



ALTON CENTRAL EAST COMMUNITY

CITY OF BURLINGTON



URBAN DESIGN STUDY and GUIDELINES







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ALTON CENTRAL WEST COMMUNITY

PART I

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 Central East Urban Design Study and Guidelines, prepared by NAK Design Consultants with the input of the Alton Central East 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 Region of Halton Official Plan, Regional Roads 5 & 25 Corridor Strategy Final Study Report and Master Plan, including all appendices, Regional Transportation Master Plan Study, as approved, the City of Burlington Official Plan and the Alton Secondary Plan, as well as additional documentation required by the Region of Halton or City. The subject of this study is the lands within the Secondary Plan Area exclusive of the lands within the Alton West Community which were discussed in the Alton West Community Design Study and Guidelines.

This document will contain the following sections:

PART I ALTON CENTRAL EAST URBAN DESIGN STUDY

PART II OBJECTIVES AND GUIDELINES

PART III IMPLEMENTATION

PART IV APPENDICES

1.1 ALTON CENTRAL EAST URBAN DESIGN STUDY

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

The Alton Central East Urban Design Study involved a two stage program:

STAGE I involved the following:

1. Review of contextual information, including the Alton West Community Urban Design Study.

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
   - Transportation Master Plan: Highway 5 and 25 Corridors
   - Zoning By-law 2020

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

4. Preparation of Urban Design Objectives for the Alton Central East 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 assist the City in achieving their community design vision.

1.2 ALTON CENTRAL EAST COMMUNITY

The Alton Community is located in the City of Burlington north of Dundas Street, south and east of Highway No. 407, and west of Bronte Creek, as illustrated by the black hatch pattern in Figure 1.2.

The Alton Central East Community are the lands within the Alton Secondary Plan defined by Walker's Line to the west, Dundas Street to the south, Highway No. 407 to the north and Bronte Creek to the east. This area is indicated by the black hatch pattern within the red boundary in Figure 1.2.

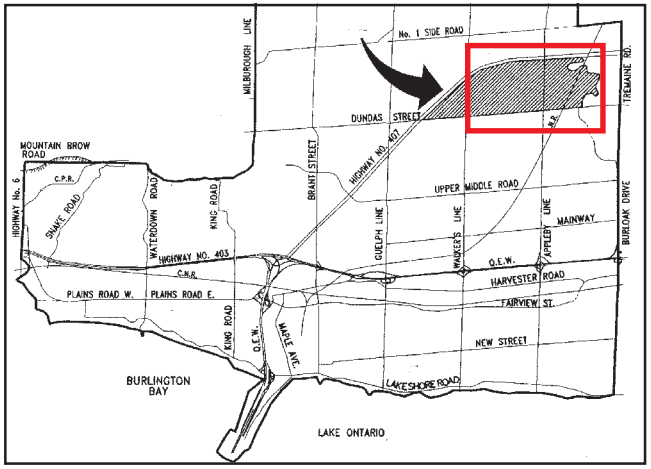


Figure 1.2 - Location map

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 environmentally significant area (ESA). 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 - Looking north, east of Walker's Line



Figure 1.2.1B - Looking northeast

2.0 ALTON CENTRAL EAST COMMUNITY FORM

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

- Low Density Residential areas located towards the centre of the plans primary block areas.
- Medium Density Residential areas located along Street 'B'.
- High Density Residential areas located along Dundas Street and Street 'B'.
- Neighbourhood Commercial Areas located along Street 'B', Walker's Line and Appleby Line.
- An Arterial Commercial Block located at the intersection of Dundas Street and Appleby Line.
- A Business Corridor located along Highway No. 407.
- Mixed Use Employment Areas located along Walker's Line and Appleby Line.
- A General Industrial Area located along Dundas Street and defined by the Ontario Hydro and CNR Corridors, Bronte Creek and the Mixed Use Employment Area located at Dundas Street and Appleby Line.

• Three Stormwater Management Facilities located along Dundas Street.

• Two Neighbourhood Parks located in association with schools along Residential Collectors.

• One Community Park in association with a school located at the intersection of Dundas Street and Street 'E'.

• Natural Features Appleby Creek, East and West branches of Sheldon Creek, Bronte Creek and a desginated ESA (Environmentally Significant Area).

• Three Schools located adjacent to the three parks.

• An Ontario Hydro Corridor and CNR Corridor.

The Street Network promotes connectivity of the various areas of the Secondary Plan, including the West Planning Area of the community.

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

• An Employment Major Collector Road - Street 'A' will serve and connect employment areas in the West and Central East Planning Areas of the Alton Community.

• A Residential Major Collector Road - Street 'B' will connect the neighbourhoods from Appleby Line to Walker's Line and run through the central portion of the community.

• A number of Residential Collector Roads - Streets 'D', 'E' and 'F', connected to the Arterial Roads will provide primary access to the residential neighbourhoods.



Figure 2.0 - Alton Central East Community Form

2.1 COMMUNITY VISION

Alton Central East Community is envisioned as a visually attractive, 'urbanized', and pedestrian oriented community consisting of a number of distinct neighbourhoods whose focus is the interconnected system of parks and open space. Commercial amenity areas provide secondary focal points for the neighbourhoods at its edges and Employment areas create a strong presence along the community's northern boundary, providing opportunities for live-work within the City.

This Vision will be achieved primarily through the design of the following:

• Block patterns that are pedestrian scaled, accommodate wayfinding and promote ease of orientation.

• A variety of housing forms and styles and the de-emphasis of the garage within the street zone.

• A coordinated and consistent approach to the design of public areas, community features and community markers.

• A street zone that is pedestrian scaled and provides a safe and comfortable environment for community life.

• A street network and block pattern that provides multiple connections between neighbourhoods, to open space, to amenity areas and to transit nodes.

2.2 COMMUNITY DESIGN PLAN

The Alton Secondary Plan provides the basis for discussion in this document but as a planning document it is limited to identifying the land uses and major street system of the community. In order to articulate the vision that will guide the development of the community, a community design plan was generated. The community design plan is both the catalyst for and the product of the urban design objective and guidelines. The plan illustrates the main elements of the community that are key to achieving the vision described, and they are:

• **Character Streets** that through careful and deliberate attention to site planning, landscaping and streetscape will be important in establishing the image and identity of the community.

  • **Street A** is envisioned as a major employment collector road, characterized by employment uses and a parkway-like streetscape.

  • **Street B** is envisioned as the primary residential avenue, characterized by primarily medium density housing forms, urbanized street edges and a sequence of pedestrian nodes where enhanced housing forms and landscaping combine to create unique 'places' and visual landmarks within the urban fabric.

  • **Walker's Line** is envisioned to be residential in character, connecting the separated west neighbourhood with the central and east portions of the community through theming, site plannting and building forms and the consistent and coordinated design of the streetscape.

  • **Appleby Line** is a Major Arterial with a design criteria involving a high degree of access control; transit supportive land uses will be encouraged along the right-of-way and the right-of-way requirements are up to 50 metres. This road is envisioned as a mixed-use zone within the community, characterized by employment, commercial, retail uses and functioning as a community amenity area and focal point.

• **A Hierarchy of Gateways** that through a combination of site planning, building form and landscaping provide landmarks within the community, reinforce the sense of arrival and place and promote the character and identity of the Employment precinct and the Residential Neighbourhoods.

• **A Series of Neighbourhood Nodes** that would emcompass adjacent building forms, landscaping within the street zone and special community features, designed and coordinated to create distinct places within the community.

