the proposed location of parks and greenspaces;
- Infrastructure and sustainability, including the proposed water and wastewater infrastructure and stormwater management strategies; and
- Natural Heritage which identifies areas of the natural heritage system including wooded areas, TRCA valley lands, and existing watercourses.

3.2 DISTRICTS

As defined in the LUBFS, the proposed development framework provides the high-level community structure, including the nodes and corridors, as well as the key gateways and view corridors. The following components have formed the basis of this framework:

- Existing NHS lands shall be maintained and seamlessly integrated.
- Aligning with the surrounding road network forms the key corridors, with Sutton Drive and Corporate Drive extending from the existing road connections. This public road network provides the framework for locating districts.
- The use of districts are informed by surrounding conditions, land uses, and density.
- Mixed-use nodes located at key gateways, appropriately positioned toward arterial roads.

Three (3) districts delineate the community structure:

Meadows Neighbourhood District

The Meadows Neighbourhood District is located in the north west quadrant of the overall Bronte Creek Meadows area, north of the Sheldon Creek woodlot. The Meadows Neighbourhood District represents an opportunity to introduce low-rise residential built form to the community in a manner that provides a gradual transition of development height and density from the existing adjacent Orchard and Uptown Neighbourhoods to the future build-out of the Bronte Creek Meadows Lands.

The Meadows Neighbourhood District is intended to provide low density residential built form, such as single detached homes and townhouses, reflective of the neighbourhoods to the north and west. Designed as its own complete community, the district provides public service facilities, including a school and neighbourhood park, as well as a minor mixed-use node along Upper Middle Road, to provide for the day-to-day needs of existing and future residents.

The district will feature a well-connected network of local and collector roads, designed as complete streets to support multiple forms of active transportation that may include facilities for pedestrians and cyclists, and a network of trails connecting to adjacent areas of the natural heritage system and open spaces, and the City's trail network where appropriate.

Objectives of the Meadows Neighbourhood District include:

- To provide a range of housing types to meet a broad range of demographics;
- To create a balanced community with live/work opportunities for residents;
- To provide a range of uses that serve the needs of the existing and future community; and
- To establish a walkable neighbourhood with interesting public spaces, that is well connected within the district, to other districts and other surrounding areas.

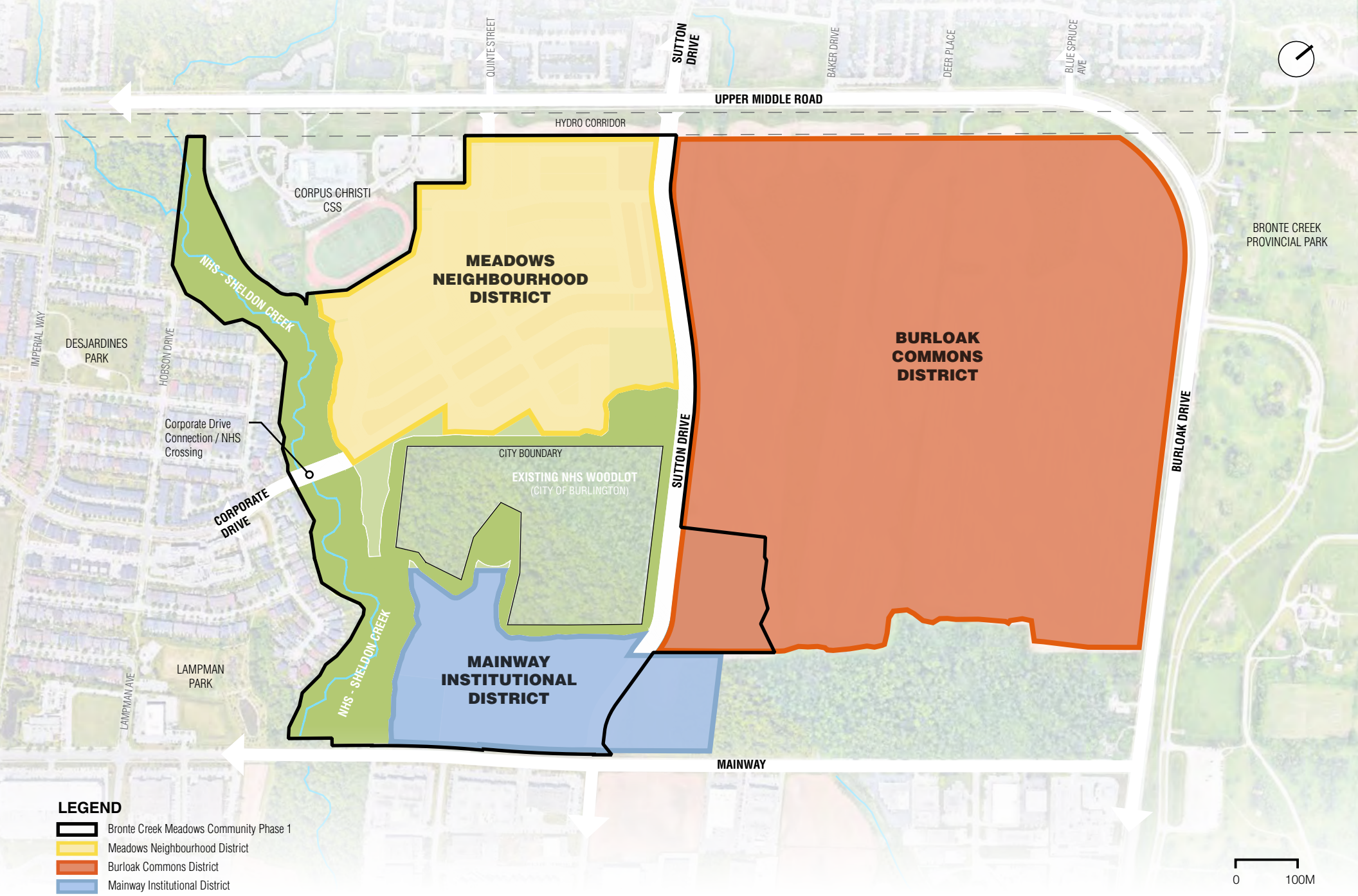


Figure 3.2a: Bronte Creek Meadows development framework.

Mainway Institutional District

The Mainway Institutional District is located in the south west quadrant of the overall Bronte Creek Meadows area, south of the Sheldon Creek woodlot and north of Mainway.

Strategically positioned between employment areas to the south and the Sheldon Creek woodlot and Sheldon Creek Valley to the north and west, the Mainway Institution District represents a unique opportunity to introduce an innovative healthcare and education campus, focused on well-being and community amenities, that is strategically compatible with the existing employment lands south of Mainway and the existing residential west of the creek. The healthcare and education campus may also feature supporting uses such as private medical clinics, service commercial and retail uses, and offices ancillary to a healthcare campus, along with much-needed attainable housing.

The district may offer an integrated continuum of healthcare and ancillary services to support aging in place, including attainable housing, while also creating general employment opportunities and enhancing the broader economic base of the surrounding employment lands

Objectives of the Burloak Commons District include:

- To provide services and facilities that satisfy the educational and health needs of the community and the broader area beyond Bronte Creek Meadows;
- To provide attainable / affordable housing opportunities that serve the function of the district;
- To anticipate employment densities that support transit;
- To create a well-designed connected campus with connection to the surrounding natural environment and a high level of urban design; and
- To establish the district as a destination for health and educational needs.

Burloak Commons District

As previously noted, a small portion of the Phase 1 lands are located within the Burloak Commons District, which contains a stormwater management pond.

Ultimately, the development of the stormwater management pond will be defined by the Master Environmental Servicing Plan / Scoped Subwatershed Study, as approved by the City of Burlington and appropriate agencies, and in accordance with the policies of the ASP.

A subsequent Tertiary Plan will be prepared for the balance of the Burloak Commons District and will provide guidance for its future development.

For demonstration plans and further information regarding the proposed districts, refer Section 5.0 Urban Design Concepts.

3.3 LAND USE

The proposed land use plan for Phase 1 of Bronte Creek Meadows will establish a diverse and compact community with transit-supportive densities, ensuring efficient land and infrastructure use.

Figure 3.3a demonstrates that the Phase 1 lands can accommodate a variety of uses, transforming underutilized land into a vibrant neighbourhood. This includes a mix of low-rise housing opportunities, mixed-use within mid-rise built form, a Neighbourhood Park, open spaces, and employment areas. This comprehensive approach aims to enable future residents to both live and work within their community. The proposed land uses are generally compatible with surrounding areas, considering existing residential and employment uses, and the Bronte Creek Provincial Park.

The existing NHS will be protected and enhanced, with preliminary development limits defined by existing natural features. Future site-specific development applications will further delineate these features and their associated buffers.

The land use plan will also address the provision of public service facilities, ensuring existing facilities are protected and new ones are introduced in conjunction with development phasing to support planned growth and enhance accessibility to community resources. Ultimately, the plan's policies will guide the development of a complete community with a diverse range of land uses in a compact form, making efficient use of land and infrastructure.

This Tertiary Plan builds upon the framework defined in the LUBFS, translating these broad land use designations into detailed plans for the specific districts within Bronte Creek Meadows.

Low-Rise Residential - located in proximity to the existing low density neighbourhoods to the north and west.

On-Street Townhouses - providing a transition from single detached homes to double frontage and rear lane townhouses.

Rear-Lane Townhouses - located along Sutton Drive, north of the Neighbourhood Park and woodlot, the rear driveways provide an active urban streetscape condition designed to be mirrored on the opposite side of the street.

Double Frontage Townhouses - located along both sides of Corporate Drive, the rear driveways allow for an active urban streetscape condition along this community connector.

Medium Density Mixed-use - situated at the primary gateway along the northern entry into Phase 1, a minor mixed-use node may comprise a mid-rise building with opportunities for retail at-grade to support the local community.

Employment - located along the southern boundary of the community, along Mainway and adjacent to the woodlot, its location provides an appropriate transition to the existing employment lands to the south.

Storm Ponds - situated adjacent to the NHS, the stormwater management ponds will contribute to the naturalized open space network, managing runoff volume and improving water quality before discharge.

Park / Open Space - includes a centrally located Neighbourhood Park at the south west corner of Corporate Drive and Sutton Drive, as well as open space and walkway blocks that provide visual and physical connectivity throughout the community.

Natural Heritage System - comprising a city woodlot, Sheldon Creek, and additional naturalization areas.

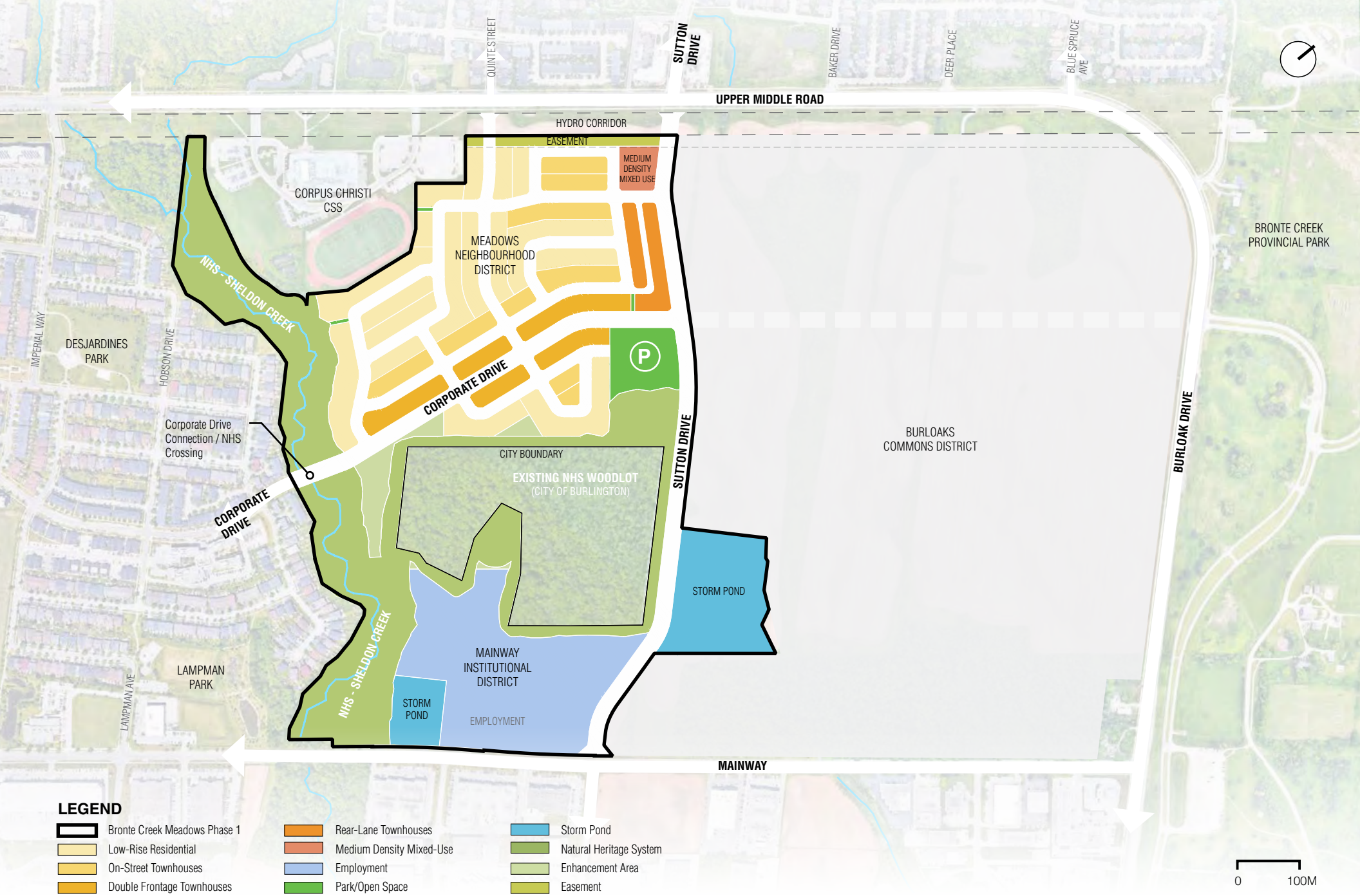


Figure 3.3a: Bronte Creek Meadows land use plan.

3.4 TRANSPORTATION AND ACTIVE TRANSPORTATION CONNECTIONS

3.4.1 Street Network

A well-defined and logical hierarchy of proposed street rights-of-way (ROW), in combination with the existing arterial corridors, forms the structure of the Bronte Creek Meadows community. The highly interconnected street and block layout shown in Phase 1 is designed to facilitate multi-modal movement and permeability. It has been planned with a primary focus on safe and easy circulation, minimized block lengths, and convenient direct street linkages with area amenities and public transit routes, reinforcing active transportation within a compact urban village environment.

Overall, Bronte Creek Meadows will be a walkable, complete community, reinforced by a robust active transportation network and logical street grid integrated throughout all districts and open spaces. The strategic placement of access points in Phase 1, alongside internal street connections to the Orchard community, has directly informed the internal street network.

For design guidelines concerning elements located within the street ROW, please refer to Section 4.1.1 Streetscape Elements.

3.4.2 Street Classifications

The following proposed street types are identified:

- Proposed Neighbourhood Connector Roads (26.0m ROW)
  - Sutton Drive - runs north-south within the Phase 1 lands;
  - Corporate Drive - runs east-west within the Phase 1 lands;
- Proposed Local Streets (18.0m ROW) - distributed throughout the Phase 1 lands, north and south of Corporate Drive;
- Proposed Window Street (16.0m ROW) - located along the hydro corridor easement to the north;
- Proposed Laneways (8.0m ROW) - providing rear access to some residential units, helping to reduce the number of driveways along Sutton Drive and supporting a more pedestrian-friendly environment.

Signalized intersections are proposed at Sutton Drive and Upper Middle Road and at Sutton Drive and Mainway to ensure safe and efficient access to Phase 1 of the Bronte Creek Meadows Community.

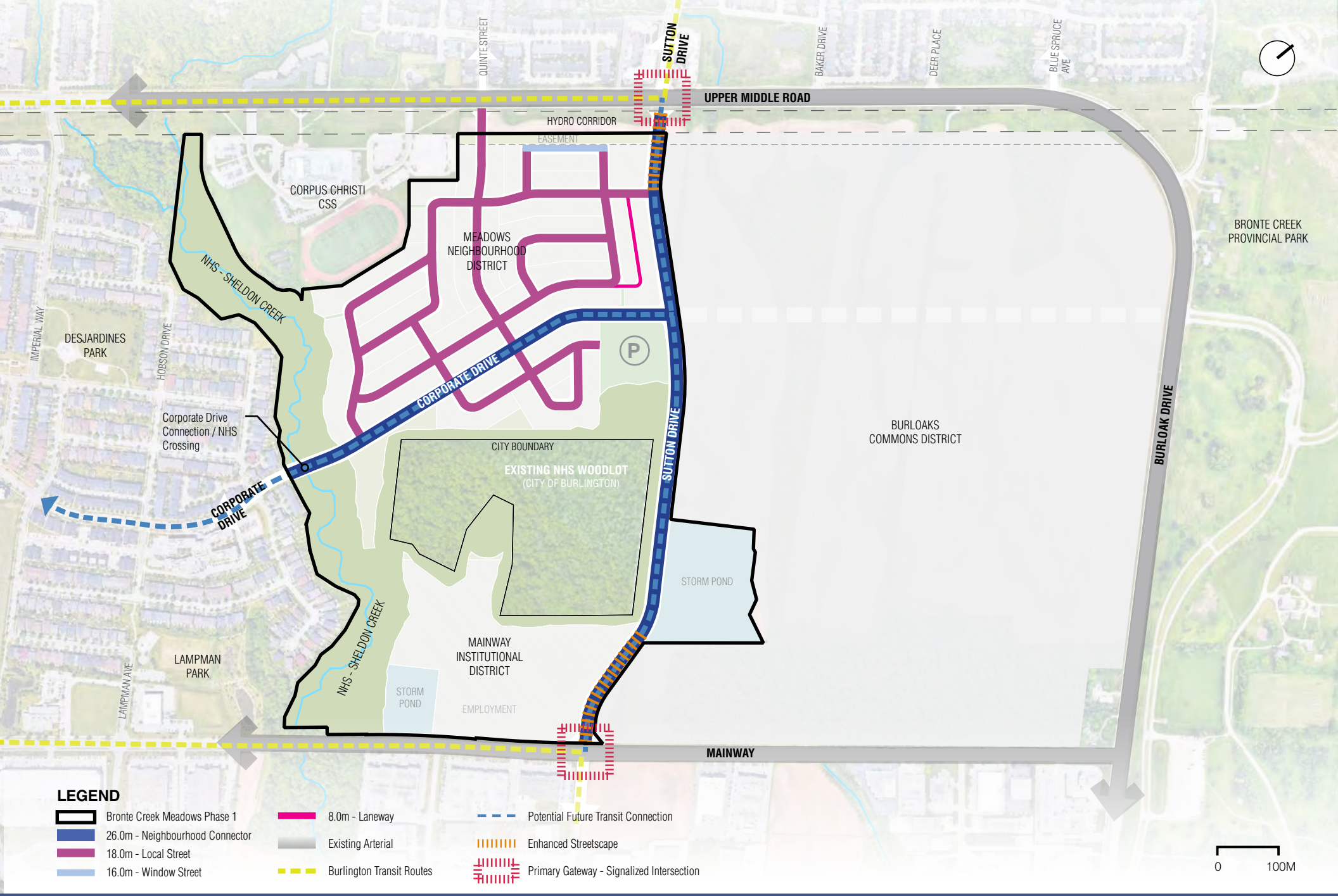


Figure 3.4a: Bronte Creek Meadows street network.

Proposed Neighbourhood Connector Roads

Corporate Drive is a proposed 26.0m east-west neighbourhood connector road that stretches centrally across Phase 1 to Sutton Drive. It is intended to have direct connections to Upper Middle Road and Mainway via Sutton Drive.

Sutton Drive is a proposed 26.0m north-south neighbourhood connector road that is located along the eastern boundary of Phase 1 and accessible via the existing arterials, Upper Middle Road and Mainway. It intersects with Corporate Drive, the proposed east-west neighbourhood connector road.

The typical 26.0m neighbourhood connector cross-section consists of the following:

- 3.5m vehicular travel lane in each direction;
- 2.1m parking lane on both sides;
- 1.8m cycle tracks on both sides;
- 2.4m softscape boulevard on both sides with street trees and street light poles and luminaires that reflect approved city standards; and
- 1.8m sidewalks on both sides.

