# ALTON WEST PLANNING AREA
## CITY OF BURLINGTON

# *URBAN DESIGN STUDY and GUIDELINES*



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# TABLE OF CONTENTS

**PART I - Alton West Urban Design Study**

1.0 Introduction 1
1.1 Alton West Urban Design Study 1
1.2 Alton West Community 2
1.2.1 Existing Land Uses / Context 2
2.0 Alton West Community Form 3
2.1 Community Vision 4

**PART II - Urban Design Objectives & Guidelines**

1.0 Introduction 5
1.1 Compliance 5
1.2 General Urban Design Objectives 6
2.0 Residential Areas 7
2.1 Variety of Housing Type 8
2.2 Garage Design 9
2.3 Architectural Design Elements 10
2.4 Priority Lots 11
2.4.1 Corner Lots 11
2.4.2 T-Lots 11
2.4.3 Lots Adjacent to Open Space 12
3.0 Business Corridor and Mixed-Use Employment Area 13
3.1 Mixed-Use Employment Area 14
3.2 Business Corridor 15 - 16
4.0 Neighbourhood Commercial Area 17 - 18
5.0 Natural Features and Open Space 19
5.1 Natural Features 20
5.2 Parkette 21 - 22
5.3 Stormwater Management Facility 23
5.4 Trails and Bikeways 24
5.5 Natural Heritage Features 24
6.0 Public Realm 25
6.1 Streetscapes 26
6.1.1 Enhanced Local and Collector Roads 27
6.1.2 Local Streets 28
6.1.3 Pedestrian Crossings 29
6.1.4 Pedestrian Walkways 30
6.1.5 Streetscape Elements 31
6.1.5.1 Fencing 31
6.1.5.2 Site Furniture 31
6.1.5.3 Community Mailboxes 31
6.1.5.4 Transit Stops 32
6.1.5.5 Utilities 32
6.2 Gateways 33 - 35
6.3 Edges and Interfaces 35
6.3.1 Dundas Street 35
6.3.2 Walker's Line 36
6.3.3 Highway No. 4.07 37
6.3.4 Street A 37 - 39
7.0 The Street Network 40 - 41
7.1 Transit System 42

**Part III - Implementation**

8.0 Implementation 43 - 45
8.1 Urban Design Evaluation Criteria Matrix 46 - 48

**Part IV - Appendices**

A-1 Alton Community Design Issues 49 - 51
A-2 Official Plan Amendment No. 3 52
A-3 May 2002 Alton Secondary Plan 53
A-4 1997 Alton Urban Design Guidelines 54 - 55
A-5 Transportation Master Plan: Highway 5 and 25 Corridors 56 - 58

ALTON WEST COMMUNITY

# URBAN DESIGN STUDY

## PART I

alton west urban design study

## 1.0 INTRODUCTION

The City of Burlington's Official Plan provides a long-range planning framework for Burlington and establishes a community vision and the development of principles, objectives and policies aimed at implementing this vision.

The purpose of the Alton West Urban Design Study and Guidelines, prepared by NAK Design Consultants with the input of the Alton West Steering Committee, is to review contextual information, to obtain public input, to formulate Urban Design Objectives and to prepare Guidelines directing the physical form and the quality of the built environment with an emphasis on the public realm. Findings of the Study have been used to develop the Urban Design Guidelines and Implementation Strategy.

The Urban Design Guidelines are intended to be read in conjunction with the City of Burlington Official Plan and the Alton Secondary Plan, as well as additional documentation required by the City.

This document contains the following sections:

| | |
|---|---|
| PART I | ALTON WEST URBAN DESIGN STUDY |
| PART II | OBJECTIVES AND GUIDELINES |
| PART III | IMPLEMENTATION |
| PART IV | APPENDICES |

## 1.1 ALTON WEST URBAN DESIGN STUDY

This study was initiated by the City of Burlington to guide the urban form of development of the Alton West Community. The study addresses principles, objectives and policies of the Official Plan and Alton Secondary Plan.

The Alton West Urban Design Study involved a two stage program:

**STAGE I** involved the following:

1. Review of contextual information.

2. Summary of the findings from a review and assessment of the following:
   - Alton Community Design Issues
   - Official Plan Amendment No. 3
   - Alton Secondary Plan, May 2002
   - Alton Urban Design Guidelines, 1997
   - A Preliminary Concept Plan prepared by Embee Properties
   - Transportation Master Plan: Highway 5 and 25 Corridors

3. Review of Alton-specific design issues and determination of areas of design focus.

4. Preparation of Urban Design Objectives for the Alton West Community.

**STAGE II** involves the following:

1. Public Consultation Process

2. Preparation of Urban Design Guidelines directing the physical form and the quality of the built environment with an emphasis on the public realm,

3. Development of an Implementation Strategy to ensure the City of Burlington's design vision is achieved.

## 1.2 ALTON WEST COMMUNITY

The Alton Community is located in the City of Burlington north of Dundas Street, south of Highway No. 407, in the vicinity of Walker's Line and Appleby Line, as illustrated by the black hatch pattern in Figure 1.2.

The Alton West Community forms a part of the Alton Community and is defined by Walker's Line to the east, Dundas Street to the south, Highway No. 407 to the north and the western limit of Street A to the west. This area is indicated in red in Figure 1.2.

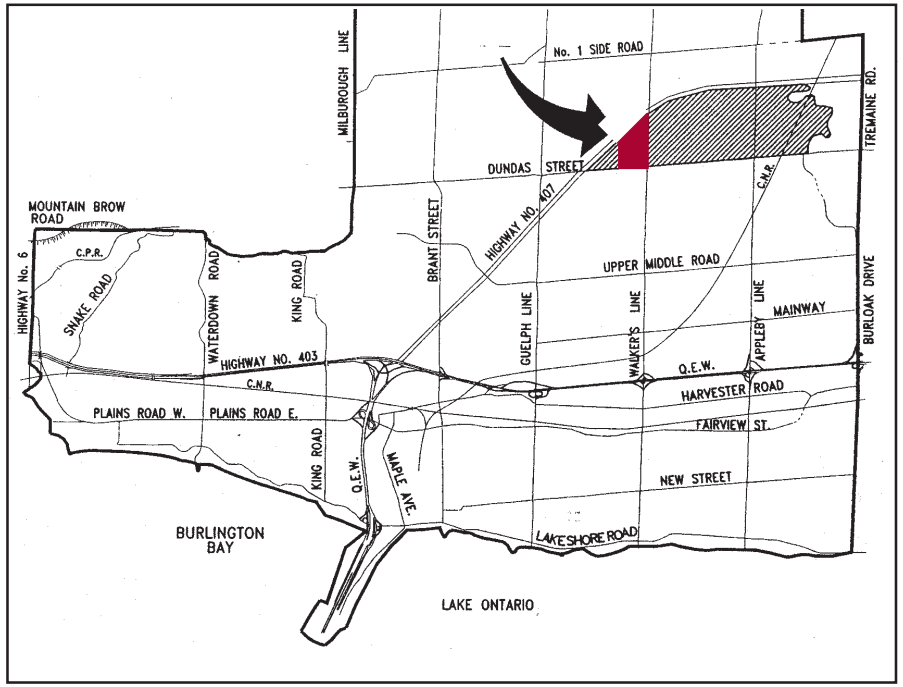



*Figure 1.2 - Location map*

### 1.2.1 EXISTING LAND USES / CONTEXT

Agricultural activities are the predominant land use in Alton at this time. A pocket of industrial operations is located along the Canadian National Railway (CNR) line in the eastern portion of the community. The Bronte Creek Valley along the eastern edge of the community is an ecologically significant area. Few natural areas are found in the community with the Shoreacres, Appleby and Sheldon Creek corridors being the primary natural resources.



*Figure 1.2.1A - Existing site looking north*



*Figure 1.2.1B - Walker's Line looking north*

## 2.0 ALTON WEST COMMUNITY FORM

The Alton Community Secondary Plan was developed in support of key planning objectives within the City of Burlington's Official Plan. The west planning area of the Alton Community Secondary Plan describes the following:

• Low and Medium Density Residential areas with low density areas located towards the centre of the community and the higher density residential areas along arterial Walker's Line.

• A Neighbourhood Commercial Area at the intersection of Dundas Street and Walker's Line.

• Business Corridors located along the Highway No. 407 edge and at the intersection of Dundas Street and Street 'A' encouraging a greater live-work relationship.

• A Mix Use Employment Area at the intersection of Walker's Line and Street 'A'.

• A SWM located at the southern portion of the plan, along Dundas Street.

• A Natural Feature (Creek) located between the Business Corridor at Dundas Street and Street 'A' and the residential area.

The Street Network promotes connectivity of the various areas of the Secondary Plan.

• A Major Arterial Road, Dundas Street and an Arterial Road, Walker's Line provide primary access to the community.

• An Employment Collector Road - Street 'A' will connect and provide acces to employment areas in the West and Central Planning Areas of the Alton Community along the 407.

• A Residential Collector Road - Street 'G', connected to Walker's Lines, midway between Dundas Street and Street A, will provide primary access to the residential neighbourhoods.

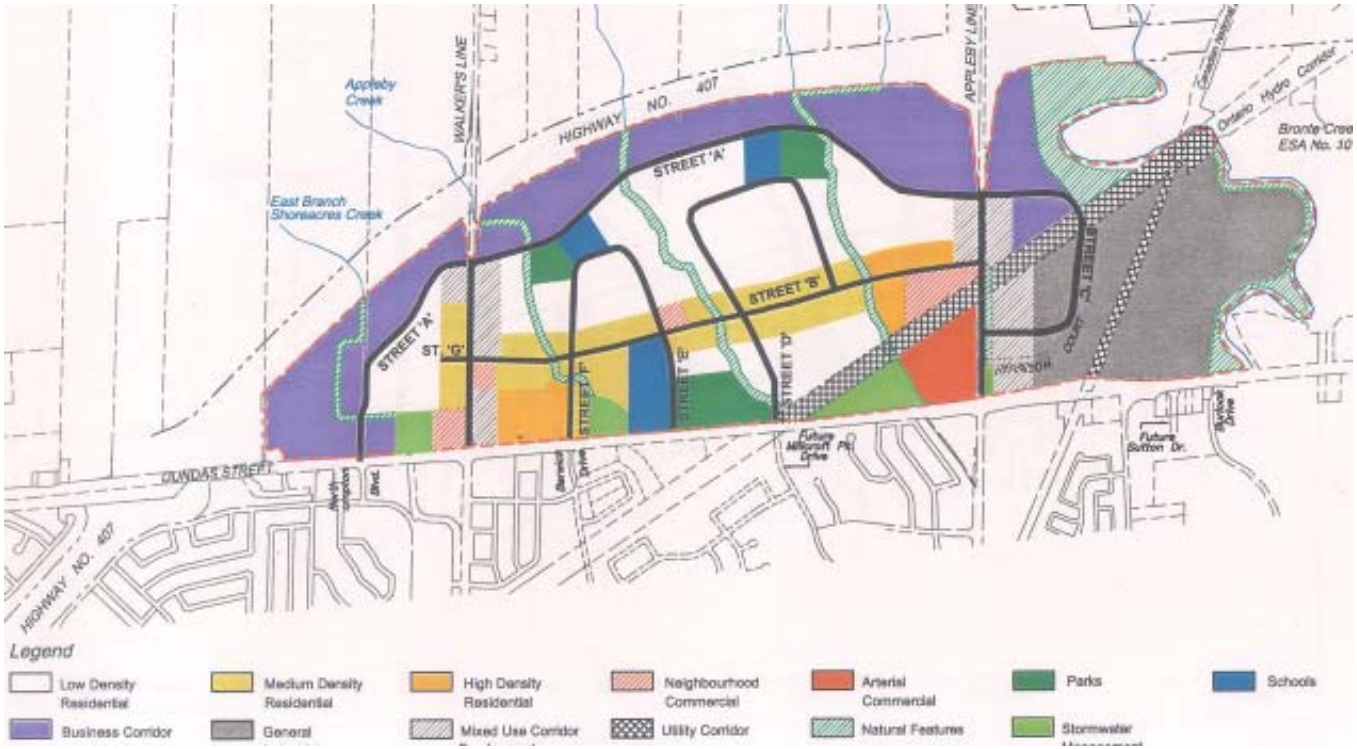



*Figure 2.0 - Alton West Community Form*

## 2.1 COMMUNITY VISION

The Alton West Community is intended to be a mixed-use, transit supportive community with about half its lands designated for employment areas of high quality - Business Corridor and Mixed-Use Corridor Employment, and the remainder for low and medium density residential, a parkette, a Storm Water Management Facility and a Neighbourhood Commercial block. The mixed-use nature of the community, with its significant employment component, is intended to promote strong live-work opportunities for Alton.

The Alton West Community is envisioned as a visually attractive and pedestrian friendly community where the sense of identity and place are conveyed through the design of its open space, public realm components and residential housing forms and where neighbourhood structure is reinforced by the organization of streets, blocks and community focal points.









ALTON WEST COMMUNITY

# URBAN DESIGN STUDY

## PART II

## urban design objectives & guidelines

## 1.0 INTRODUCTION

The Objectives and ensuing guidelines contained in the following sections are based on the findings of the Alton Design Study, Alton Secondary Plan and Official Plan. The guidelines are intended to assist developers, builders, consultants and the City of Burlington in their collective efforts to create the desired urban form.

The following components of the Alton West Community will be discussed:

**PART I I - DESIGN OBJECTIVES & GUIDELINES**



**1.0 - INTRODUCTION**

**2.0 - RESIDENTIAL AREAS**

**3.0 - EMPLOYMENT AREAS**

**4.0 - COMMERCIAL AREAS**

**5.0 - NATURAL FEATURES & OPEN SPACE**

**6.0 - PUBLIC REALM**

**7.0 - STREET NETWORK**

## 1.1 COMPLIANCE

Within this report, three terms are intended to have the following meanings with respect to compliance. They are:

- **May, Encourage** — recommend, desirable to comply with this statement
- **Should** — requires a convincing reason in order not to comply
- **Must, Shall** — mandatory, compliance required

These Guidelines should be followed throughout the design, marketing and building process by all parties involved. It is recognized that the Guidelines are not prescriptive but are intended to set out preferred approaches to development aimed at achieving an ideal end state which the City, other agencies and the private sector will strive to attain, recognizing that not all elements will be achieved for reasons such as cost, functional considerations and overriding legislation. Additionally, the provisions set out in all official City of Burlington documents shall apply. For example, the following should be read in conjunction or referenced with this document:

- City of Burlington Official Plan
- Official Plan Amendment No. 3 (OPA 3), incorporating both the Alton Community Secondary Plan and Embee Properties Limited Minutes of Settlement, June 25, 2002
- City of Burlington Zoning By-Law
- Region of Halton Highway 5 and 25 Master Transportation Study, Appendix D - Land Use Policy Directions and Design Guidelines

## 1.2 GENERAL URBAN DESIGN OBJECTIVES

Design Objectives for Alton West Planning Area are based on the findings of the Alton Design Study, Alton Secondary Plan and Official Plan.