Figure 2.1 - Community Vision Images





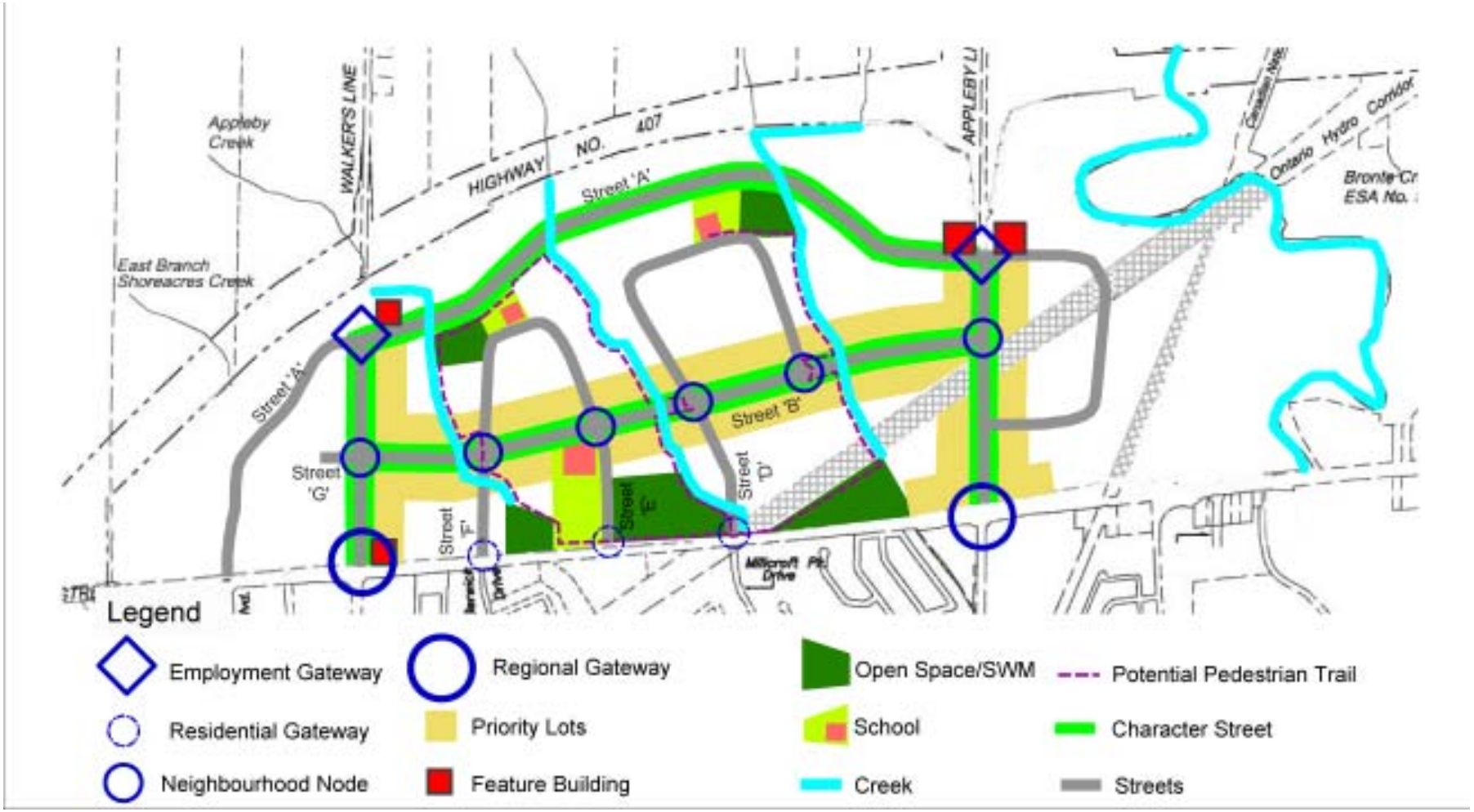



Figure 2.2 - Community Design Plan

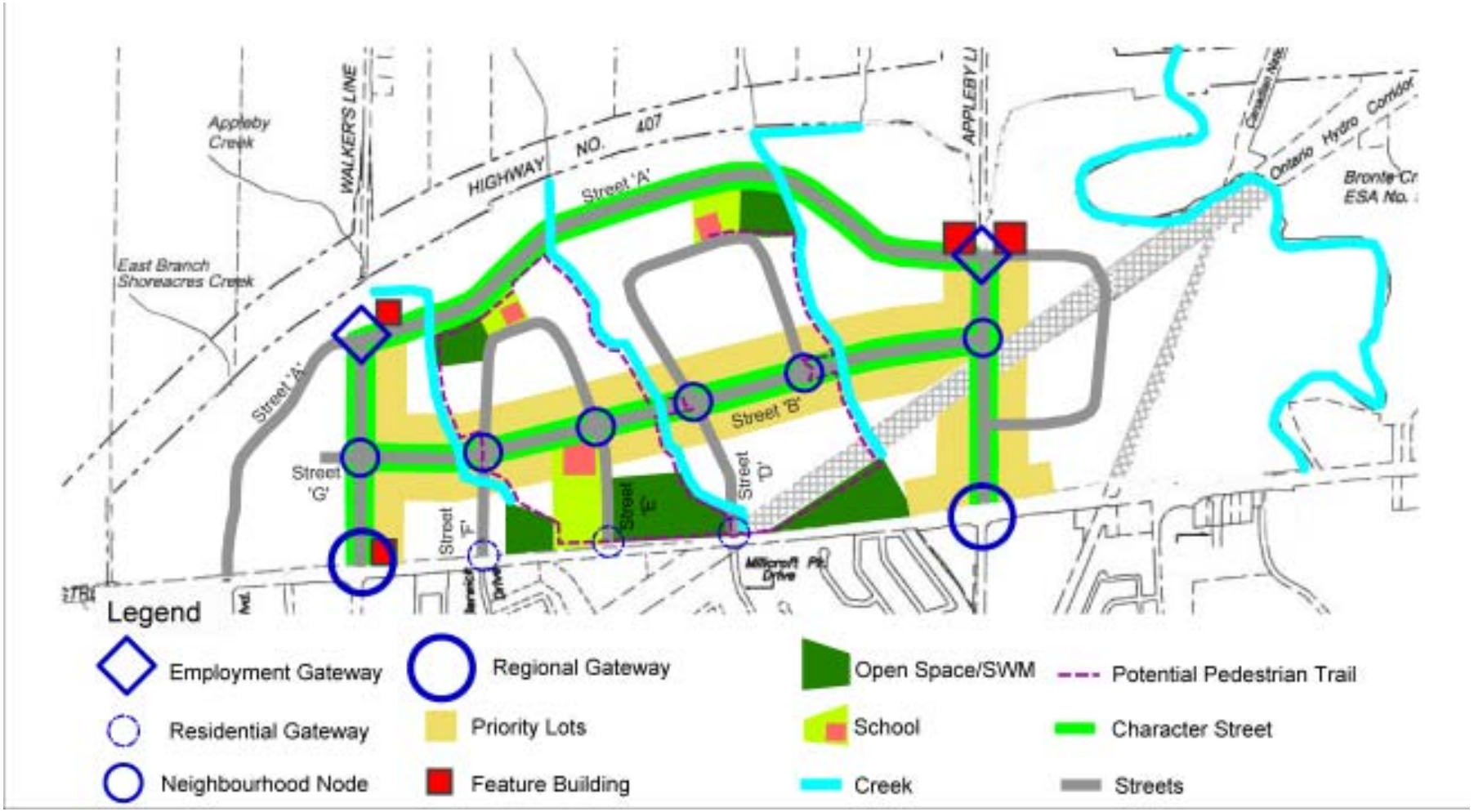


Figure 2.2 - Community Design Plan

ALTON CENTRAL WEST COMMUNITY

PART II

urban design objectives & guidelines

1.0 INTRODUCTION

The second part of this report contains design objectives and guidelines 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 Central East Community will be discussed:

- Residential Areas (Low, Medium and High Density)
- Business Corridor and Mixed-Use Employment Areas
- Commercial Areas (Neighbourhood and Arterial)
- General Industrial Area
- The Open Space System
- Park / School Blocks
- The Street Zone
- The Street Network
- Utility and Transportation Corridors

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
- Regional Roads 5 & 25 Corridor Strategy Final Study Report and Master Plan, including all appendices.
- Regional Transportation Master Plan Study

1.2 GENERAL URBAN DESIGN OBJECTIVES

Design Objectives for Alton Central East Community are based on the Official Plan and the Alton Community Secondary Plan and were developed to ensure a consistent approach to the detailed design of the components that comprise the community 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 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.



Figure 1.2A - Develop well defined neighbourhoods



Figure 1.2B - Enhancing connections to natural features



Figure 1.2D - Create attractive built form





Figure 1.2C - Ecosystem approach to design

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 Niagara 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,
- enhancing connections and access to recreational facilities, community amenities and features.

2.0 RESIDENTIAL AREAS

In large part, the design of housing within the Residential Areas will be important in establishing the visual character or 'theme' of the community. Equally important will be their role in reinforcing the Street Zone.

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 and buildings are sited and designed to provide an attractive edge to the street.

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:

- Along Street B
- Around open space
- Adjacent to commercial or employment areas
- Identified gateway locations



Figure 2.0A - Primary facades define the street zone

2.1 LOW AND MEDIUM DENSITY RESIDENTIAL AREAS

Low Density Residential Areas may include the following as described in the Official Plan:

- Detached Dwelling
- Semi-Detached Dwelling
- Cluster Homes

Medium Density Residential Areas may include a range of housing types as described in the Official Plan:

- Detached Dwelling
- Semi-Detached Dwelling
- Duplex Dwelling
- Triplex Dwelling
- Fourplex Dwelling
- Townhouse Dwelling
- Street Townhouse Dwelling
- Stacked Townhouse Dwelling
- Apartment Building
- Retirement Home
- Lodge, Fraternity, Private Club
- Community Institution



Figure 2.0B - Semi-detached housing

OBJECTIVES:

1. To design block patterns conducive to pedestrian movement.

2. To ensure the siting of built form defines and reinforces the public realm.

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

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

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

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

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



Figure 2.0C - Minimize visual impact of garages

GUIDELINES:

1. Block lengths should be within a range of 180-250m. A traditional grid pattern should be used as the basis for the developement of residential blocks with ease of orientation, accessibility and connection as primary considerations.

2. Houses should be sited close to the front property line to reinforce and provide visual enclosure to the street zone.

3. Along Enhanced Local and Collector Roads, houses should be designed with their primary facade oriented toward the street.

4. Houses should be designed with outdoor usable areas, such as porches, located along the street side to promote 'eyes on the street'.

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

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

7. For lots which flank or abut Employment or Commercial Areas, decorative privacy or acoustic fencing (if required by noise study) shall be provided along the lot line.

8. For lots which flank an Arterial Road, decorative 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.

9. For lots which back onto an Arterial Road, decorative 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.

10. For street townhouses that locate the main floor substantially above grade, exterior risers to the main entrance should be limited.

11. The number of townhouse units per block are encouraged not to 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

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

2.1.2 GARAGE AND DRIVEWAY DESIGN

GUIDELINES:

1. Lots 11.0m in width or greater shall have a maximum driveway width of 5.5m. Lots less than 11.0m in width shall have a maximum driveway width of 3.0m.

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

7. All units in blocks containing lots between 11.0m and 12.0m in width with double car garages shall have the following upgrades:

- Two single garage doors instead of a double garage door.
- Driveways shall incorporate decorative banding, or an alternative to City satisfaction, along edges.
- Street trees in City boulevard shall be enhanced.

8. Location of dwelling units and widths of driveways shall have regard for the provision of on-street visitor parking based on a calculation of 0.5 spaces per unit.

9. Driveway widths and configurations shall have regard for the Accessibility Design Guidelines prepared by the Burlington Accessibility Advisory Committee.

10. Garage doors shall have enhanced features.

2.1.3 ARCHITECTURAL DESIGN ELEMENTS

GUIDELINES:

1. Designs of house models shall 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 shall be provided to avoid flat blank walls.



Figure 2.1.3A - Design Elements

2.1.4 PRIORITY LOTS

Priority Lots are those lots which occur in visually prominent locations within the community and within the streetscape, particularly along enhanced local and collector roads and along character streets. 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.

2.1.4.1 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 shall 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 may include: turrets, corner bay windows, boxed-out windows on the front and side elevations, entrance porticoes and wrap-around porches.



Figure 2.1.4.1A - Corner Lot

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 along collector roads and where community mailboxes are located, in combination with ornamental and screen planting.