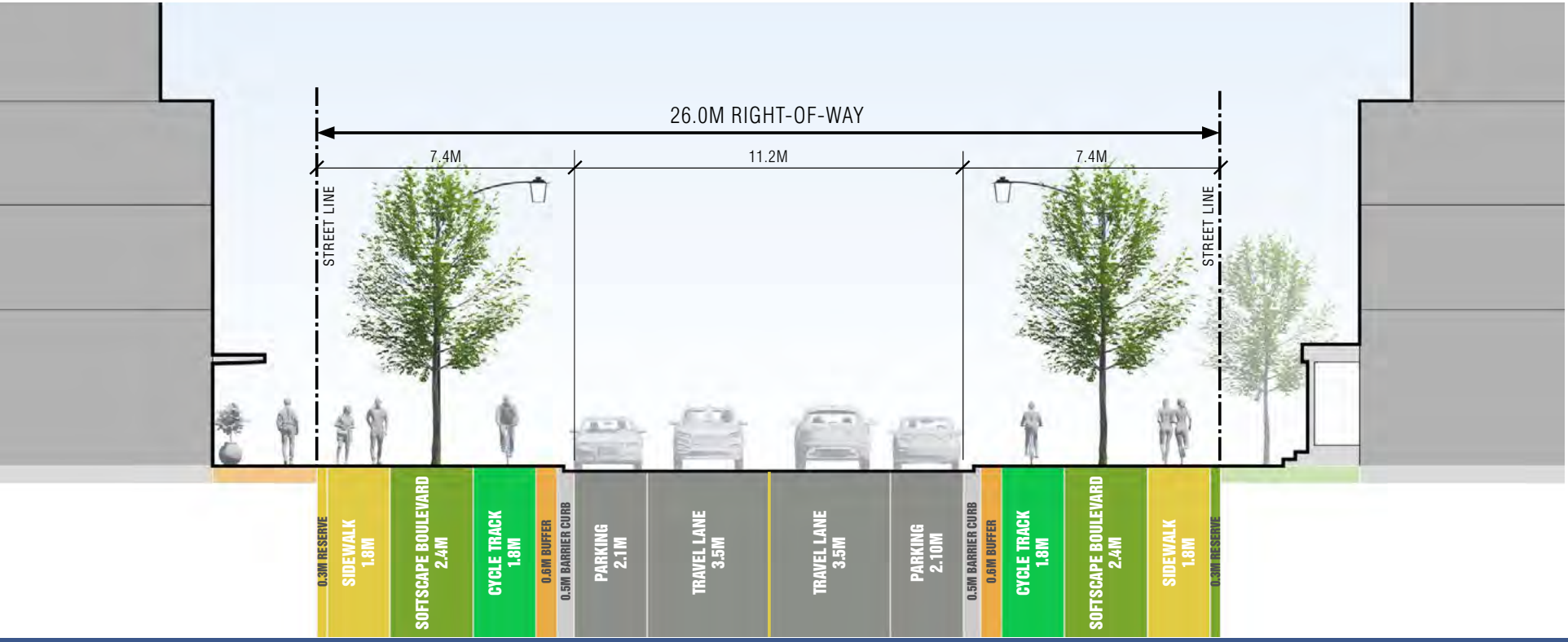


Figure 3.4b: Cross-section of 26.0m proposed neighbourhood connector (Sutton Drive; Corporate Drive).

Sutton Drive adjacent to the preserved woodlot is configured to respect the existing 23.0m easement. This cross-section is modified from the typical design to provide a substantial separation area bordering the woodlot. The design consists of the following components, starting from the woodlot side (west) and moving across the road to the east side:

- 5.0m boulevard encroachment area, incorporating a 3:1 transition to existing grade to ensure a stable interface with the natural feature (west);
- 2.5m 'no-touch' buffer situated between the street line and the woodlot dripline to protect existing vegetation (west);
- 1.8m sidewalk (west);
- 1.8m cycle track (west);
- 3.5m vehicular travel lane in each direction;
- 2.1m parking lane (east);
- 1.8m cycle track (east);
- 2.4m softscape boulevard with street trees and street light poles and luminaires that reflect approved city standards (east); and
- 1.8m sidewalk (east).

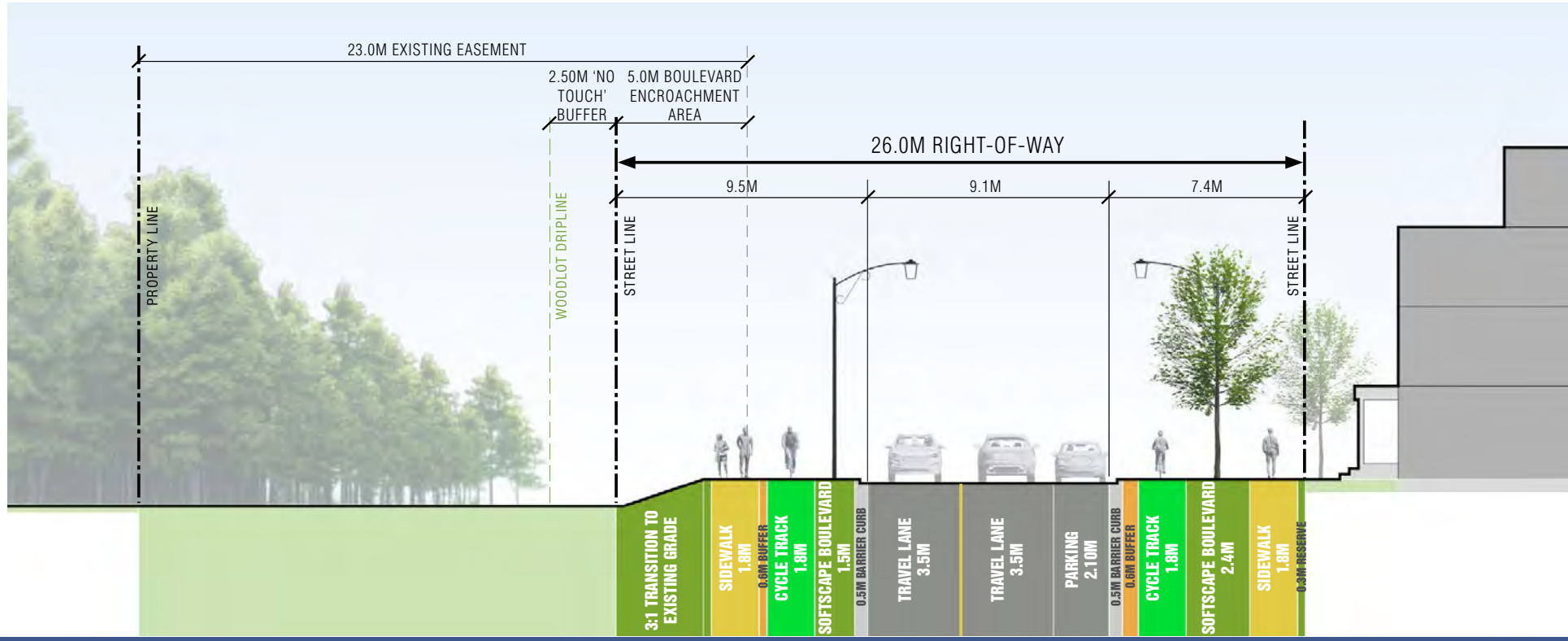


Figure 3.4c: Cross-section of 26.0m proposed neighbourhood connector (Sutton Drive woodlot).

Local Streets

Local streets serve residential neighbourhoods and are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Their character varies according to adjacent built form, which may include low and medium density residential built form, and mid-rise mixed-use. The local road network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration.

A typical 18.0m local street ROW includes the following elements:

- Two travel lanes with on-street parking on one side;
- 2.4m softscape boulevard on both sides with street trees and street light poles and luminaires that reflect approved City standards; and
- 1.8m sidewalks on both sides, which, depending on adjacent built form use, may extend to the building frontage.

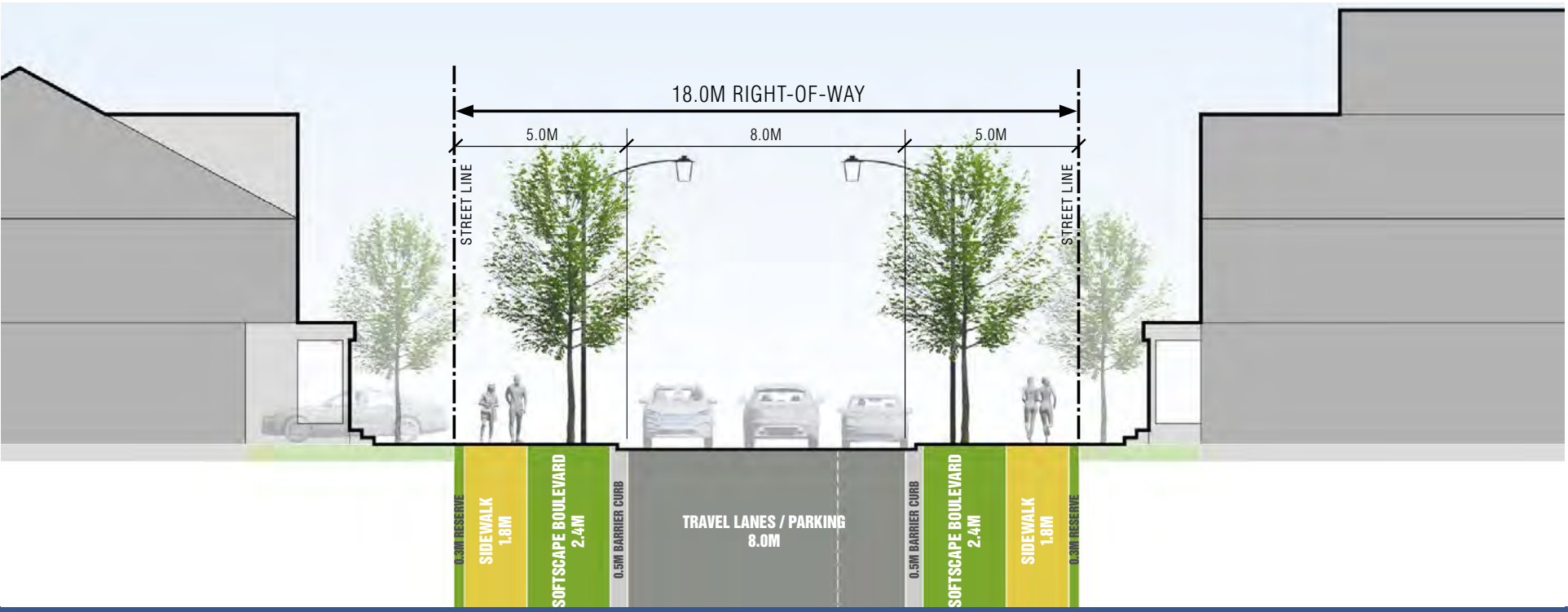


Figure 3.4d: Cross-section of 18.0m proposed local road.

Window Streets

A window street is proposed in the Phase 1 Meadows Neighbourhood District to avoid residential reverse lotting and provide built form frontage toward Upper Middle Road. Proposed street townhouses front on to this 16.0m local road, with an easement block between Upper Middle Road and the window street. This street and built form configuration is intended to provide a safe and comfortable pedestrian experience with allowances for driveway access from the window street. The window street incorporates a soft landscape interface along Upper Middle Road, serving as a functional setback that provides additional noise attenuation for the residential units.

A typical 16.0m window street ROW includes the following elements:

- Two travel lanes with on-street parking on one side;
- One 1.8m sidewalk provided on the residential side;
- 2.4m and 2.5m softscape boulevards with street trees and street light poles and luminaires that reflect approved city standards; and
- Along the Upper Middle Road side, proposed landscape treatment may include a combination of hard and soft landscape elements (low decorative fencing, sod, planting beds, and a variety of multi-stem, coniferous and deciduous trees).

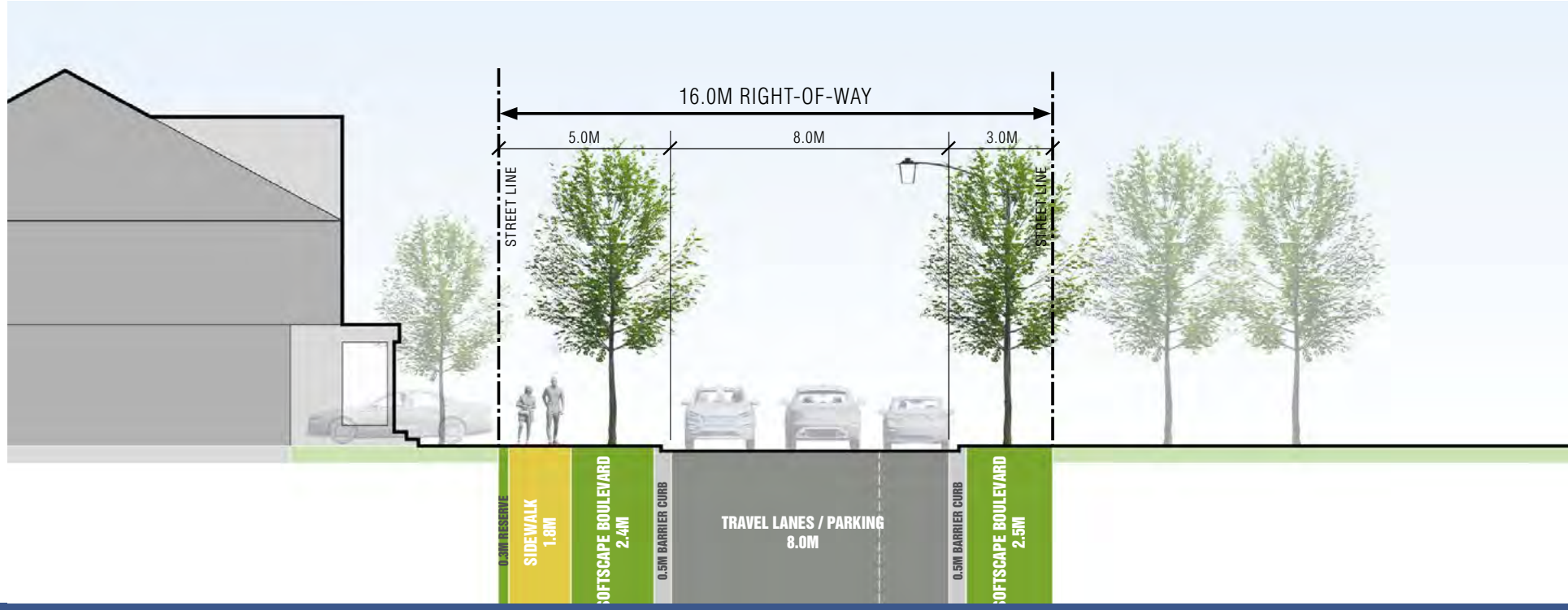


Figure 3.4e: Cross-section of 26.0m proposed neighbourhood connector (Sutton Drive woodlot).

Proposed Laneways (Public)

In the Meadows Neighbourhood District, 8.0m laneways are proposed where there is rear lane townhouse built form along Sutton Drive, and include the following elements:

- 6m pavement width with two travel lanes;
- Rolled curb; and
- Streetlights.

By locating rear lane typologies along this key community corridor, driveway interruptions are limited, enhancing the urban streetscape and maximizing soil volume for boulevard tree planting.

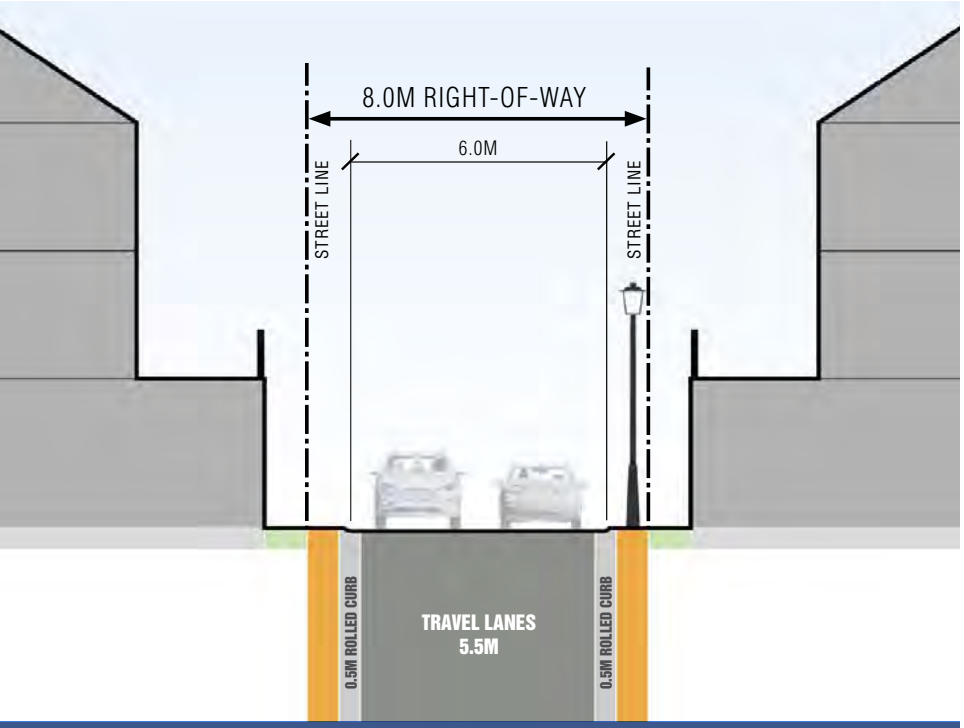


Figure 3.4f: Cross-section of 8.0m proposed public laneway.

3.4.3 Transit Priority Measures

The plan aims to create a safe, accessible, and balanced multi-modal transportation network that prioritizes active transportation and transit. This will be achieved through Transit Priority Measures (TPM), Transportation Demand Management (TDM), and complete street designs that accommodate pedestrians, cyclists, and transit users. The goal is enhanced mobility and connections throughout the community and to wider networks, including vital transit points like the Appleby GO Station. The proposed Sutton Drive and Corporate Drive neighbourhood connectors could potentially incorporate new Burlington Transit routes or stops. The areas currently have established transit access:

- Corporate Drive: Served by Route 81 (North Service) and Route 11 (Sutton-Alton). Both providing a direct link to the Appleby GO Station.
- Sutton Drive: Served by Route 11 (Sutton-Alton) and the late-night Route 51 (Burlington Northeast).

Integrating the new neighbourhood connectors with these existing lines would facilitate seamless transfers and enhance route reliability, making public transit a more appealing and efficient option for residents commuting to regional hubs.

3.4.4 Trail Connections and Pedestrian Connections

An integrated active transportation network is key to establishing Bronte Creek Meadows as a healthy, accessible, and sustainable community by offering residents convenient options to walk or bike to local amenities like parks, retail, and education uses, as well as nearby transit hubs such as the Appleby GO station and bus stops. Offering these connected, viable daily use alternatives will encourage healthier lifestyle choices and reinforce a decrease in car use and associated emissions. Refer to Section 4.1.6 Community Trails for design guidelines.



Figure 3.4g: Bronte Creek Meadows active mobility network.

3.5 NODES AND CORRIDORS

Bronte Creek Meadows proposes an integrated system of nodes and corridors to establish the community's structure and character. Nodes serve as the primary focal points and social destinations, while corridors function as the active edges and multi-modal links that connect these hubs.

As outlined in the LUBFS, this strategy creates a hierarchy of spaces that prioritize placemaking, walkability, and connectivity. Nodes concentrate civic, commercial, and social activity to create a legible organization, while corridors are designed as complete streets that frame the public realm and support future transit.

Refer to the LUBFS for the overarching strategy, including detailed guidelines on the specific built form and streetscape treatments for each component.

The following nodes and corridors are proposed within the Phase 1 lands:

- **Minor Mixed-Use Node -** a secondary hub at the northwest gateway focused on local-serving retail and residential uses;
- **Neighbourhood Node -** a resident-focused social hub anchored by a central Neighbourhood Park;
- **Institutional Node -** a specialized employment and institutional hub located at the southern gateway;
- **Existing Arterial Corridors -** the external framing roads of Upper Middle Road and Mainway; and
- **Primary Corridors (Neighbourhood Connectors) -** Sutton Drive and Corporate Drive, serving as the main internal multi-modal and transit links.

3.6 GATEWAY AND EDGE CONSIDERATIONS

Bronte Creek Meadows places a strong emphasis on its gateways and edge conditions, recognizing them as crucial for defining its identity and integrating with the surrounding context.

As defined in the LUBFS, gateways are key entry points to or from the community, serving as the "doorways" that define the community's character and connectivity. Edges are the interfaces along the perimeter of Bronte Creek Meadows, including a range of conditions designed to convey an attractive image and reflect the community's identity.

Refer to the LUBFS and Section 4.1.2 of this Tertiary Plan for guidelines on specific treatments for each defined gateway and edge condition.

The following gateways and edges are proposed within the Phase 1 lands:

- **Northern Gateway -** located at Upper Middle Road and Sutton Drive;
- **Southern Gateway -** located at Mainway and Sutton Drive;
- **Secondary Gateways -** located at the western Corporate Drive and Sheldon Creek entry, as well as Upper Middle Road and Quinte Street;
- **Hydro Corridor Edge -** located along Upper Middle Road;
- **Natural Heritage System Edge -** located along Sheldon Creek and the city-owned woodlot;
- **The Mainway Employment Edge -** located along Mainway, west of Sutton Drive and east of Sheldon Creek; and
- **The Burloak Commons District Edge -** Located along Sutton Drive (Phase 1 boundary).