These objectives are:

To Create an **Attractive and Livable** community by:

- developing well defined neighbourhoods,
- creating comfortable, pedestrian-scaled streets and public spaces,
- designing interfaces between compatible as well as differing land uses that are visually attractive and minimize any negative impact on residential areas and the streetscape,
- integrating and enhancing natural features as components of the open space system wherever possible, and
- providing access to open space amenities.

To Develop a **Sustainable Community** based on:

- an ecosystem approach to planning and design,
- the importance of maintaining and enhancing the City's natural features and resources such as Lake Ontario and Burlington Bay, the Escarpment, woodlots, creek valleys, wetlands, the Royal Botanical Gardens, public and private open spaces, and agricultural lands.

To Promote **Community Identity** and the vision of Burlington as a "people place" by:

- providing attractive built form and neighbourhoods,
- developing a unique and identifiable image for the community,
- enhancing the abundance of green space within the community.



*Figure 1.2A - Incorporate natural features into community*



*Figure 1.2B - Well defined neighbourhood*

## 2.0 RESIDENTIAL AREAS

The relationship of Residential Areas to adjacent uses and to the street (Public Realm) are important as it directly impacts the visual quality of the streetscape. Design objectives for Residential Areas are primarily aimed at minimizing any negative impact from adjacent land uses and ensuring that the built form of houses are sited and designed to provide an attractive edge to the street. In this regard, design objectives for Low Density and Medium Density residential areas are the same.

**OBJECTIVES:**

1. To ensure the siting of built form is close to the street edge to define the public realm.

2. To ensure the siting of built form responds to adjacent land uses in a complementary manner.

3. To design built form that creates a consistent and attractive edge to the street.

4. To design interfaces between residential areas and adjacent land uses which are visually attractive.

5. To design block patterns conducive to pedestrian movement.

6. To minimize the visual impact of garages on the streetscape.

7. To encourage variety and alternatives in the design of built form.



*Figure 2.0A - Semi-detached housing*



*Figure 2.0B - Garages do not visually dominate the street*



*Figure 2.0C - Primary facades define the street zone*

**GUIDELINES:**

1. Houses should be sited close to the street line to reinforce the street zone and provide visual boundaries to public area.

2. Along Enhanced Local and Collector Roads, (section 6.1.1), houses should be designed with their primary facade and entrance oriented toward the street.

3. Houses should be designed with outdoor amenity areas, such as porches and patios, located along the street side to promote 'eyes on the street'.

4. Ensure smooth transitions between housing lot types within streetscapes by considering building elements such as building height and setbacks.

5. The location of utility boxes should be co-ordinated with entrances and porches along the front and side yards to minimize confict.

6. For lots which flank or back onto Employment or Commercial Areas, solid screen or acoustic fencing (if required by noise study) shall be provided along the lot line.

7. For lots which flank an Arterial Road, solid screen or acoustic fencing (if required by noise study) shall be provided along the side lot line, for the privacy area, accompanied by landscaping consisting of a combination of deciduous and coniferous plants. The architecture of the house should be consistent with that of corner lots.

8. For lots which back onto an Arterial Road, solid screen or acoustic fencing shall be provided along the rear lot line accompanied by landscaping consisting of a combination of deciduous and coniferous plants.

9. For on-street townhouses that locate the main floor substantially above grade, exterior stairs to the main entrance should be limited.

10. The number of townhouse units per block should not exceed 8 (eight).

The site planning and built form within Residential Areas is a critical element of Streetscape Design. The key elements for Residential Areas are:

- Variety of housing type
- Garage design
- Architectural design elements
- Priority Lots

## 2.1 VARIETY OF HOUSING TYPE

**GUIDELINES:**

1. A variety of housing types and densities should be incorporated within the community.

2. Alternatives for facade treatment should be provided to ensure that buildings of the same elevation do not predominate in any one block. This would include alternatives for built form massing, roof lines and architecture.

3. Innovative housing forms and housing types should be considered in the design of key areas that set the tone for the image of the community. Such locations include those which are highly visible such as along Street A and Street G and those which are adjacent to differing land uses such commercial or employment areas.

4. Elevations of houses should not be the same either side by side or across the street from one another.

## 2.2 GARAGE DESIGN

**GUIDELINES:**

1. Garage widths shall be balanced within the proportions of the house and lots width. The width of the garage should not exceed 50% of the total front face of the house.

2. For garages attached to houses, their massing should be integrated with the house, within the mass of the house unit.

3. Garages located at the front wall of the house should be recessed from that front face.

4. Garages that are attached but not within the mass of the house shall have roofscape forms that create smooth transitions with the house architecture.

5. For garages that are attached to houses, the massing of the house is encouraged to be built over the garage.

6. Driveways should not be wider than the width of the garage opening.

7. Garages should have a minimum 6.0m setback from the garage face to the property line.



*Figure 2.2A - Garage design with build-over*



*Figure 2.2B - Single-car garage on small lot*



*Figure 2.2C - Garage setback*

## 2.3 ARCHITECTURAL DESIGN ELEMENTS

**GUIDELINES:**

1. Designs of house models should incorporate alternatives in house elevations including;

   • Entrance architecture (Porticoes, porches)
   • Stairs
   • Windows (Bay window, boxed-out windows)
   • Balconies
   • Roof lines

2. A variety of projecting elements should be encouraged to avoid flat blank walls.



*Figure 2.3A - Wrap-around porch*



*Figure 2.3B - Rounded corner facade*



*Figure 2.3C - Varied roof design*



*Figure 2.3D - Bay Window*

## 2.4 PRIORITY LOTS

Priority Lots are those lots which occur in visually prominent locations within the community and within the streetscape. These lots include Corner Lots, T-Lots and Lots adjacent to open space. The houses on these lots demand special attention and should receive a higher level of design articulation.

### 2.4.1 CORNER LOTS

**GUIDELINES:**

1. Main entrances should be sited along the long elevation facing the flanking street.

2. Both front and side elevations of corner lot houses should be of equal quality in terms of their architectural components, number and proportions of openings, materials and attention to detail.

3. A number of architectural features should be incorporated to differentiate the corner lot from internal lots and provide emphasis to the corner of the structure. These features include: turrets, corner bay windows, boxed-out windows on the front and side elevations, entrance porticoes and wrap-around porches.

4. Wrap-around porches should be co-ordinated with the location of utility boxes to eliminate conflict.

5. Decorative sideyard fencing should be incorporated along the side lot line of corner lots, in conjunction with ornamental and screen planting.

### 2.4.2 T - LOTS

**GUIDELINES:**

1. These lots occur at the terminus of T-intersections.

2. The houses on these lots should be designed to provide a visually attractive terminus from the intersecting street.

3. The front face of the house and not the garages should be located at the visual terminus of the street. This includes the main entrance, porch, projecting windows.

4. Where lotting division allows, the driveway and garages of houses should be located to the periphery of the axial view corridor. Landscaping should be incorporated to mitigate the visual impact of vehicular headlights to the internal living spaces.



*Figure 2.4.1 - Priority Lot - Corner Location*

### 2.4.3 LOTS ADJACENT TO OPEN SPACE

**GUIDELINES:**

1. Lots adjacent to Open Space should be treated in a similar fashion to Corner lots.

2. Garages should be located on the side of the house away from the open space.

3. Both the front and side elevations facing the open space of the houses on these lots should be of equal quality in terms of their architectural components, number and proportions of openings, materials and attention to detail.

4. A number of architectural features should be incorporated to provide emphasis to the corner of the structure and promote their 'Gateway' location to the open space. These features include: turrets, corner bay windows, boxed-out windows on the front and side elevations, entrance porticoes and wrap-around porches.

5. Decorative screen fencing should be incorporated along the side lot line adjacent to the open space, in conjunction with ornamental and screen planting. The extent of the fencing should be from the rear lot line to the rear face of the house.

6. Along the side lot line within the open space, from the rear face of the house to the front face of the house, screen planting should be installed and include a combination of coniferous and deciduous trees and shrubs.

7. For lots which back onto open space, houses should receive special design attention. The treatment of these rear facades should be upgraded to include covered entrances, projecting windows, and decorative window sills and cornices, to name a few. The intention is to provide a visually attractive facade facing the open space.

8. The housing surrounding a park should be sited to face the open space and form its visual boundaries.

9. To promote housing forms that 'look out' onto the open space, the use of upper floor balconies, french windows and deck terraces should be incorporated.



*Figure 2.4.3A - Wrap-around porch adjacent to open space*

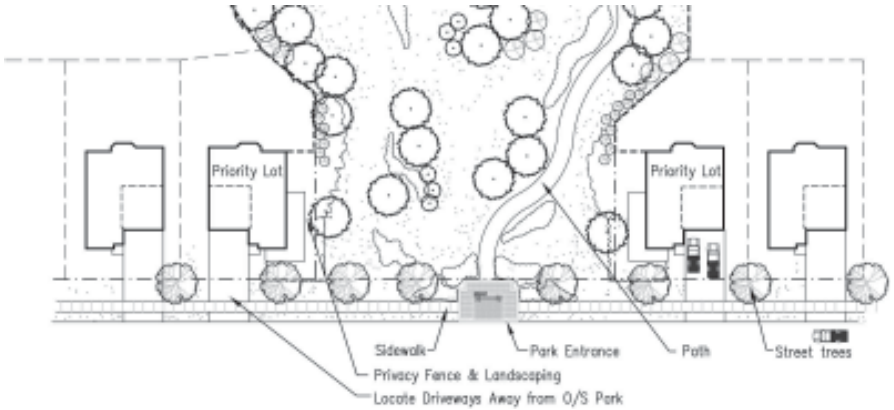



*Figure 2.4.3B - Priority Lot - adjacent open space - typical plan*

## 3.0 BUSINESS CORRIDOR AND MIXED-USE EMPLOYMENT AREAS

Design objectives for the Business Corridor and Mixed-Use Employment Areas are primarily aimed at minimizing their negative impact on adjacent residential land uses and the streetscape. The various components of these areas should be designed and configured to provide an attractive edge to the street.

**OBJECTIVES:**

1. To design site plans which balance the functional needs of these areas with their role in defining the streetscape.

2. To minimize the presence of parking areas along the street edge.

3. To design built form that creates a consistent and attractive edge to the abutting roadways.

4. To design attractive interfaces with adjacent land uses.

5. To ensure vehicular and pedestrian access and connections are designed in a safe and efficient manner.

6. To design the intersections of Street 'A' with Walker's Line and Dundas Street as 'Gateway' locations.



*Figure 3.0A - Mix Use Area*



*Figure 3.0B - Business Corridor 'Image'*



*Figure 3.0C - Business Corridor interface to street*

## 3.1 MIXED-USE EMPLOYMENT AREA

A Mixed-Use Employment Area shall be located at the corner of Walker's Line and Street 'A' in accordance with the Official Plan and Secondary Plan.

**GUIDELINES:**

1. Some buildings should be sited close to the street and to the intersection to reinforce the streetscape and the 'Gateway' nature of this location.

2. Entrances to the site should be designed for safety and efficiency.

3. Parking areas should not visually dominate the street frontage.

4. Parking areas along street frontages should be visually screened with landscape buffers which may include a combination of berms, planting, decorative fencing, planters and architectural structures such as columns and piers.

5. Loading, garbage and storage areas should not be visible from the street or from adjacent Residential Areas.

6. Along the rear or side lot line adjacent to Residential Areas, solid screen or acoustic style fencing shall be provided and accompanied by landscaping consisting of a combination of deciduous and coniferous plants.

7. Scale, massing and design of buildings should be coordinated with the design of the streetscape and promote a pedestrian-scaled environment.

8. Facades which are visible from the street should receive a greater degree of design detail and include building elements consistent with or complementary to the predominant architectural style of the community.

9. Major entrances, windows and building projections should be designed to promote an image of quality and consistency and enhance the comfort and safety of the pedestrian between the public and private realm.

10. Canopies and signage should be pedestrian scaled.

11. The impact to adjacent land uses should be minimized through site planning.



*Figure 3.1 - Mixed Use*

## 3.2 BUSINESS CORRIDOR

Business Corridors are located along the Highway No. 407 edge and at the corner of Dundas Street and Street 'A' in accordance with the Official Plan and Secondary Plan. Uses within these areas may include prestige-type employment activity, related services and commercial uses as per the Official Plan.

**GUIDELINES:**

1. Buildings should be located along Street A to reinforce the street edge, and at the intersection of Street A with Walker's Line to reinforce its function as a 'Gateway'.

2. Entrances to the sites should be designed for safety and efficiency.

3. Parking areas should not visually dominate the abutting street frontage (i.e. Dundas Street, Walker's Line and Street 'A') or along the Highway 407 frontage. Its impact on adjacent land uses should be minimized as much as possible through their configuration, the use of landscape buffers and grading.

4. Loading, service, garbage and storage areas should be located away from abutting streets, Highway 407 and Residential Areas. Their impact on adjacent land uses should be minimized as much as possible through their configuration, the use of landscaping and grading. Sideyards should be considered as a priority location for the location of these items.

5. Landscape buffers may consist of a combination of berms, planting, screen fencing, planters, columns and piers as necessary to provide visual screening and be consistent with other community design elements.

6. Building setbacks along Street 'A' should be combined with a 6.0m wide continuous landscaped buffer to enhance the streetscape.

7. The scale, massing and design of buildings along Street 'A' should be be based on pedestrian scaled elements and details.



*Figure 3.2A - Employment Area Interface with street*

8. Canopies and signage should be pedestrian scaled along Dundas Street and Street A.

9. Attractive facades should be provided along the Dundas Street and Street 'A' edges. These facades should be developed with a higher degree of detailed elements and may include building elements consistent with or complementary to the predominant architectural style of the community.

10. Major entrances, windows and building projections should be designed to promote an image of quality and consistency and enhance the comfort and safety of the pedestrian between the public and private realm.

13. Buildings should be located to be visible from Highway 407 wherever possible.

14. The scale, massing and design of buildings along the Highway 407 frontage should be based on simple bold massing appropriate to the perception of the community from the high speed roadway.

15. Buidlings along Highway 407 should be designed with attractive facades. Architectural elements, details and signage should be scaled to be viewed from the high speed roadway. Accordingly, the landscape buffer should be scaled in proportion to the buildings, and include a simple palette of bold plant material arranged in large groupings.

16. Along the Highway 407 edge, building setbacks should be combined with a landscape buffer to screen loading, parking and storage areas.