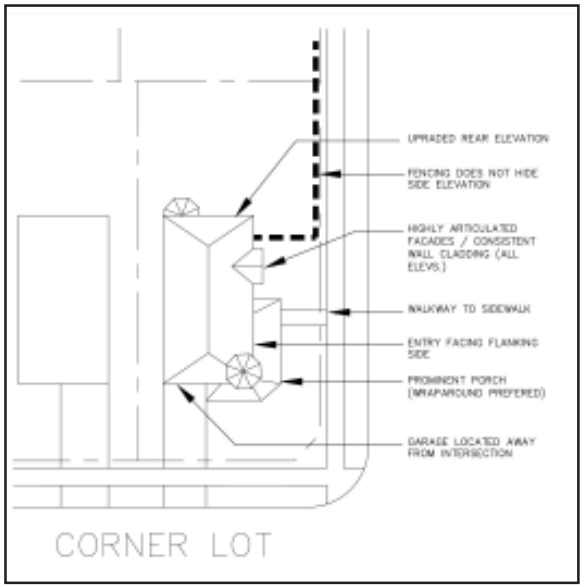


Figure 2.1.4.1B - Corner Lot Diagram

2.1.4.2 T - LOTS

These lots occur at the terminus of T-intersections.

GUIDELINES:

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

2. Where lotting division allows, the driveway and garages of houses are encouraged to be located to the periphery of the axial view corridor.

3. It is preferable to locate the front face of the house at the terminus of the street. When this is the case, the building elevation should include a number of enhanced architectural features such as a porch, projecting windows and decorative elements. In addition, landscaping should be incorporated which enhances the streetscape and mitigates the visual impact of vehicular headlights on the internal living spaces.

4. When the driveway and garage are located at the visual terminus of the street some of the following design enhancements should be incorporated to create an attractive streetscape:

- Garage build-overs which include windows and decorative elements.
- Decorative garage doors.
- Attractive roof forms.

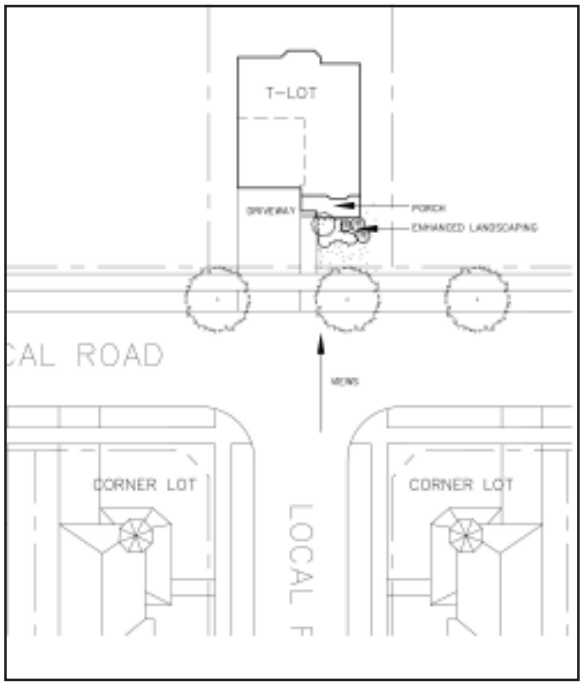


Figure 2.1.4.2A - T-Lot Diagram

2.1.4.3 LOTS ADJACENT TO OPEN SPACE

GUIDELINES:

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

2. Garages and driveways 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. Chainlink 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 street line.

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, a number of design enhancements should be provided for the rear elevations. These may 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 2.1.4.3A - Built form adjacent to open space

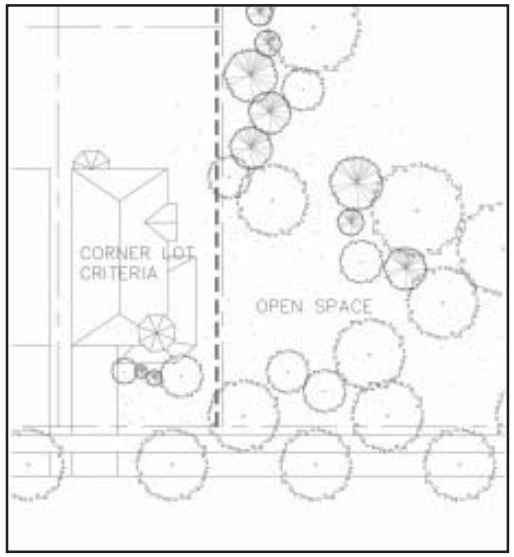


Figure 2.1.4.3B - Lot adjacent to open space diagram

2.2 HIGH DENSITY RESIDENTIAL AREAS

High Density Residential Areas may include a range of housing types as described in the Official Plan:

- Apartment Building
- Stacked Townhouse
- Street Townhouse
- Retirement Home
- Community Institution
- Lodge, Fraternity, Private Club

OBJECTIVES:

1. To ensure the siting of built form along the street edge is balanced between forming a strong edge to the street and providing a visual foreground to the structure.

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

3. To design interfaces between high density residential areas and adjacent land uses which are visually attractive.

4. To minimize the visual impact of parking, garbage storage and equipment storage areas on the streetscape.

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

6. To ensure that the design of private outdoor amenity areas are visually attractive from the street.

GUIDELINES:

1. Buildings should be sited close to the front property line to reinforce the street edge.

2. The design of primary facade elevations shall include a coordinated palette of materials, architectural elements and forms which promote a visually attractive presence within the Street Zone.

3. Parking and storage areas should be located away from the street and screened from view with a combination of architectural and landscape elements.

4. Mechanical / electrical units should be incorporated within the massing of the building or located away from view and screened with architectural and landscape elements.

5. Main entrances to the building should be reinforced through the design of fencing, paving, walls, piers, columns, lighting and planting.



Figure 2.2A - Apartment Building



Figure 2.2B - Apartment Building



Figure 2.2C - Apartment Building

3.0 BUSINESS CORRIDOR AND MIXED-USE EMPLOYMENT AREAS

Business Corridor and Mixed-Use employment Areas have a strong presence within the Alton Central East Community. Urban design considerations for these areas should be aimed at minimizing any negative visual impact on adjacent land uses, creating attractive streetscapes and promoting their positive presence within the community. Together with the implementation of site plan control these set of guidelines are meant to recognize and allow for potentially varied uses and their inherent differences while establishing a consistent approach to design that will result in attractive built form and landscaping.

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 following intersections as 'Employment Gateways':
   - Street A and Walker's Line
   - Street A and Appleby Line
   - Street A and Dundas Street



Figure 3.0A - Mix Use Area



Figure 3.0B - Business Corridor 'Image'



Figure 3.0C - Business Corridor interface to street

3.1 BUSINESS CORRIDOR

Carefully considered site planning and attention to visually attractive streetscape design within the Business Corridor should combine to create a positive visual presence within the community.

GUIDELINES:

The following guidelines have been organized to address specific zones, they are:

3.1.1 STREET A

1. Buildings should be sited close to the front property line to reinforce the street edge,

2. On the employment side, building setbacks along Street 'A' shall be combined with a 6.0m wide continuous and fully landscaped buffer.

3. Design of the landscaped buffer should be coordinated with the Streetscape on the south side of Street A. The landscaped buffer should include a single row of deciduous canopy trees, to form, in conjunction with the street trees within the boulevard, a staggered double row of trees.

4. The landscape buffer may also include gentle berms, low walls, piers and decorative fencing, coordinated to provide a consistent and attractive edge along Street A, and to lend a common element to this area where building designs may vary.

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

6. Canopies and signage should be pedestrian scaled along Street A.

7. Attractive facades shall be provided along Street 'A' . 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.

8. Vehicular entrances to the Business corridor shall be located and designed to ensure safe and convenient access. These areas should be coordinated with the landscape buffer along the property line to promote a visually attractive streetscape. Entrances should be sufficiently lit and signed to ensure ease of orientation.

9. Parking areas should be located away from Street A. Their visual impact should be minimized as much as possible through their configuration, the use of landscape buffers and grading.

10. Loading, service, garbage and storage areas shall be located away from Street A. Similarly their visual impact should be mitigated through their configuration, the use of landscaping and grading. Sideyards should be considered as priority locations for these elements.



Figure 3.1.1 A - Landscape Buffer



Figure 3.1.1 B - Landscape Buffer



Figure 3.1.1 C - Parking area, pedestrian walkway, landscaping



Figure 3.1.3A - Landscaping at Gateways

3.1.2 HIGHWAY 407

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

2. 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.

3. Buildings 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.

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

3.1.3 GATEWAYS

1. Built form shall be located and designed to reinforce the intersection at gateway locations.

2. Consideration should be given to locating taller buildings and more office or prestige-type uses in these locations.

3. Pedestrian spaces or ‘urban squares’ should be considered in these locations to enhance the street zone, provide enhanced entrances to buildings and create visual landmarks within the community.

3.2 MIXED-USE EMPLOYMENT AREA

Mixed-Use Employment Areas will be located along Walker's Line and Appleby Line.

GUIDELINES:

1. The functional and visual scale of the abutting arterial roads should be a primary consideration in the location of appropriately compatible uses. These may include a combination of retail, office, medium density residential or 'live-work' type uses.

2. Vehicular access, in all cases, should be from a collector or local road.

3. Buildings shall be sited close to the property line in these locations to reinforce the urban street edge.

4. The scale and massing of buildings shall be appropriate to the scale of the roadway; detailed design elements such as materials and architectural features should be combined to provide a visually attractive edge to the street zone and promote a pedestrian scaled space environment.

5. The design and siting of buildings should be coordinated and combined with streetscape design to provide a consistent and identifiable image along these edges.

6. 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.

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

8. 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.

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

10. 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.

11. Canopies and signage should be pedestrian scaled and consistent in design with the architecture.

12. Any negative visual impact to adjacent land uses should be minimized through site planning and landscaping.

4.0 COMMERCIAL AREAS NEIGHBOURHOOD COMMERCIAL and ARTERIAL COMMERCIAL AREAS

Design objectives for Commercial 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 and a positive visual presence within the community.

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 design these sites as components of the 'Neighbourhood Nodes' identified on the community desig nplan at these locations and to reinforce this notion through the development of a combination of landscape design, site planning and built form.



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

GENERAL COMMERCIAL DESIGN GUIDELINES:

1. Buildings shall be sited to reinforce the urban street zone, to create a pedestrian scaled environment and define the Gateway at key intersections.