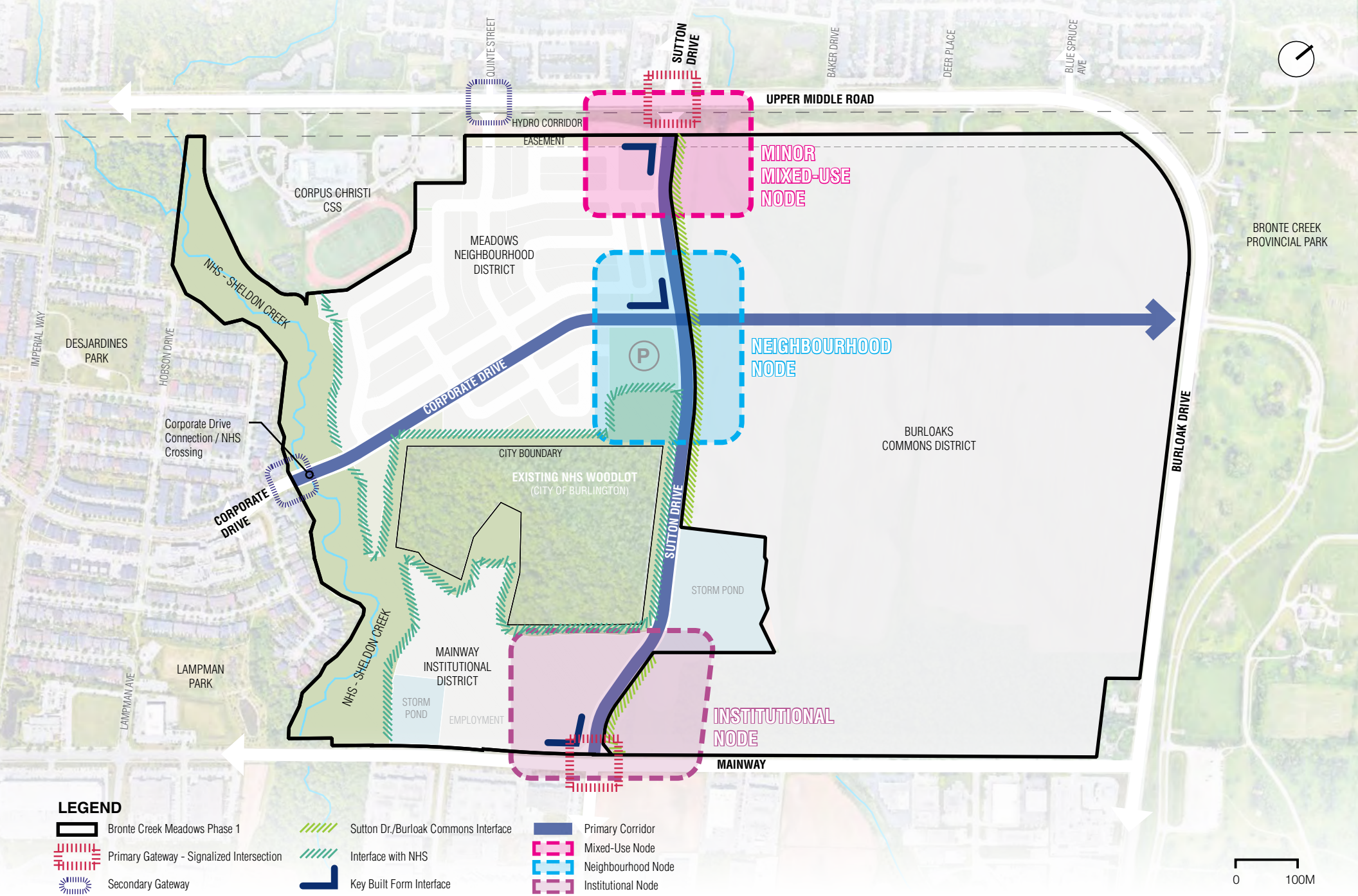


Figure 3.5a: Bronte Creek Meadows nodes and corridors, gateways and edges.

3.7 PUBLIC SERVICE FACILITIES

The Provincial Planning Statement, 2024 defines public services facilities as *"land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, longterm care services, and cultural services"*.

The proposed locations of public services facilities in Bronte Creek Meadows have been carefully considered. The following are proposed in Phase 1 and will be linked together through a comprehensive pedestrian and cycling network, including open space trails and paths:

- Neighbourhood Park
- Potential Healthcare Services
- Potential Institutional Uses
- Potential Community Use

The Bronte Creek Meadows Community Services and Facilities Needs Study memo, dated September 8, 2025, provides the detailed findings necessary to inform the LUBFS, Tertiary Plan, and future development applications for the community. The study confirmed the preliminary recreation needs identified in OPA 4 and assessed the impact of growth on existing facilities. For parkland, the memo estimated a total parkland conveyance of 3.85 ha. for Phase 1 and 2 lands, with Phase 1 specifically including a proposed 0.95 ha. park block. The recommended outdoor recreation facilities for Phase 1 include a playground and fitness area.

In addition to the proposed Meadows Neighbourhood District park, new public service facilities may also include healthcare, institutional, and community uses within the Mainway Institutional District. These facilities are flexible in their specific configuration, function, and ownership (likely a mix of public, non-profit, and private entities), but all are intended to be interconnected via a comprehensive pedestrian and cycling network to create a complete and cohesive community.

Refer to Section 4.1.3 Parks and Open Space and Section 4.2.4 Non-Residential Design Guidelines for guidelines on public service facilities.

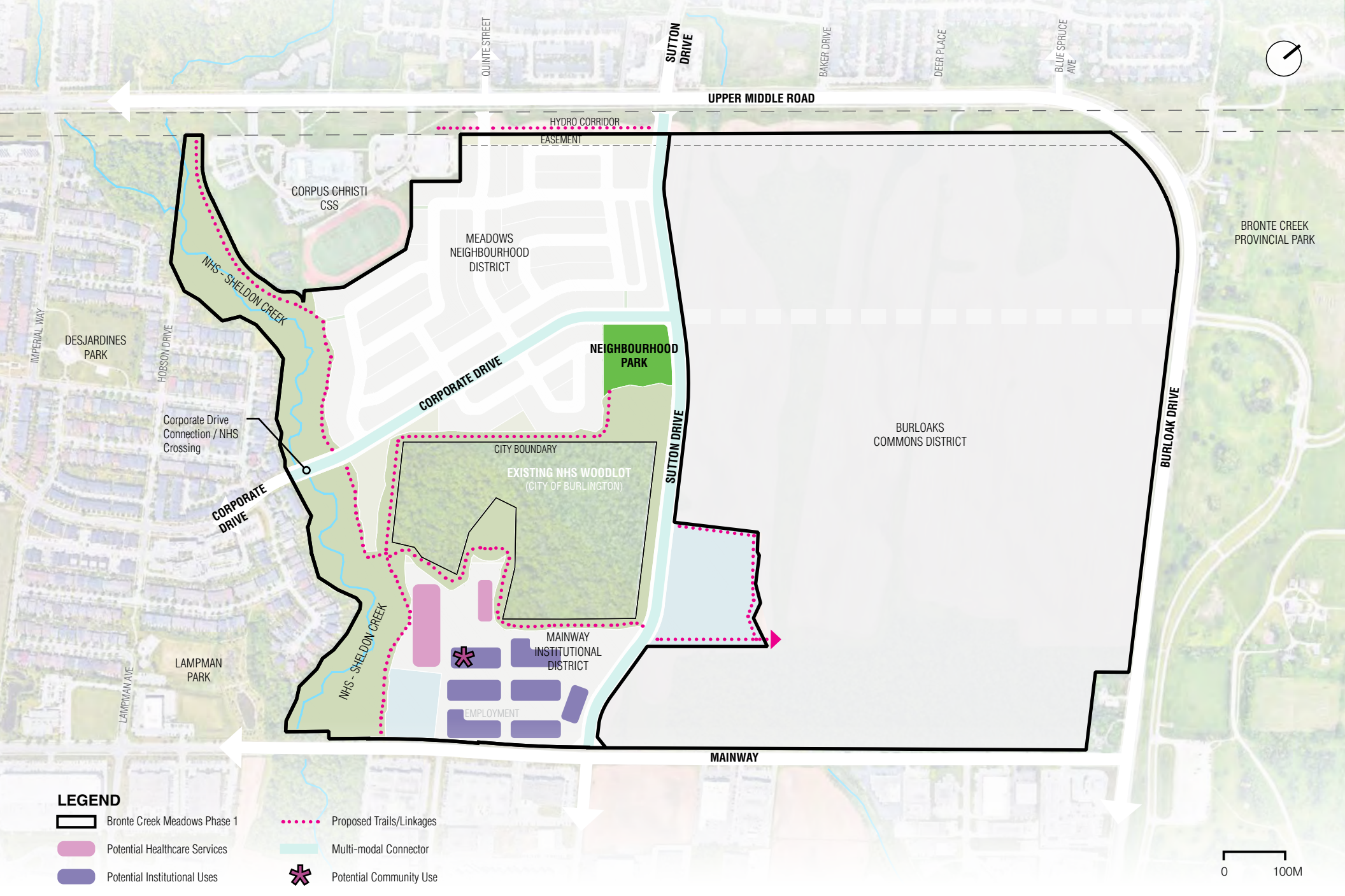


Figure 3.7a: Bronte Creek Meadows proposed public service facilities.

3.8 ARCHAEOLOGICAL CONSIDERATIONS

A Stage One and Two Archaeological Assessment was completed for the entirety of the site. Engagement with Indigenous Groups began at the onset of the project, and the archaeological assessment work completed has been circulated and reviewed by these groups. The Stage 1 and 2 Archaeological Assessment completed for the Bronte Creek Meadows lands as a whole was submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for clearance. The Stage 1 and 2 Archaeological Assessments recommend a Stage 3 Archaeological Assessment for certain locations scattered throughout the broader Bronte Creek Meadows Lands. A Stage 3 Archaeological Assessment is currently underway for these locations that fall within Phase 1, with the locations outside of Phase 1 scheduled to begin in 2026. The proposed Zoning By-law amendment includes a holding provision specific to the areas that are subject to Stage 3 archaeological work to ensure that they are properly conserved and the required clearance is received prior to any soil disturbance as a result of development occurring.

3.9 NATURAL HERITAGE

The identification of and protection for Natural Heritage Features has been guided by the Master Environmental Servicing Study & Scoped Subwatershed Study, and carried forward into this Tertiary Plan. Natural features occur mostly on the southern half of the Phase 1 lands and include intact deciduous woodlands and wetlands internal to the forests. Sheldon Creek West Branch and its mostly forested valley is the more important riparian system on the Phase 1 lands. Detailed ecological surveys of the natural heritage have identified features and area that meet accepted definitions of Significant Woodlands, Significant Wildlife Habitat, Habitat of Endangered and Threatened species and Fish Habitat. The proposed Phase 1 development will result in an increase in natural vegetation and habitat cover of about 4 hectares over the existing conditions. Forest and wetland creation will create a wider, continuous and more diverse linkage between the Sheldon Creek valley and the nearby Sheldon Creek Woodland.

All this technical work has informed the concept plans to ensure maintenance and enhancement of the Natural Heritage Features, which contribute to a complete community.

Refer to Section 4.1.5 Natural Heritage System (NHS) for guidelines.



Figure 3.9a: Bronte Creek Meadows Natural Heritage System.



Figure 3.10a: View of the Sheldon Creek natural heritage system that lies within Phase 1.

3.10 INFRASTRUCTURE AND SUSTAINABILITY

3.10.1 Water and Wastewater Infrastructure

The ASP provides details of the effects that the subject lands have on the macro water distribution system. Based on this analysis it has been determined that domestic and fire flow demands throughout the Phase 1 lands can be met by the proposed watermain network. For wastewater, the Phase 1 lands will be serviced via the existing sanitary trunk sewer within the Sutton Drive road extension easement that traverses the site. External catchment areas upstream of Upper Middle Road have been incorporated into the preliminary sanitary sewer design.

3.10.2 Stormwater Management Facilities and Green Infrastructure, and Flood Hazard Mitigation

The flood control target is met by controlling post-development peak flows to within pre-development levels through the implementation of two west pond SWM facilities. The erosion control target is met thought the proposed SWM facilities, which have drawdown times less than 48 hours. Due to shallow bedrock, shallow groundwater and impermeable native soils, the use of subsurface Low Impact Development (LID) measures such as soakaway pits and bioretention swales is not feasible.

Rapid assessment of the creeks within the subject lands suggests that West Sheldon Creek is in adjustment condition and has fair form and function, East Sheldon Creek is in transitional condition and has fair form and function, and downstream is in regime condition and has fair form and function. A monitoring plan has been recommended to ensure that any changes to the watercourses are successful in the long-term. Refer to Section 4.1.4 Stormwater Management Facilities for guidelines.

This technical information has been incorporated into the concept informing items such as green infrastructure and LID measures, to ensure the feasibility of urban design objectives.

3.10.3 Sustainable Design Measures

Sustainable development practices balance the health and well-being of the environment with the pressure of urbanization, increased population densities, resource and energy consumption, and vehicular traffic volumes. The community's context and its close proximity to the Bronte Creek Provincial Park and the NHS makes sustainability and low impact design one of the key priorities in the design of the site. As a critical component of a sustainable development, Bronte Creek Meadows Phase 1 has been designed as a pedestrian-friendly, transit-supportive community that emphasizes cycling and walking. In compliance with OPA 4 Section 8.8.2 (12.2.1) f) xx), this strategy provides a demonstration of sustainability best practices, including consideration of the Council-approved Sustainable Building and Development Guidelines.

The following elements form the basis of the sustainability strategy for Bronte Creek Meadows Phase 1, with guidelines found in Section 4.3 Sustainable Design Guidelines:

- Compact Development
- Low Impact Development
- Tree Canopy Strategy
- Integrated Active Transportation and Bus Transit
- Sustainable Building Practices

4.0 URBAN DESIGN GUIDELINES



4.1 PUBLIC REALM GUIDELINES

The Bronte Creek Meadows public realm will be designed to reinforce a compact, pedestrian scaled urban village environment that will prioritize safe and convenient walking and cycling connections. The treatment of the public realm should reflect high quality pedestrian environments, with coordinated landscape features, built form, infrastructure, and utilities. The following guidelines will discuss details of features present within the public realm and provide design considerations that are specific to the proposed Bronte Creek Meadows Phase 1 lands.

4.1.1 Streetscape Elements

The Bronte Creek Meadows Phase 1 streetscape will play a key role in promoting and enhancing the identity of the community. A carefully considered combination of elements within the right-of-way can create an inviting and unique public realm experience for residents and visitors. To reinforce the character and identity of Phase 1 and ensure the safety, comfort and accessibility of pedestrians, cyclists and motorists, the design of streetscape elements shall be coordinated and consistent with the vision established for the overall Bronte Creek Meadows community.

Healthy Street Tree and Planting Strategy

A successful, healthy street tree planting strategy will help establish the character of the community while maximizing the benefits of air pollution reduction, shade and cooling, wildlife habitat potential, increased property values, and safer and more attractive streets that encourage walking and cycling. To achieve the City's canopy targets in the Urban Forest Master Plan and Woodland Management Strategy (2024), substantial tree planting in the public boulevard is intended on all streets. By locating built form product such as mid-rise, rear-lane, and dual-front typologies along these key community corridors, limited driveway interruptions provide an urban streetscape condition and maximizes soil volume for street tree planting along the extent of these boulevards.

Within the minor mixed-use node and Mainway Institutional District, there may be additional opportunities to elevate the urban street experience through tree planting, which includes:

- Urban street tree treatments that utilize soil cells to provide ample soil volume below paved and walkable boulevards, anticipating a higher volume of pedestrian traffic and the encouragement of mid-block crossing patterns. This ensures long term healthy tree growth, a robust street tree canopy, and also provides opportunities for store front patios that can animate the hub with outdoor extensions of cafes and restaurants; and
- Ornamental planting opportunities, including raised beds and/or pots, assumed to be maintained by the private condominium ownership, which can bring colour and seasonality to an urban streetscape.



Figure 4.1b: Situating rear lane built form along key community corridors maximize street tree planting opportunities in the public boulevard.



Figure 4.1c: Street trees with raised planter beds in an urban streetscape condition.

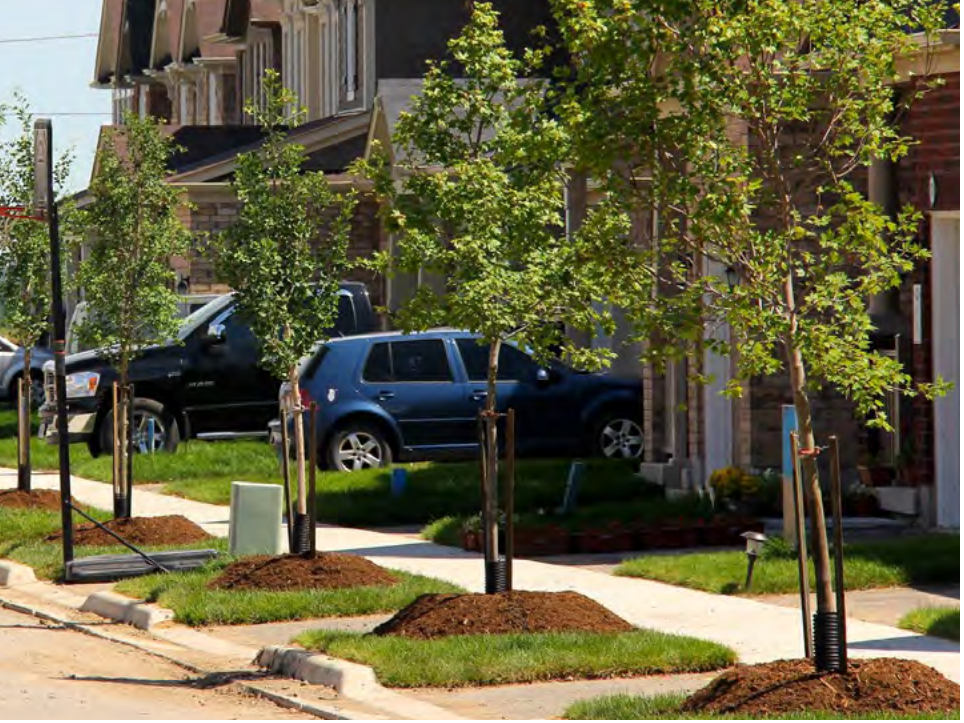




Figure 4.1d: Examples of streetscape canopies to enhance public realm and contribute to biodiversity.

Proposed planting for the overall Bronte Creek Meadows community shall achieve a balance between enhancing the vegetated environment through ecological sustainability and urban tree canopy, and meeting aesthetic requirements. An effective planting strategy can help establish the character of neighbourhoods within the community and should relate to the street type and adjacent land use.

Design Guidelines:

- Select all tree species from the City's approved tree species list.
- Adhere to the size requirements for trees, shrubs, and groundcover established by the City.
- Integrate a variety of deciduous and coniferous trees and shrubs for year-round interest, seasonal variation, texture, and shape.
- Comprise planting (trees and shrubs), where applicable, of hardy species tolerant of urban conditions (e.g., pollution, salt, drought, compacted soils).
- Encourage the planting of native species.
- Require the use of native, non-invasive tree species for streets and areas adjacent to natural open spaces, including NHS features, buffers, and stormwater management ponds.
- Place deciduous trees to allow sunlight and warmth into buildings and open space areas during winter, while creating a canopy in summer that shields people and buildings from sun, glare, and heat.
- Retain good quality native soil on-site and enhance it, if required, with locally sourced soil of equal or better quality.

- Consider an efficient drip irrigation system using non-potable sources and rainwater harvesting techniques (roof, parking lot, grey water) if irrigation is required.
- Prioritize utilizing xeriscape planting techniques and selecting drought-tolerant species to conserve water.
- Encourage the use of infiltration trenches, dry swales, and naturalized bioswales adjacent to parking areas to improve on-site infiltration.
- Consider ornamental or flowering trees for key entry streets such as Sutton Drive to help define or emphasize community and neighborhood gateways.
- Locate street trees within the grass boulevard between the sidewalk and curb, unless otherwise stipulated, with the intent of creating a prominent, continuous canopy on both sides of the street.
- Plant trees of the same species on both sides of the street, potentially extending the length of a block or street, with the objective of creating a uniform canopy.
- Avoid street tree monocultures that repeat the same species over large areas to foster greater biodiversity.
- Comply with the City of Burlington's minimum caliper size standards for street trees. However, consider a larger caliper size (approximately 80-100mm cal.) to highlight character streets, focal areas, or significant entry points.
- Ensure minimum distance separation between street trees and below- and above-ground utilities is in accordance with City of Burlington standards.
- Integrate a hard surface splash strip along the inside of the curb for arterial and collector roads to reduce salt damage to grass boulevards.



Figure 4.1e: Deciduous trees that provide seasonal interest.











Figure 4.1f: Coordinated Site Furniture in key open spaces areas.

Street Furniture

Site furniture will be provided in high pedestrian traffic areas and in key open space areas such as the Mixed-Use Node, Mainway Institutional District, and Neighbourhood Park. Street furniture may be integrated into the boulevard as an extension of open spaces, including seating, waste receptacles, and signage.

To achieve a cohesive design, a collaborative process will be arranged to select a common site furniture palette to be used throughout the development, ensuring harmony in colour, material, form, and style. Additionally, the selection of a family of site furniture will be coordinated with the City of Burlington, particularly for the public realm and publicly accessible areas.

Design Guidelines:

- Provide street furniture in high pedestrian traffic areas and key open spaces like parks, stormwater management pond lookouts, and trailhead amenity locations.
- Include benches, waste receptacles, and bicycle racks, rings, or posts in community character areas, ensuring they complement the selected street lighting design.
- Ensure the colour, material, form, and style of street furniture are consistent with and complementary to the community's established design theme.
- Place and lay out furnishings to encourage safe use, maintain all accessibility requirements, and be appropriate for the adjacent built form type and function.
- Choose furnishings that are as vandal-resistant and low-maintenance as possible, with readily available componentry.
- Consider providing special paving treatments at key crosswalks in mixed-use areas or within areas of social congregation.

Traffic Calming and Pedestrian Crosswalks

Traffic calming measures, such as clearly marked pedestrian crosswalks, are essential for creating a safe, walkable community. By providing visual cues and delineating separate zones for pedestrians and vehicles, these measures encourage slower, more cautious driving.

Further calming techniques will be implemented through street design, including narrower roads and minimized corner radii, which will naturally reduce vehicle speeds without impeding traffic flow. These design choices will also enhance the community's character by creating a stronger relationship between buildings and the street.

Additionally, in key areas like the Mixed-Use Node, Mainway Institutional District, and the Neighbourhood Park streetscape, upgraded paving and street furniture will reinforce these zones as pedestrian-first environments.

The following design principles should be considered in the design of traffic calming and pedestrian crosswalks:

- In high pedestrian traffic areas, such as within the Mixed-Use Node, Mainway Institutional District, and the intersection of Corporate Drive and Sutton Drive, a formal pedestrian crosswalk installation should be provided at four-way intersections;
- To improve visibility and reduce conflicts between pedestrians and motorists, crosswalks at crucial intersections should incorporate distinctive colored and/or textured materials or markings. Additionally, these elements may be integrated with any decorative paving, such as unit paving, that is complementary to or a continuation of the enhanced paving treatment within the district; and
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.



Figure 4.1g: Pedestrian crosswalks provide visual cues for slowing traffic speeds.



Figure 4.1h: Distinctive paving treatments in a mixed-use area.







Figure 4.1i: Pedestrian scale light standards reinforce character areas.