17. Signage along Highway 407 should also be bold and simple; to be viewed from the high speed roadway.



*Figure 3.2B - Existing berm along Highway 407 lands - viewed from the south*



*Figure 3.2C - Built form along highway frontage*

## 4.0 NEIGHBOURHOOD COMMERCIAL AREA

A Neighbourhood Commercial Area shall be located at Dundas Street and Walker's Line in accordance with the Official Plan and Secondary Plan. Design objectives for the Neighbourhood Commercial Area are primarily aimed at minimizing their negative impact on adjacent residential land uses and the streetscape. The various components of these areas should be designed and configured to provide an attractive edge to the street.

### OBJECTIVES:

1. To design site plans which balance the functional needs of these areas with their role in defining the streetscape.

2. To minimize the presence of parking areas along the street edge.

3. To design built form that creates a consistent and attractive edge to the street.

4. To design attractive interfaces with adjacent land uses.

5. To ensure vehicular and pedestrian access and connections are designed in a safe and efficient manner.

6. To develop a design for the site which incorporates a 'Regional Gateway' element (for guidelines refer to section 6.2 - Gateways).

### GUIDELINES:

1. Some buildings should be sited close to the street and to the intersection to reinforce the streetscape and the 'Gateway' nature of the Dundas Street and Walker's Line corner.

2. Entrances to the site should be designed for safety and efficiency.

3. Parking areas shall not visually dominate the street frontage along either Dundas Street or Walker's Line. Their impact on adjacent land uses should be minimized as much as possible through their configuration, the use of landscape buffers and grading.

4. Loading, service, garbage and storage areas should be located away from the street. Their impact on adjacent land uses should be minimized as much as possible through their configuration, the use of landscaping and grading.

5. Landscape buffers may consist of a combination of berms, planting, screen fencing and low decorative fencing as necessary to provide visual screening. The design of any fencing, low walls and piers should be consistent in style and materials with the architecture of the commercial buildings and may incorporate community design elements and motifs.



*Figure 4.0A - Commercial Area - Built Form*



*Figure 4.0B - Commercial Area - Building component located at corner*



*Figure 4.0C - Landscape buffer along abutting street*

6. A small urban square may be incorporated into the design of the Neighbourhood Commercial Area.

7. Attractive facades should be provided along the abutting streets. These facades should be developed with a high degree of detailed elements and may include building elements consistent with or complementary to the predominant architectural style of the community.

8. Along the lot line adjacent to Residential Areas, solid screen or acoustic fencing (if required by noise study) shall be provided and accompanied by landscaping consisting of a combination of deciduous and coniferous plants.

9. Along the lot line adjacent to Open Space Areas, black vinyl chainlink fence shall be provided and accompanied by a combination of deciduous and coniferous planting, covering 100% of its extent.

10. Any negative visual impact on adjacent land uses should be minimized through site planning.

11. Along the street edge, building setbacks should be combined with a landscape buffer to enhance the streetscape.

12. The scale, massing and design of buildings along the street should be be based on pedestrian scaled elements and details.

13. Major entrances, windows and building projections should be designed to promote an image of quality and consistency and enhance the comfort and safety of the pedestrian between the public and private realm.

14. Canopies and signage should be pedestrian scaled.

15. The design of ground floor space should allow for changes in use and occupancy over time.




*Figure 4.0D - Built form*

## 5.0 NATURAL FEATURES AND OPEN SPACE

Design objectives for Natural Features and Open Space are primarily aimed at ensuring their focal presence within the community and streetscape, their connections to residential areas and their interface with adjacent land uses. Their design should be aimed at enhancing the visual appeal and character of the community.

**OBJECTIVES**:

1. To integrate and enhance natural features such as Shoreacres Creek within the community.

2. To promote accessibility and visual connections to natural features and open space.

3. To enhance the bio-diversity of the community.

4. To develop parks as community focal points, accommodating passive and active recreation, providing central common green space and social gathering places.

5. To design attractive edges along the streetscape.

6. To contribute to the overall ‘greeness’ of the community.

7. To promote the image and identity of the community.

8. To develop Stormwater Management Facilities as passive open space amenities and focal points within the community.

9. To design Stormwater Management Facilities based on sustainability and bio-diversity.

10. To provide a safe and convenient Pedestrian/Bicycle Trail system which promotes the overall connectivity of the community and its open space system.



*Figure 5.0A - Naturalized channel*



*Figure 5.0B - Park feature*



*Figure 5.0C - Stormwater Management Facility*

## 5.1 NATURAL FEATURES

Shoreacres Creek shall be channelized and integrated within the plan as a component of the Open Space System.

**GUIDELINES:**

1. Views to the Channel from adjacent land uses and from the street should be promoted.

2. Along the lot line adjacent to Residential Areas, 1.8m ht. black vinyl chainlink fencing shall be provided in conjunction with landscaping consisting of a combination of deciduous and coniferous plants.

3. Along the lot line adjacent to Employment Areas 1.8m ht. black vinyl chainlink fencing shall be provided.

4. Screen planting should include a combination of coniferous and deciduous trees and shrubs.

5. Along the street R.O.W. planting and other landscape features may be incorporated to enhance the streetscape.



*Figure 5.1A - Naturalized planting schemes*

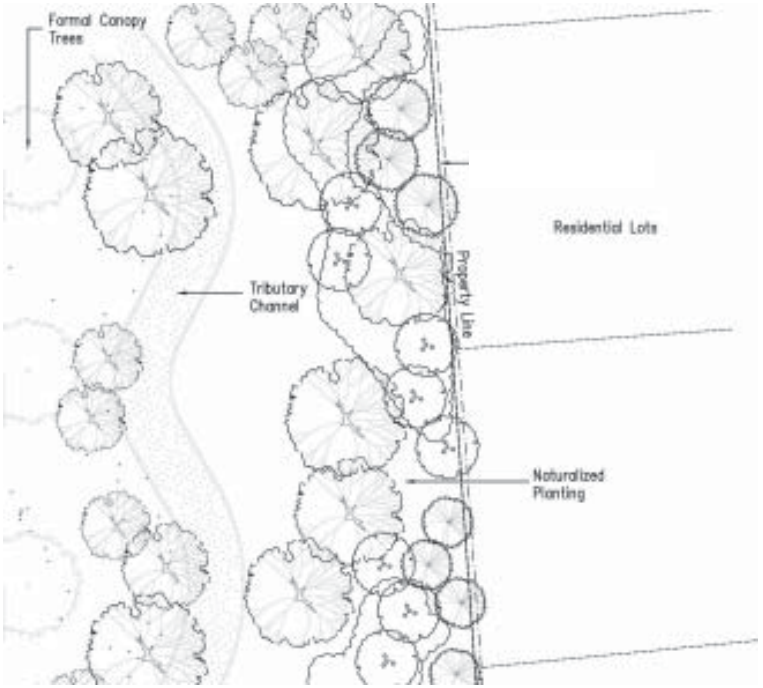



*Figure 5.1B - Naturalized channel - typical plan*

## 5.2 PARKETTE

The Parkette should be designed as a central common green space within the neighbourhood and key social gathering space for residents.

**GUIDELINES:**

1. The street pattern should ensure that the Parkette has street frontage on at least two sides.

2. Residential lots surrounding the Parkette should front onto the public space.

3. Views to the Parkette should be maintained along designated 'Enhanced Local and Collector Roads'.



*Figure 5.2 A - Parkette design*

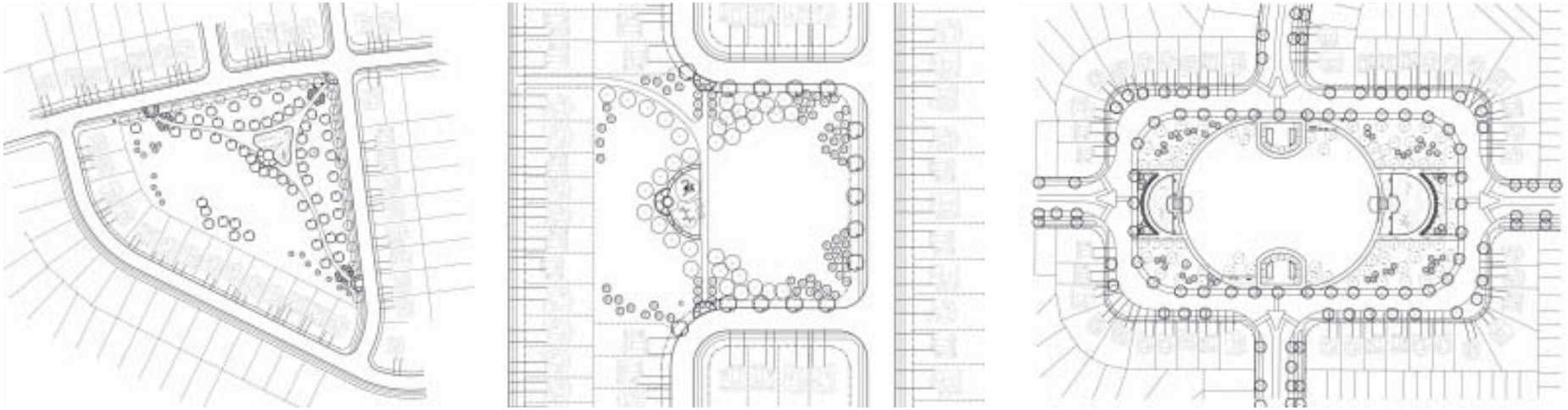


*Figure 5.2 B - Parkettes - typical plans*

4. A pedestrian walkway should be provided within the Parkette as an extension of the pedestrian trail system and to further the connectivity of the Open Space System.

5. Entrances to the Parkette should be located along the street R.O.W. and may comprise a combination of decorative paving, planting, signage and site furniture.

6. Parkettes should incorporate some type of focal element such as pergolas, gazebos, fountains or sculpture. These features should be located to terminate views into the space.

7. Recreational facilities within Parkettes shall be included based on the City's program.

8. Parkette furniture should be provided in gathering areas.

9. Lighting should be provided to promote safety and highlight focal elements.

10. Parkette components shall be co-ordinated with other Open Space and Streetscape components to form a consistent palette of styles, colours and materials characteristic of the community.

11. Along the lot line adjacent to Residential Areas, black vinyl chainlink fencing shall be provided in conjunction with landscaping consisting of a combination of deciduous and coniferous plants.

12. Along the street frontage planting and other landscape features may be incorporated to enhance the streetscape. The design of any features should be consistent with other elements of the Streetscape.



*Figure 5.2 C - Park feature*



*Figure 5.2 D - Adjacent housing*



*Figure 5.2 E - Walkway*

## 5.3 STORMWATER MANAGEMENT FACILITY

Stormwater Management Facilities (SWM) should be designed as components of Open Space Systems.

**GUIDELINES:**

1. The street pattern should ensure that SWMs have street frontage on at least one side.

2. Views to the SWM should be maintained along designated 'Enhanced Local and Collector Roads' and the Arterial Road.

3. A pedestrian walkway may be provided within the SWM as an extension of the pedestrian trail system and to further the connectivity of the Open Space System.

4. Entrances to the SWM should be located along the street R.O.W. and may comprise a combination of decorative paving, planting, signage and site furniture.

5. Along the street R.O.W. pedestrian nodes may be provided as gathering, resting and viewing areas. These 'Look-outs' may be comprised of a combination of decorative paving, planters, piers, fencing, signage, furniture and other landscape features which enhance the streetscape.

6. Along the lot line adjacent to Residential Areas black vinyl chainlink fencing shall be provided in conjunction with landscaping consisting of a combination of deciduous and coniferous plants.

7. Along the lot line adjacent to the Business Corridor and Neighbourhood Commercial Area black vinyl chainlink fencing shall be provided in conjuntion with landscaping consisting of a combination deciduous and coniferous plants.



*Figure 5.3 A - Pond look-out / seating area*



*Figure 5.3 B - Stormwater management pond*



*Figure 5.3 C - Trails*

## 5.4 TRAILS AND BIKEWAYS

An interconnected Pedestrian/Bicycle Trail System shall be provided throughout the community. The extent and layout of the Trail System shall be determined by the City of Burlington's Trails and Bikeways Master Plan.

**GUIDELINES:**

1. The Pedestrian/Bicycle Trail should be located within Open Space components wherever possible.

2. On-road routes should be within a designated curbside Bicycle Lane.

3. Trail entrances and resting points should be provided at appropriate locations along the Trail System and may be combined with Park and SWM entrances.

4. Where the Trail intersects the street, Pedestrian Crossings should be provided.

5. Signage should be located at appropriate points along the Trail System.

## 5.5 NATURAL HERITAGE FEATURES

One of the City's design objectives is to address views and vistas associated with Natural Heritage Features. The Niagara Escarpment has been identified as a Natural Heritage Feature associated with the Alton Community.

**GUIDELINES:**

1. The Street Network should be designed to allow views to the Niagara Escarpment, wherever possible.

2. Existing creeks and creek tributaries should be incorporated into the plan as part of the open space system wherever possible and subject to the applicable watershed master plan.



*Figure 5.4A - Pedestrian link to trail*



*Figure 5.4B - Pedestrian / Bicycle trail within open space*




*Figure 5.4C - Signage*

## 6.0 PUBLIC REALM

The Public Realm is defined as the Boulevard within the Right-of-Way (R.O.W.) from street line to road curb face. In terms of Urban Design the Public Realm is synonymous with Streetscape Design - the design of the Built Form in Private Areas (Adjacent Land Uses) in conjunction with the design of Street Components in Public Areas (Right-of-Way).

Public Realm components include:

- Streetscapes
- Gateways
- Edges and Interfaces

**OBJECTIVES:**

1. To enhance the visual appeal of the community by creating attractive, consistent and recognizable streetscapes.

2. To mitigate any negative impact associated with land uses adjacent to the street.

3. To provide safe, comfortable and attractive avenues of movement and areas for informal social interaction.

4. To reinforce the structure of the community and street functional heirarchy.

5. To allow for variety within the overall visual quality of the community.

6. To develop an identifiable community image and character.

7. To provide landmarks within the community.

8. To identify and guide the design of 'Priority Lots' (located in visually prominent location within the community) as important components of the streetscape.

9. To design street sections which promote an intimate, pedestrian-scaled street environment.



*Figure 6.0A - Landscape transition from private to public*



*Figure 6.0B - Entrance feature*



*Figure 6.0C - Residential lot at T-intersection*

## 6.1 STREETSCAPES

In general, Streetscapes within the community should be designed to support and reinforce the functional heirarchy of the Transportation Network.

**GUIDELINES:**

1. Built form should be sited close to the street with their primary facade oriented to the street to reinforce the street edge and to promote a pedestrian-scaled environment.

2. Deciduous trees should be planted within the R.O.W. to form a continuous canopy along the street. Different types of trees should be selected to provide variety within the community, to differentiate the street network and to highlight key areas. Native tree species should be a priority in the selection of street trees.