2.Vehicular entrances to the sites and internal driveways should be designed to ensure safe and convenient access and circulation. Lighting, signage and planting associated with these elements should be coordintated with the buildings and the streetscape design.

3. Pedestrian connections from the street and parking areas to buildings should be designed to ensure safety and convenience.

4. Parking areas should not dominate the street frontage along arterial and collector roads. Their impact on adjacent uses should be minimized as much as possible through their configuration, the use of landscape buffers and grading.

5. Loading, service, garbage and storage areas should be located away from the street. Their impact on adjacent 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.

6. 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.

7. Any negative visual impact on adjacent uses should be minimized through a combination of site planning, fencing and landscaping, in accordance with City of Burlington standard requirements.

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

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

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.

11. Canopies and signage should be pedestrian scaled and consistent in design with the building architecture.

4.1 NEIGHBOURHOOD COMMERCIAL AREA

Three Neighbourhood Commercial Areas will be located in the Alton Central East community. All three locations occur along Street B, at its intersections with Walker's Line, Street E and Appleby Line. These commercial areas are meant to serve the daily and weekly goods and service needs. Given their focal role within the community they should be developed to include design elements which promote community identity, accommodate pedestrian movement and community interaction.

In addition to the general urban design guidelines already outlined, the following should apply:

GUIDELINES:

1. Community design elements should be incorporated into the design of the buildings and site features.

2. As focal points within the community, consideration should be given to providing some pedestrian areas within the site, either internally or adjacent to the street, which accommodate casual seating and gathering.

3. At corner locations visually prominent building elements should be incorporated to reinforce the intersection, enhance the street zone and promote wayfinding.

4. A coordinated and consistent approach should be taken in the design of the commercial sites. However, to create a sense of 'place' and promote the notion of landmarks, each site should have its own identity, achieved through a combination of individual site planning, landscaping and building design.

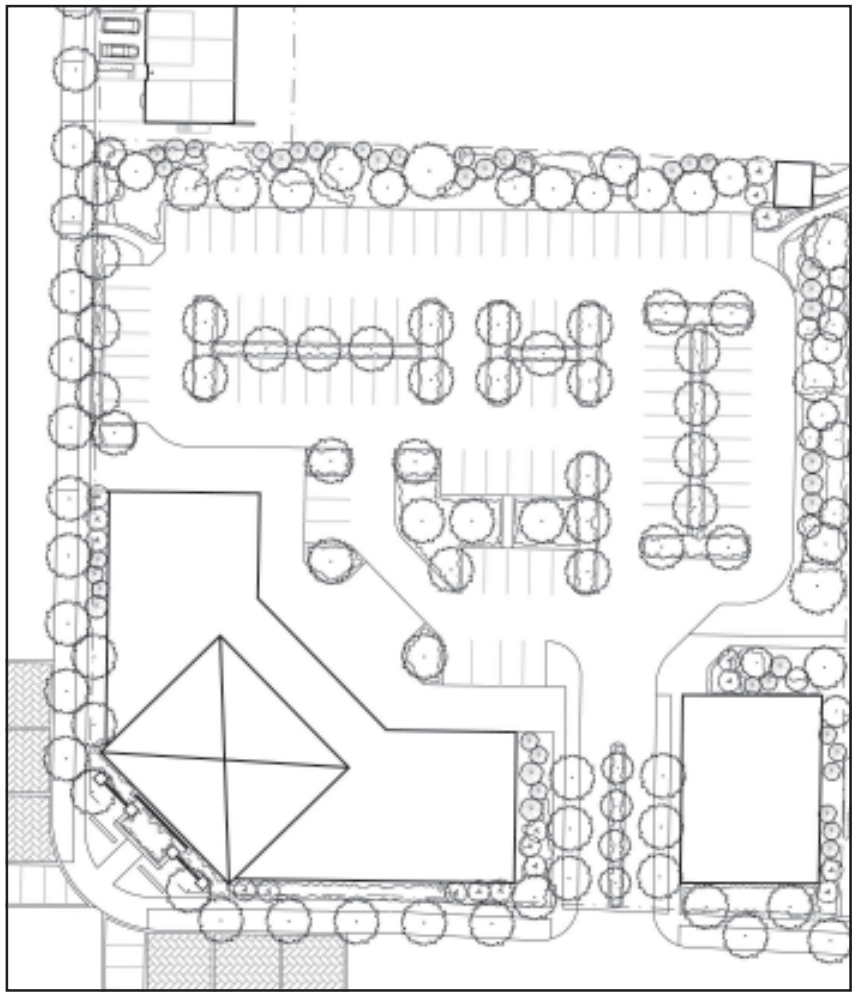


Figure 4.1a - Concept Plan

4.2 ARTERIAL COMMERCIAL AREA

An Arterial Commercial Block will be located at the northwest corner of Appleby Line and Dundas Street and will serve both the Alton Central East community as well as adjacent communities.

In addition to the general urban design guidelines already outlined, the following also apply:

GUIDELINES:

1. The development of the large-scale commercial area should be aimed at creating a 'community focus', and incorporate elements such as decorative lighting, benches, bollards, decorative paving, large canopy trees, and landscaped areas that promote to a pedestrian environment and encourage community interaction.

2. Visually prominent building elements should be located at the southeast corner of the site to promote the role of the intersection as a Gateway. This should be achieved in combination with entrance features, landscaping and signage.

3. Priority should be given to locating parking areas adjacent to the Ontario Hydro Corridor. Views to the corridor should be allowed and accommodated through a combination of chainlink fencing and canopy trees.

4. Buildings located adjacent to the Stormwater Management Facility should incorporate enhanced building elevations facing onto the Facility.

5. The interface with the SWMF should be designed to allow views, accommodate pedestrian connections and provide a coordinated and visually attractive edge transition between the two uses. Consideration may be given to providing a pedestrian node or retail related seating area adjacent to the open space.

5.0 GENERAL INDUSTRIAL AREA

Design objectives for the General Industrial Area are primarily aimed at minimizing their negative impact on adjacent residential land uses, the streetscape and adjacent open space and natural features. The various components of these areas should be designed and configured to ensure their positive visual presence within the community.

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 provide appropriate interfaces with adjacent land uses, particulary the ESA and the Mixed-Use Employment Area.

5. To address the presence of the Utility and Transportation Corridors within the area.

6. To design appropriate transitions to the Bronte Creek edge and reinforce the positive presence of the ESA within the community.

The General Industrial Area is located east of Appleby line and is defined by the Ontario Hydro Corridor, a Mixed-Use Employment Block, Dundas Street and Bronte Creek. Primary access to this precinct will be from Street C which is essentially the continuation of Street A east of Appleby Line. The size and relative scale of this area will have a great impact on the community and the exisitng fabric of the City. The following guidelines are intended to guide the development of this area as an Industrial Campus.

GUIDELINES:

1. Innovative building designs which deviate from the traditional 'unarticulated boxes', are encouraged.

2. Priority should be placed on providing attractive buildings at key locations within the area; these include: along Dundas Street, along Street C and adjacent to Open Space.

3. Additionally, the tallest buildings, with the highest degree of architectural articulation should be provided at the southeast corner of the area, terminating existing Burloak Drive and providing a visual landmark in this prominent location.

4. Buildings should be located close to the street line to reinforce the street zone.

5. Parking, loading, storage and service areas should be located away from street edges, minimized and screened with landscaped buffers.

6. Creating appropriate interfaces with adjacent uses is critical to the integration of this area within the urban fabric. Landscape buffers should be provided adjacent to the Mixed-use Employment corridor, the CNR corridor and along the Arterial Road corridor - Dundas Street.

7. The landscape buffer along the Mixed-use Employment area include required fencing in combination with planting that provides partial screening from the two uses.

8. The landscape buffer along the CNR corridor should include fencing in combination with landscape berms and naturalized planting that requires minimal maintenance. These elements should be arranged to prevent pedestrian access onto the railway lands.

9. The landscape buffer along Dundas Street should be urban in character. It should be coordinated and consistent with the streetscaping along this Arterial Road, and provide a continuous and visually attractive edge to the Industrial Area.

6.0 THE OPEN SPACE SYSTEM

Design objectives for Natural Features and Open Space are aimed at ensuring their focal presence within the community and the streetscape, creating strong connections to residential areas and addressing the interfaces to adjacent land uses. Their design should enhance the attractiveness, livability and character of the community and contribute to the establishment of an 'Urban Canopy' within the public areas.

OBJECTIVES:

1. To integrate and enhance natural features such as the main branch of Appleby Creek and two tributaries of Sheldon Creek, Bronte Creek and the Environmentally Significant Area 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 promote the image and identity of the community.

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

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

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



Figure 6.0A - Naturalized channel



Figure 6.0B - Park feature



Figure 6.0C - Stormwater Management Facility

6.1 TRIBUTARIES AND CREEKS

A number of tributaries and creeks traverse the community. They should be treated as natural features and integrated into the community's open space fabric wherever possible.

GUIDELINES:

1. Visual access to tributaries and creeks should be promoted wherever possible, through street and block patterns, the provision of 'green windows' and frontages onto streets.

2. Green Windows are pedestrian nodes, provided where creeks intersect the street line, to provide opportunities for viewing and enhance the streetscape zone.

3. A naturalized approach to the planting design within and adjacent to these features should be undertaken, to enhance their existing character and minimize maintenance requirements.

4. Where siting and environmental constraints allow, a pedestrian route may be considered within these corridors to enhance the connectivity of the open space system and provide pedestrian linkages between neighbourhoods.



Figure 6.1A - Visual access to Creek



Figure 6.1B - Channelized Creek

6.2 PARKS

The following general guidelines apply to all parks.

GUIDELINES:

1. The street pattern should ensure visual and physical accessibility of parks.

2. Adjacent residential lotting should be configured to front onto the parks, where possible.

3. The street pattern should be developed to enhance views to parks.

4. Pedestrian walkways should be provided to promote the connectivity of the Open Space System.

5. Entrances to parks should be located along the street R.O.W. in convenient and visible areas. These areas may be reinforced through a combination of decorative paving, planting, signage and site furniture.

6. Recreational facilities shall be provided based on City requirements.

7. Seating, gathering areas should be provided at key locations within parks.

8. Lighting should be designed to promote safety and visibility.

9. Park features and elements should be coordinated with the theme of the neighbourhoods. They may also incorporate civic design elements consistent with the City's urban design objectives.