Street Lighting

The current City of Burlington standard lighting palette provides options reflecting traditional, contemporary, and modern design influences (Coach Light, Cobra-Head, Capella). Therefore, opportunities exist to select lighting design (pole and luminaire) that is compatible with the architectural design and street furnishings to promote a consistent and definable character for Bronte Creek Meadows.

The Mixed-Use Node and Mainway Institutional District may be distinguished by a special lighting treatment to reinforce its role as a key character area for the community. This may include considerations for pedestrian scale light standards that further reinforce character areas and their intended use throughout the day and evening.

Design Guidelines:

- Orient street lighting fixtures within the street right-of-way to minimize glare and light pollution on adjacent properties, environmentally sensitive areas, and other public spaces.
- Coordinate the placement of street lighting fixtures to prevent light obstructions and promote healthy, sustained street tree growth.
- Maintain a complementary character, colour, and style between laneway lighting and street lighting.
- Enhance night and seasonal visibility and safety by ensuring that the placement of street lighting is consistent with the principles of Crime Prevention Through Environmental Design (CPTED).
- Reflect the community character and established themes and styles of other street furniture through the design of light standards.
- Install pedestrian scale lighting, in addition to or as a replacement of street lighting, to help highlight key character areas intended to attract greater pedestrian activity.

- Minimize light encroachment into adjacent natural areas and residential lots through careful selection and placement of lighting fixtures.
- Coordinate the location of street lighting fixtures with other streetscape elements to minimize conflicts and ensure optimum coverage and street tree benefits.
- Consider emerging technologies in street lighting, such as renewable solar energy, particularly where aesthetic requirements of the fixture are not compromised.

Utilities

Any utilities and utility-related boxes or structures should be designed and sited to minimize their visual impact on the public and private realm, where feasible.

Design Guidelines:

- Strategically locate utilities to reduce their visual impact and prevent physical barriers for pedestrians.
- Mitigate the visual impact of utility functions through architectural design. This can be done by incorporating utilities into the building massing, placing them in recessed wall niches, using landscape screening, or siting them on side walls perpendicular to the street
- Locate utilities for parks and open spaces within those specific areas. Other utility boxes and structures are not allowed within or in front of park or open space blocks.
- Encourage utility companies to incorporate graffiti maintenance controls for their utility boxes.
- Place lighting utility boxes to minimize visibility, in compliance with City of Burlington standards. These boxes should not be located along the frontage of parks.





Figure 4.1j: Examples of treatments to mitigate view of utilities from the street.

4.1.2 Gateways and Edges

Building upon the strategic direction for gateways and edges established in the LUBFS, this Tertiary Plan translates those strategies into specific, implementable design solutions for the Phase 1 lands. The specific treatments for each defined gateway and edge condition in Phase 1 are as follows:

Design Guidelines:

Northern Gateway

- Located at Upper Middle Road and Sutton Drive;
- Encourage mid-rise, mixed-use buildings flanking the entrance;
- Design for retail/commercial at ground level with residential above;
- Use a cohesive, high-quality material palette (e.g., brick with stone accents);
- Install an ornamental, low-maintenance gateway feature (e.g., stacked stone wall with community name) and/or ornamental planting beds;
- Utilize street trees (e.g., columnar or flowering varieties) planted continuously or in groupings; and
- Consider decorative pedestrian-scale street lighting.

Southern Gateway

- Located at Mainway and Sutton Drive;
- Encourage mid-rise buildings with strong architectural articulation;
- Require enhanced, signature architectural elements on corner buildings to serve as visual anchors;
- Establish a formal landscape treatment (e.g., symmetrical planting of large caliper trees or perennial gardens) to reflect the institutional scale;
- Consider a public art installation within a dedicated corner block; and
- Ensure clear, wide sidewalks separated from the street by landscaped buffers to accommodate high pedestrian volumes.

Secondary Gateways

- Located at the western Corporate Drive and Sheldon Creek entry, as well as Upper Middle Road and Quinte Street;
- Require enhanced residential architecture on dwellings immediately adjacent to the gateway to frame the entry;
- Implement standardized, repeating landscape treatment across all secondary gateways (e.g., a specific street tree species, ornamental plantings, and/ or small, consistent sign).

Refer to the Meadows Neighbourhood District Urban Design Brief Appendix for landscape character and feature examples.

Hydro Corridor Edge

- Located along Upper Middle Road;
- Consider planting a continuous double-row of native, shade-tolerant trees and shrubs between the hydro corridor and adjacent residential lots for screening and wind buffering;
- Propose enhanced front elevations for window street homes fronting onto the corridor, considering decorative fencing along the lot line to improve the public streetscape presentation; and
- Propose enhanced architectural treatment for all visible flanking elevations to ensure no blank walls face the corridor or Upper Middle Road.

Natural Heritage System Edge

- Located along Sheldon Creek and the city-owned woodlot;
- Define a minimum buffer zone;
- Require native species planting within the buffer zone, using city-approved species lists to restore ecological function and prevent erosion;
- Require all grading and drainage plans for adjacent lots to direct stormwater away from the NHS boundary;
- Install fencing at the edge of the NHS boundary to deter encroachment; and
- Ensure that residential dwellings visible from publicly accessible areas of the NHS buffer lands are designed with enhanced rear and/or flanking elevations.



Figure 4.1k: A landscape buffer treatment that helps screen a window street condition.



Figure 4.1l: Dwellings backing onto a publicly accessible open space feature designed with enhanced rear elevations.



Figure 4.1m: Rendering example of a compatible and well-designed employment / institutional interface along Mainway.



Figure 4.1n: Rendering example of a cohesive streetscape edge between two districts along Sutton Drive facing south.

The Mainway Employment Edge

- Located along Mainway, west of Sutton Drive and east of Sheldon Creek;
- Prioritize compatible land uses at the interface with existing employment areas south of Mainway; and
- Ensure that architectural treatments along this edge support a cohesive and functional relationship with the established commercial and industrial land uses.

The Burloak Commons District Edge

- Design the interface with the future Burloak Commons District to achieve a seamless cohesive streetscape experience along Sutton Drive (Phase 1 boundary);
- Require a unified and consistent palette of streetscape elements along both sides of Sutton Drive. This may include:
  - Coordinated street furnishings
  - Consistent sidewalk, curb, and crosswalk materials
  - Consistent planting pattern for street trees
- Propose complementary architectural typologies and material palettes for buildings fronting Sutton Drive to ensure visual harmony with the planned Burloak Commons District across the street;
- Step down building heights and densities towards the shared boundary with the Meadows Neighbourhood District to ensure a managed and sensitive transition; and
- Design pedestrian and cycling pathways for direct connectivity with the planned Burloak Commons District network, prioritizing linkages along the Sutton Drive corridor.

4.1.3 Parks and Open Space

Neighbourhood Park

The proposed Neighbourhood Park is a 1.0 ha. / 2.5 ac. open space feature that will serve as a local gathering area in the Meadows Neighbourhood Distinct. Prominently located at the south west corner of Corporate Drive and Sutton Drive, the Neighbourhood Park will contribute a strong visual identity to the surrounding neighbourhood, and supplement the features and facilities found within the Burloak Commons District Urban Park, with the potential for active play.

General Design Guidelines:

- Design the park with predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses.
- Integrate surrounding elements to ensure a cohesive public realm system.
- Incorporate seating opportunities to promote and facilitate social interactions and community engagement.
- Provide shade structures with seating and decorative paving as a primary focus for gathering.
- Prioritize the planting of trees to maximize shade within the park.
- Ensure planting (trees, shrubs, grasses) consists of species tolerant of urban conditions with an emphasis on native species.
- Install bike racks within the park as part of the park furniture program to promote cycling connections throughout the community.
- Consider art installations to add unique place-making elements to the development.

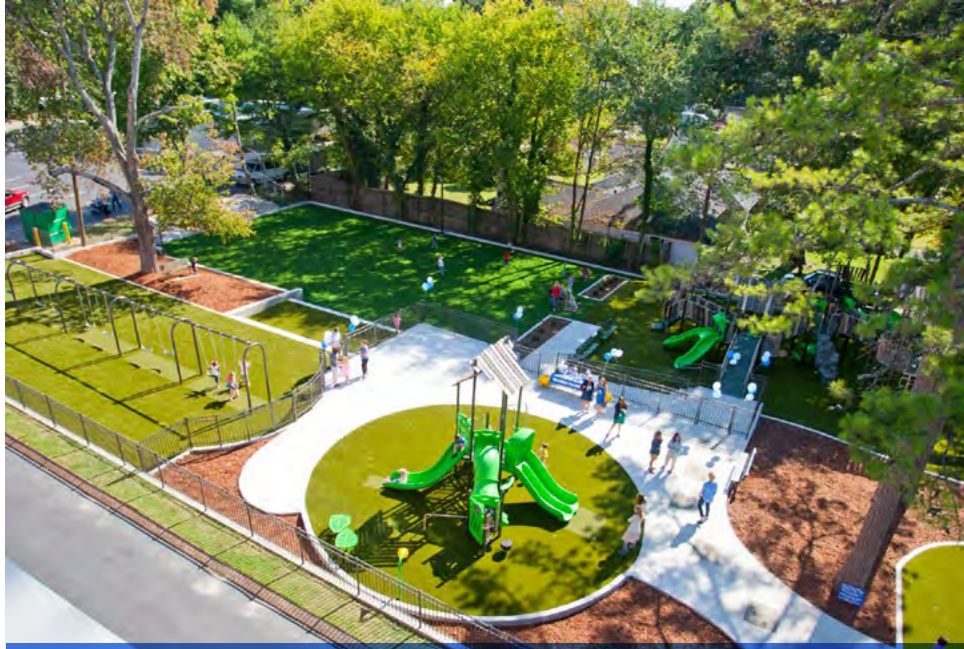


Figure 4.1o: A neighbourhood park with active and passive play opportunities.



Figure 4.1p: A neighbourhood park with a shade structure and seating.



Figure 4.1q: A courtyard with sculptural planting beds that frame pathways and provide informal seating opportunities.



Figure 4.1r: Ample seating in a courtyard creates a comfortable pedestrian environment.

Privately Owned Publicly Accessible Spaces (POPS)

POPS are publicly accessible spaces that remain privately owned and maintained. They may include urban squares, mews, courtyards, etc., which contribute to the public realm but do not replace the need for new public parks.

The design and programming of these spaces will be informed by the configuration of the framing buildings, their ground floor uses, the architectural design theme, access and circulation, programming opportunities, and relationship with adjacent public realm. Within the Mainway Institutional District, there are ample opportunities to create a diversity of spaces that will contribute positively to the open space character of Bronte Creek Meadows Phase 1.

General Design Guidelines:

- Design building edges to actively engage and animate the surrounding open space.
- Extend paving treatments to strengthen pedestrian connections and define entry points.
- Prioritize the provision of shade and ample seating to foster comfortable gathering areas.
- Integrate a variety of landscape elements to support flexible programming and use.
- Include adaptable lawn areas that can accommodate both passive and active recreation.
- Utilize path layouts to effectively define distinct spaces and guide movement.
- Strategically plant trees to provide shade, enhance visual appeal, and ensure long-term health.
- Clearly define entry points to the open space through the use of seating and paving treatments.

4.1.4 Stormwater Management Facilities

Designed to work in conjunction with the NHS, the stormwater management facilities in Bronte Creek Meadows will help to maintain the ecological integrity of the NHS and provide water quality and control systems. These facilities also complement the parks and open space system through provisions for the extension of the trail network and the integration of community features, such as lookouts and seating areas.

Two (2) stormwater management ponds are planned within the Phase 1 lands: one located east of Sutton Drive and adjacent to the NHS within the Burloak Commons District; and one located east of Sheldon Creek adjacent to the NHS and Mainway within the Mainway Institutional District. The ponds shall integrate the necessary engineering and environmental functions, and will be designed as a key focal/visual feature within the community.

General Design Guidelines:

- Use appropriate planting along the slopes of ponds to help achieve a natural pond appearance.
- Conceal pond inlets and outlets using planting, grading, and/or natural stone. Similarly, screen any utilities located within a stormwater management facility from public view using planting, fencing, or other built features, as appropriate.
- Design the zone between the street and a stormwater management facility as a transition from an urban streetscape to a naturalized area.
- Provide the facility with appropriate street frontage to maximize visibility within the community.
- Discourage the fencing of ponds adjacent to publicly accessible areas. However, where it is desirable to discourage public access, utilize barrier plantings and living fences consisting of plant material in place of fencing.
- Consider integrating lookout features at prominent locations, providing views into and across the feature.
- Design lookout features to serve as neighbourhood amenities and may include decorative paving, seating elements (benches and/or seat walls), a shade structure and upgraded planting, to be coordinated with neighbourhood themes.
- Allow maintenance/access roads to double as pedestrian trails and connect to segments of the wider trails and pathways network, where feasible.
- Plant native species and include whips, multi-stem shrubs, trees, grasses and riparian, aquatic and upland species as appropriate to conditions. All planting shall meet applicable Conservation Halton species and density standards for stormwater management pond facilities.



Figure 4.1s: A stormwater management pond with naturalized planting and native species.

4.1.5 Natural Heritage System (NHS)

As Phase 1 is adjacent to the NHS, it is critical that the development does not impact the natural system. To do so, buffers will be in place for protection, and planted with native and regionally significant species as outlined in the Master Environmental Servicing Plan. Drainage features and natural connections may be maintained and/or enhanced where possible. Further, to ensure stability of these buffers, restoration may extend beyond where necessary. A buffer landscape treatment will be provided along the edge of the NHS in order to sustain these natural features and to protect them from potential adverse impacts caused by development. Considerations for species selection, erosion control, habitat creation, planting density, topsoil mix, etc. as related to terrestrial and aquatic ecosystems, will be critical to the long term success of these buffer areas. Naturalization planting consisting of trees, shrubs, grasses and herbaceous perennials, with an emphasis on native species, shall be implemented at all interfaces between residential built form and existing or introduced natural features. The planting species and restoration techniques for the development will be finalized in consultation with Conservation Halton.

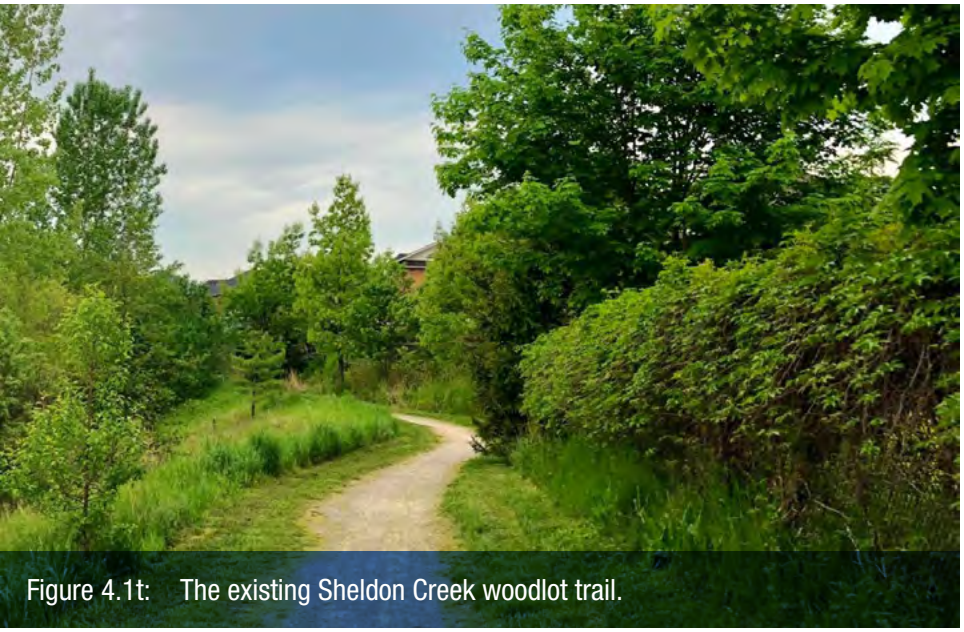


Figure 4.1t: The existing Sheldon Creek woodlot trail.

General Design Guidelines:

- Reinforce the importance of the area and provide opportunities for public visual and physical access through a trail and from publicly-owned lands, like walkway blocks.
- Restrict public access and encroachment where environmentally sensitive features and other areas within the NHS require protection to prevent negative impacts or disturbances. Measures may include physical barriers, such as lot fencing or information signage.
- Utilize a planting palette for transitional planting within introduced open spaces (parks, compensation areas) at the interface with the NHS that consists of native species compatible with the existing or proposed plant material found along the NHS edge. All planting shall meet applicable Conservation Halton species and density standards.
- Install information signage related to the natural features, habitats, and functions of the NHS at key trail or publicly accessible junctions along its perimeter.
- Design streetscapes along the edge of the NHS with careful consideration for natural areas and any sensitive features they may contain, including the planting of native street trees and buffer vegetation.
- Require fencing between private property and the NHS to help control access and prevent encroachment into the system.

4.1.6 Community Trails

Developing a comprehensive recreation trail system in the Bronte Creek Meadows community will connect residents to the NHS. The trails in Phase 1 will link with existing and future pathways, creating a seamless pedestrian network throughout the entire development.

The NHS will be integrated into the community through the placement of a continuous trail connection that runs through buffers, linking the SWM ponds, open spaces, residential, mixed-use, and adjacent employment areas for pedestrians, cyclists, and recreational users.

The trail and cycling network shall be consistent with the structure and applicable policies within Burlington's Official Plans, Community Trails Strategy, Integrated Mobility Plan, and Cycling Plan.

Trail Network Location

The trail and cycling network shall comply with the following broad objectives:

- Trails and pathways shall provide pedestrian linkages that enhance the continuity of the City's trail and cycling networks and provide access to recreational opportunities within each neighbourhood;
- Potential impacts to the designated NHS shall be mitigated as a primary criterion for proposed trail locations within these lands;
- Adequate buffers between residential property limits and proposed trails will be addressed through the final approval of future development applications;
- The trail network shall be integrated into the City-wide path system;
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Town and Provincial standards;
- To promote user safety, trail lighting shall be considered where night travel is anticipated.
- Trails shall not be lit where adjacent to sensitive habitat environments or where light may spill over onto adjacent private areas (backyards, residential windows, etc.); and
- All contemplated lighting of trails shall be within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.



Figure 4.1u: Multi-use trails provide access into the NHS and contribute to the pedestrian and cycling network.



Figure 4.1v: Coordinated information and wayfinding signage along a trail system.

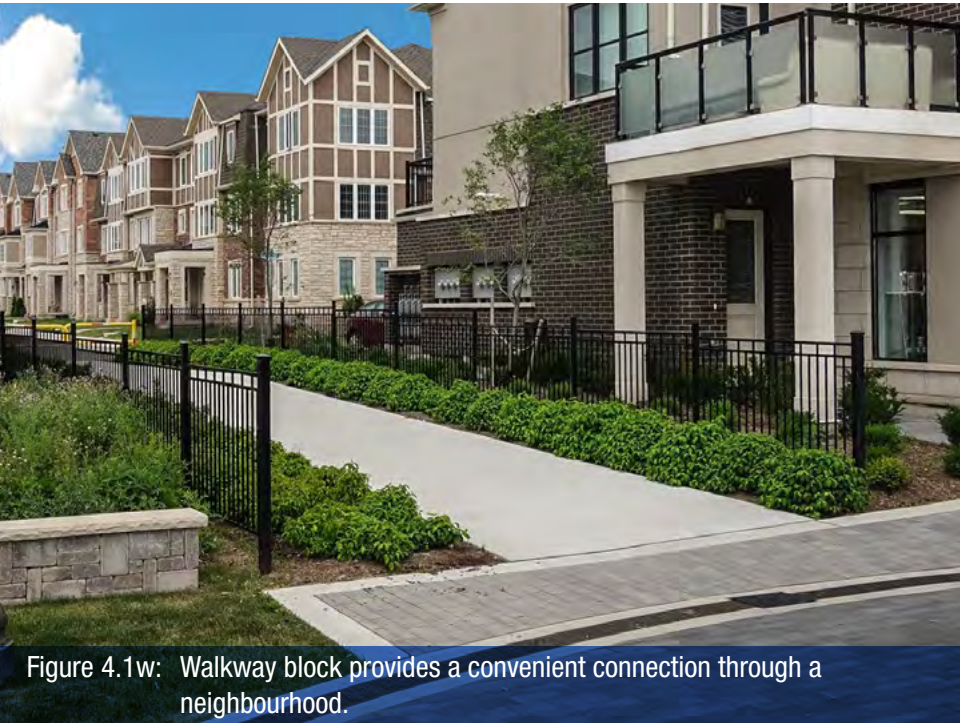


Figure 4.1w: Walkway block provides a convenient connection through a neighbourhood.

Trail Elements & Wayfinding

To encourage use and safety, the designated trails within Bronte Creek Meadows Phase 1 shall incorporate the following:

- Pedestrian lighting within park paths, at trail entrances or along window streets shall be considered on a case-by-case basis;
- Signage information displaying the trail network shall be provided, encouraging trail users to stay on the designated path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as inform users of the winter maintenance expectation;
- Trail gateways shall be strategically located at access points to the NHS;
- Special elements shall be provided at trail entrances and may include gateway markers, signage information kiosk, landscaping, seating, waste receptacles, bike racks, signal activated bike rails, community mailboxes, decorative paving, and interpretive signage;
- Traiheads provide an opportunity to commemorate notable aspects of the local area in a unique marker or signage form, which can be integrated throughout the community as a defining character element. In doing so, the design and materials shall continue to reflect the standard design language adopted by the Town; and
- Benches and waste receptacles shall be located at accessible key points along the trails, typically at trailhead locations.

Integration of Trails within the NHS

A key component of the trail and cycling network is the integration of trails within the NHS. Design considerations may include the following:

- While the NHS can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails within its boundaries and associated buffers;
- Proposed trails and pathways shall be appropriately located and designed to respect significant hazards or sensitive features and functions;
- Mitigation measures will be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas that may be affected by pedestrian crossings;
- The design of any trails contemplated within the NHS lands shall be composed of screenings material, depending on location and anticipated frequency of use, unless otherwise authorized by the City of Burlington; and
- In order to mitigate potential impacts to the NHS, flexibility with respect to trail width and setbacks may be required.