3. Decorative light standards are encouraged.

4. Utility boxes should be co-ordinated and sited to minimized their visual impact on the Streetscape. Planting should be used to provide screening, from adjacent land uses, wherever possible.

5. Streetscape components such as lighting, street signs, benches, trash receptacles, should be co-ordinated and consistent with the theming of the community.



*Figure 6.1A - Collector Street with landscaped median at Gateway*



*Figure 6.1B - Streetscape components*



*Figure 6.1C - Decorative light*

### 6.1.1 ENHANCED LOCAL AND COLLECTOR ROADS

Within the community certain streets serve the important function of connecting community focal points or Open Space. These streets, which may be collectors or local streets, should receive a relatively higher degree of design.

**GUIDELINES:**

1. The street pattern should ensure that lots front onto Enhanced Local and Collector Roads, where practicable.

2. Houses should be sited close to the street with their primary facade oriented to the street to reinforce the street edge and to promote a pedestrian-scaled environment.

3. Deciduous canopy trees should be planted within the boulevard to form a continuous canopy along the street. Street trees may be planted with smaller tree spacings to reinforce the importance of these streets.

4. Pedestrian sidewalks should be provided on both sides of Enhanced Local and Collector Roads.

5. The locations of street trees planted within the R.O.W. adjacent to Open Space should be co-ordinated with the trees within the open space to form a combined double row of trees.

6. Decorative light standards are encouraged along Enhanced Local and Collector Roads.

7. Decorative sidewalk and roadway paving may be incorporated at key locations such as Gateways, pedestrian crossings/ traffic calming locations, trail entrances and open space entrances along these streets.

8. Decorative screen fencing may be provided along flankage lots which abut Enhanced Local and Collector Roads. Design of the fencing should be consistent with the theming of the community.

9. Priority Lots (section 2.4) should be identified and designed to enhance the visual appeal of the streetscape.



*Figure 6.1.1A - Primary street entrance*



*Figure 6.1.1B - Along open space*



*Figure 6.1.1C - Pedestrian look-out / node*

### 6.1.2 LOCAL STREETS

For Local Streets which are not 'Enhanced' the following should apply:

**GUIDELINES:**

1. A range of Local Street sections (R.O.W.s) should be designed within the community to provide variety in the street pattern and resulting streetscapes.

2. Local Street R.O.W.s should be designed to promote a pedestrian scaled public realm, create intimate streetscapes, and a more direct relationship between houses and the street zone to encourage community interaction.

3. A pedestrian sidewalk should be located both sides of the street for all Local Streets.

4. Sidewalks should be separated from the curb by a boulevard.

5. Street trees should be planted in the curbside boulevard to form a continuous canopy along the street.

6. Houses should be sited close to the street line with their primary facade oriented to the street to reinforce the street edge and to promote a pedestrian-scaled environment.



*Figure 6.1.2A - Sidewalk separated by boulevard*



*Figure 6.1.2B - Street trees forming a continuous canopy*

### 6.1.3 PEDESTRIAN CROSSINGS

At certain intersections along Enhanced Local and Collector Roads, where higher levels of pedestrian traffic is anticipated, streetscape design elements should be incorporated into the design of the intersections.

The **Objectives** of these Pedestrian Crossings are to:

- Slow vehicular traffic,
- Increase safety for pedestrians and cyclists,
- Facilitate the continuity of the Open Space system,
- Enhance the streetscape

**GUIDELINES:**

1. Roadway paving may incorporate changes in material, texture and colour, to demarcate the 'Pedestrian Zone'.

2. Sidewalk paving may incorporate changes in material, texture and colour.

3. Barrier-free access should be provided at the curb.

4. Signage should be provided which clearly indicates the 'Pedestrian Zone'.

5. Ornamental planting at adjacent lots may be provided to further differentiate the intersection from others.

6. Decorative bollards may be provided to prevent vehicles from entering the pedestrian sidewalk.

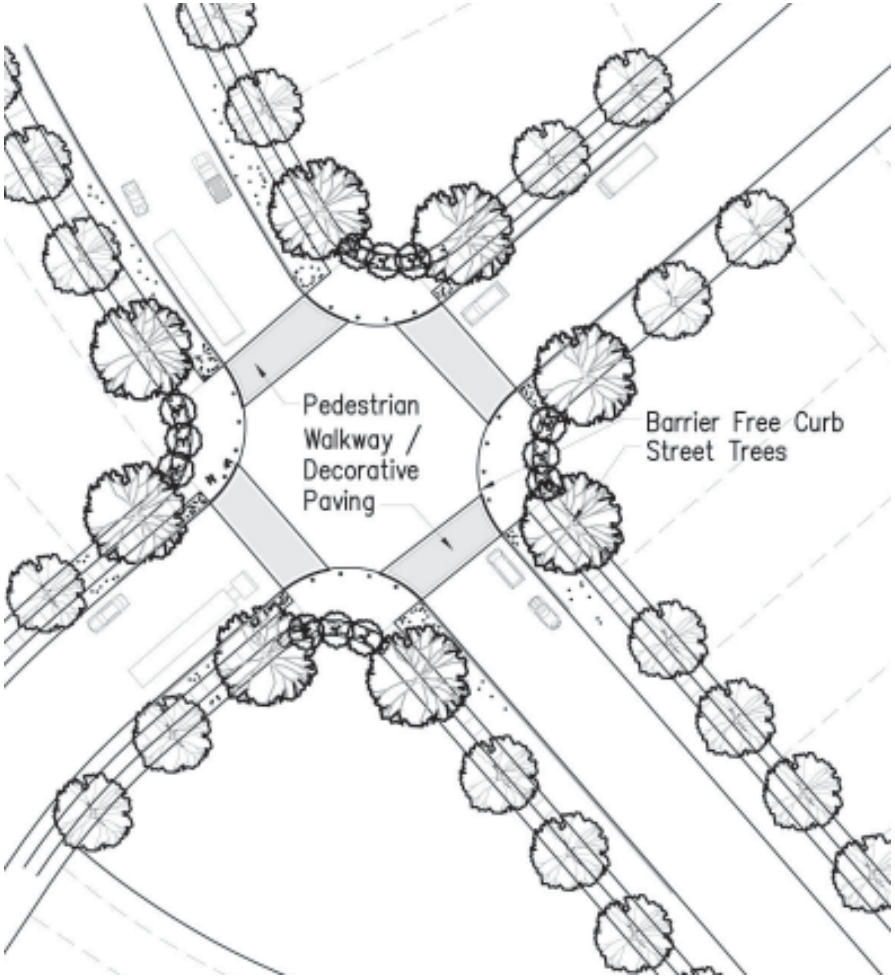



*Figure 6.1.2 - Pedestrian crossing / traffic calming - typical plan*

### 6.1.4 PEDESTRIAN WALKWAYS

At certain locations within the community Pedestrian Walkways should be provided to:

- Facilitate access to Open Spaces,
- To enhance the connectivity of the Open Space System,
- To connect community focal points,

**GUIDELINES:**

1. Pedestrian Walkways should be designed to enhance safety, convenience and accessibility.

2. A paved walkway should be provided.

3. Landscaping should be incorporated to enhance their visual appeal and create comfortable pedestrian environments.

4. Fencing should be incorporated in conjunction with landscaping to provide appropriate screening from adjacent land uses.

5. Resting places may be provided near the street edge, and include benches or seatwalls.



*Figure 6.1.4A - Walkway entrance*



*Figure 6.1.4B - Walkway connection to trail*



*Figure 6.1.4C - Walkway mid-block*

## 6.1.5 STREETSCAPE ELEMENTS

### 6.1.5.1 FENCING

**GUIDELINES:**

1. Fencing should be consistent in design and representative of the predominant style of the community.

2. For flankage lots along Enhanced Local and Collector Roads sideyard fencing should be a decorative privacy fence.

3. For residential lots abutting Open Space fencing should be Black vinyl chainlink.

4. For residential lots abutting Employment and Commercial uses, fencing should be solid.

5. City of Burlington's requirements and standards for fencing shall supersede the aforementioned.

### 6.1.5.2 SITE FURNITURE

The provision of visually attractive, safe and accessible site furniture in strategic locations within the public realm will encourage the use of public spaces.

**GUIDELINES:**

1. Site furniture includes benches, lighting, trash receptacles, traffic bollards and signage to name a few.

2. These elements should be co-ordinated with respect to their design, arrangement and placement and should be consistent with the predominant style of the community.

### 6.1.5.3 COMMUNITY MAILBOXES

The location of community mailboxes should be co-ordinated with Canada Post at the earliest stages of development to maximize their accessibility and integrate their design with the Streetscape or Open Space.

**GUIDELINES:**

1. Community mailboxes should not be located within 'No Stopping' zones such as schools and park frontages and within centre median island treatments.

2. Community mailboxes are encouraged in sideyard / flankage lot locations.



*Figure 6.1.5A - Community mailbox at flank lot*



*Figure 6.1.5B - Community mailbox pedestrian node*



*Figure 6.1.5C - Seating*

### 6.1.5.4 TRANSIT STOPS

**GUIDELINES:**

1. The location of transit stops shall be determined by the Transit Authorities.

2. Their design should be co-ordinated with the Streetscape and their component elements, namely transit shelters, trash receptacles, vending boxes consistent with the predominant style of the community.

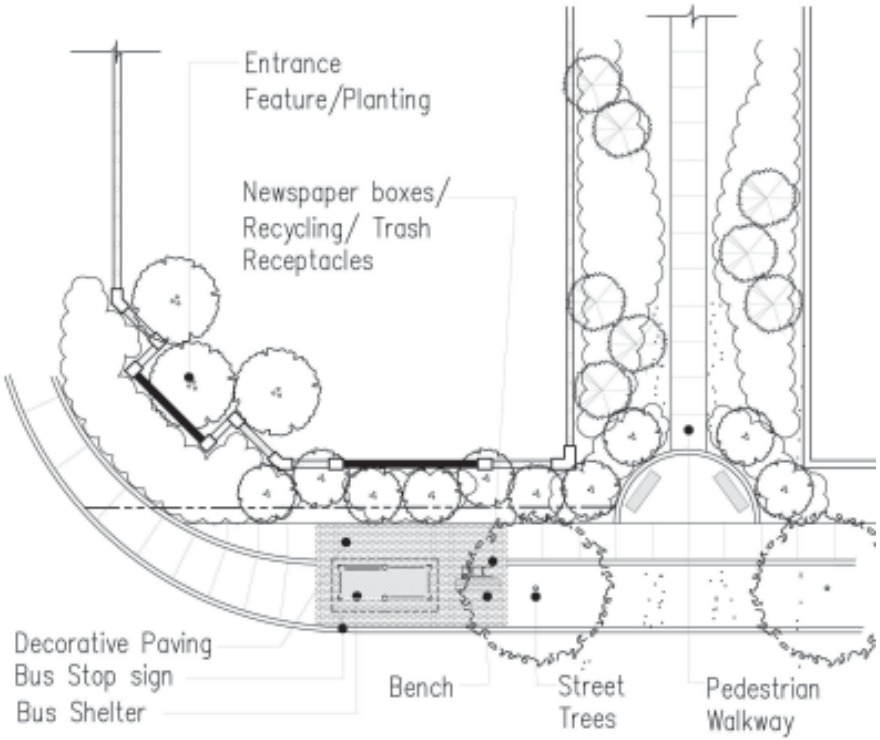



*Figure 6.1.4D - Transit stop - typical plan*

### 6.1.5.5 UTILITIES

**GUIDELINES:**

1. The siting and arrangement of utilities and utility structures and boxes should be co-ordinated at the earliest stages of development to minimize their negative visual impact on the community and conflicts with houses.

2. Generally utility boxes should be grouped at flankage lots and screened with landscaping.

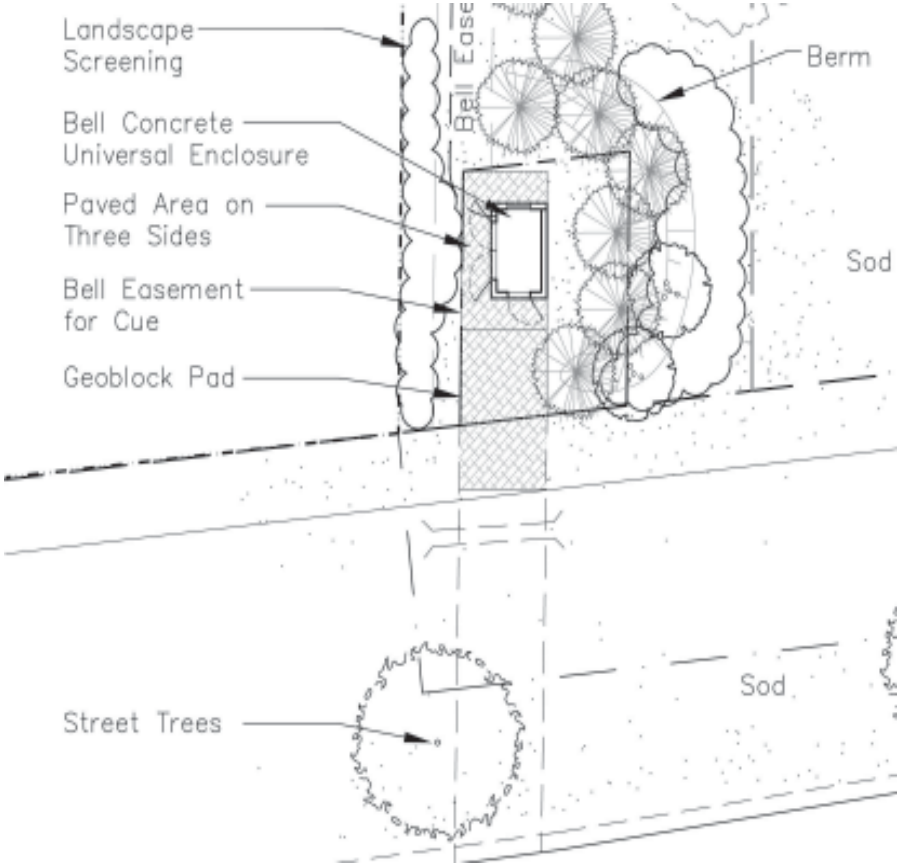



*Figure 6.1.4E - Hydro easement - typical plan*

## 6.2 GATEWAYS

Gateways provide primary access to the community and are therefore important in serving several functions:

...promoting the image and identity of the community,
...assisting in wayfinding, and
...acting as landmarks.

### REGIONAL GATEWAY

The northwest corner of Dundas Street and Walker's Line is a Gateway indicated on the Regional Plan. The Neighbourhood Commercial site proposed in this location should incorporate a Regional Gateway element.



*Figure 6.2A - Employment Gateway - Mixed Use Built form at southwest corner of Walker's Line and Street A*

### EMPLOYMENT GATEWAYS

Employment Gateways are those which serve the Employment areas of the community. These Gateways should be designed to complement the built form within the Employment areas and their design should be co-ordinated with other employment gateways in the Alton Community to ensure consistency.