10. Fencing shall be provided as per City standards.



Figure 6.2.1A - Village Square



Figure 6.2.A - Park

6.2.1 VILLAGE SQUARES

Small parkettes have not been identified on the Secondary Plan. However, consideration may be given to developing this type of open space within each neighbourhood or pedestrian shed (400m radius) to achieve the following objectives:

1. To provide a 'neighbourhood' scale focal point for each neighbourhood - Village Squares.

2. To provide a centralized open space which will acommodate passive recreation and social interaction, within a 5 minute walk of most residents.

3. To provide opportunities for developing unique identities for each neighbourhood.

GUIDELINES:

1. The street pattern should ensure that Village Squares have street frontage on at least two sides.

2. Village Squares should be between 0.25 - 0.50ha. in size.

3. Residential lots surrounding the Village Square should front onto the open space.

4. Views to the Village Square should be maintained along designated 'Enhanced Local and Collector Roads'.

5. The design of the Village Square should be coordinated with other parks and the streetscape. They should also incorporate landscape elements which define the identity and character of the neighbourhood in which they are located.

6.2.2 PARK / SCHOOL BLOCK

Park/ School Blocks will be located within the community in accordance with Secondary Plan.

Design objectives for these combined Park/School sites are aimed at ensuring their focal presence within the community, reinforcing attractive street zones, enhancing connectivity to residential areas and providing approprite interfaces to adjacent uses.

In addition to the Open Space Objectives outlined previously, the following shall be applied to these specific sites.

OBJECTIVES:

1. To promote a coordinated and consistent approach to the site planning and design of the Park/School Block.

2. To ensure the siting of buildings reinforce the street edge and neighbourhood nodes and provide a strong presence within the block pattern.

3. To design attractive building(s) that reinforce the visual quality and character of the community.

4. To follow an ecological / environment-first approach to design and planning.



Figure 6.2.2A - Architectural features at vista



Figure 6.2.2B - School building located at street terminus

GUIDELINES:

1. School buildings should be sited to provide a landmark at these prominent community locations. The building should be sited to terminate views from the adjacent street pattern. Visually prominent building features should be located in these key locations.

2. Parking and drop-off areas should be located and configured to minimize their negative visual impact on the street.

3. Maintenance and servicing loading areas and areas around garbage storage facilities should be screened with a combination of architectural walls and landscaping.

4. Schoolyards should be designed to accommodate a range of recreational, social and educational activities within a safe, comfortable and natural environment.

5. Consideration may be given to coordinating facilities with the adjacent park site.

6. The design of street edges should be coordinated with the streetscape design within the R.O.W.

6.3 STORMWATER MANAGEMENT FACILITY

Three Stormwater Management Blocks will be located within the community along Dundas Street. These blocks will be developed as features within the Open Space System.

GUIDELINES:

1. Given the location of the Stormwater Management Blocks along Dundas Street, these facilities will provide major views into the community. Their design should promote their role as 'windows' into the community.

2. The adjoining street pattern should ensure that Stormwater Management Blocks have street frontage on at least one side.

3. Views from the residential areas to the Stormwater Management Blocks should be enhanced through the pattern of streets and site planning within adjacent lots.

4. A pedestrian trail may be provided within the Stormwater Management Blocks as an extension of the pedestrian trail system and to further the connectivity of the Open Space System.

5. Entrances to the Stormwater Management Blocks should be located along the adjacent local street R.O.W. and may comprise a combination of decorative paving, planting, signage and site furniture, where possible.

6. 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.

7. Landscaping within these blocks should be undertaken with a 'naturalized' approach, incorporating native planting, serpentine geometry and possibly stone work.

8. Design within the Stormwater Management Block adjacent to the street edge should be formalized to provide an appropriate transition from the urban street to the naturalized facilities within these blocks. This may be achieved through a combination of a regular row of canopy trees, a mowed strip adjacent to the sidewalk and a band of low maintenance, native shrubs beyond that.

9. Fencing requirements shall be as per City of Burlington standards.



Figure 6.3A - Stormwater Pond with trail



Figure 6.3B - Adjacent site planning

6.4 PEDESTRIAN & BICYCLE ROUTES

The degree of connectivity of the Open Space System and the neighbourhoods of the community shall in large part be determined by the accessibility and continuity of a pedestrian Trail System.

A designated off road Multi-Use Path will be located within the R.O.W. of Street A along the south side.. This should be augmented by the provision of a system of trails both within open space and the street right-of-ways in combination with the sidewalk.

GUIDELINES:

1. The distribution of trails within the community should be coordinated to accommodate multiple routes for movement and connection.

2. Consideration should be given to locating trails within the open space system and within the creek corridors.

3. Interruptions to the trail should be minimized.

4. Pedestrian and cyclist safety, convenience and comfort should be foremost in the planning and design of the pedestrian and bicycle route. On and off road routes should be coordinated.

5. Opportunities for start points and rest points should be provided intermittently and may in fact be combined with Park and SWMF entrances. Seating, lighting, signage and other landscape features may be considered at these nodes, where possible.

6. Traffic calming elements may be considered where the trail crosses major roadways.

6.5 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.



Figure 6.4A - Trail within SWM



Figure 6.4B - Trail entrance at street



Figure 6.4C - Trail within open space

GUIDELINES:

1. The pattern of streets should be designed to allow views to the Niagara Escarpment, wherever possible.

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

6.6 CULTURAL HERITAGE FEATURES

The Official Plan outlines specific objectives for the identification and preservation of cultural heritage features. Essentially cultural heritage features should be integrated into the community wherever possible. Two heritage sites have been identified within the Alton Secondary Plan, they are:

- The Thomas Alton homestead, 4059 Dundas Street, and
- The James McKerlie homestead, 4385 Dundas street.

GUIDELINES:

1. Heritage buildings, identified to be preserved, should remain in their original location unless prohibited by grading and/or engineering constraints.

2. If heritage buildings are to be relocated, preferred relocated sites include: lots flanking open space, lots facing open space and corner lots, particularly those at neighbourhood nodes.

3. Landscaping and streetscaping should be used to promote the heritage building/site as a focal location within the community.

4. When preservation or relocation is not possible, consideration should be given to reusing elements of the heritage building such as bricks and planters, into landscapes and open spaces.

7.0 THE STREET ZONE

The Street Zone is defined as the Boulevard within the Right-of-Way (R.O.W.) from property line to road curb face. In terms of Urban Design the Street Zone 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). Streetscape design should be aimed at enhancing the attractiveness, livability and character of the community and contributing to the community's 'Urban Canopy'.

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 8.0A - Landscape transition from private to public



Figure 8.0B - Entrance feature



Figure 8.0C - Street Trees

7.1 STREETSCAPES

In general, Streetscapes within the community should be designed to support and reinforce the functional heirarchy of the Transportation Network. They should also be designed to enhance the pedestrian zone, provide opportunities for community interaction and promote the character and identity of the community.

GUIDELINES:

1. Built form should be sited close to the street with their primary elevation 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 may 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.

7.1.1 CHARACTER STREETS

Character Streets have been identified on the Community Design Plan as major corridors which are characterized by one predominant use. These streets are Walker's Line, Appleby Line, Street A and Street B and should be developed with combined consideration for the site planning and built form in the abutting private lands and the design of the elements within the street zone.

7.1.1.1 WALKER'S LINE

The secondary plan indicates primarily mixed-use and medium density residential uses along Walker's Line. In order to promote continuity and consistency its streetscape should be developed as a primarily 'residential' corridor.

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 along this corridor should be located close to the street line to reinforce the street zone 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. Built form should incorporate enhanced elevations oriented toward the street.

7. The character and forms on either side of the corridor should be coordinated and consistent to present a strong visual image along this prominent street.

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

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.

7.1.1.2 APPLEBY LINE

The secondary plan indicates primarily mixed-use and commercial uses along Appleby Line. In order to promote continuity and consistency its streetscape should be developed as a primarily 'commercial' corridor.

GUIDELINES:

1. Buildings should be massed along the street line to reinforce the street edge.

2. Buildings should be sited with their primary elevation facing Appleby Line.

3. Building designs should be pedestrian-scaled and include architectural design elements that create an attractive presence within the street zone.

4. Parking should be minimized along this frontage.

5. Where parking occurs along the street a landscaped buffer should be provided. This shall include a combination of walls, columns, fencing and planting which designed to screen parking while allowing views into and out of the site.

6. A single row of canopy trees should be planted along the street line to form, in conjunction with the street trees, a double row of canopy trees.

7. Street lighting should be consistent along Appleby Line and may incorporate decorative elements as well as banners, pedestrian light fixtures or flower baskets.

8. Signage should be coordinated to minimize the visual cluttering of the street zone.

9. Street furniture should be provided at pedestrian nodes and coordinated with building entrances and transit stops.

7.1.1.3 STREET A

Street A is the major Employment Collector within the community. As a key structuring element it will be important in establishing an appropriate interface between the employment and residential components of the plan. The location of a number of parks and school sites along this edge will help to define its character and establish a 'Green' image.

The land use and adjacent lotting pattern along Street A will be varied. Streetscape design and elements should be coordinated and consistent in order to promote a clear and identifiable image for this street.

These elements are:

• Decorative street lights within the curbside boulevard, located in a regular pattern and located to minimize conflict with street trees.

• Consistent and coordinated signage for Business Corridor Buildings and Access points.

• Multi-use trail signage incorporated with street lights, particularly where recommended trails within the creek blocks meet the street line.

• A continuous landscaped buffer along the Business Corridor.

• An identifiable pattern of street trees (i.e. consistent species, staggered double row, etc...).

• Consistent fencing along window streets (i.e. low metal fencing with stone piers, etc.).

• Consistent planting along window streets (i.e. 2 types of shrubs in serpentine bands, a formal row of canopy trees, coniferous trees at local street terminus, etc.).

• Pedestrian walkways form window street to the south side of street A.

• Decorative side yard fencing and planting along flankage lots.

• Consistent and coordinated landscape treatment where front yard conditions occur (i.e. continuous shrub hedge combined with stone piers, etc.).