Active Transportation Crossings

Traffic calming is key to promoting walkability and creating a safe pedestrian, and cyclist-friendly environment. Enhanced paving or painting shall be provided for the active transportation crossings at key signalized intersections, to define pedestrian and cyclist crossings, serve as traffic calming, and add character to the street. Design considerations in this regard may include the following:

- Signal control intersections shall be installed at collector road intersections. Considerations for crossings may include distinctive treatments such as enhanced painting or paved crossing installation;
- The crossing treatment shall clearly distinguish between pedestrian and cycling crossing lanes where applicable;
- Key community amenity facilities (schools, parks, trailheads, etc.) should be linked by controlled crossings at strategic locations to recognize these priority connections;
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.

Walkway Blocks

In some instances, a convenient or desirable connection to a trail, open space, or neighbourhood may be identified where a block of residential dwellings separates these uses from a street. If this is the case, the integration of a walkway block may be considered to facilitate this connection. The following design guidelines shall apply for walkway blocks:

- Walkway blocks will be a minimum of 6.0m in width and shall include a concrete walkway and fences abutting the side yards;
- Wider walkway blocks may include sod strips with narrow crowned trees, where space permits; and
- Walkway blocks shall not be designed as overflow drainage routes.

4.2 BUILT FORM GUIDELINES

The built form proposed for Bronte Creek Meadows aims to create a forward-thinking mixed-use community, combining residential, commercial, institutional, and recreational uses within an attractive, compact urban village environment. This diverse mix of functions presents an exciting opportunity for buildings to establish both physical and visual connections between the private and public realms. Such connections contribute to the overall liveliness and activity the community.

4.2.1 Built Form Typologies

Within the Meadows Neighbourhood District, a variety of housing choices will be provided to create a diverse, yet cohesive, community for residents of different incomes, households, and lifestyles. The various architectural forms within the development shall provide for a harmonious mix of attractive architecture which may incorporate both traditional and contemporary influences to reflect a high quality character with a cohesive and legible community identity.

It is important that new residential buildings are designed to be complementary to the design of the public realm. Building elevations exposed to public view will be designed to ensure attractive, harmonious streetscapes are created.

Built form proposed in the Meadows Neighbourhood District includes:

- Single Detached Dwellings;
- On-Street Townhouses;
- Rear Lane and Double Frontage Townhouses; and
- Mixed-use Buildings (in the medium density mixed-use block);

Additional residential typologies may be proposed in the medium density mixed-use block, including, but not limited to mid-rise apartments.

Within the Mainway Institutional District, built form typologies may include:

- Employment Buildings;
- Institutional Buildings;
- Potential Community Centre; and
- Potential Affordable Housing.

Outlined on the following pages are guidelines for the various built form types that may be constructed within Phase 1. Additional and/or detailed architectural guidelines, as part of individual Zoning By-law Amendment or Site Plan applications, for all potential built form typologies may be incorporated into an appended Urban Design Brief (UDB) as the plan evolves.

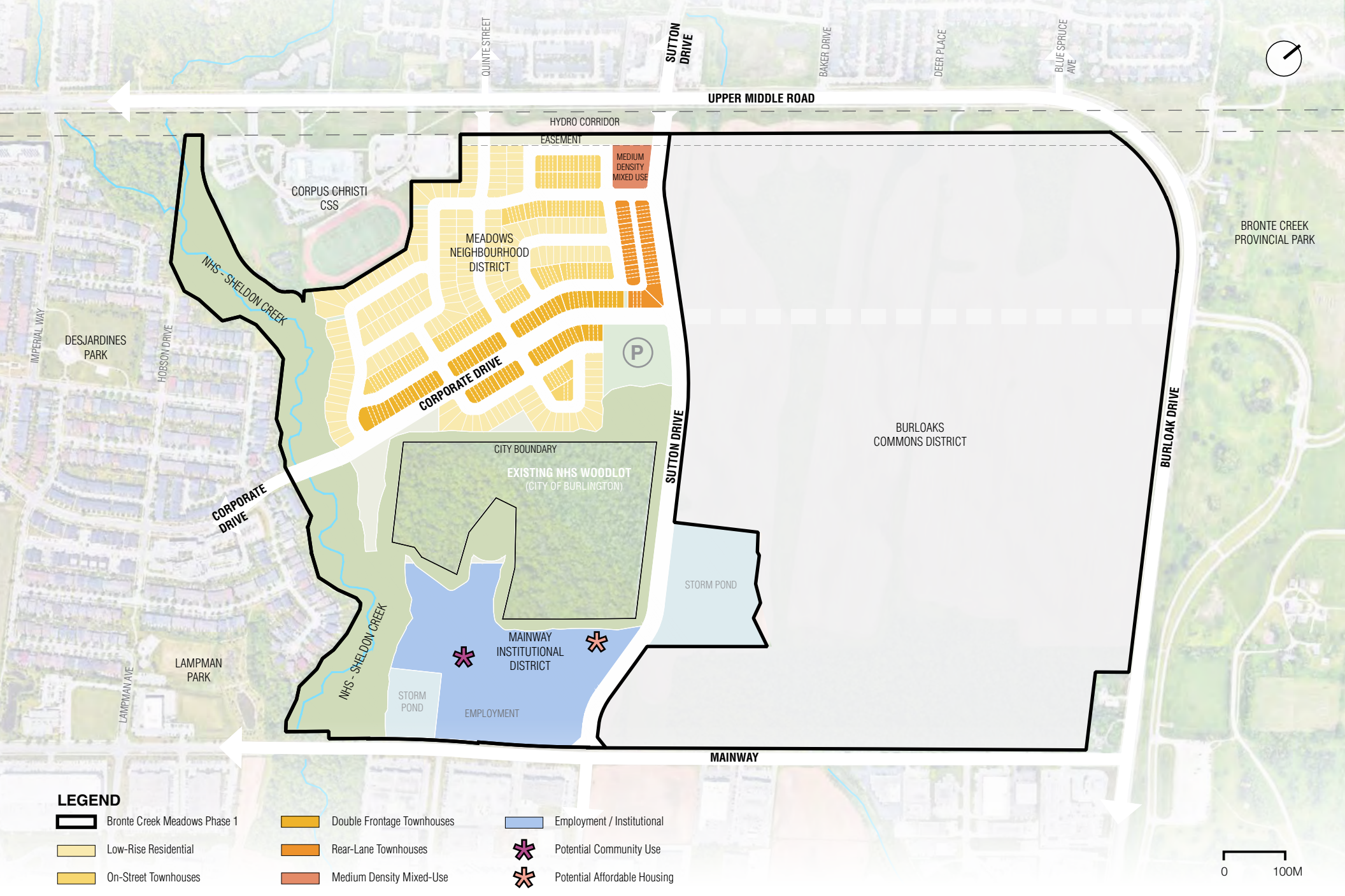


Figure 4.2a: Phase 1 built form typologies.

4.2.2 Low-Rise Residential Design Guidelines

Within the Phase 1 low-rise residential blocks, a range of typologies may be proposed. In addition to the relevant policies in the City of Burlington's ***Official Plan***, the following low-rise building guidelines should be considered:

Building Types

- A combination of typologies are proposed in Phase 1, including single detached, street townhouses, rear lane townhouses, and double frontage townhouses. Additional building types may be proposed in the medium density mixed-use block.

Orientation

- Built form should have a strong orientation to the street with minimal setbacks to provide the appropriately scaled street edge along all public and condominium roads.

Height & Massing

- Low-rise built form will range from 2 to 3-storeys and may include a 4th storey loft.
- Building scale and architectural styles should be provided in a manner that reinforces an attractive, active, human-scaled street environment.
- Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to buildings from adjacent sidewalks.
- Townhouse built form should be designed with a unified language, using a consistent material palette, while introducing variations in massing, heights, rooflines, colours, and entrance features within each block to create a cohesive yet articulated streetscape.

Architectural Elements and Materials

- Building designs should be visually attractive with articulated façades, ample fenestration, interesting roof lines, and prominent entrances.
- Ample fenestration should be provided along building sides fronting onto the streets to visually connect with the streetscape.
- The design of flat-roofed buildings should incorporate cornice/parapet treatments.
- Built form located adjacent to open spaces, street intersections and/or exposed to important view termini should have architectural emphasis / enhancement to create visual interest.
- The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the building.

Services / Utilities

- Architectural design should mitigate the visual impact of utility functions. This may include incorporating utilities into the building massing or within an unobtrusive recessed wall niche, landscape screening, or by siting utilities on side walls (perpendicular to the street).

The following provides additional guidelines for each of the proposed low-rise residential typologies:

Single Detached

Single detached dwellings will be a predominant feature of Phase 1, occupying a wide range of lot sizes and frontages to ensure that there is diversity in the housing options available. The architecture, color palette, and landscaping of each home should complement the neighbouring homes and create a cohesive look. In addition to contributing to the overall aesthetic, single detached dwellings should also be designed to meet the needs of the community. This includes taking into consideration factors such as the age and lifestyle of the residents. For example, homes in a family-friendly neighbourhood may have larger yards and play areas, or may offer at-grade units with accessibility in mind.

Design Guidelines:

- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- For corner units, both street facing elevations should be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- Corner lot dwellings should be a minimum of 2-storeys.
- Dwelling designs with covered front porches or porticos where appropriate to the architectural style are encouraged.
- Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.



Figure 4.2b: Single detached dwellings with 2-storey massing, prominent entries, and paired driveways.



Figure 4.2c: Street-facing garages incorporated into the main massing of the building.



Figure 4.2d: 2-storey street townhouses in a modern style with prominent front entryways.



Figure 4.2e: 3-storey street townhouse block in a traditional style with recessed garages.

Street Townhouses

Townhome dwellings are an efficient use of land and an energy conservative housing form that will add built form diversity to the development of Bronte Creek Meadows Phase 1. They are proposed to be located in areas of the development where a denser housing form is desired, and may occur on public streets or on private streets in the medium density block.

Street townhouses may be 2 to 3-storeys, and will typically have a single car, front-facing garage accessed from the street, accommodating 2 cars per unit (1 in garage and 1 on driveway).

Design Guidelines:

- Mix townhouse block sizes within the street to provide visual diversity in the streetscape.
- Design townhouse built form with a unified language, using a consistent material palette, while introducing variations in massing, heights, rooflines, colours, and entrance features within each block to create a cohesive yet articulated streetscape.
- Articulate façades to avoid large unbroken expanses of roof or wall planes.
- Orient the main front entry to the front lot line for interior units and to the flanking lot line for corner units.
- Apply appropriate façade detailing, materials, and colours consistent with its architectural style to each townhome block.

Rear Lane and Double Frontage Townhouses

Rear lane and double frontage townhouses, with rear garages accessed from a public or private laneway / street, may occur within special areas of the community having higher public visibility and pedestrian activity, on public streets or on private streets in the medium density block. This form of housing contributes positively to the built form character and urban streetscape appearance of the neighbourhood by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character.

Design Guidelines:

- Garages will be accessed from a rear laneway or street and may be either attached to the dwelling or detached from the dwelling. Single or double garages are permitted subject to the provision of adequate lot width and space for other design features such as pedestrian access, emergency access, and utility requirements.
- Ensure garages are complementary to the main dwelling in material, massing, character and quality.
- Ensure front entrances are directly linked to the public sidewalk with a walkway. Definition of the private front yard space may occur through the use of low fencing and/or edge planting.
- Outdoor amenity areas may take the form of a functional raised terrace/balcony.
- In yards facing the public realm, the zoning bylaw will establish maximum fence heights and regulations to limit privacy screens to ensure a safe and attractive streetscape.



Figure 4.2f: 3-storey rear lane townhomes with wall articulation and plane variation that contributes to the character of the neighbourhood.



Figure 4.2g: Rear lane or double frontage townhouses with private front yard spaces that consist of low fencing and edge planting.





Figure 4.2h: Mid-rise buildings with appropriate density transitions.

4.2.3 Mid-Rise Residential and Mixed-Use Buildings

The medium density mixed-use block allows potential mid-rise building forms. These buildings are typically designed to transition between building types and establish the appropriate height to proportionately frame larger-scale streets and open spaces, creating a sense of enclosure. Mid-rise building forms may include mixed-use and residential in the Meadows Neighbourhood District, and office / institutional / healthcare land uses in the Mainway Institutional District. In addition to the City of Burlington's ***Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings***, the following mid-rise building guidelines should be considered:

Building Placement

The placement of buildings influences how streets, open spaces, and pedestrian areas are experienced, shaping both activity patterns and visual character. Placement can respond to site conditions, views, and desired patterns of activity.

Design Guidelines:

- Orient buildings to face and address street frontages, with primary entrances, windows, and active uses that contribute to a welcoming and engaging pedestrian environment;
- Building setbacks should be minimized to relate well to the adjacent roadway and open space areas, while allowing sufficient space for a comfortable pedestrian zone and landscape planting opportunities; and
- Corner buildings should provide façades which appropriately address both street frontages.

Building Separation and Spacing

The distance between buildings should balance the need for light, open space, and privacy with the desire for a cohesive and engaging urban streetscape. Spacing can vary to suit different contexts and design intentions.

Design Guidelines:

- Buildings should be designed to mitigate any negative impact upon surrounding development;
- Building spacing should support livability by allowing access to daylight, natural ventilation, and privacy for both residents and neighbouring properties;
- Building separation should contribute to a cohesive streetscape, using building placement to frame streets, while maintaining permeability for views and movement; and
- Appropriate separation distances should be used to ensure that buildings avoid overcrowding or overshadowing of neighbourhood properties, and improve privacy within residential units.



Figure 4.2i: Corner building façades that appropriately address both street frontages.



Figure 4.2j: Courtyard framed by mid-rise building placement and separation.



Figure 4.2k: Building materials and detailing are used to establish a lower and upper portion of the building.

Built Form: Height and Massing

The height and massing of buildings contribute to the identity of an area and influence how it is perceived from both street level and from afar. Variations in height and massing can create visual interest and a comfortable street scale.

Design Guidelines:

- Mid-rise building heights typically range from 5 to 11-storeys, with podiums as low as 1 storey;
- Built form, massing and detail should be used to establish a lower building and upper building:
  - Lower building - the first few storeys of a mid-rise building, including the ground floor and any additional floors with direct relationship to the street and public realm. Generally, this would include those storeys forming the streetwall and not those stepped back from the streetwall.
  - Upper building - above the lower building, designed to fit with and achieve an appropriate relationship with the lower building, the public realm, and neighbouring properties.
- A shadow impact study may be required, depending on building height, location and orientation relative to adjacent land uses.

Street Level Design, Façade Articulation and Materials

Ground-level design should foster activity, comfort, and visual interest for pedestrians. Façade treatments, materials and detailing can reflect local character while encouraging and engaging street experience.

Design Guidelines:

- Ground level floor heights should generally be taller than upper floor heights to create a strong street presence and provide opportunities for flexible space, such as retail and service uses;
- Building façades should provide visual interest through use of materials, colours, ample fenestration, wall articulation and style appropriate architectural detailing. All façades exposed to public view should be well articulated and detailed;
- Break up the façades through the use of vertical breaks and step-backs. Vertical articulation should generally be consistent with the rhythm of adjacent main street buildings or façades; and
- Main entrances should be designed as a focal point of the building. They should typically be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances shall also be ground-related and wheelchair accessible.



Figure 4.2l: Mid-rise building with materials, fenestration, and architectural detailing that provides visual definition of the lower floors.



Figure 4.2m: Mid-rise building with private and shared amenity areas.



Figure 4.2n: Underground parking entrance integrated into building design.

Site Design, Open Space & Streetscaping

The arrangement of open spaces, landscaping, and street elements connects buildings to their surroundings while shaping the comfort, functionality and appeal of the public and private realms.

Design Guidelines:

- Apartment units should include private open space amenity areas (i.e. balconies/ terraces) to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building and appropriately sized to comfortably accommodate seating;
- Underground parking is preferred to avoid unsightly large expanses of parking typically associated with higher density buildings;
- Underground parking will enable a greater proportion of the site area to be utilized as outdoor amenity space for residents, which is particularly important for seniors-focused dwellings where residents benefit from a closer proximity to these outdoor features;
- Where surface parking is provided, it should be done so in a non-obtrusive manner, away from areas of high visibility. Surface parking areas should be screened from street views through the use of landscape planting (including features such as metal fencing with masonry columns) or building siting to provide appropriate screening;
- Garbage facilities should be incorporated into the overall design of the building and hidden from areas of high visibility;
- Mechanical equipment should be screened from public view and integrated into the design of the building;

- Lighting should be directed inward and downward to mitigate negative impacts on neighbouring uses; and
- Where a common open space or internal courtyard area occurs, a tot lot play facility may be integrated within the site to complement amenities in the community's parks.

Built Form: Transitions

The transition of buildings to adjacent development can ease changes in scale and character, creating a cohesive urban fabric. Transitions may be expressed through shifts in height, massing, or design detail.

Design Guidelines:

- Building massing should be designed with progressively lower heights towards the property limits, situating the taller buildings central to the development site;
- Where adjacent to existing lower storey residential, the stepping down of height limits will create a smoother transition between areas of different densities and minimize the visual impact of taller buildings on surrounding lower-scale neighbourhoods; and
- Building step-backs should be aligned with the heights of nearby buildings, and may be combined with changes in façade materials and textures.

Upper Façade / Roof Design, Articulations and Materials

The treatment of upper levels and roofs contributes to a building's silhouette and the broader cityscape. Form, materials, and articulation can create variety and a distinctive identity.

Design Guidelines:

- Differentiate the upper façade of the building from the lower portion and consider minimizing the building profile by incorporating step-backs, material variations, and unique articulation in the design of upper floors;
- Where flat-roofed buildings are contemplated, a strong cornice line should be provided; and
- Consider integrating rooftop amenity spaces into the design, if feasible, to promote activity and engagement in the upper levels of buildings.



Figure 4.2p: Buildings located in a campus configuration ensuring good sight lines and on-site circulation.

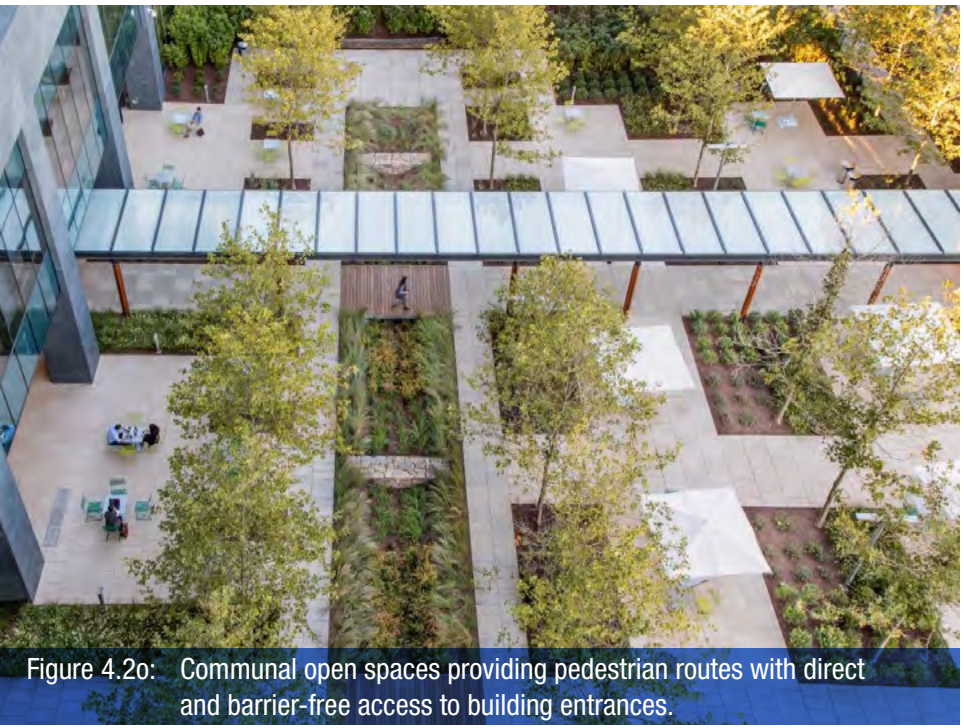


Figure 4.2o: Communal open spaces providing pedestrian routes with direct and barrier-free access to building entrances.

4.2.4 Non-Residential Design Guidelines

The non-residential design guidelines are an essential part of implementing Phase 1 of the Bronte Creek Meadows community plan, ensuring that all institutional and employment buildings proposed within the Mainway Institutional District contribute to a cohesive and vibrant public realm.

Institutional Buildings

The following guidelines aim to enhance the design of public service facilities and institutional buildings in the Mainway Institutional District. By focusing on strategic location and thoughtful design, these standards ensure that the facilities are safe, accessible, and highly visible within the Bronte Creek Meadows Phase 1.

Site Design Guidelines:

- Locate buildings to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- Limit vehicle circulation at the front of both schools and healthcare buildings, typically to drop-off zones.
- Avoid conflicts between pedestrian and vehicular routes.
- Provide adequate setback between building entrances and on-site traffic routes.
- Define pedestrian routes well and provide easy, direct and barrier-free access to building entrances.
- Ensure paved surfaces are provided in accordance with the applicable school board and AODA requirements for parking and barrier-free play areas.

Built Form and Massing Guidelines:

- Situate institutional buildings on corner sites close to the intersection and address both street frontages in a consistent manner.
- Ensure main entrances are directly visible from the street and given design emphasis.
- Create a strong built form relationship to the surrounding streets through minimum building setbacks and direct access to the main entry from adjacent sidewalks.
- Provide 2 to 3-storey building massing for schools, typically, subject to review and approval by the City and school board. The final height of buildings in the Mainway Institutional District are subject to review and approval by the City.

Façade Treatment Guidelines:

- Allow each institutional building to develop its own distinct visual identity, while harmoniously blending into the community fabric.
- Coordinate architectural styles, materials, and colours with the character envisioned for the surrounding community.
- Use high-quality building materials, including brick, stone, or glass as the main wall materials.
- Incorporate prominent building features into the design of institutional buildings, which will help to reinforce their landmark function within the community.