Employment Gateways include the intersection of Street 'A' and Walker's Line and the intersection of Street 'A' and Dundas Street.

### RESIDENTIAL GATEWAYS

Residential Gateways are those which serve the Residential neighbourhoods of the community. These Gateways should be designed to complement the adjacent residential built form and include signage identifying the residential neighbourhood.

A Residential Gateway occurs at the intersection of Streets 'G' with Walker's Line.

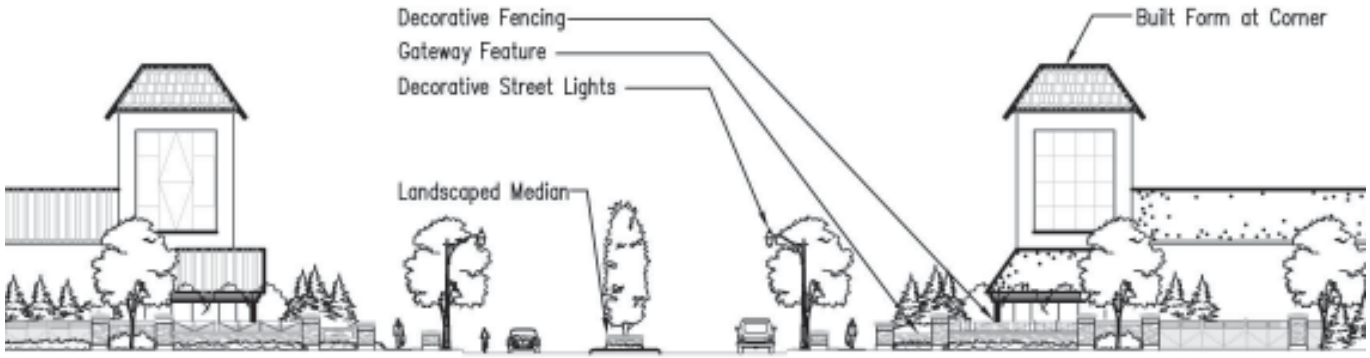



*Figure 6.2B - Employment Gateway - typical elevation*




*Figure 6.2 B - Residential gateway feature*

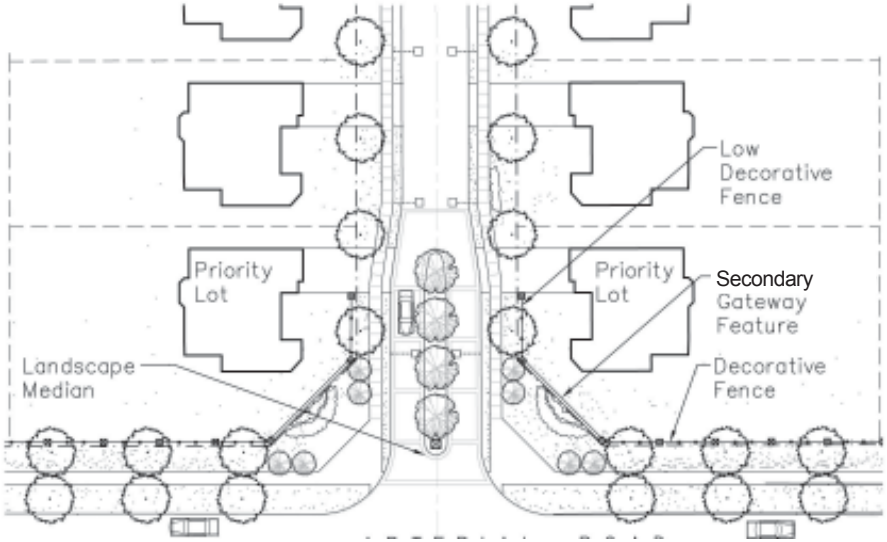



*Figure 6.2C - Residential Gateway - typcial plan*

**GUIDELINES:**

1. Built form within the adjacent land use at Employment Gateway locations should be sited close to the corner(s) to reinforce their function as part of the Gateway. Built form within the adjacent lots at Residential Gateway locations should be set back to accommodate landscape buffering.

2. Parking areas and driveways should be minimized at the intersection.

3. Gateway features should be located within dedicated entrance feature blocks.

4. The design of gateway features may include a combination of architectural elements such as walls, columns, planters, signage and planting and should be co-ordinated with the adjacent built form and tie into adjacent fencing to minimize any negative visual impact on the streetscape.

5. The scale, massing and details of gateway features should be appropriate to the scale of the adjacent built form and to the abutting streets.

6. The design of gateway features should be co-ordinated and consistent with the predominant style of the community.

7. Decorative roadway and sidewalk paving may be incorporated into the design of the intersection to promote the area as an important location within the community.

8. Decorative lights should be incorporated into the design of the intersection to promote the area as an important location within the community.

9. Landscaped centre medians are encouraged to further enhance visual appeal of the intersection and signify its importance within the community.

10. A hierarchy in scale and massing should be combined with variations in materials and details in the design of gateway features to distinguish Residential and Employment Gateways.

11. A Regional Gateway element should be provided at the southeast corner of Dundas Street and Walker's Line.

12. The Regional Gateway element should be a combination of Built Form, Streetscaping and Landscape Features such as:
    - Signage walls
    - Columns and piers
    - Decorative fencing or screening
    - Planters
    - Planting

13. Landscape features which comprise the Regional Gateway should be co-ordinated with the adjacent building(s) and consistent with the requirements of the Region.

## 6.3 EDGES AND INTERFACES

The Edges and Interfaces of the community are important in serving several functions:

...promoting the image and identity of the community,

...providing an appropriate interface with surrounding communities,

...defining relationships with adjacent land uses.

### 6.3.1 DUNDAS STREET

Dundas Street is a Major Arterial Road and forms one of the edges of the community. Along this edge a Business Corridor, SWM and Neighbourhood Commercial Area is located. The Urban Design Guidelines outlined in the Regional Municipality of Halton's Regional Roads 5 adn 25 Corridor Strategy Study should be referenced in conjunction with the following:

**GUIDELINES**:

1. The streetscape along this edge should be designed as a co-ordinated, consistent and visually attractive edge to the community.

2. Within the Business Corridor and Neighbourhood Commercial sites, required buffers should be continuously landscaped and may include a combination of trees, shrubs and low architectural walls. Generally the landscape buffer should form a visual screen to parking, service and loading areas while allowing views to built form and associated entrance / activity areas.

3. Parking areas associated with these sites should not visually dominate this edge.

4. Built form in these sites should be located close to the street line to reinforce the street edge and promote an urban, pedestrian-scaled street environment.

5. The scale, massing and detailed elements of built form should be proportionate to the scale of the Major Arterial Road both from a pedestrian and vehicular perspective.

6. For facades which face Dundas Street, a high degree of articulation of is encouraged. Expansive, blank walls are discouraged.

7. Signage should be located and organized to facilitate wayfinding and promote the convenience and accessibility of the land uses.

8. Along the street line within the SWM landscaping should include a formal row of deciduous canopy trees to form, in combination with the street trees within the R.O.W., a double row of trees and a continuous canopy.

9. Entrances to the SWM may be provided and designed to include: decorative paving, signage, seating and ornamental planting.

10. Planting along this edge should allow views into the open space from Dundas Street.

### 6.3.2 WALKER'S LINE

Walker's Line is an Arterial Road and forms one of the edges of the community. Along this edge Mixed-Use Employment, Neighbourhood Commercial and Residential Areas are located.

**GUIDELINES**:

1. The streetscape along this edge should be designed as a co-ordinated, consistent and visually attractive edge to the community.

2. Within the Mixed-Use Employment and Neighbourhood Commercial sites, required buffers should be continuously landscaped and may include a combination of trees, shrubs and low architectural walls. Generally the landscape buffer should form a visual screen to parking, service and loading areas while allowing views to built form and associated entrance / activity areas.

3. Parking areas associated with these sites should not visually dominate this edge.

4. Built form in these sites should be located close to the street line to reinforce the street edge and promote an urban, pedestrian-scaled street environment.

5. The scale, massing and detailed elements of built form should be proportionate to the scale of the Arterial Road both from a pedestrian and vehicular perspective.

6. For facades which face Walker's Line, a high degree of articulation of is encouraged. Expansive, blank walls are discouraged.

7. Signage should be located and organized to facilitate wayfinding and promote the convenience and accessibility of the land uses.

8. Medium density residential shall be located along Walker's Line in accordance with the Official Plan and Secondary Plan.

9. A variety of lotting patterns in adjacent residential areas is encouraged and include the following:

   a) Window Streets - are internal local roads running parallel to Walker's Line, separated by combined boulevard within the Window Street and the Arterial Road.

   b) Flankage Lots - are lots which have their sideyard lot line abutting Walker's Line.

   c) Fronting Lots with Rear Lanes - are lots which front onto Walker's Line having access to rear yard garages from a rear lane.

10. For all lotting patterns landscaping should be incorporated to enhance the visual appeal of the streetscape.



*Figure 6.3.2 - Window / Eyebrow street*

### 6.3.3 HIGHWAY NO. 407

Highway No. 407 forms one of the edges to the community. Since a Business Corridor is located along the entirety of this edge it is discussed in the context of the Business Corridor in Section 3.2.

### 6.3.4 STREET 'A'

Within Alton West Community Street 'A' is a major collector road and an interface between the Business Corridor and Residential Areas. Its design is important in establishing the character of the community, providing a visually attractive relationship between various land uses and promoting an attractive streetscape environment.

**GUIDELINES**:

1. Within the Business Corridor a continuous landscaped buffer should be provided.

2. The landscaped buffer should be 6.0m in width and planted to visually screen parking, loading and service areas.

3. The landscaped buffer may consist of a combination of berms, planting, screen fencing and low decorative fencing as necessary to provide visual screening. The design of any fencing, low walls and piers should be consistent in style and materials with the architecture of the adjacent buildings.

4. Also within the landscaped buffer, along the street line a formally planted row of deciduous canopy trees should be provided to form, in combination with the street trees within the R.O.W., a double row of trees and a continuous canopy.

5. Pedestrian connections are encouraged from the sidewalk to the Business Corridor building entrances.

6. Views from adjacent Local Streets shoud be terminated by enhanced landscaped areas and may include signage, architectural features such as walls, columns, planters in conjunction with ornamental planting.

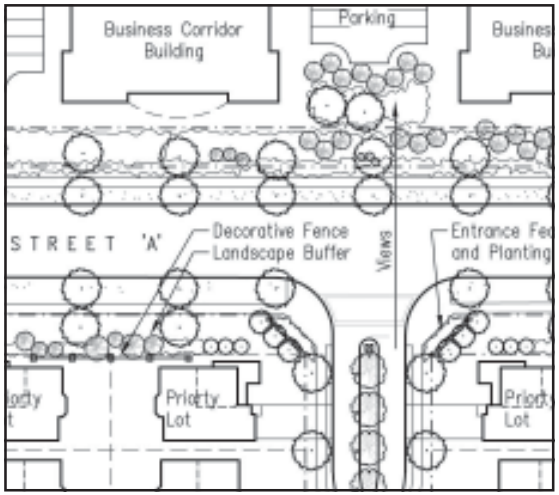



*Figure 6.3.4 A - Street 'A' - Views from local street*

The Business Corridor lands are intended to accommodate prestige-type offices and industrial uses that require good access and high visibility along Highway 407 and Street A. A wide range of employment uses including office, industrial and related uses can be accommodated on these lands.

A number of lotting patterns in the adjacent Residential Area are anticipated and include:

- Window Streets
- Flankage Lots
- Fronting Lots with Rear Lanes

For definitions refer to Section 6.3.2.

Reverse Lotting Patterns are discouraged in the Official Plan. Reverse Lotting Patterns (Rear Yards adjacent to Street A) are to be utilized only after all other lotting patterns have been explored and to be utilized only in limited quantities provided that decorative screening, landscaping, and special design attention to the rear facades of the dwellings are integrated into the street interface.

## STREET ‘A’ - WINDOW STREETS

For Window Street Conditions along Street ‘A’ the following should apply:

**GUIDELINES**:

1. Low decorative metal fencing should be installed along the street line. Its design, including colours, materials and style, should be consistent with the predominant architectural style of the adjacent houses.

2. Landscaping in the outer and inner boulevards should be co-ordinated and provide a consistent and visually attractive edge to the street.

3. Landscaping in the outer boulevard (along Street ‘A’) may consist of groupings of deciduous and coniferous shrubs.

4. Landscaping in the inner boulevard (the Window Street) may consist of groupings of coniferous trees and shrubs, multi-stem shrubs and a formally planted row of deciduous canopy trees.

5. A high degree of articulation of the house facades is encouraged along this Major Collector Road.

6. Pedestrian walkway connections should be provided from the window street to the sidewalk along Street ‘A’.





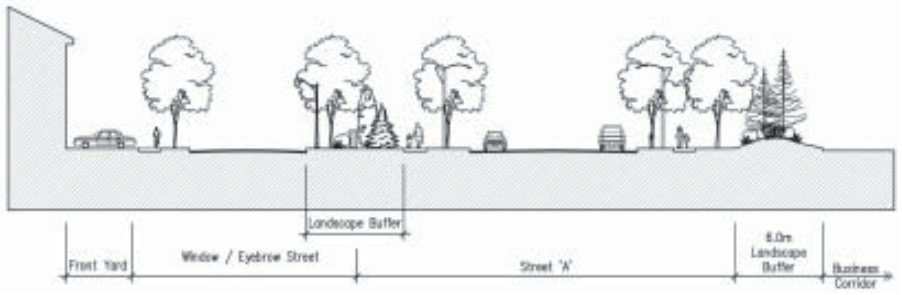



*Figure 4.3.4B - Street ‘A’ - Window Street Typical Section*

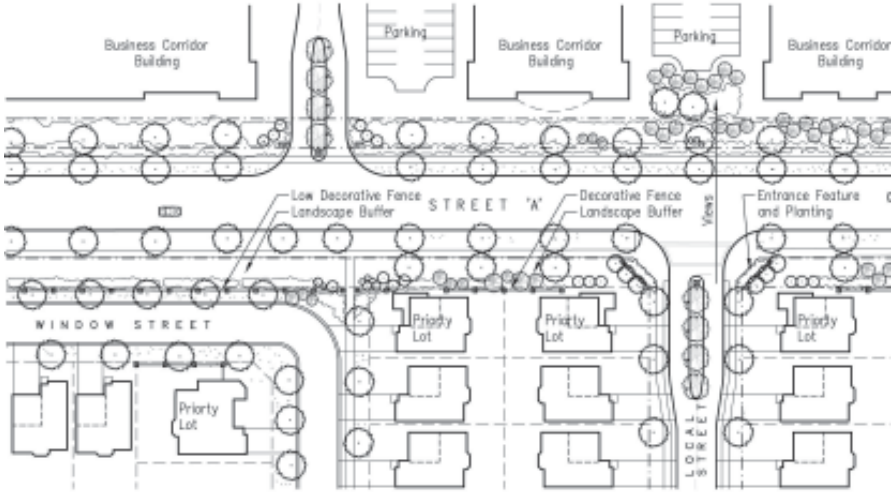



*Figure 4.3.4C - Street ‘A’ - Window Street Typical Plan*

**STREET 'A' - FLANKAGE LOTS**

For lots with flank Street 'A' the following should apply:

**GUIDELINES:**

1. A high degree of articulation of the side face of the house is encouraged along this highly visible Road.

2. Decorative fencing should be provided along the side lot line, from the rear lot line to front face of the house. Fencing should be co-ordinated with fencing along the street line (i.e. Window Street fencing).