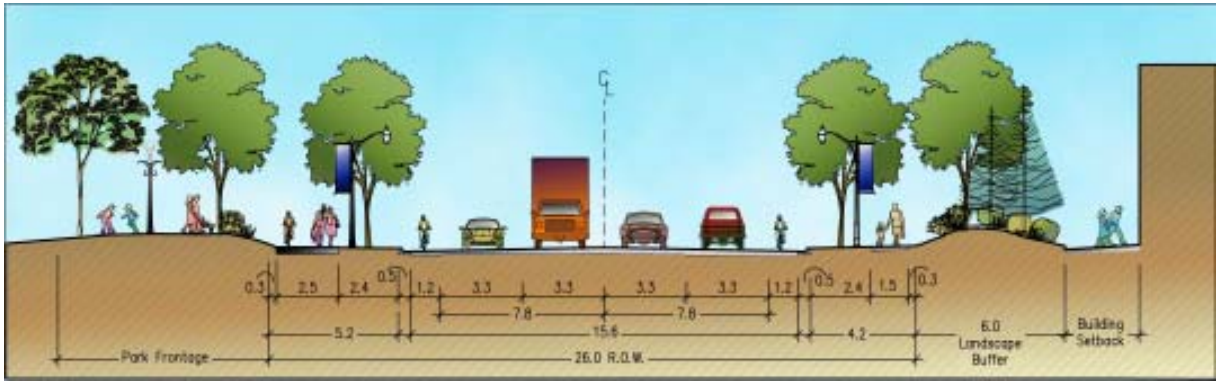


Figure 7.1.1.3A - Street A Streetscape - section

7.1.1.4 STREET B

Street B is the major Residential Collector within the community. As a key structuring element it will be important in establishing the visual identity and character for the community. This will achieved in large part by the site planning and design of the adjacent housing forms combined with the streetscape design. The adjacent housing forms will be medium density.

Streetscape design and elements should be coordinated and consistent in order to promote a clear and identifiable image for the community.

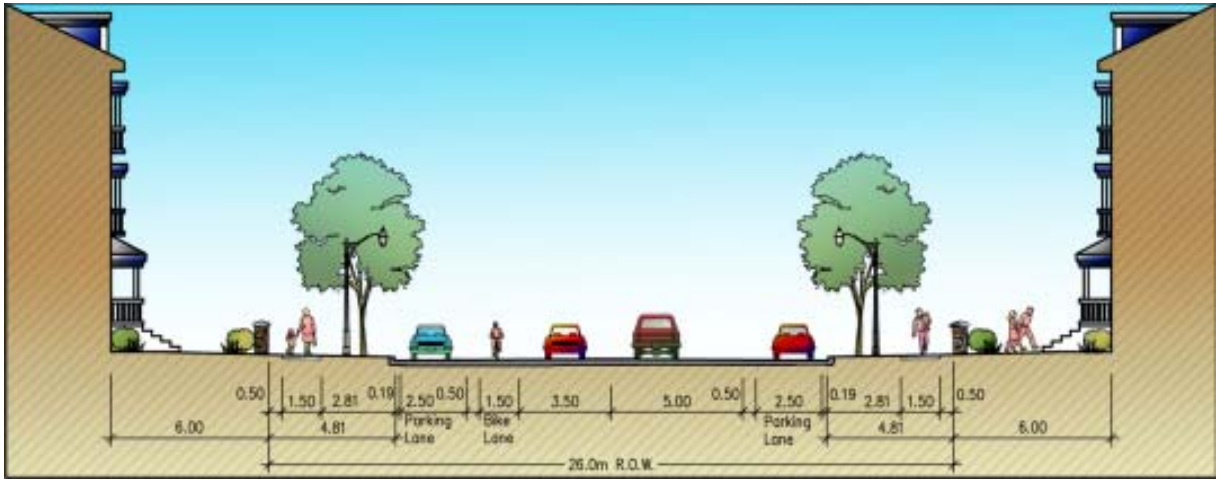


Figure 7.1.1.4A - Street B Streetscape - section

These elements may include:

• Decorative street lights within the curbside boulevard, located in a regular pattern and located to minimize conflict with street trees.

• An identifiable pattern of street trees (i.e. consistent species, staggered double row, etc...).

• A coordinated and consistent landscape treatment defining the public and private zones (i.e. continuous shrub hedge combined with stone piers, etc.) along the property line.

• Consistent and coordinated side yard fencing where flankage conditions occur.

• A sequence of pedestrian nodes where collector roads intersect and where creek blocks meet the street zone.

7.1.2 ENHANCED LOCAL & COLLECTOR ROADS

Other local and collector roads which play a role in enhancing community life or promoting the character of the community should be designed as Enhanced Local & Collector Roads. These will be primarily residential in character should be developed based on the following guidelines:

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 line with their primary elevation oriented to reinforce the street zone 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. 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.

6. Priority Lots should be identified and designed to enhance the visual appeal of the streetscape.

7. 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.

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

9. 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.

7.1.3 LOCAL ROADS

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

GUIDELINES:

1. A variety of Local Road sections (Right-of-ways) should be designed within the community to provide variety in the street pattern and resulting streetscapes. These should be consistent with the City's Street Characteristics and Standards outline in Table 1 in section 8.0.

2. Local Road 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. Generally two sidewalks should be provided within the Local Road R.O.W. unless otherwise required.

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.

7.1.4 NEIGHBOURHOOD NODES

The community design plan identifies five locations where potential Neighbourhood Nodes may be developed. These are generally where the residential collectors, Walker's Line and Appleby Line meet Street B. The Neighbourhood Nodes would achieve the following objectives:

- Provide opportunities for 'placemaking' - enhancing the character and identity of the community.
- Create landmarks to assist orientation and wayfinding.
- Provide opportunities for community social interaction.

Consideration should be given to incorporating:

- Roundabouts
- Traffic Circles
- Landscaped Medians
- 'Pocket Parks' (adjacent to corner lots)

GUIDELINES:

1. Adjacent built form should incorporate enhanced elevations oriented to the intersection.

2. Streetscape design should include accent elements such as ornamental planting, low landscape walls which may be used for seating, piers, signage, etc.

3. Decorative lighting should be incorporated at the intersection.

4. These nodes may be combined with Pedestrian Crossings, where feasible.

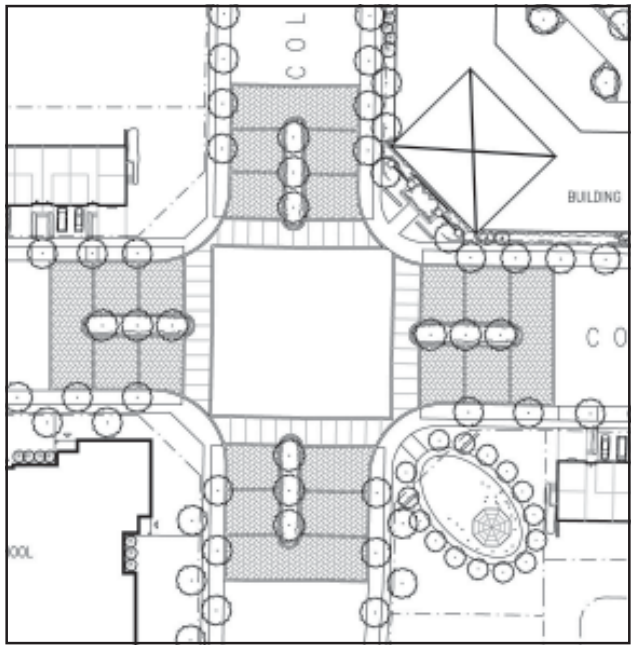


Figure 7.1.4A - Neighbourhood Node Concept Plan



Figure 7.1.4B - Neighbourhood Node Image

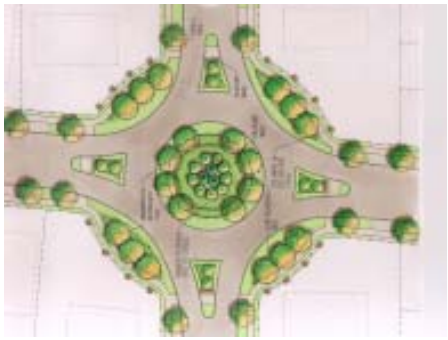


Figure 7.1.4C - Roundabout Concept

7.1.5 PEDESTRIAN CROSSINGS

At certain intersections where Enhanced Local and Collector Roads intersect or where the Pedestrian Trail meets the street, design elements may be incorporated to:

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

Consideration may be given to incorporating:

- Raised Crosswalks
- Textured Pavements
- Neckdowns
- Chokers
- Mid-block Medians

GUIDELINES:

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

2. Barrier-free access shall be provided at the curb.

3. Signage may be provided which clearly indicates the 'Pedestrian Crossing'.

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

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

6.These may be integrated within the Neighbourhood Nodes or at the very least coordinated in its design.

7.1.6 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. Walkway blocks should be between 7.0 - 9.0m in width to allow for a 2.0m paved walkway and landscaping on either side of the walkway.

3. The walkway should be a minimum of 2.4m in width if it is to be used for maintenance access.

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

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

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



Figure 7.1.6A - Mid-block pedestrian walkways

7.1.7 FENCING

GUIDELINES:

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

2. For flankage lots along 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.



Figure 7.1.7a - Example of decorative fencing

7.1.8 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.

7.1.9 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 should be in sideyard/ flankage lot locations.

7.1.10 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.

7.1.11 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.

7.1.12 SIGNAGE

A coordinated and consistent approach to the design of:

Street Signage
Business Corridor Signage
Commercial Signage
Park Signage

should be adopted, to minimize the visual 'cluttering' of the community.

7.2 GATEWAYS

The Community Design Plan indicates a hierarchy of potential Gateway locations which are meant to reinforce the structure and character of the community. Their role in the community would be to:

- Enhance orientation and wayfinding.
- Promote the character and identity of the community.
- Provide visual landmarks within the urban fabric.

GENERAL GUIDELINES:

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

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

3. 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.

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

5. The design of gateway features should be co-ordinated and consistent with the character of the community.

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

7. Decorative lights should be incorporated into the design of gateway intersections.

8. A hierarchy in scale and massing should be combined with variations in materials and details in the design of gateway features to distinguish the different types of gateways within the community.