Signage and Lighting Guidelines:

- Incorporate signage into the building architecture.
- Design ground-level signage as a landscape feature, integrating other components such as planting and lighting.
- Integrate lighting for institutional buildings into the architecture.
- Direct lighting downward and inward to avoid light spill-over onto adjacent properties.



Figure 4.2q: An institutional building designed with high quality materials and prominent building features, embedded in nature.

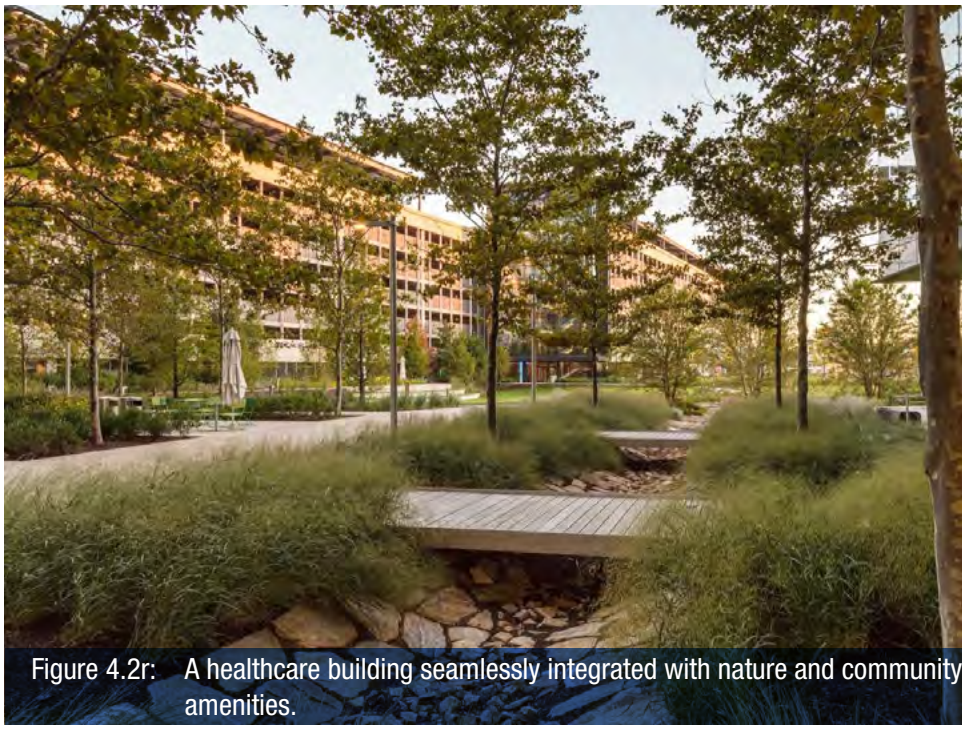


Figure 4.2r: A healthcare building seamlessly integrated with nature and community amenities.



Figure 4.2s: Built form with a strong orientation to the street.



Figure 4.2t: Employment building that is designed take advantage of passive solar heat and daylight.

Employment Buildings

Envisioned as a high-quality and cohesive institutional area, the Mainway Institutional District will feature sensitive transitions to adjacent employment uses to the south. This is achieved through a coordinated and consistent approach to all design elements, from streetscapes to building architecture and open spaces. The goal is to build an attractive, pedestrian-friendly environment that meets the needs of various industries. The proposed designs will reinforce a positive community identity through appropriate architecture and landscaping, promoting a safe and inviting streetscape that encourages pedestrian activity.

Site Design Guidelines:

- Built form should have a strong orientation to the street and with entrances directly accessed from the sidewalk.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- The building should be designed to help create a comfortable and attractive pedestrian-scale environment.
- Main entrances should be designed as a focal point of the building, prominently face the street edge, and comply with AODA Standards.
- Barrier free access shall be provided at the ground level of all buildings and in compliance with all applicable accessibility standards (AODA).
- Ample setback between building entrances and on-site traffic routes should be provided to avoid potential conflicts between pedestrian and vehicular routes.
- Buildings should be designed to maximize east–west frontage to take advantage of passive solar heat and daylight.

- The office component of employment buildings should be located closer to the street than the warehouse component to maximize opportunities for windows facing the street.
- The street facing landscape zone for all employment uses should be designed to achieve an effective and robust landscape treatment that will reinforce an attractive, pedestrian-scaled streetscape environment.

Built Form and Massing Guidelines:

- Final building height of the buildings in the employment area shall be subject to review and approval by the City.
- Consideration of views and daylight should be integrated into the design of the building.
- The architectural design and massing of the building should take precedence over signage considerations.

Façade Treatment Guidelines:

- Each building may reflect its own distinct architectural identity, although all buildings should be designed to provide a collective sense of cohesion and harmony.
- Features such as canopy structures and arcades may be considered for weather protection and architectural expression.
- Façade design shall consider options for building signage location, type, and style.
- Where situated at gateway streets or district entrance points, building corners shall have a strong orientation to the intersection with architectural detailing and wall articulation addressing the corner.



Figure 4.2u: Site design that creates a safe and attractive public realm with setbacks between building entrances and vehicular routes.



Figure 4.2v: Building design that reflects its own distinct architectural identity.



Figure 4.2w: Building signage that is compatible with the architectural style.



Figure 4.2x: Lighting that supports a high quality architectural character and public realm.

Signage and Lighting Guidelines:

- Exterior signage should be compatible with the architectural style, scale and material types of the building.
- Signage should balance the requirement for visual clarity and design excellence.
- Signage should be visible from both vehicles on the road and pedestrians on the sidewalk.
- Signage should be considered secondary to the architectural design and massing of the building.
- Signage should be designed to be characteristic of the architectural identity of each employment development while respecting the business community's desire for corporate logos.
- Signage for multi-tenant buildings should be coordinated in placement and design to present an attractive appearance along the street.
- Signage situated on top of a roof shall not be permitted.
- Flashing or rotating signage is not permitted, whether permanent or temporary.
- Lighting shall be appropriate to the architectural style of the building and not detract from the design intent.
- Lighting selection and location shall mitigate disturbance to adjacent properties.
- Lighting shall support a high-quality pedestrian character.
- A balance between safety and security and a reduction in energy consumption should be achieved.
- Energy efficient luminaires and bulbs should be utilized to satisfy lighting requirements.

4.3 SUSTAINABLE DESIGN GUIDELINES

Compact Development

The design of Bronte Creek Meadows focuses on achieving an optimal mix of land uses, with the aim of reducing infrastructure costs, minimizing greenhouse gas emissions, and conserving energy resources. Bronte Creek Meadows Phase 1 is envisioned to contribute to a sustainable, connected, and livable urban environment with emphasis on pedestrian-friendly design, the provision of essential amenities, and an integrated active transportation network.

Design Guidelines:

- The development should strive for a balanced combination of residential, commercial, institutional, community, recreational , and employment spaces to create a vibrant and self-sustaining community.
- The design should focus on preserving and enhancing natural features, promoting biodiversity, and protecting the ecological integrity of the area.
- Pedestrian and cycling pathways should facilitate easy movement between different parts of the community, ensuring easy access to amenities and encouraging active transportation.
- Blocks should be designed with minimized lengths to enhance the pedestrian experience and promote walkability.
- Provide opportunities to establish daily use amenities such as shops, restaurants, and recreational facilities such as the Neighbourhood Park. This provides residents with convenient access to their everyday needs, reducing the need for vehicular travel and supporting sustainable transportation choices.



Figure 4.3a: Rendering example of a pedestrian-friendly design integrating essential amenities into the built form.



Figure 4.3b: Permeable and porous paving that are light coloured.

Low Impact Design

A comprehensive approach to the implementation of effective Low-Impact Design (LID) strategies will address the following general categories for the Bronte Creek Meadows Phase 1:

Hardscaping Guidelines:

Hardscaping generally involves the selection of paving materials that allow for increased permeability and infiltration, as well as high albedo capabilities, while ensuring circulation and maintenance requirements are met for pedestrian, cycling and vehicular movements.

The following design principles should therefore be implemented when considering sustainable hardscape design:

- Preference shall be given to the selection of permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products;
- Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site;
- Where possible, utilize surface materials that contain recycled or sustainable materials;
- The use of light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect); and
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

Softscaping Guidelines:

Softscaping generally involves the selection of plant and vegetation material that improves quality of living in regards to urban beautification, air purification and establishment of areas intended for passive and active recreation.

The following design principles shall therefore be implemented when considering sustainable softscape design:

- Native, naturalized low maintenance planting shall be specified where appropriate.
- A priority shall be placed on utilizing xeriscape planting techniques, selecting drought-tolerant species to conserve water where feasible and appropriate.
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls may be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (parking or loading docks);
- Provide landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade) and contributes to overall biodiversity.
- Strategically place dense deciduous canopy trees to let sunlight and warmth into buildings and public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through;
- 'Green' screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements; and
- Use only organic or biological fertilizers and weed and pest controls, without potentially toxic contaminants.



Figure 4.3c: Xeriscape plantings, which perform well in urban environments due to their drought-tolerance and low-maintenance.



Figure 4.3d: Planting creates comfortable micro-climate conditions.

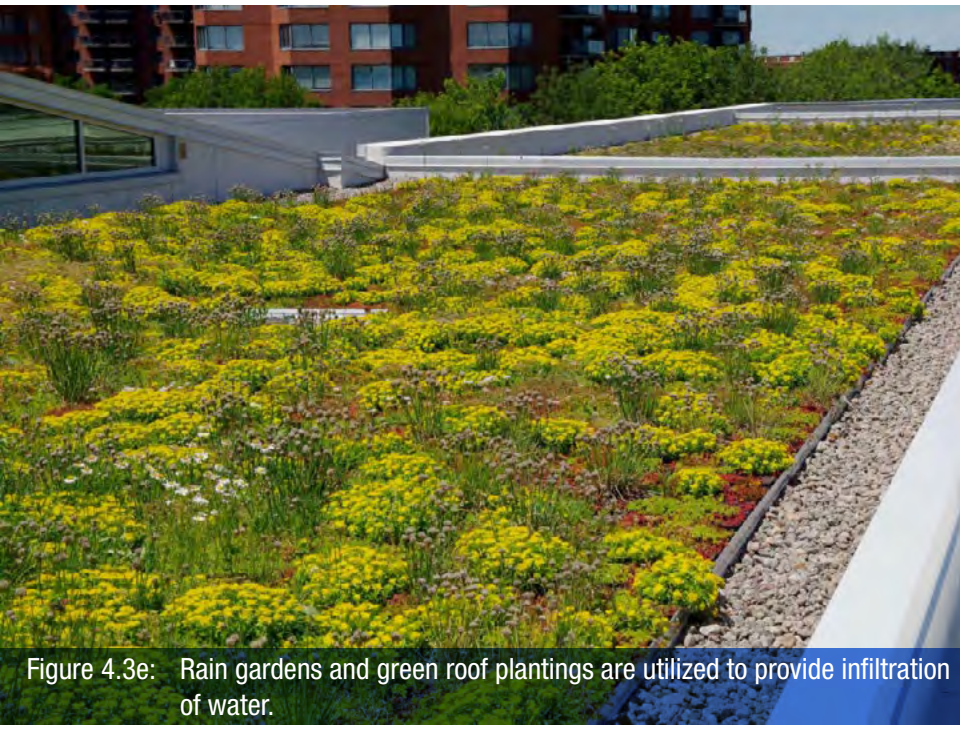


Figure 4.3e: Rain gardens and green roof plantings are utilized to provide infiltration of water.

Water Conservation and Management Guidelines:

Water conservation and management strategies will provide a variety of options applicable to the public and private realm with consideration for the following:

- Green roofs that utilize a vegetated layer on top of flat roofs to provide rainfall retention, reduction in heat island temperatures, as well as aesthetic benefits;
- Infiltration galleries and trenches that are used to capture and store rainfall within sub-surface granular trenches that is released between rainfall events. This is particularly applicable to open spaces and surface parking areas;
- Bioretention cells and rain gardens utilize vegetation in combination with subsurface infrastructure to provide a combination of infiltration and evapotranspiration. This is potentially applicable to parking areas and outdoor amenity areas;
- Stormwater planters function similar to bioretention cells or rain gardens that may have particular application for urban streetscapes in the form of raised curb or low wall planters within the boulevard that enable runoff from adjacent paved areas (sidewalks) to enter into the planter;

Sustainable Lighting Guidelines:

- Achieve a balance between safety and security and a reduction in energy consumption;
- Utilize energy efficient luminaires and bulbs to satisfy lighting requirements; and
- Select lighting poles, luminaires and light levels that are appropriate to the site and function to avoid excessive illumination and light pollution.

Tree Canopy Strategy

A successful, healthy street tree planting strategy will help establish the character of Bronte Creek Meadows Phase 1 while maximizing the benefits of air pollution reduction, shade and cooling, wildlife habitat potential, increased property values, and safer and more attractive streets that encourage walking and cycling trips.

To achieve the City's canopy targets in the *Urban Forest Master Plan and Woodland Management Strategy* (2024), substantial tree planting in the public boulevard is intended on all collector streets and arterial roads. By locating built form product such as mid-rise, rear-lane, and dual-front typologies along these key community corridors, limited driveway interruptions provide an urban streetscape condition and maximizes soil volume for street tree planting along the extent of these boulevards.

Within the mixed-use node, neighbourhood node, or Mainway Institutional District, there may be additional opportunities to elevate the urban street experience through tree planting, which includes:

- Urban street tree treatments that utilize soil cells to provide ample soil volume below paved and walkable boulevards, anticipating a higher volume of pedestrian traffic and the encouragement of mid-block crossing patterns. This ensures long term healthy tree growth, a robust street tree canopy, and also provides opportunities for store front patios that can animate the hub with outdoor extensions of cafes and restaurants; and
- Ornamental planting opportunities, including raised beds and/or pots, assumed to be maintained by the private condominium ownership, which can bring colour and seasonality to an urban streetscape.



Figure 4.3f: Situating rear lane built form along key community corridors maximize street tree planting opportunities in the public boulevard.



Figure 4.3g: Street trees with raised planter beds in an urban streetscape condition.



Figure 4.3h: Designated bike lane with pavement markings on arterial roads may accommodate both motorists and cyclists safely.



Figure 4.3i: A contemporary bicycle rack as feature of the streetscape design.

Integrated Active Transportation and Bus Transit

The interconnectivity between walking, cycling, and transit is essential to achieving a well-integrated active transportation network. Opportunities to reduce car dependence is supported through the coordination of multiple linkage systems in Bronte Creek Meadows, including bus routes, sidewalks, bike lanes, and multi-use paths. The proposed cycling and transit infrastructure includes the following elements:

Cycling Network:

- Bike lanes (Upper Middle Road 34.0m Major Arterial Road; Burloak Drive 25.0m Minor Arterial Road: 1.5m to 1.8m-wide dedicated lanes that accommodate cyclists only with pavement markings to separate cyclists from motorists.
- Dual cycle tracks (Corporate Drive and Sutton Drive 26.0m neighbourhood connectors).

Bicycle Parking:

The design of Bronte Creek Meadows shall ensure that proper bicycle parking provisions are in place. Details shall be determined in collaboration with the City of Burlington. Potential bicycle parking may propose a variety of forms including bike racks, stand alone bike shelters, stand alone enclosed bike shelters, and building integrated bike rooms.

Transit Stops:

Within Bronte Creek Meadows, the connections between transit, cycling, and walking networks is essential to the establishment of a well-integrated active transportation system. Offering residents the opportunity to walk or bike to local services or to take the bus to work requires coordination of multiple systems, including bus routes. Bus transit will also provide connections to Appleby GO Station, with future bus stop locations to be determined and coordinated with Burlington Transit.

Sustainable Building Practices

Reflecting Burlington's *Sustainable Building and Development Guidelines (2021)*, advanced technologies and practices should be incorporated into the building process. In order to achieve well-functioning, sustainably built and maintained buildings, several initiatives may be considered for all building types.

Design Guidelines:

- Buildings should be generally sited and designed to take advantage of passive solar heating and shading for cooling.
- Shading screens, eaves, and overhangs shall be considered to reduce heat absorption through windows.
- Low-e glass and other energy efficient materials and construction methods shall be utilized and Energy Star certified windows and doors shall be installed.
- Recycled materials should be encouraged, where possible, reducing the demand for new materials and increasing the market for recycling.
- Alternative renewable energy sources (photovoltaics, solar thermal water heating) for building operations shall be considered, where feasible, reducing the energy demand from the grid.
- The sourcing of local materials and manufactured components shall be emphasized.
- Consideration shall be given to integrating a system for collecting and treating grey water (storage cisterns) for use in irrigation and cleaning/maintenance requirements.
- High efficiency heat and cooling systems shall be installed.
- Consideration shall be given to seeking LEED certification.
- Low-VOC materials shall be specified in construction, where applicable.



Figure 4.3j: A 3-storey apartment building that achieved LEED Gold certification for measures including sustainable site development.



Figure 4.3k: A LEED-HC Gold certified healthcare building.



Figure 5.0a: Bronte Creek Meadows Phase 1 Master Plan.

Note: conceptual demonstration plan; subject to district planning studies

5.0 URBAN DESIGN CONCEPTS

In accordance with OPA 4, Section 8.8.2 (3) j), this Tertiary Plan requires the completion of Urban Design Concept Plans for the Meadows Neighbourhood District and the Mainway Institutional District. These plans demonstrate how each district meets the urban design objectives of OPA 4 and adheres to relevant guidelines, such as the City of Burlington's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings and the Bronte Creek Meadows LUBFS.

To ensure a coordinated and high-quality built environment, the scope of these Urban Design Concept Plans includes, but is not limited to:

- Street and Block Layout: Refinement of the layout to a conceptual design level.
- Public Realm: Establishment of detailed streetscapes, plazas, and pedestrian/cycling connections.
- Built Form Transitions: Demonstration of appropriate scale transitions between adjacent neighbourhoods and districts.
- Integration: Illustration of how density, built form, and public open space are integrated.

The following subsections detail the architectural and urban design features intended for each district. The framework for these districts is informed by surrounding land uses, density, and existing environmental conditions.











Figure 5.1a: Conceptual rendering of the Meadows Neighbourhood District at the intersection of Corporate Drive and Sutton Drive.

5.1 MEADOWS NEIGHBOURHOOD DISTRICT

Located at the north west quadrant of the Bronte Creek Meadows Community, the Meadows Neighbourhood District will serve as a transition to adjacent neighbourhoods.

5.1.1 Vision & Objectives

Vision

The Meadows Neighbourhood District is envisioned to be a new neighbourhood, providing a wide range of housing types with complementary community amenities including a Neighbourhood Park and woodlot. While the Meadows Neighbourhood will be primarily low-rise, ground-oriented dwellings, the introduction of mid-rise, non-ground oriented dwellings along with shops and services to support daily needs are planned for the mixed-use node at Upper Middle Road and Sutton Drive to contribute to a vibrant, complete community.

Objectives

Consistent with OPA 4, and building on the preliminary objectives outlined in both the LUBFS and this Tertiary Plan, the following objectives have been established and refined for the Meadows Neighbourhood District:

- To require a wide range of housing types, including single detached, semi-detached, townhouses with Additional Residential Units incorporated, as well as non-ground oriented dwellings.
- To ensure that the future neighbourhood needs for public service facilities and institutional uses are considered and planned for to contribute to a complete community for Bronte Creek Meadows Community.
- To establish new trails and complete streets to support walking and cycling connections to existing schools and adjacent neighbourhoods.
- To require space for active uses at key locations and frontages in the neighborhood to create a vibrant pedestrian environment and provide uses that will serve the general needs of the community. These key neighbourhood locations and frontages were defined through the required Land Use and Built Form Strategy.









5.1.2 Urban Design Concept Plan

The **Meadows Neighbourhood District** is intended to provide low density residential built form, such as single detached homes and townhouses, reflective of the neighbourhoods to the north and west. Designed as its own complete community, the district provides a public service facility, including a Neighbourhood Park, as well as a mixed-use node at the northern primary gateway on Sutton Drive.

Connectivity is a key focus, with sidewalks, trails, and cycle tracks linking residents to local amenities and surrounding neighbourhoods to encourage walking and cycling.



Mixed-Use Node serving residents of the Meadows Neighbourhood District



Mix of townhouse typologies within a compact community



Single detached dwellings with garages integrated into the overall design of the house and façade



School with prominent architecture



Neighbourhood park



Figure 5.1b: Meadows Neighbourhood District - Urban Design Concept Plan

Note: conceptual demonstration plan; subject to district planning studies

5.1.3 Land Uses

To meet the outlined objectives for the Meadows Neighbourhood District, the allocation and arrangement of land uses set out to achieve the following:

- **Provide diverse housing options**: Primarily single-detached homes and townhouses.
- **Establish a complete community**: Include essential public services and amenities.
- **Integrate public service facilities**: Incorporate a Neighbourhood Park.
- **Develop a Mixed-Use Node**: Create a mixed-use area at Sutton Drive and Upper Middle Road.

District Land Uses

The proposed land uses within the district shall comprise the following:

Low Density Residential - located in proximity to the existing low density neighbourhoods to the north and west.

On-Street Townhouses - located along the existing woodlot, providing a transition to rear lane townhouses.

Rear-Lane Townhouses - located along Corporate Drive, the rear driveways provide an active urban streetscape condition.

Double Frontage Townhouses - located along Corporate Drive, the rear driveways allow for an active urban streetscape condition.

Medium Density Mixed-use - situated at the northern gateway of Phase 1, a range of medium density development provides opportunities for retail/mixed-uses.

Park / Open Space - A centrally located Neighbourhood Park on Corporate Drive, as well as open space and walkway blocks.