3. Decorative fencing should be combined with planting to create an attractive edge along the abutting street and enhance the streetscape environment.

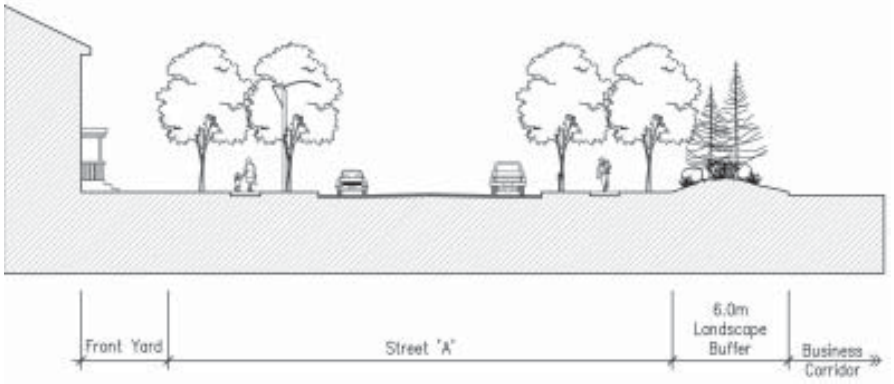



*Figure 4.3.4D - Street 'A' - Front Yard Condition Typical Section*

**STREET 'A' - FRONTING LOTS WITH REAR LANES**

For lots fronting onto Street 'A' the following should apply:

**GUIDELINES:**

1. A high degree of articulation of the house facades is encouraged along this Employment Collector Road.

2. Architectural elements such as porches, porticoes and bay window are encouraged to promote and animated street environment.

3. Streetscape design should:
   - Delineate the private and public realm.
   - Create a transition between private and public areas.
   - Reinforce an urban and pedestrian scale street environment.
   - Enhance the visual appearance of the streetscape.

4. Streetscape design may be enhanced by the following:
   - Low decorative metal fencing and piers along the street line.
   - Landscape hedges planted in the areas between the street line and the sidewalk.
   - Ornamental shrubs planted in the area between the street line and sidewalk.

5. Intersections of Primary Streets with Street 'A' should be treated as a Residential Gateways.

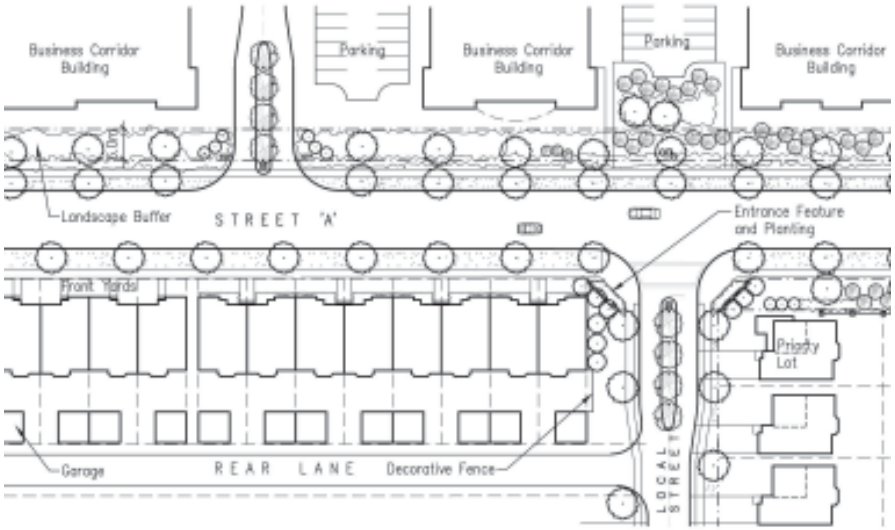



*Figure 4.3.4E - Street 'A' - Front Yard Condition Typical Plan*

## 7.0 THE STREET NETWORK

The Street Network is one of the major elements that define the physical structure of the community. The pattern of Arterial and Collector Roads are identified in the Secondary Plan. The following objectives address Local Roads.

**OBJECTIVES:**

1. To develop a Street Network for the residential area with a high degree of connection, preferably based on a modified grid pattern.

2. To strictly limit vehicular access between the residential and employment areas.

3. To promote ease of navigation, orientation, wayfinding.

4. To reinforce a clear functional hierarchy.

5. To encourage pedestrian accessibilty.

6. To support the public transit system.

7. To identify Enhanced Local and Collector Roads, those which connect community focal points (open space or community sites), to receive enhanced landscape treatment.

8. To promote on-street parking along Enhanced Local and Collector Roads for convenience.

9. To design street sections which promote an intimate, pedestrian-scaled street environment.

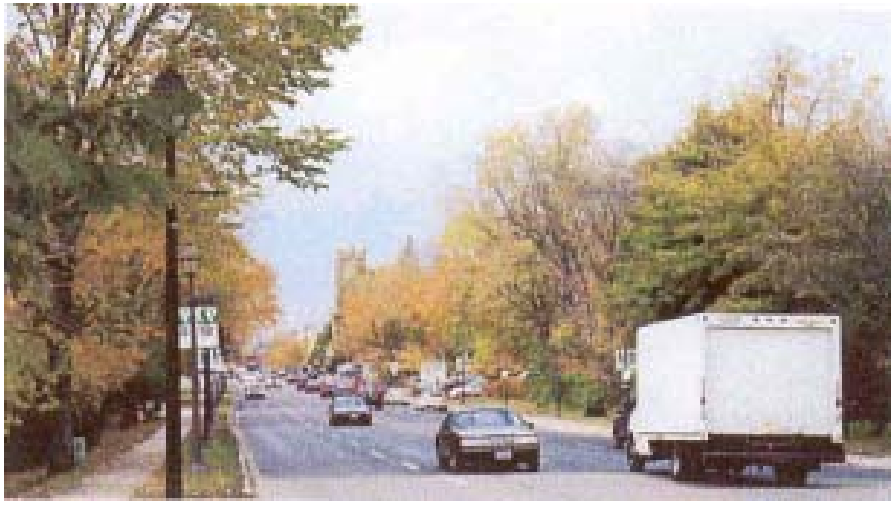


*Figure 7.0A - Transportation*



*Figure 7.0B - Primary Street*

**GUIDELINES:**

1. The pattern of streets should be designed based on a modified grid pattern with multiple connections between streets to provide alternate routes for pedestrian, vehicular and bicycle movement.

2. The pattern of streets within the residential neighbourhood should discourage through traffic. This may be achieved through the design of circuitous streets, T-intersections, tapered intersections and cul-de-sacs for example.

3. The pattern of streets should be designed to respond to Natural Features and Open Space.

4. The Street Network should be designed to promote views to Natural Features, Open Space and community focal points.

5. The Street Network should be designed to facilitate ease of orientation within the plan and convenient access to Open Space and community facilities.

6. The pattern of streets may incorporate vistas and views to Natural Heritage Resources such as the Niagara Escarpment, where practicable.

7. On-street parking is encouraged along Enhanced Local and Collector Roads.

8. A range of street sections (R.O.W.s) should be designed within the community to provide variety in the street pattern and resulting streetscape.

9. Smaller Local Street R.O.W.s should be encouraged to promote a pedestrian scaled public realm, create intimate streetscapes and a more direct relationship between houses and the street zone.

10. If justified through planning and engineering rationale, a single connection between the residential and employment areas may be considered at the south west corner of the residential area and Street A.



*Figure 7.0C - Natural feature at terminus of street*



*Figure 7.0D - School at terminus of street*

## 7.1 TRANSIT SYSTEM

The City of Burlington should identify proposed transit routes at the earliest possible stages of development.

**GUIDELINES:**

1. Transit routes should be co-ordinated with the Pedestrian Trails system.

2. Transit routes should be co-ordinated with and stops located at community focal points.

3. The design of transit stops should be co-ordinated with Streetscape design.

4. Clear sight lines should be maintained at transit stops for pedestrian and vehicular safety.

ALTON WEST COMMUNITY

# URBAN DESIGN STUDY

## PART III

## implementation

## 8.0 IMPLEMENTATION

To ensure that the Urban Design Principles and Objectives of the City are being met, developers are recommended to provide the following items with the application for Draft Plan approval:

### 1. Urban Design Statement

Urban Design Guidelines should be prepared to:

- Supplement the Draft Plan.
- Describe the Community Design, its vision, urban design objectives and design intent.
- Address specific areas of the plan which have been identified as key components of the community.
- Demonstrate that the Draft Plan complies with the Urban Design Guidelines.

### 2. Community Concept Plan

A Community Concept Plan should be prepared in order to demonstrate the vision of the community through its urban design. The Community Concept Plan shall be based on the latest Draft Plan of Subdivision and identify the layout of land uses, the road network, natural features and the open space system. Additionally the plan should also indicate: Gateways, Enhanced Streetscapes (landscaped medians, roundabouts, landscaped boulevards, special paving areas, etc..), Pedestrian Walkways and Nodes, etc... and any items that contribute to defining the character, identity and structure of the community.

### 3. A Priority Lot Plan

Identifying the 'Priority Lots' within a Subdivision is an important step in the design process. These lots which have a great impact on the visual appearance of the streetscape require special attention, both in terms of the landscape design and built form considerations.

A Priority Lot Plan should identify the following:

Corner Lots, T-Lots, Lots adjacent to Open Space and any other lots whose design has an impact on the Public Realm.

### 4. Sidewalk Plan

A Sidewalk Plan should be prepared, indentifying the locations of public sidewalks and to ensure that pedestrian connections to community focal points and amenities such as parks, are provided and to demonstrate the continuity of a pedestrian system.

### 5. Parking Plan

A Parking Plan should be prepared, which identifies the locations of driveways, to demonstrate the accommodation of the City's on-street parking requirements.

### 6. Display Mapping

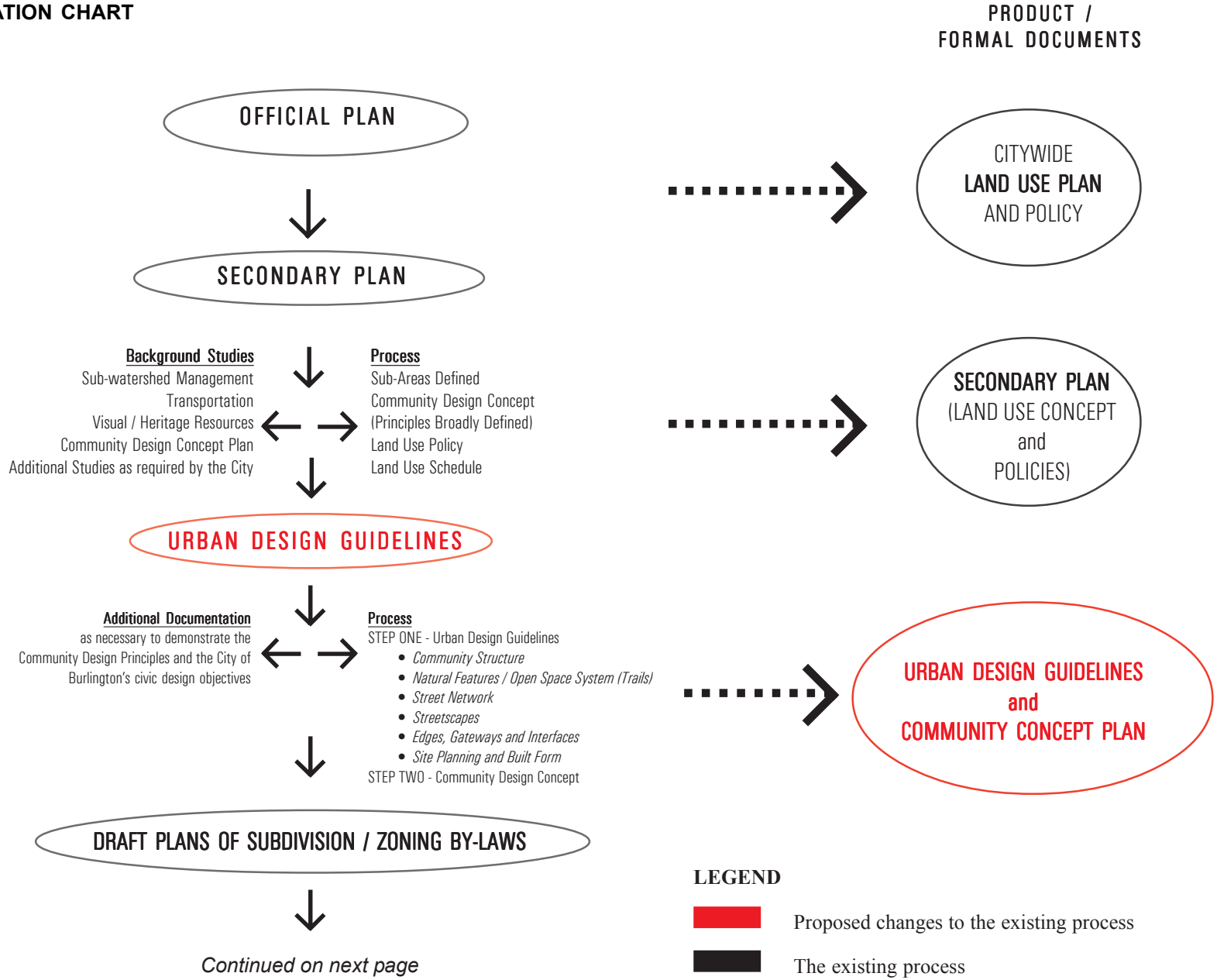
In order to address some of the concerns of potential homebuyers and minimize the incidence of post occupancy grievances, Display Mapping should be provided at Sales Centres. Display Mapping should document community information such as: locations of parks, schools, fencing, community mailboxes, entrance features, rear yard catchbasins, transformers, light poles, sidewalks, to name a few.

### 7. Shadow Analysis

With respect to the Employment Lands a Shadow Analysis Plan should be completed to determine the associated impact of buildings on residential areas.