7.2.1 REGIONAL GATEWAY

The Transportation Master Plan for Regional Roads 5 and 25 Corridors identify the intersections of Dundas Street with Walker's Line and Appleby Line as Primary Gateways. These Gateways are meant to enhance the sense of arrival or transition along the regional corridor. The planning and design within the Alton Central East Community should have consideration for these gateways.

GUIDELINES:

1. Adjacent buildings should be sited and massed in these locations to reinforce the gateway.

2. Consideration should be given to locating relatively taller buildings and feature buildings in these locations.

3. Buildings should be designed with attractive elevations oriented to the intersection.

4. Bold and attractive landscaping should be provided in these locations to enhance the visual appeal of the gateways.

5. The components of the Region's Primary Gateway may include entrance features, signage and landscaping. The building(s) and landscaping within the adjacent private lands should be coordinated with these components to present a consistent and unified visual image at these important locations.

7.2.2 EMPLOYMENT GATEWAYS

The community design plan identifies three locations for potential Employment Gateways, these are the intersections of Street A with Appleby Line, Walker's Line and Dundas Street. The two former locations occur within the Alton Central East community. The building forms, landscaping and streetscape at this location should be planned and designed to reinforce this notion.

GUIDELINES:

1. Built form should be located and designed to reinforce the intersection at these locations.

2. These building should include enhanced elevations oriented toward the street / intersection.

3. These locations should be considered as priority locations for high-profile, prestige office type uses that include taller buildings.

4. Pedestrian spaces or 'urban sqaures' should be considered in these locations to enhance the street zone, provide enhanced entrances to buildings and create visual landmarks within the community.

7.2.3 RESIDENTIAL GATEWAYS

A number of Residential Gateways have been identified in the community design plan. They occur along Dundas Street at the intersections of Streets D, E and F. The building forms, landscaping and streetscape at these location should be planned and designed to reinforce this notion.



Figure 7.2.3 A - Gateway Dwelling



Figure 7.2.3 B - Residential Gateway Intersection



Figure 7.2.3 C - Residential Gateway Feature

GUIDELINES:

1. The lots adjacent to Residential Gateways shall be considered 'Priority Lots' and incorporate design considertions aimed at creating an attractive street zone and reinforcing the notion of entrance, arrival and identity.

2. Adjacent housing forms should include enhanced elevations oriented toward the street / intersection.

3. Adjacent open space or parks should include landscape elements which reinforce the gateway location. These elements may include: ornamental planting, seasonal displays, arbors, feature walls, gateways, columns, gazebos, sculpture, etc.

4. Consideration should be given to incorporating a landscaped median in these locations. These should be a minimum 4.0m in width to accommodate the planting of canopy trees and foundation shrubs.

7.3 EDGES

The Edges 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.

7.3.1 DUNDAS STREET

Dundas Street is a Major Arterial Road and forms the most visually prominent edge to the community. Along this edge a number of different uses are located. A coordinated and consistent approach to the streetscape design along this edge should be coordinated with the design treatments outlined in the Regional Roads 5 & 25 Corridor Strategy Final Study Report and Master Plan, including all appendices, e.g., Intersection and Access Management Guidelines, Land Use Policy Directions and Urban Design Guidelines, and any other applicable policies, including the Regional Transportation Master Plan Study.

GUIDELINES:

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

2. The visual impact of parking area along this edge should be minimized.

3. Landscape buffers adjacent to the Arterial Commercial site, the High Density Residential site and the Mixed Use Employment corridor should be consistent in design and coordinated with other landscape treatments along this edge.

4. Landscaping within Parks, SWMFs and School sites should be consistent in design and coordinated with the above.

5. For all conditions an urban character should be achieved through the arrangement and selection of landscape elements.

6. A single, in the case of the landscape buffers, or a double row, in the case of open space, of canopy trees should be provided along this edge to form, in combination with the street trees within the boulevard a continuous canopied corridor for movement and activity.

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

8. 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.

9. Building elevations facing Dundas Street should incorporate a high degree of articulation. Expansive, blank walls are discouraged.

10. Signage should be located and organized to facilitate wayfinding and ease of orienation. Signage should be coordinated with buildings and present information in a clear and attractive manner.

11. Entrances to open space may be provided along this edge and designed to include: decorative paving, signage, seating, planting and other features which reinforce community identity.

7.3.2 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.

7.3.3 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. On the employment side of Street A a continuous landscaped buffer should be provided. The landscaped buffer should be 6.0m in width and planted to visually screen parking, loading and service areas.

2. 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.

3. 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.

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

5. 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.

The Business Corridor lands are intended to accommodate prestige-type offices and industrial uses that require good access and/or 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.

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.

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

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

These will be discussed on the following pages.

STREET 'A' - WINDOW STREETS

For Window Street Conditions along Street 'A' the following should apply:

GUIDELINES:

1. A landscaped berm 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 required along this Major Collector Road.

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



Figure 7.3.4A - Window Street condition along Street A - section

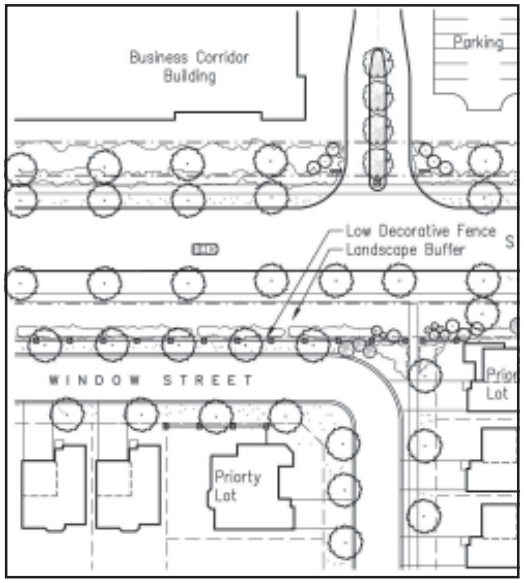


Figure 7.3.4B - Window Street condition along Street A - plan

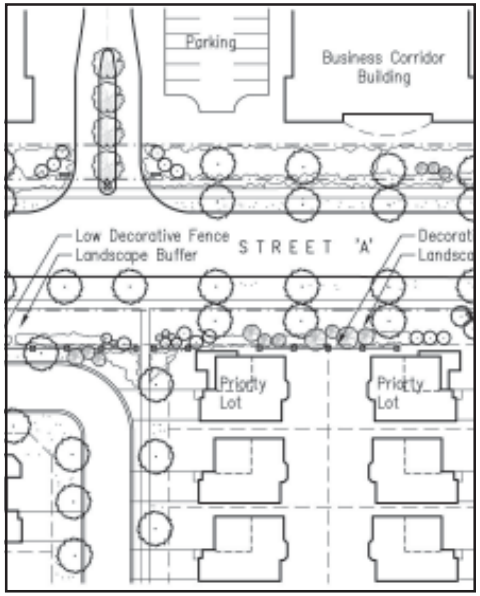


Figure 7.3.4C - Flankage condition along Street A - plan

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 required along this highly visible road.

2. Decorative fencing should be provided along the side lot line, from the rear lot line to the rear wall 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.

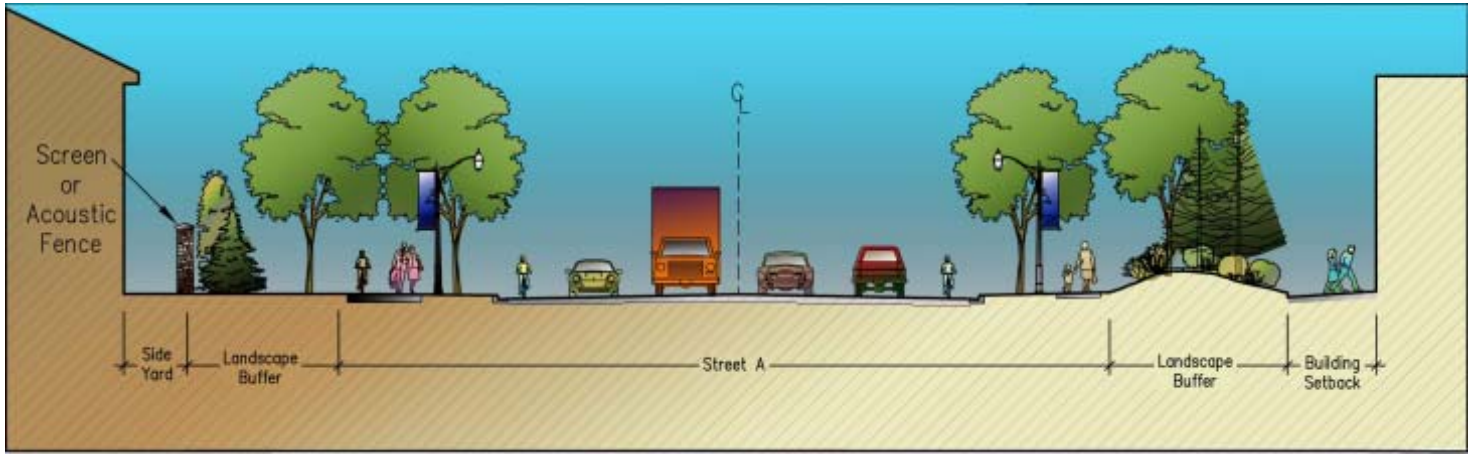


Figure 7.3.4D - Flankage condition along Street A - section

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 required along this Employment Collector Road.

2. Architectural elements such as porches, porticoes and bay window shall be provided to promote and animate the 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 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.