OPA 4 Permitted Uses:

As outlined in OPA 4, the below uses *may* be permitted in the Meadows Neighbourhood Distinct:

- *Ground-oriented dwellings including: single-detached dwellings; semi-detached dwellings; duplexes, multiplexes and townhouses;*
- *Additional residential units, subject to the policies of Subsection 8.7.2 of this Plan;*
- *Day care centers;*
- *Public service facilities; and*
- *Institutional uses,*
- *Office; and;*
- *Retail and service commercial uses.*

Proposed Design Response:

The district's land use distribution allows opportunities for diverse housing and a complete community, fulfilling OPA 4 policies by:

- Offering a variety of housing types that cater to different family sizes and income levels.
- Ensuring compatibility with existing neighbourhoods by strategically placing lower-density residential typologies adjacent to the low-density areas to the west. This creates a seamless transition and minimizes potential impacts.
- Creating a complete community with a mixed-use node at Sutton Drive and Upper Middle Road that includes residential, retail, and service commercial uses.
- Integrating public services by centrally locating a Neighbourhood Park within walking distance for most residents.
- Meeting all OPA 4 permitted uses by incorporating ground-oriented dwellings, public facilities, and mixed-use commercial and retail spaces.

The design is not only compliant with OPA 4 but also actively contributes to the creation of a dynamic, complete, and well-served neighbourhood.



Figure 5.1c: Meadows Neighbourhood District land use plan.

Note: conceptual demonstration plan; subject to district planning studies

5.1.4 Built Form

The proposed built form in Meadows Neighbourhood District strategically provides mid-rise built form at the northern entry of Sutton Drive to create a streetwall and gateway condition that is appropriately scaled along the community connector road. Lane based townhouses are situated in areas where increased density and pedestrian activity is desired, in close proximity to planned transit routes.

The LUBFS identified locations and frontages in the Meadows Neighbourhood District which will require mixed-uses and continuous active uses at-grade (refer to Figure 5.1c). It is intended that these typologies shall contain a minimum of two permitted uses. Institutional uses, public service facilities, and day care centres are permitted as standalone uses.

District Built Form Typologies

The proposed built form within the Meadows Neighbourhood District shall consist of the following building typologies:

- Single Detached Dwellings (2-storeys);
- On-Street Townhouses (2 to 3-storeys);
- Double Frontage Townhouses (2-storeys);
- Rear Lane Townhouses (3-storeys);
- Potential Live/Work Units (3-storeys);
- Condo / apartment buildings with opportunity for at-grade retail.

Refer to the Built Form Guidelines in Section 4.2 for specific guidelines on typologies. Refer to the Appendix for the Meadows Neighbourhood District Urban Design Brief, which provides design guidelines on priority lots.

OPA 4 direction for Built Form:

- *The minimum building height shall be two (2) storeys and the maximum building height shall not exceed:*
  - *Three (3) storeys for ground-oriented dwellings (not including rooftop amenity/outdoor areas); or*
  - *Five (5) storeys for non-ground-oriented dwellings.*
- *An increase to the maximum building height identified in subsection 8.8.2 (5.1.2) d) ii) to a mid-rise building form may be considered adjacent to Sutton Drive and Upper Middle Road through a site-specific Zoning By-law amendment, without the need for an amendment to this Plan, provided that the objectives and policies of the Meadows Neighbourhood District and the policies of this Plan are maintained.*

Proposed Design Response:

The district's proposed design shapes a harmonious and appropriately scaled community by:

- Establishing a defined gateway at the north west corner of Sutton Drive through a 2 to 5-storey mixed-use building that aligns with the OPA 4 height direction.
- Promoting density and pedestrian activity using lane-based and double frontage townhouses near planned transit routes, which concentrates residential density, activates frontages, and encourages walkability by relocating garage access to rear lanes.
- Integrating a diverse mix of uses and active grade-level amenities in the designated node.
- Ensuring compatibility through building height compliance and seamless transition, with potential for increased mid-rise heights within the mixed-use node.
- Incorporating a diverse range of typologies, including various residential forms and mixed-use retail, fulfilling OPA 4's complete community vision.



Figure 5.1d: Meadows Neighbourhood District built form plan.

Note: conceptual demonstration plan; subject to district planning studies



Figure 5.2a: A preliminary rendering of the Mainway Institutional District demonstrating compatibility with surrounding land uses and supporting the creation of jobs.

5.2 MAINWAY INSTITUTIONAL DISTRICT

Located at the south west quadrant of the Bronte Creek Meadows Community, the Mainway Institutional District will serve as a transition from the adjacent employment lands to the south.

5.2.1 Vision & Objectives

Vision

The Mainway Institutional District is envisioned to be an innovative health and education hub focused on well-being and community amenities, strategically compatible with existing employment lands and residential areas. Through an integrated community-wide active transportation system, the district will provide access to transit services, NHS trails, and contribute to the active mobility network of Bronte Creek Meadows.

Objectives

Consistent with OPA 4, and building on the preliminary objectives outlined in the LUBFS, the following objectives have been established and refined for the Mainway Institutional District:

- To accommodate mixed-use development in a compact built form, where employment, institutional and/or healthcare uses are established to support the creation of jobs.
- To accommodate, subject to meeting criteria, a wide range of small-scale retail and service commercial uses at-grade, which are intended to serve employees located in the district and surrounding areas.
- To establish a vibrant public realm with places for employees and visitors to gather and enjoy.







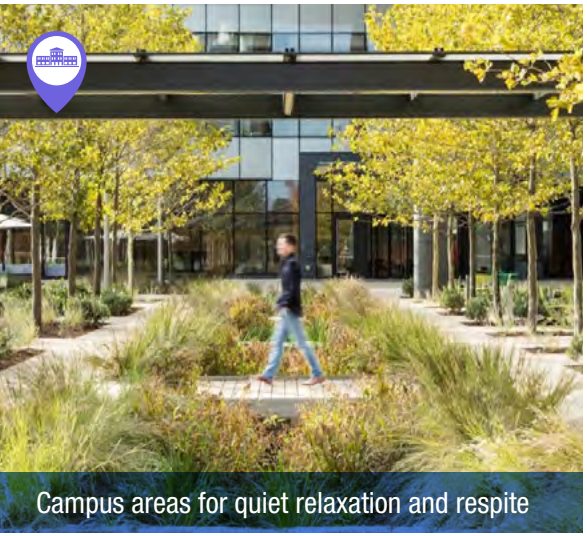




5.2.2 Urban Design Concept Plan

The **Mainway Institutional District** is intended to create an innovative health and education hub, focused on well-being and community amenities, that is strategically compatible with the existing employment lands south of Mainway and the existing residential west of Sheldon Creek. The district may offer an integrated continuum of healthcare and ancillary services to support aging in place, while also creating general employment opportunities and enhancing the broader economic base of the surrounding employment lands.


Healthcare campus with supportive open space amenities


Campus areas for quiet relaxation and respite


Integrated Stormwater Management


Attainable housing integrated within the district


Healthcare employment opportunities


Outdoor amenities for workers, patients, and nearby residents

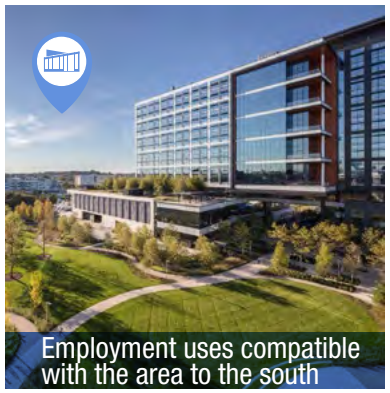

Employment uses compatible with the area to the south



Figure 5.2b: Mainway Institutional District - Urban Design Concept

Note: conceptual demonstration plan; subject to district planning studies

5.2.3 Land and Building Uses

To meet the outlined objectives for the district, the arrangement of building forms and uses within the Employment land use set out to achieve the following:

- Create an integrated health and education hub: Develop a central point for healthcare services and educational facilities.
- Support aging in place: Provide services and an environment that allows residents to comfortably age within the community.
- Generate employment and enhance the economic base: Create job opportunities and strengthen the overall economic foundation of the surrounding employment lands.

District Land Use

The proposed land use for the Mainway Institutional District is designated as the following:

Employment Lands - comprises all developable lands within the Mainway Institutional District.

Potential Building Uses

Aligning with the OPA Permitted Uses, the proposed building uses within the Mainway Institutional District may include:

- Affordable housing;
- Healthcare services;
- Office uses;
- Institutional uses; and
- Accessory Retail.

- Should the healthcare campus not be realized, the employment uses will generally follow similar urban design principles.

OPA 4 Permitted Uses:

As outlined in OPA 4, the below uses *may* be permitted in the Mainway Institutional District:

- *office uses, including research and development, and information processing uses;*
- *public service facilities;*
- *institutional uses;*
- *retirement home;*
- *private medical clinic;*
- *day care centre;*
- *accessory retail and service commercial uses, excluding automotive commercial uses;*

Accessory retail and service commercial uses may only be permitted provided that:

- *the use is located at-grade level; and*
- *the use is located within a building containing or proposed to contain employment, institutional, office uses or public services facilities or residential.*

Proposed Design Response:

The district's land use distribution directly addresses the OPA 4 objectives by:

- Centralizing healthcare services and institutional uses, such as medical clinics and educational facilities, the design forms a cohesive hub that fosters collaboration and provides easy access for residents and staff.
- Including an opportunity for affordable housing alongside nearby healthcare services and accessory retail, the design creates a walkable, convenient environment that allows older residents to live comfortably within their community.
- Incorporating a mix of uses, including office uses, research and development, and institutional uses, the design provides a range of job opportunities and strengthens the local economy.
- Ensuring compatibility with existing employment to the south, employment uses are strategically placed to buffer residential areas from industrial land, creating a smooth transition and minimizing potential conflicts.



Figure 5.2c: Mainway Institutional District Potential Building Uses Plan

Note: conceptual demonstration plan; subject to district planning studies

6.0 CONCLUSION

6.1 IMPLEMENTATION

As stated within the ASP, the Tertiary Plans are non-statutory documents considered by Council in advance of or at the time of a development application. Each Tertiary Plan for each district will establish how development will further articulate and demonstrate to the satisfaction of the City the achievement of the objectives and policies, guidelines, and any other direction required in order to support development and growth at a level of detail that may not be appropriate at the policy level. The Tertiary Plan will be included as a non-statutory appendix to the ASP, and requires Staff approval, within consideration by Council, prior to or at the same time of Council approval of a development application.

The Land Use Concepts will be implemented by a series of tools, in keeping with ASP policies. Accordingly, development within the Tertiary Plan study area shall be subject to the comprehensive policies of the Official Plan and ASP and the key directions set out in the Tertiary Plan.

This section of the Tertiary Plan describes the tools and planning mechanisms that shall be utilized for development proposed within the Tertiary Plan area. The tools described herein are derived from the policies set out in the ASP, and should be read in conjunction with the policies of the ASP. The implementation requirements for the area shall be dictated through the consideration of various planning matters.

6.1.1 Planning Approvals and Requirements

The following applications, among others, may be required to facilitate the ultimate development of the Phase 1 study area, among others. These applications will implement the policies of the Official Plan, the ASP, the LUBFS, and this Tertiary Plan.

- Draft Plan of Subdivision
- Zoning By-law Amendment
- Site Plan Control
- Draft Plan of Condominium

6.1.2 List of Studies

The submission of studies, reports, plans and other required information shall be submitted by proponents of development through the development approvals process as part of the complete application submission requirements of the City. The ASP provides direction on what may be required and prepared for all properties within the Tertiary Plan area as part of a development application.

The following plans and studies are proposed to be submitted as part of the required development applications for the Phase 1 study area, some of which may be combined with other supporting documentation where appropriate:

i. Transportation Impact Study
ii. Parking Study
iii. Functional Servicing Report
iv. Stormwater Management Plan
v. Environmental Impact Assessment / Existing Conditions
vi. Cost Sharing Analysis
vii. Market/Financial Impact Study
viii. Housing Impact Statement
ix. Urban Design Brief / Shadow Study
x. Development Phasing Plan
xi. Cultural Heritage Impact Assessment
xii. Natural Hazard Technical Study
xiii. Geotechnical Investigation
xiv. Fluvial Geomorphological Assessment
xv. Noise and Vibration Study
xvi. Active Transportation and Trails Network Plan
xvii. Arborist Report and Tree Preservation Plan
xviii. Phasing Plan
xix. Phase 1 and 2 ESA
xx. Forest Management and Edge Management Plans
xxi. Sustainability Study
xxii. Functional Servicing Report
xxiii. Park Concept Plan
xxiv. Landscape Concept Plan
xxv. Utility Co-ordination Plan
xxvi. Infrastructure Serviceability Sanitary/Water and Storm
xxvii. Utility Servicing
xxviii. Archaeological Assessment
xxix. Hydraulics Assessment

APPENDIX

First Submission

Prepared by:
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BRONTE CREEK
MEADOWS

PHASE 1 TERTIARY PLAN



MEADOWS NEIGHBOURHOOD DISTRICT

URBAN DESIGN BRIEF



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1.0 PURPOSE / INTENT

Aligning with the objectives and policies outlined in OPA 4, the proposed community is envisioned to be an urban, pedestrian, and transit-supportive neighbourhood that is compatible with adjacent land uses and protects the NHS. Reflecting the design guidelines provided in the Tertiary Plan, the purpose of this Urban Design Brief (UDB) is to demonstrate additional details and analysis specifically for Phase 1's Meadows Neighbourhood District based on the Draft Plan of Subdivision.

Implementing the strategy established in the LUBFS and the Urban Design Concept outlined in the Tertiary Plan, the UDB describes the urban design components that define the Meadows Neighbourhood District, with particular reference to the district's vehicular circulation, active transportation, landscape character and features, Neighbourhood Park, and priority lot plan for the proposed built form.

Since the Phase 1 Draft Plan of Subdivision includes the Mainway Institutional District as a large single-block to facilitate a broad range of potential development configurations, it is not included as part of this Urban Design Brief. It is intended that the current demonstrative concept provided in the Tertiary Plan will be refined, detailed, and implemented through the review and approval of subsequent Site Plan application(s), ensuring all future development remains aligned with both the LUBFS and the Tertiary Plan requirements.



2.0 PLAN OVERVIEW

Phase 1's Meadows Neighbourhood District will comprise low and medium density residential and mixed-uses, with the highest density built form associated with the mixed-use node and primary gateway of the neighbourhood. A variety of residential dwelling types are strategically planned throughout the community following a modified grid street pattern with varied block lengths. As identified in the LUBFS and Tertiary Plan, the Neighbourhood Park will occupy a prominent location within the community, which is part of the future neighbourhood node at Sutton Drive and Corporate Drive. The proposed development recognizes and preserves existing NHS features, while integrating views, vistas and multi-use links through a comprehensive active transportation network.

2.1 Draft Plan of Subdivision

Consistent with the Urban Design Concept demonstrated in the Tertiary Plan, the Draft Plan of Subdivision includes a diverse range of residential products and densities, such as on-street townhouses, rear-lane townhouses, double frontage townhouses, single detached dwellings, and a mixed-use block that provides opportunity for commercial uses within the future mixed-use node. The proposed development plan strategically focuses density along the neighbourhood connector roads, with lower density residential interfacing the NHS. Townhouse dwellings are situated in areas where increased density and pedestrian activity is desired, in proximity to connector roads and transit routes. A large proportion of the district will comprise single detached, 2 to 3-storey dwellings, with varying frontage widths, street-accessed garages and primary façades oriented toward the local street network.

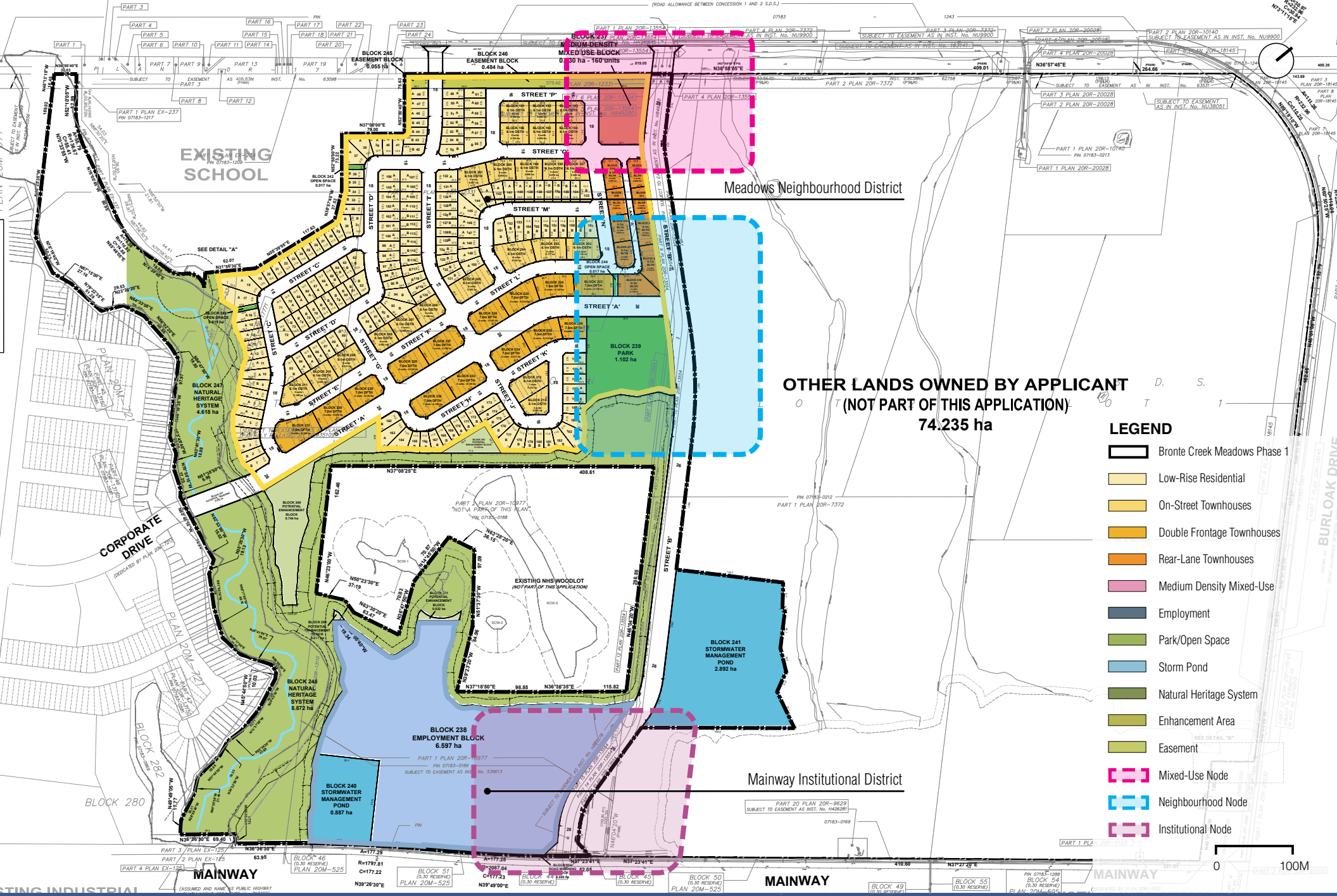


Figure A: Phase 1 Draft Plan of Subdivision illustrating built form typologies and nodes.

Note: conceptual demonstration plan; subject to district planning studies

3.0 PUBLIC REALM

The Meadows Neighbourhood District public realm will be designed to reinforce a compact, pedestrian scaled urban village environment that prioritizes safe and convenient walking and cycling connections, and access to transit. With potential bus routes along Corporate Drive and Sutton Drive, there is an opportunity to establish transit-supportive densities along with active transportation connections that will foster a healthy, sustainable community. The treatment of the public realm will be designed to reflect high quality pedestrian environments, with coordinated landscape features, built form, infrastructure, and utilities.

3.1 Vehicular Circulation

Proposed streets in the Meadows Neighbourhood District are designed to minimize block lengths for easier navigation and create terminating views, vistas, and other focal points to achieve an attractive public realm. Primary vehicular access to the district will occur from the primary gateway at Sutton Drive and Upper Middle Road, with the streetscape design along Sutton Drive contributing to the initial visible impression of the community. Secondary access is provided to the south from the Sutton Drive and Mainway primary gateway, from the west along Corporate Drive, and from the north at the proposed local that aligns with the existing Quince Street intersection. Future vehicular circulation from the east will be provided through subsequent phases of Bronte Creek Meadow's development.

As depicted in Figure B, the following street types are located in the Meadows Neighbourhood District:

- Neighbourhood Connector - Sutton Drive and Corporate Drive (26.0m R.O.W.)
- Local Street (18.0m R.O.W.)
- Window Street (16.0m R.O.W.)
- Laneway (8.0m R.O.W)

Refer to Section 3.4.2 Street Classifications in the Tertiary Plan for the right-of-way details of individual street types.