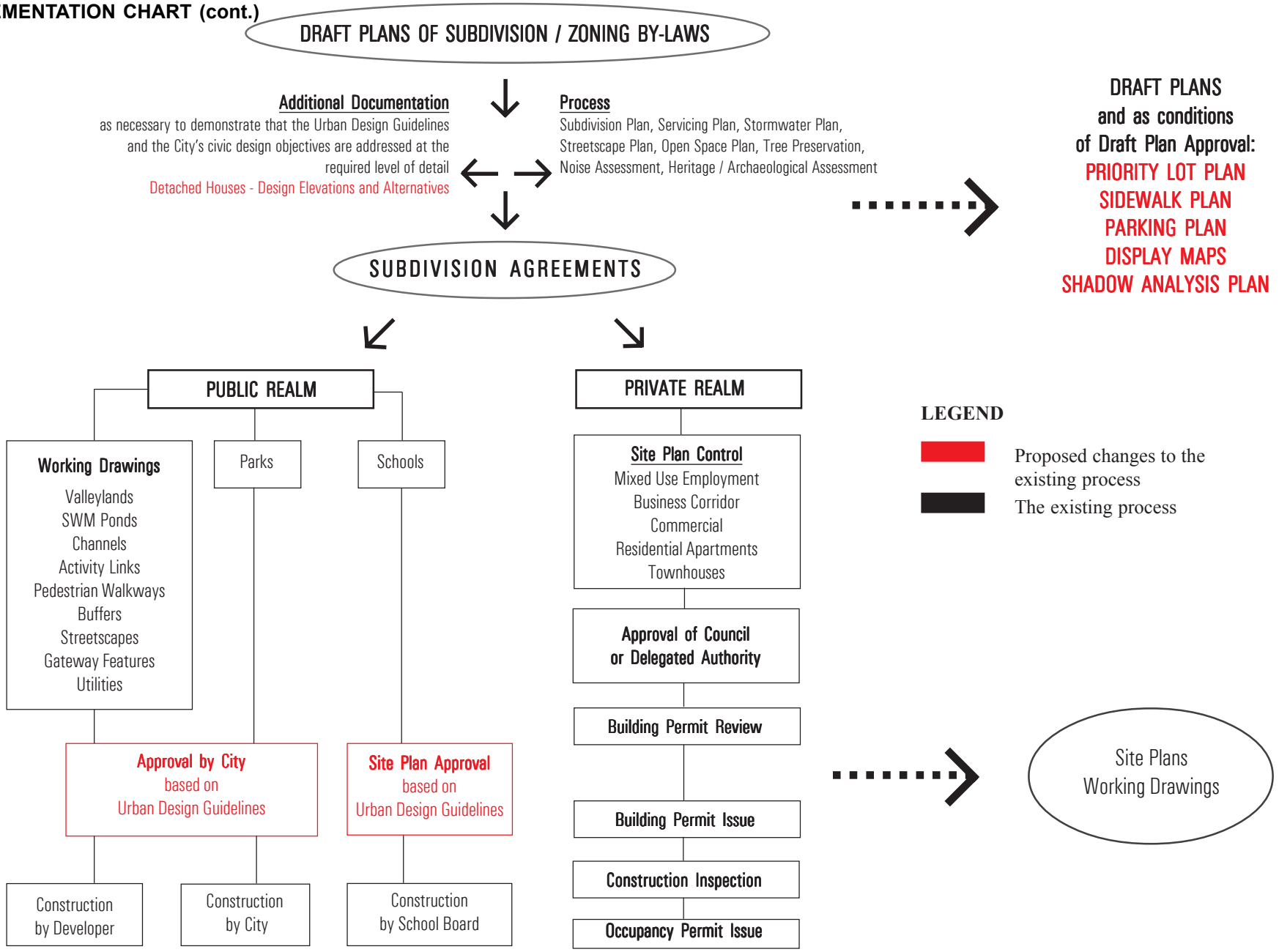
The Implementation Chart on the following two pages provides a graphic illustration of the development process.

## IMPLEMENTATION CHART




*Continued on next page*

**IMPLEMENTATION CHART (cont.)**



## 8.1 URBAN DESIGN EVALUATION CRITERIA MATRIX

| Community Component | Urban Design Evaluation Criteria | DESIGN / COMMUNITY CONCEPT PLAN | DRAFT PLAN APPROVAL | CONDITION OF DRAFT PLAN APPROVAL | ZONING | ENGINEERING & LANDSCAPE APPROVALS |
|---|---|---|---|---|---|---|
| **1.0 Vision** | Provide description of community vision | X | | | | |
| **2.0 Residential Areas** | *Key Elements:* | | | | | |
| | Provide visually attractive and varied housing designs with alternatives | | | X | | |
| | Identify Priority Lots and their treatment | X | | X | | |
| | Provide smooth transitions between housing lot types within a block | | | X | | |
| | Co-ordinate utilities with building elements | | X | | | |
| | Provide alternative façade treatments | | | X | X | |
| | Ensure garage faces not more than 50% of the total house façade | | | | X | |
| | Provide 6.0m setback from garage face to property line | | | | X | |
| **3.0 Employment Areas** | *Key elements:* | | | | | |
| | Provide visually attractive facades | | | | | |
| | Provide landscape buffers to parking, loading, storage, etc... areas | | | | | |
| | Provide landscaping and fencing to adjacent uses | | | | | |
| | Provide some buildings at Gateway locations, intersection and street edge | | | | | |
| | Design buildings and elements to be viewed from abutting roadways | | | | | |
| | Provide Shadow Analysis Plan | | | | X | |
| **4.0 Neighbourhood Commercial Area** | *Key elements:* | | | | | |
| | Provide visually attractive facades | | | | | |
| | Provide landscape buffers to parking, loading, storage, etc... areas | | | | | |
| | Provide landscaping and fencing to adjacent uses | | | | | |
| | Provide some buildings at Gateway locations, intersection and street edge | | | | | |
| | Design buildings and elements to be viewed from abutting roadways | | | | | |
| | Design pedestrian scaled canopies and signage | | | | | |

## 8.1 URBAN DESIGN EVALUATION CRITERIA MATRIX (cont.)

| Community Component | Urban Design Evaluation Criteria | UDG / COMMUNITY CONCEPT PLAN | DRAFT PLAN APPROVAL | CONDITION OF DRAFT PLAN APPROVAL | ZONING | ENGINEERING & LANDSCAPE APPROVALS |
|---|---|---|---|---|---|---|
| **5.0 Natural Features / Open Space** | *Key elements:* | | | | | |
| Natural Features | Maintain / enhance views to Natural Features, Parkettes, SWMs | | X | | | |
| Parkettes | Provide street frontage along at least 2 sides of Parkettes | | | | | |
| | Design and locate landscape features as focal points within Parkettes | | | | | X |
| Stormwater Management Facilities | Provide street frontage on at least one side of SWMs | | X | | | |
| | Provide pedestrian walkway within SWM and connect to Trail System | | X | | | |
| Trails | Locate Trails in Open Space components | | X | | | |
| | Provide pedestrian crossings where trails intersect the street | | | | | X |
| | Design trail entrances along the street | | | | | X |
| | Incorporate signage along trail system | | | | | X |
| Natural Heritage Features | Allow views to natural heritage features (Niagara Escarpment) | | X | | | |
| **6.0 Public Realm** | *Key Elements:* | | | | | |
| Streetscapes | Identify streets which connect open space and community focal points | X | | | | |
| | as 'Enhanced Local and Collector Roads' | | | | | |
| | Provide enhanced streetscape design to these streets | X | | | | X |
| | Ensure built form provide attractive facades along these streets | X | | | X | |
| | Co-ordinate streetscape elements (locations, design, materials) | | | | | X |
| | Plant street trees in curbside boulevard where they occur | X | | | | X |
| | Provide Parking Plan, Sidewalk Plan and Community Information Maps | | | X | | X |
| | Incorporate a variety of local street sections | | X | | | |
| Gateways | Identify Primary and Secondary Gateway locations | X | | | | |
| | Site built form to reinforce gateways | | | | X | X |
| | Provide landscaping and entry features to reinforce gateways | X | | | | X |
| | Co-ordinate entry features with adjacent built form | X | | | | X |
| | Co-ordinate entry feature design with streetscape elements and built form | X | | | | X |

## 8.1 URBAN DESIGN EVALUATION CRITERIA MATRIX (cont.)

| Community Component | Urban Design Evaluation Criteria | URBAN DESIGN GUIDELINES | DRAFT PLAN APPROVAL | CONDITION OF DRAFT PLAN APPROVAL | ZONING | ENGINEERING & LANDSCAPE APPROVALS |
|---|---|---|---|---|---|---|
| **6.0 Public Realm** | *Key Elements:* | | | | | |
| Edges / Interfaces | Locate built form to reinforce the street edge along Dundas Street, Walker's Line, Street A and Highway 407 | | | | | |
| | Provide attractive facades along these streets and roadways | | | | | |
| | Provide landscape buffers to screen parking, storage, service areas | | | | | X |
| | Ensure consistent and attractive streetscapes along these streets | | | | | X |
| **7.0 Street Network** | *Key Elements:* | | | | | |
| Street Pattern | Design pedestrian oriented street network | | X | | | |
| | Incorporate Natural Features into street pattern | | X | | | |
| | Incorporate views to community focal points into street pattern | | X | | | |
| | Provide a variety of street sections | | X | | | |
| Transit | Discourage employment traffic in the residential neighbourhoods | | X | | | |
| | Co-ordinate transit stops with streetscape design | X | | | | X |
| | | | | | | |

ALTON WEST COMMUNITY

# URBAN DESIGN STUDY

## PART IV

appendices

## A-1. ALTON COMMUNITY DESIGN ISSUES

A number of planning related reports have been prepared, dealing with aspects of the Alton community. This section of the study summarize the findings from a comprehensive review of the policies of the Alton Secondary Plan, OPA No. 3, the 1997 Alton Urban Design Guidelines and other key Alton related planning documents.

The Alton Community Secondary Plan and Official Plan Amendment policies were reviewed, focusing on key design issues. Each issue is dealt with under the following three headings:

• *Review*, which offers a summary description of important characteristics.

• *Assessment*, which provides a concise evaluation.

• *Guidelines*, which outlines issues or areas of concern for which design guidelines are recommended.

**LAND USE COMPATIBILITY**

**REVIEW**
Highway 407
Adjacent lands are for Business Corridor use, i.e. prestige employment and related services needing good highway access or public exposure. The business corridor use buffers adjacent residential neighbourhoods from highway noise and activity.

Dundas
Proposed uses along Dundas in the vicinity of the subject lands include Business Corridor, SWM pond and Neighbourhood Commercial, with Mixed-Use Corridor Employment east of Walker's Line. Land use along Dundas is generally well assigned.

Street A
Business Corridor use occurs to the north side in the vicinity of Highway 407 and on both the east and west side immediately north of Dundas Street. Low Density Residential occurs on the south side of Street A, opposite the Business Corridor north of Dundas, except in the vicinity of Walker's Line, where the south side of Street A is Mixed Use Employment.

The Business Corridor/Low Density Residential interface requires design guidelines, for appropriate buffers and landscaping, streetscape design, site planning, building setbacks, and street layout.

Street G
At the Street G/Walker's Line intersection, the residential area on the west side of the street is opposite Mixed Use Corridor Employment and Neighbourhood Commercial. Land use compatibility may be an issue and mitigation may include buffers and streetscape design guidelines.

**ASSESSMENT**
The Embee Properties portion of the Alton Community plans for a range of residential and employment land uses.

The arrangement of land uses within the Secondary Plan creates generally compatible adjacent and opposite land use conditions in most areas. Land uses assigned at key locations such as gateway or nodal intersections, areas adjacent arterial and collector roads are generally appropriate.

**GUIDELINES**
Provide streetscape design guidelines according to both the street type within the street hierarchy and local conditions such as planned adjacent land uses of low compatibility.

Special treatment areas may include the following :

Street A : interface between Business Corridor and the following uses : Low Density Residential, Mixed Use Corridor Employment.

Walker's Line/Street A : Mixed Use Corridor Employment, Low Density Residential, Medium Density Residential and Neighbourhood Commercial Interface.

North side of Dundas: landscaped buffer, building setbacks and streetscape.

**RESIDENTIAL AREAS**

**REVIEW**
A range of housing types and densities is permitted and expected. Low density residential occurs adjacent the employment collector, Street A, extending south to the northern limit of the land uses which front onto Dundas Street. Medium Density Residential occurs to the north and south of Street G adjacent Walker's Line. Limited access is planned from the residential neighbourhood to Street A along Street G.

**ASSESSMENT**
The assignment of housing types and densities according to adjacent street type, proximity to public transit and other local land uses integrates the housing component into the overall plan.

Proximity to incompatible street types or adjacent land uses occurs, most notably the Low Density/Business Corridor interface along Street A.

**GUIDELINES**
Guidelines will address issues related to residential lots, according to density, expected lot and dwelling types, frontages and depths. Special adjacency conditions such as the Business Corridor/Low Density Residential interface, Medium Density/Neighbourhood Commercial interface will require design guidelines for appropriate buffers or landscaping, streetscape design, site planning and building setbacks.

**EMPLOYMENT AREAS**

**REVIEW**
A range of employment land uses occur. The location of each is intended to capitalize on local conditions such as adjacent road types, proximity to Highway 407 or proximity to major intersections. For example:

- Continuous Business Corridor use adjacent Highway 407.
- Neighbourhood Commercial/Mixed Use Employment node at Walker's Line and Dundas.
- Mixed Use Corridor Employment node at Walker's Line approaching Highway 407.

**ASSESSMENT**
A range of employment types are located within the plan to encourage specific uses well suited to particular locations. This approach should contribute a well planned diversity of appearance, use and character to the community.

**GUIDELINES**
For the employment areas, guidelines should address the following where applicable: Site Planning, Service Areas, Parking, Built Form, Lighting, Adjacent Conditions, Building Orientation, Landscaping and Compatibility.

**NATURAL FEATURES AND OPEN SPACE**

**REVIEW**
Natural features are noted as follows:
SWM pond location integrated with a diverted natural drainage corridor.

**ASSESSMENT**
The SWM pond is well located; some planning refinements will improve its integration within the plan.

**GUIDELINES**
Promote a direct north/south street linking the park and SWM pond and pedestrian path from SWM pond to Neighbourhood Commercial block to integrate the SWM pond into the plan. Encourage regeneration and enhancement at the natural creek corridor and SWM pond. Views and vistas of the Niagara Escarpment should also be preserved.

**PARKS AND COMMUNITY FACILITIES**

**REVIEW**
Park space for the Embee Properties lands is planned as follows :
A parkette within the residential lands.

**ASSESSMENT**
The parkette should have significant frontage along principle community streets.

**GUIDELINES**
The parkette should be a community focal point, centrally located within the residential neighbourhood, with direct street and sidewalk linkage to the SWM pond. Parkette design should preserve or enhance views to the escarpment and allow for a range of passive recreation activities.

**TRANSPORTATION NETWORK**

**REVIEW**
The Alton Community is crossed in the east/west direction by a residential collector road, Street B and Street G, which connects to existing Walker's Line and Appleby Line, and an employment collector, Street A, which connects to Dundas Street and to Appleby Line south of the Highway 407 interchange. Walker's Line is expected to develop within Alton as a northern extension of an important arterial in Burlington. It is one of only two roads in the Alton Community connecting to lands north of Highway 407.

Highway 407 defines the northern and western limits of the site, and a highway interchange is located at 407/Dundas just west of the site.

A public transit route running east/west along Street A and Street G is planned, with north/south connections occurring at Walker's Line. The route design services the residential and employment lands within the site and appears to be accessible within about a five minute walk from much of the community. A future Transit/Commuter Station is planned for Dundas just west of Street A, for local and inter-regional transit needs.

Pedestrian routes will include sidewalks within the street R.O.W. and an off-road multi-use trail.
Bicycle routes will include on-road bike lanes for the arterials and major collectors and an off-road multi-use trail.

**ASSESSMENT**
The street hierarchy is well established and its layout within the site is well organized.

**GUIDELINES**
Provide design guidelines for streetscape design according to the hierarchy of street types, for attractive, tree lined streets within the community, off-road paths for pedestrians and cyclists, street furniture.

## A-2. OFFICIAL PLAN AMENDMENT NO. 3

**Alton Community Secondary Plan and OPA 3**
**Design Objectives Within the Secondary Plan and OPA 3 : Summary**

The following is a summary list of design objectives for the Alton Community enumerated within the Secondary Plan.

Alton is to be a mixed use community with the following objectives or characteristics:

- A wide range of employment uses.
- Neighbourhood and arterial commercial use.
- A range of housing densities and types.
- Live-work opportunities.

A well-defined open space system :

- Major structuring element of the community
- Bring nature to the urban environment
- Provide recreational amenities
- Provide community focal points

Landscape and open space design of high quality.

Well defined neighbourhoods.

Parks, schools, SWM ponds and valley lands accommodated in an integrated open space system.

Strong design emphasis on the pedestrian environment and public realm.

A street network that is highly interconnected and based on a grid.

Transit-supportive collector streets having reduced driveway access.

Strictly limited vehicle access between residential neighbourhoods and the employment uses along Street A.

Buildings facing arterial and collector streets located close to and facing the street, having a high quality of architectural design.

Siting of employment and residential uses in close proximity to each other with the guidance of urban design and land use compatibility standards.

Scale, massing and design of buildings coordinated with design of streets to create a sense of place & neighbourhood focus.

Residential development along the north side of Dundas that is subject to additional setbacks and berm and buffer requirements to address noise and other impacts associated with Dundas.

Buildings on residential streets sited and designed to create attractive, well ordered streetscapes.

Dwelling designs of high quality which emphasize design elements such as bay windows, porches, entrances, other apertures, dormers and roof lines, rather than garages.

*Note: For additional details refer to OPA 3.*

## A-3. MAY 2002 ALTON SECONDARY PLAN

To address design characteristics of the current Alton Secondary Plan, the following objectives should be added :

**Introduction**
Generate consistency in the design of the public realm.
Encourage design creativity and harmony.
Generate a unique image for the Alton Community.
Create guidelines for built forms and attractive streetscapes that present an identifiable hierarchy of streets, pedestrian routes, bicycle paths and open spaces and promote future transit, social interaction, and safety.

**Street Network**
Provide design standards to optimize the interface condition between non-compatible land uses in close proximity to one another.

**Building Design**
Develop specific site planning & built form guidelines for areas of special identity within the community :

Business Corridor : prestige employment.

Mixed Use Corridor – Employment Oriented : higher intensity, transit and pedestrian-oriented employment.

Neighbourhood Commercial : small & large scale; serving day to day and weekly needs of immediate neighbourhood and surrounding residential community.

Provide design standards for employment lands and streetscapes adjoining residential uses to safeguard or enhance the quality of the residential neighbourhood.

Develop site planning guidelines for the interface between lands in close proximity having low compatibility.

**Heritage Resources**
Views to the Niagara Escarpment are the principle natural heritage resource and should be preserved where possible.

**Parks, Schools and Open Space**
Provide a focal open space element centrally located within the residential community.

The elements of the open space should form a linked, integrated system.

**Walker's Line Medium Density Residential and Mixed-Use Employment Corridor**
Four lane arterial road; adjacent land uses are medium density housing with flanking and opposite mixed use corridor employment and neighbourhood commercial.

Provide design standards for employment lands and streetscapes in the vicinity of less compatible uses such as residential, to safeguard or enhance the quality of the neighbourhood.

For the employment areas, guidelines should address the following where applicable: Site Planning, Service Areas, Parking, Built Form, Lighting, Adjacent Conditions, Building Orientation, Landscaping, Compatibility.

**Neighbourhood Commercial Centre and Business Corridor**
Provide design standards for employment lands and streetscapes in the vicinity of less compatible uses such as residential, to safeguard or enhance the quality of the neighbourhood.

For the employment areas, guidelines should address the following where applicable: Site Planning, Service Areas, Parking, Built Form, Lighting, Adjacent Conditions, Building Orientation, Landscaping, Compatibility.

## A-4. 1997 ALTON URBAN DESIGN GUIDELINES

**Introduction**

This document was prepared to provide guidance in addressing the urban design conditions associated with an earlier Secondary Plan for Alton, with an emphasis on design for the public realm. This earlier vision for Alton was intended to be a predominantly residential community, but with some lands for retail, mixed use, employment, open space and park land uses.

While the intended character of the previous community concept may differ from the current vision, a number of the design guidelines developed for it may be applicable to some locations within the current Alton Secondary Plan.

The purpose of the present study is to develop appropriate design objectives for the Alton Community. The review and assessment of this document, therefore, first provides a summary of the guideline objectives stated at the beginning of each section of the document, followed by some supplemental objectives, directed toward the mainly employment based nature of the current Secondary Plan.

**Guideline Objectives**

**Introduction**

Guide overall design of the community and the development of individual sites according to the City of Burlington Official Plan and Alton Community Secondary Plan.

Ensure municipal objectives for the urban environment are achieved.

Guidelines further the City's following objectives :

- Provide a mix of uses and activities.
- Ensure compatibility of adjacent uses.
- Create a pedestrian and transit supportive community form.
- Emphasize public spaces.
- Integrate the open space network into the community.

Emphasize the public realm.

Direct both public and private development toward a high quality of architectural and urban design.

Guidelines written to be flexible, expressing objectives of the City to be achieved through discussion and design studies.

**Street Network**

Street system design should facilitate traffic flow while accommodating on-road cyclists and creating a comfortable pedestrian environment.

Streets having greater adjacent land use densities and transit service are more significant and should have higher design standards (more rigorous guidelines).

Guidelines for adjacent lands should encourage placement of built form close to the street, with pedestrian-friendly facades.

Garages on residential streets must not dominate the streetscape.

**Building Design**

Alton Community should have a high quality of both urban and architectural design.

Guidelines should encourage built form having strong street relationships and a high quality of architectural design.

Guidelines should require a variety of architectural expression and attention to certain building elements.

**Heritage Resources**

The West Alton district includes no existing built heritage resources.

**Parks, Schools and Open Space**

Design of parks, schools and open space should be attractive and functional.

**Walker's Line Mixed Use Corridor**

Mixed use corridor with a residential orientation.

Four lane road with shopping and housing uses along the street.

Transit service is expected along Walker's Line.

**Neighbourhood Commercial**
Neighbourhood commercial centres should develop as focal points for central residential neighbourhoods.

A wide range of uses should be permitted.

The design of each centre should include a small urban square as a public focal point.

Design of ground floor space should allow for changes in use and occupancy over time, as the neighbourhood centres are likely to experience gradual, incremental development.

Overall design should integrate adjacent schools, parks and housing with the commercial buildings.

**Business Corridor**
These lands are for prestige employment, office and associated services that wish to capitalize on high public visibility opportunities adjacent Highway 407.

Urban and architectural design will be of high quality, create strong street edges and address pedestrian needs.

General guidelines should be provided to ensure integrated design of neighbouring buildings, having consistency in form, materials or colours.

**Shopping Centres**
At least 50 % of the street frontage should have built form with minimal setbacks from the street.

## A-5. TRANSPORTATION MASTER PLAN: HIGHWAY 5 AND 25 CORRIDORS

**Introduction**
This document was reviewed for the purpose of summarizing in bulleted form, the design objectives for the Highway 5 corridor and surrounding lands in the vicinity of the Alton Community.

**Purpose**
Provide adjoining municipalities with strategic design direction in the assessment of development design concepts and provide design direction for site planning and building improvements.

The Urban Design Guidelines address the physical elements of residential, commercial, public use and industrial development and recommend design treatments that contribute to a unified and high quality character and image for the 5 & 25 corridors.
The UDG address

- Buildings & Site Plan
- Streetscape
- Parking & Service
- Gateways
- Buffers

**General Urban Design Objectives**
Reinforce and maintain heritage character of existing structures and landscape features adjacent Regional Roads 5 and 25 through compact redevelopment which respects, preserves and extends the qualities that contribute to the corridor's special character.

Acknowledge that the variety of land uses (residential, commercial, public use, industrial) will require variations in setback and buffer treatments.

Provide a framework for a coordinated streetscape theme that will improve the corridor identity as a whole.

Create distinct treatments at key corridor locations including gateway, major intersections, natural and heritage features.

Civilize the length of the corridors through the creation of Village Centres, gateways and the protection of meaningful landmarks and buildings.

Establish buildings as the dominant streetscape element : they define the street edge and are complemented by landscape treatments.

Design bridges as civic landmarks that express the presence of the creek corridors and acknowledge their function as major vehicular and pedestrian/ cyclist links.

Minimize the visual impact of parking areas through site plan and landscape treatment.

**Objectives for Regional Road 5 in the Vicinity of the Alton Community**
Emphasize non-residential land uses directly abutting Regional Road 5.

Provide setbacks(min 15.0 m) for residential uses. Buffering should include substantial landscaping and consider the inclusion of recreational trails, berming and fencing to encourage active use of these lands as well as attenuate traffic sound.

Preserve and integrate buildings of historic and/or architectural interest.

Preserve and enhance natural landscape features (hedgerows, woodlots) and Escarpment views through the placement of new development.

Establish a Primary Gateway at Walker's Line/Regional Road 5 intersection through built form, landscaping and other treatments in the public and private rights-of-way.

**Streetscape and Pedestrian Environment**
New development must include more pedestrian amenities such as street trees, lighting, furnishings and landscaping.

Accommodate pedestrian activity at key locations including gateways, major intersections, areas adjacent residential and open space.

Minimize conflicts in pedestrian and vehicular movement at key locations through clearly distinguished pedestrian routes, landscaping, lighting, driveway access and site plan controls.

**Open Space Networks**
Maintain views and connections to the escarpment and major watercourses.

Provide a balance between preserving key natural features and accommodating transportation and land use needs.

**Built Form**
The site planning and height of commercial or industrial development should have minimal negative impact on neighbouring residential development with regard to overview, shadow impacts, and landscaping edge conditions.

**Traffic Circulation**
Improve the design of parking areas to improve access to buildings along direct well-lit pathways.

Landscape edge treatments at street, parking lot and pathways will contribute to the overall image of the corridors and help orient vehicular and pedestrian circulation along direct, well-lit routes.

**Urban Design**
Promote corridors as humane and visually positive environments.

The Urban Design Guidelines work with dimension, building massing, landscaping, signage and other elements of the streetscape to address issues of streetscape design, landscaping, lighting, signs, noise and microclimate.

**Buildings**
Existing heritage buildings should be retained, a variety of architectural expressions and mixture of building types used.

Buildings must demonstrate a high quality of architectural design.

Design of buildings at primary gateways, major intersections, and village centres should be appropriate to their focal role.

Design and location of building elements such as major entrances, windows and building projections should be scaled and detailed to support an image of quality and consistency and support comfort and safety of the pedestrian between the public and private realm.

**Regional Road 25 as a Scenic Parkway**
Corridor should create a distinct visual sequence along a tree-lined scenic parkway using various landscape and streetscape treatments.

Corridor should act as an efficient circulation network for pedestrians and vehicles.

Coordinate streetscape elements and design treatments to link and emphasize the series of distinct destinations throughout the corridors.

Main landscape elements to create visual unity include trees, vegetation & flowers.

Streetscape elements include street and pedestrian scale lighting, raised medians, banners and feature paving materials.

Repetitive use of these elements will contribute to the creation of a distinct, unified streetscape.

**Regional and Primary Gateways**
Regional and Primary Gateways are the major intersections of the study area where proposed building and streetscape design will emphasize these corners as focal points, contributing to the distinctive character of the area.

Primary Gateways occur at arterial and major collector intersections with Highway 5.

Primary Gateways should be developed as mixed use areas, combining a range of retail, office and residential uses in higher density, to promote more intense street and commercial activity.

The use of adjacent two way service roads, enhanced with tree and sidewalk lined boulevards, to access development is recommended.

Gateway design should :
- address scale of both pedestrian and motorist.
- capitalize on local attributes such as natural features, significant buildings.
- include streetscape and landscape elements that support both their local and overall corridor image.

**Buffers**
Landscaped buffers are recommended where abutting land uses are residential, which are more sensitive to noise and safety impacts of traffic.

Buffer treatments may vary according to site density, available setbacks and degree of urban character.

Buffer design issues :

Noise : from high volumes of traffic.
Safety : Safety berms are required at residential lands adjacent the corridor in the event of a traffic accident.
Right-of way limitations : The existing ROW may limit design flexibility of the berm, landscape elements or recreational trail.
Streetscape Aesthetics : Buffer design should address safety and operational requirements of the road and contribute to an improved streetscape appearance from both sides.

**Urban Design Guidelines**
Focus on creation of a high quality, integrated urban corridor environment.

Address issues of :

Road design and dimensions.
Pedestrian and bicycle/recreation paths.
Building massing and setbacks.
Parking design.
Landscaping, lighting & signage.
Transit
Noise
Microclimate

Provide design direction for site planning and building improvements.

Provide design parameters for the public and private sector in preparing development concepts.

Provide municipal staff with a framework for reviewing development applications. Set a precedent for future integrated corridor design.

Advise on a range of residential, commercial, institutional and public uses based on concepts of good site-planning, improvements to landscape and streetscape design and well-designed buildings.

Guidelines should be flexible to respond to the variety of corridor options that will be addressed as immediate, staged and long-term implementation.