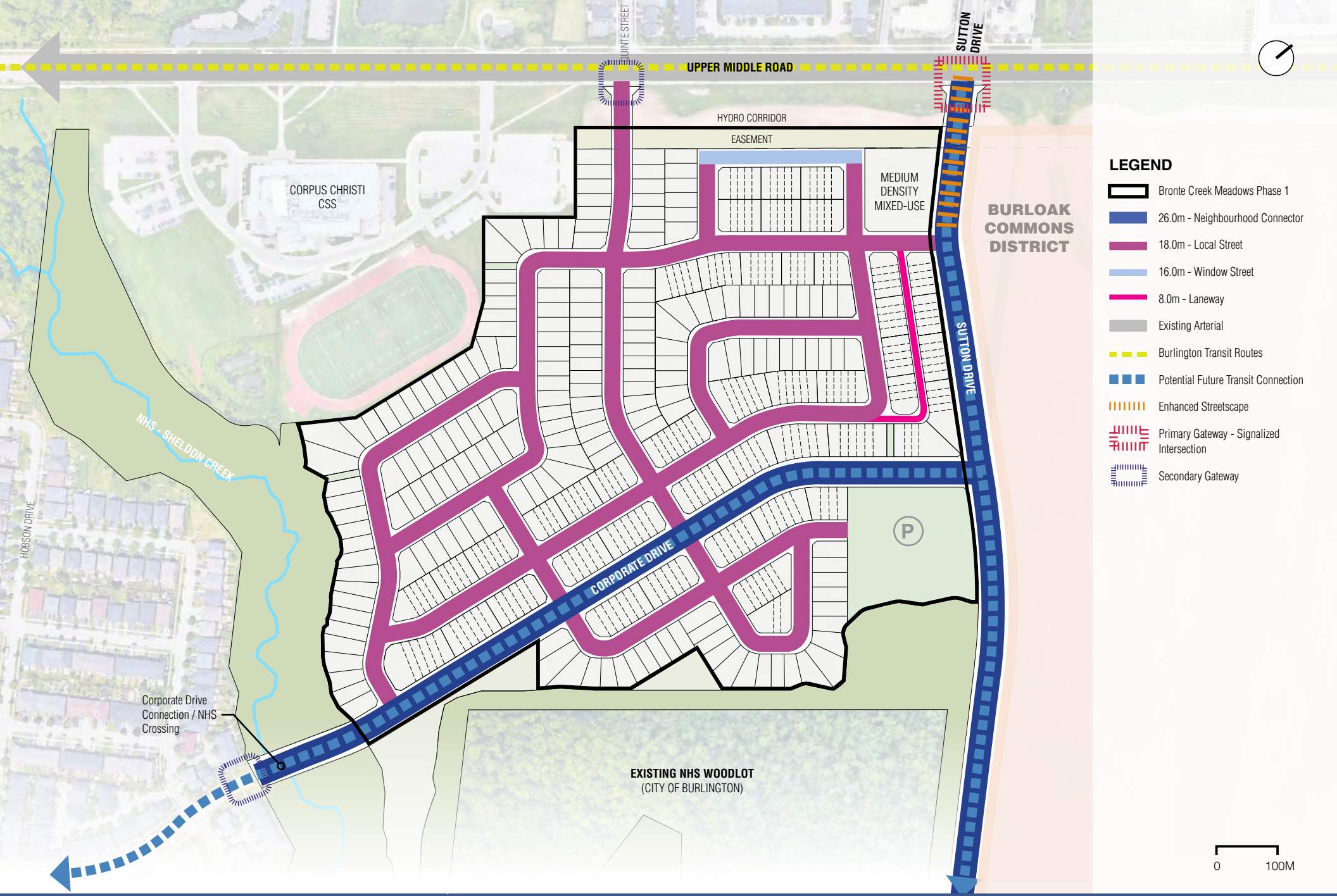


Figure B: Meadows Neighbourhood District vehicular circulation plan.

3.2 Active Transportation

As part of the broader community goal to provide a comprehensive street, trail, path, and bike lane system, an integrated active transportation network shall be implemented within the Meadows Neighbourhood District. This system will provide safe, attractive, and convenient access to community focal points and open spaces on a local and community scale, for both commuter and recreation purposes.

Pathways that accommodate pedestrians and cyclists have been identified within the Tertiary Plan Figure 3.4eg Active Mobility, in context with Phase 1's overall proposed open space system and the street network. This proposed active mobility network has been integrated into a comprehensive system with the existing City of Burlington, and will connect Phase 1 with the existing community to the north and west and the future development to the east. The proposed open space trail is intended to form part of the system that will link to the north and south, beyond the Phase 1 boundary.

Consistent with the framework and guidelines provided in Tertiary Plan Section 3.4 Transportation and Active Transportation Connections and Section 4.1 Public Realm Guidelines, the proposed active transportation system for the Meadows Neighbourhood District includes the following:

- Sidewalk: 1.8m concrete sidewalk within right-of-ways;
- Bicycle Lanes: 1.8m wide dedicated lanes within the roadway that separately accommodate cyclists;
- Open Space Trail System
    - Natural Heritage System Trail: Typically 3.0m wide trails (limestone) integrated into the NHS buffers;
    - Park Links: paths within the Neighbourhood Park that will have connections to the adjacent sidewalks, bike lanes, and to the NHS paths to the south;
    - Walkways: 6m wide walkway blocks with pedestrian connections that provide connectivity through blocks to adjacent streets or open spaces.



Figure C: Meadows Neighbourhood District active transportation plan.



Figure D: Neighbourhood Park Facility Fit Concept

3.3 Neighbourhood Park

As part of the Bronte Creek Meadow's future neighbourhood node, this Neighbourhood Park will serve a primarily focal and social role for the surrounding neighbourhood, catering to the recreational needs of the residents living within the general vicinity.

With street frontage on two (2) sides of the park, the location provides casual surveillance through an "eyes on the park" environment. As depicted in the facility fit concept, the Neighbourhood Park may incorporate the following neighbourhood focused amenities and features:

- Multi-use path(s) with direct connections to the street, pedestrian networks, and open space trail in the NHS;
- Entrance plaza;
- Flexible use open grass;
- Playground facilities;
- Outdoor fitness;
- Seating and congregating areas;
- Shade structure;
- Bike racks;
- Games tables;
- Shrub and tree planting; and
- Formal planting layout.

Refer to Tertiary Plan Section 4.1.3 Parks and Open Space for design guidelines specific to Neighbourhood Parks.



Figure E: Preliminary conceptual rendering of the Neighbourhood Park from a birds-eye view facing south towards the NHS.

Note: conceptual rendering only; subject to detailed design

3.3 Landscape Character & Features

The overall landscape and planting scheme for the Phase 1 Meadows Neighbourhood District shall support the development vision for the Bronte Creek Meadows community and ensure appropriate transitions between built and natural areas. Streetscape plantings should reinforce a comfortably scaled pedestrian environment, with the level of landscape treatment for each street designed appropriately for the role and hierarchy of the street type. Landscape design shall correspond with the guidelines provided in Section 4.1 Public Realm Guidelines of the Tertiary Plan.

In addition to the Neighbourhood Park, key landscape features in the Meadows Neighbourhood District include:

- NHS Trail Elements and Trailheads
- Gateway and Edges
- Walkway Blocks
- Streetscape Elements: Street Furniture, Street Tree Planting, Crosswalks, and Fencing.

NHS Trail Elements & Trailheads

- Trail gateways will be strategically located at access points to the NHS, with special elements that may include gateway markers, signage information kiosk, landscaping, seating, waste receptacles, bike racks, signal activated bike rails, community mailboxes, decorative paving, and interpretive signage;
- Refer to Tertiary Plan Section 4.1.6 Community Trails for trail and trailhead guidelines and Figure C for trailhead locations.

Gateway and Edges - Landscape Treatments

As identified in the Tertiary Plan, the specific treatments for each defined gateway and edge condition in the Meadows Neighbourhood District are outlined below with a summary of potential landscape treatments:

Primary gateway (north) - Sutton Drive and Upper Middle Road

- A cohesive, high-quality material palette (e.g., brick with stone accents) and decorative pedestrian-scale street lighting.
- An ornamental, low-maintenance gateway feature (e.g., stacked stone wall with community name) and/or ornamental planting beds.
- Street trees (e.g., columnar or flowering varieties) planted continuously or in groupings.

Secondary gateway (north) - Quinte Street and Upper Middle Road

- A standardized, community-wide, landscape treatment consistent with other secondary gateways (e.g., a specific street tree species, ornamental plantings, and/ or small, consistent sign).

Hydro Corridor Edge

- A continuous double-row of native, shade-tolerant trees and shrubs between the hydro corridor and adjacent residential lots for screening and wind buffering, and/or decorative fencing along the lot line.

NHS Edge

- Fencing at the boundary edge, with native species planted within the buffer zone, using city-approved species lists to restore ecological function and prevent erosion.



Figure F: Meadows Neighbourhood District conceptual landscape character and features.

Walkway Blocks

Walkway blocks are generally intended to provide breaks in the townhouse massing and provide increased accessibility and permeability, enhancing overall walkability of the community.

Three (3) proposed 6.0m walkways blocks are planned for the Meadows Neighbourhood District. These blocks may include the following treatment:

- Reinforcing CPTED principles, all walkway blocks are aligned with terminus views from local roads, maximizing site lines and natural surveillance.
- Hardscape treatment may be concrete, decorative precast concrete unit paving, or asphalt.
- Buffer shrubs / edge planting on both sides, if space permits.
- A wood privacy fence along adjacent built form, and a decorative metal fence along front yards.

Street Furniture

To reinforce the character and identity of the community and ensure the safety, comfort, and accessibility of pedestrians, cyclists, and motorists, the design of streetscape elements shall be coordinated and consistent with the vision established for the Bronte Creek Meadows. The Neighbourhood Park and the streetscape in the mixed-use node at the primary gateway, provides an opportunity distinguish the district through the use of a distinct palette of furniture, elements and plantings, setting the tone and character of the place. This coordinated palette may also continue in the Neighbourhood Park.

Street Tree Planting

In addition to the planting strategy outlined in Section 4.1.1 Streetscape Elements of the Tertiary Plan, the specific street tree planting strategy for the Meadows Neighbourhood District is as follows:

- Along Sutton Drive and Corporate Drive, built form product includes mid-rise, rear-lane, and dual-front typologies, providing proposed limited driveway interruptions provide an urban streetscape condition and maximizes soil volume for street tree planting along the extent of these boulevards.
- Local streets will have a 2.4m sod boulevard with sufficient allowance for tree planting that will provide a healthy street tree canopy.

Within the mixed-use node, there may be an opportunity to elevate the urban street experience through planting, such as:

- Urban street tree treatments that utilize soil cells to provide ample soil volume below paved and walkable boulevards, This ensures long term healthy tree growth, a robust street tree canopy, and also provides opportunities for store front patios that can animate the hub with outdoor extensions of cafes and restaurants; and
- Ornamental planting opportunities, including raised beds and/or pots, assumed to be maintained by the private condominium ownership, which can bring colour and seasonality to an urban streetscape.

Crosswalks

Traffic calming is key to promoting walkability and creating a safe, pedestrian-friendly environment. All crosswalks shall be coordinated with traffic calming measures. Refer to the completed traffic study for detailed locations of crosswalks.

- A formal pedestrian crosswalk installation shall be provided at every four-way signalized intersection.
- Signalized pedestrian crosswalks shall be provided at locations where significant walking traffic is anticipated, including the Neighbourhood Park.
- To enhance visibility and minimize conflicts between pedestrians and motorists, crosswalks at key intersections shall utilize distinctive coloured and/or textured materials or markings.
- Pedestrian crosswalks shall be highly visible to motorists and include signage where appropriate.
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.
- Crosswalk materials may consist of either zebra stripes (using retroreflective thermoplastic markings), broom finished concrete, concrete unit pavers, impressed concrete or an upgraded impressed asphalt (such as Streetprint XD).



Figure G: A walkway block provides connectivity through a community to adjacent streets and open spaces.



Figure H: A signalized crosswalk for cyclists and pedestrians provides a safe crossing as part of an integrated open space trail system.

Fencing

Fencing of varying types and materials will be required throughout the community to address barrier, privacy and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements.

Locations for integrating fencing may include:

- Wood privacy fencing and/or wood acoustic fencing at residential flankage locations;
- Low decorative fencing (metal or wood) at gateway entries, and along the window street; and
- Chainlink fencing for lots adjacent to NHS and public open space features.

As per the Noise Mitigation Report prepared by Valcoustics (2025), the primary transportation noise sources with potential to impact the site are road traffic on Upper Middle Road and the internal collector roads including future Corporate Drive expansion and future Sutton Drive expansion.

The Noise Report outlines that 1.8m high sound barriers are recommended at several locations including:

- Rear yards of dwellings exposed to Corporate Drive and Sutton Drive.



Figure I: Example of chainlink fence along rear yards adjacent to a NHS.



Figure J: Example of acoustic fencing adjacent to dwellings



Figure K: Example of decorative metal fence



Figure L: Meadows Neighbourhood District conceptual fencing plan.



Figure M: A residential street with a harmonious mix of dwelling designs.

4.0 BUILT FORM

All dwellings within the Meadows Neighbourhood District shall offer a harmonious mix of architectural themes derived from either traditional or contemporary styles, and will be designed to provide visual interest along the streetscape.

Refer to the guidelines for single detached dwellings, on-street townhouses, rear-lane townhouses, and double frontage townhouses in Tertiary Plan Section 4.2.2 Low-Rise Residential Design Guidelines.

4.1 Priority Lots

Priority lots are those located prominently within the community. Their visual significance within the streetscape requires that the siting, architectural design and landscape treatment of residential built form on these lots be of an exemplary quality to serve as landmarks within the community. Prominent lot locations identified have a greater degree of visibility and, therefore, require special design consideration to ensure an attractive built form, appropriate to its location, is achieved.

The priority lot plan for the Meadows Neighbourhood District demonstrates the lot locations requiring special design considerations, including gateway dwellings, corner lot dwellings, view terminus / street elbow dwellings, open space facing dwellings, and dwellings requiring upgraded rear and side architecture.



Figure N: Meadows Neighbourhood District built form plan.

Note: conceptual demonstration plan; subject to district planning studies

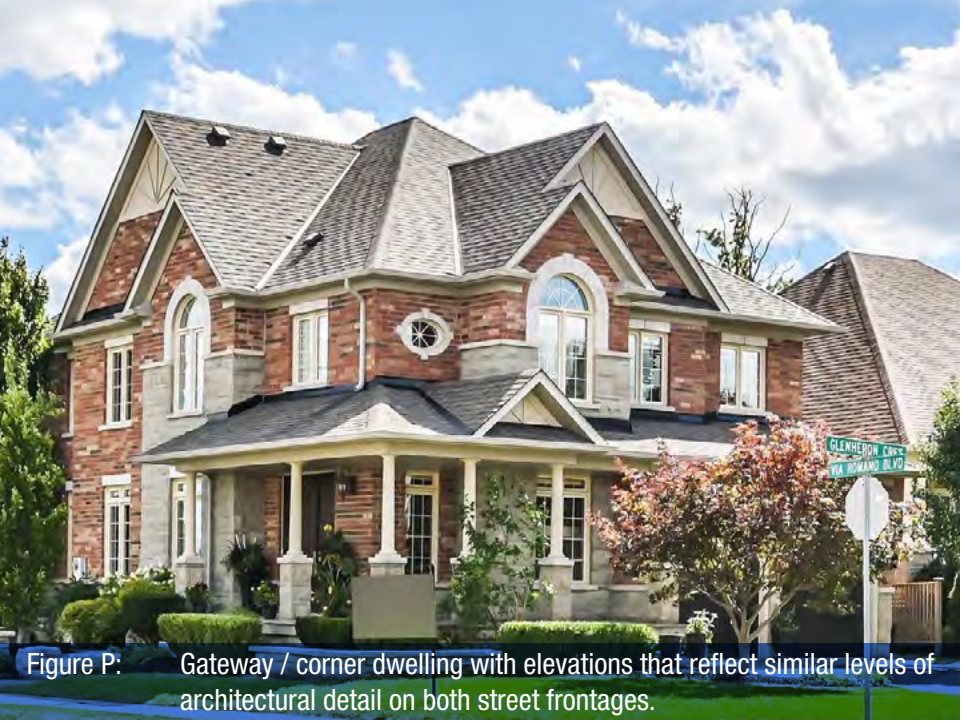


Figure P: Gateway / corner dwelling with elevations that reflect similar levels of architectural detail on both street frontages.



Figure O: Gateway dwelling that incorporates distinctive buiit form and hardscape elements at the corner.

Gateway Dwellings

Gateway dwellings are characterized by a very high-profile location that results in a significant impact on the perception of the image, character and quality of the community from the outside.

Design Guidelines:

- Where possible, incorporate greater height or massing than is typical in the adjacent streetscapes;
- Feature strong and distinctive architectural elements, such as prominent gables and/or projecting bays;
- Incorporate consistent main cladding, architectural detail and treatment on the front, flankage and rear elevations;
- Associated landscape features, both hardscape and softscape, may be integrated with built form massing to emphasize the gateway function; and
- Although designed as a corner lot with façade treatment addressing both street frontages, the main entry, garage and porch should primarily address the short (front facing) street frontage, particularly where the flankage of the dwelling faces arterial roads.

Corner Lot Dwellings

Dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character and quality of the community.

Design Guidelines:

- Dwelling designs must be appropriate for corner locations, with elevations that address both street frontages. Dwelling designs intended for internal lots will not be permitted unless the flankage elevation is upgraded to address the street.
- Both street frontages for corner lot dwellings shall reflect similar levels of architectural design and detail with respect to massing, roofline character, fenestration, materials, details, etc.
- Distinctive architectural elements, such as wraparound porches, porticos, bay windows, ample fenestration, window treatment, wall articulation, brick arrangement and colour, etc. appropriate to the architectural style of the dwelling, are encourage on the flankage side to create an interesting streetscape and emphasize the corner dwelling's landmark function.
- The main entry of the corner dwelling is preferred on the long elevation facing the flanking street. Alternatively, the shorter (front facing) side of the lot may still integrate the main entry for the dwelling. Where the dwelling design has the main entrance within the building face along the shorter side of the lot, the design of the flanking face will include wall articulation, projecting bay or other appropriate architectural feature.
- A privacy fence shall enclose the rear yard portion of the corner lot dwelling. In order to minimize the length of the fence facing the flanking street, it shall begin as close as possible to the rear corner of the dwelling.
- Rear lane garages on corner lots shall have upgraded side elevations facing the street.
- At corner gateway locations, porches and main entries shall be oriented away from the corner and associated gateway feature to ensure appropriate accessibility.
- The main entry from the flanking elevation should be connected by a paved walkway to the sidewalk.

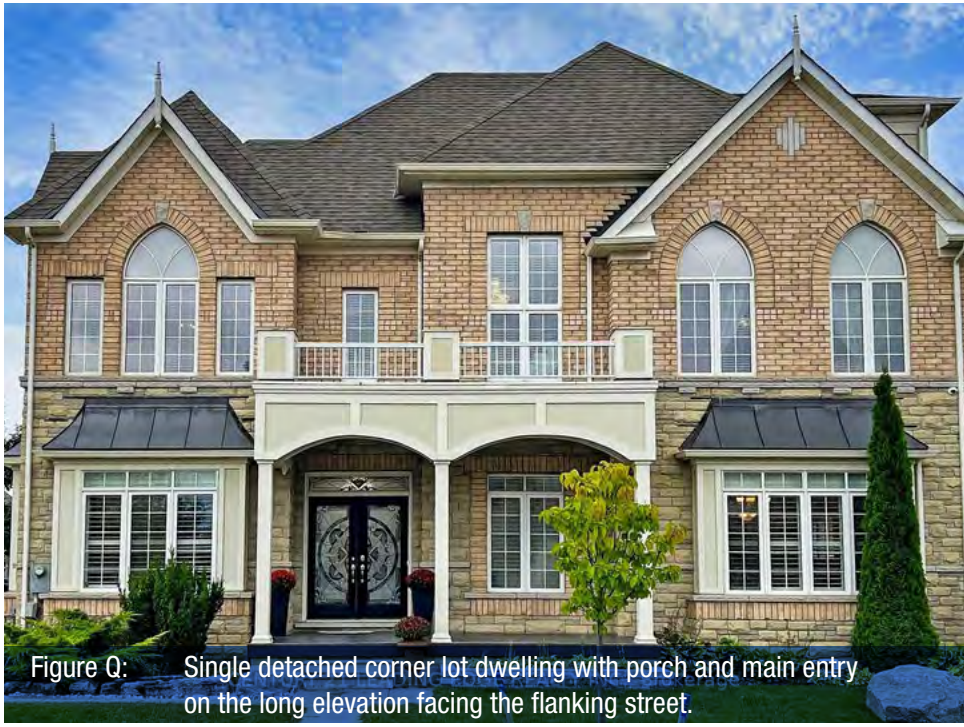


Figure Q: Single detached corner lot dwelling with porch and main entry on the long elevation facing the flanking street.



Figure S: Elbow street dwelling with A prominent architectural element.



Figure R: Elbow street dwelling with A prominent architectural element.

View Terminus / Street Elbow Dwellings

View terminus dwellings are situated at the top of T-intersections or street elbows, where one road terminates at a right angle to the other. These dwellings play an important role in defining a terminating long view corridor.

Design Guidelines:

- A prominent architectural element, massing or material arrangement should be provided to terminate the view.
- Driveways should be located to the outside of the lot, rather than in-line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.
- Dwellings on the outside bend of curved streets provide opportunities to create a grouping of dwellings that accentuate a special architectural and landscape theme.
- Where dwellings step back from each other, publicly exposed side walls should be given similar architectural detailing as the front elevation.

Dwellings Requiring Upgraded Rear and Side Architecture

Upgraded rear and side architecture is required where elevations are exposed to public view, such as lots which back or flank onto roads, parks, walkways, and public open space areas.

Design Guidelines:

- The exposed side and/or rear elevations of dwellings in these locations shall have a level of quality and detail that is more consistent with the front elevation of the dwelling.
- The level of upgrading should be consistent with the level of public exposure.

Open Space Facing Dwellings

Given the prominence of the open spaces in Phase 1, including the Neighbourhood Park and NHS, dwellings that front onto these features shall be designed in a manner that considers and complements their exposure. The following guidelines shall apply to dwellings facing open space features:

Design Guidelines:

- An enhanced built form treatment consistent with the architectural style shall be implemented, such as prominent front porches, pronounced, well-proportioned windows, a projecting bay, articulated wall treatment and other design elements that enhances the front elevation.
- The use of upgraded materials and detailing, such as stone or precast elements, dichromatic brick, quoining, etc. shall be integrated into the elevation design, consistent with the architectural style.
- As zoning and architecture permits, dwellings are encouraged to feature large porches allowing for multiple seating and deeper porches to promote 'eyes on the street', which results in an informal monitoring of the park and its activities.



Figure U: Dwellings with upgraded rear architecture exposed to an open space feature.



Figure T: Park facing dwellings with enhanced built from and upgraded materials that signify their prominence in the streetscape.

BRONTE CREEK MEADOWS



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