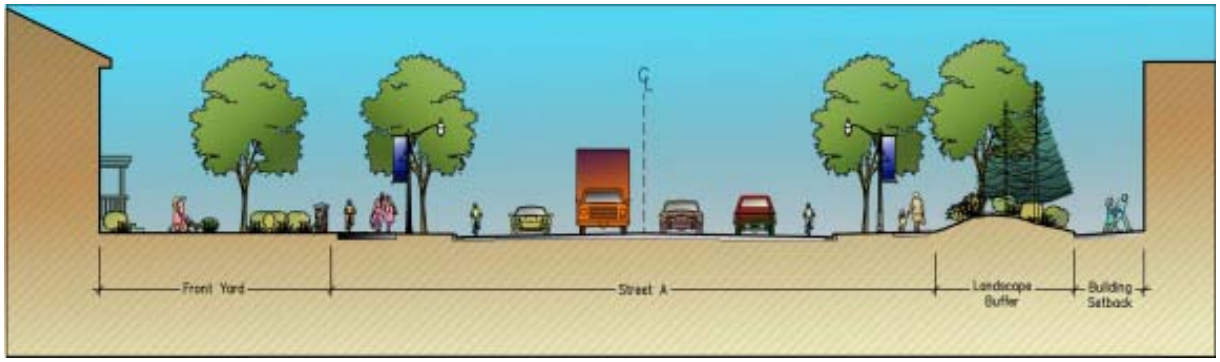


Figure 7.3.4E - Fronting (with rear lanes) condition along Street A - section

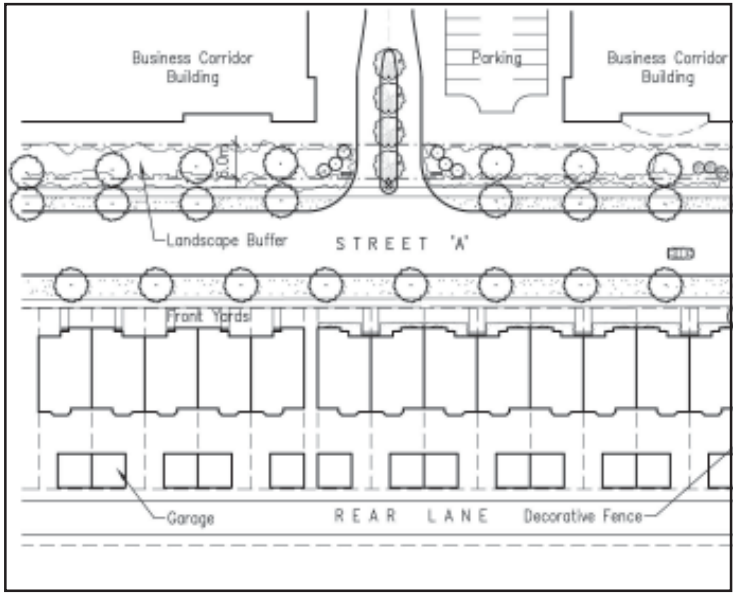


Figure 7.3.4F - Fronting (with rear lanes) condition along Street A - plan

8.0 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 Local Street Pattern with a high degree of connection, preferably based on a modified grid pattern.

2. To encourage access / connections to Employment Areas and to promote strong live-work opportunities within Burlington. However, access between the residential areas within Alton Central East Community and employment traffic should be strictly limited and would only be permitted in cases that have been justified through planning and engineering rationale and when design criteria have been satisfied.

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.

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 neighbourhoods 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 the 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.



Figure 9.0A - Transportation



Figure 9.0B - Primary Street

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 its streetscape and to promote a pedestrian scaled street zone. These should be consistent with the City's Street Characteristic and Standards outline in Table 1.

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.

8.1 TRANSIT

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 and within a 400 metre walking distance.

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.

TABLE 1: STREET CHARACTERISTICS AND STANDARDS

Criteria			INDUSTRIAL			RESIDENTIAL		
Classification	Major Arterial	(Minor) Arterial ****	Major Collector	Collector	Local	Major Collector	Collector	Local
R.O.W. (m)	See Note 3	35	26 – 30 [1]	20	20	26	20	15 – 20 [2]
Pavement (m face-to face)	See Note 3	16.2 – 21.2	16.2 – 21.2	9.6	9.6	Up to 16	9.6	8.6
Parking	No	No	No	No	No	Two Sides where possible	One Side	Two Sides Generally
Guideline for Daily Traffic Volumes	Up to 45,000	Up to 25,000	Up to 18,000	Up to 5,000	Up to 1,500	Up to 10,000	Up to 5,000	1,500
Sidewalks (sides)	2	2	2	1	1	2	2***	0-2**
Multi-use Paths	1*	1*	1*	No	No	No	No	No
On-road Bike Lanes	See Note 3	Yes	Yes	No	No	Yes	No	No

* If a multi-use path is provided on one side, a sidewalk is not required on that side.

** Sidewalk requirements for cul-de-sacs and short crescents shall be in accordance with Burlington sidewalk standards (otherwise generally both sides).

*** All sidewalks will generally be 1.5m except for the north-south Residential Collectors between Dundas Street and the east/west Residential Collector (Street 'B') where sidewalks shall be 2.0 m.

**** These are the recommended characteristics by the consultant for Walkers Line presently identified as Arterial but planned to be redesignated as Minor Arterial with the City's Official Plan Update.

1 30 m ROW required at Walkers Line, Appleby Line and Dundas Street to accommodate left-turn lanes.

2 17 m typical. 15 m for window streets.

3 As per Region of Halton requirements.

9.0 UTILITY AND RAILWAY CORRIDORS

Within the Alton Central East Community, an Ontario Hydro Corridor and Canadian National Railway Corridor occurs. The urban design objectives and guidelines deal primarily with the manner in which the interface with these areas are treated, with the exception of the Hydro corridor in which a pedestrian trail is recommended.

OBJECTIVES:

1. To provide safe and appropriate interfaces between these areas and adjacent land uses.

2. To promote the positive presence of the Ontario Hydro Corridor within the community as an Open Space Link.

3. To encourage visual connections and physical access to the Hydro Corridor.

4. To develop the required buffers to the CN Railway Corridor as a natural corridor.

5. To design the buffers between the CN Railway Corridor and the General Industrial Area as attractive edges.



Figure 10.0A - Hydro Corridor with path



Figure 10.0B - Landscape adjacent Railway Corridor

GUIDELINES:

1. Required fencing along these corridors should be combined with a landscaped buffer.

2. The landscape buffer should be naturalized, consisting primarily of native and no-maintenance species.

3. The landscape buffer provides an opportunity to enhance the bio-diversity of the community, to augment the ‘greening’ of the community.

ALTON CENTRAL WEST COMMUNITY

PART III

implementation

10.0 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 Streetscape.

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

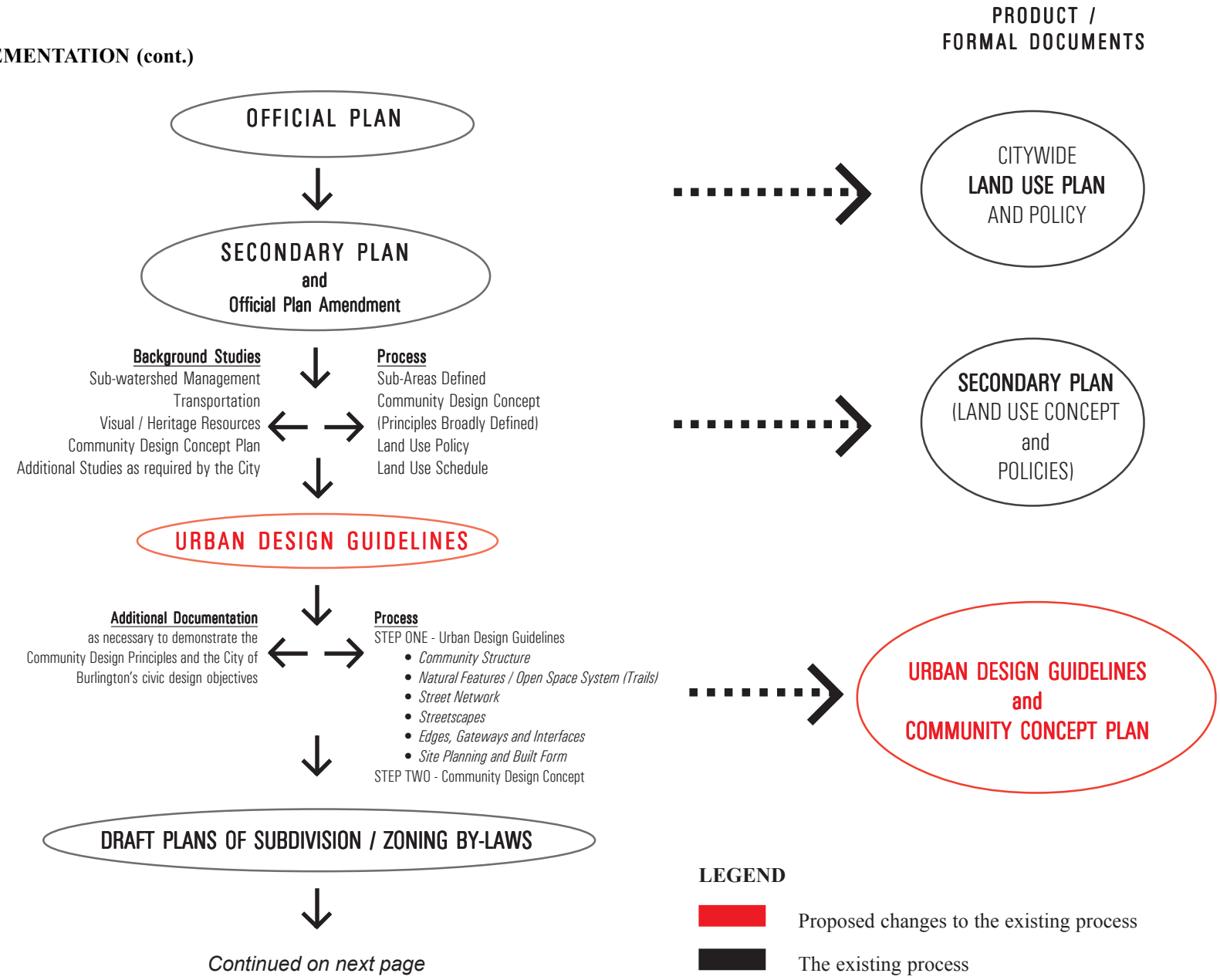
In order to address some of the concerns of potential homebuyers and minimize the incidence of post occupancy grievances, Display Mapping should be provided at Sales Centres. Display Mapping should document community information such as: locations of parks, schools, fencing, community mailboxes, entrance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

7. Shadow Analysis

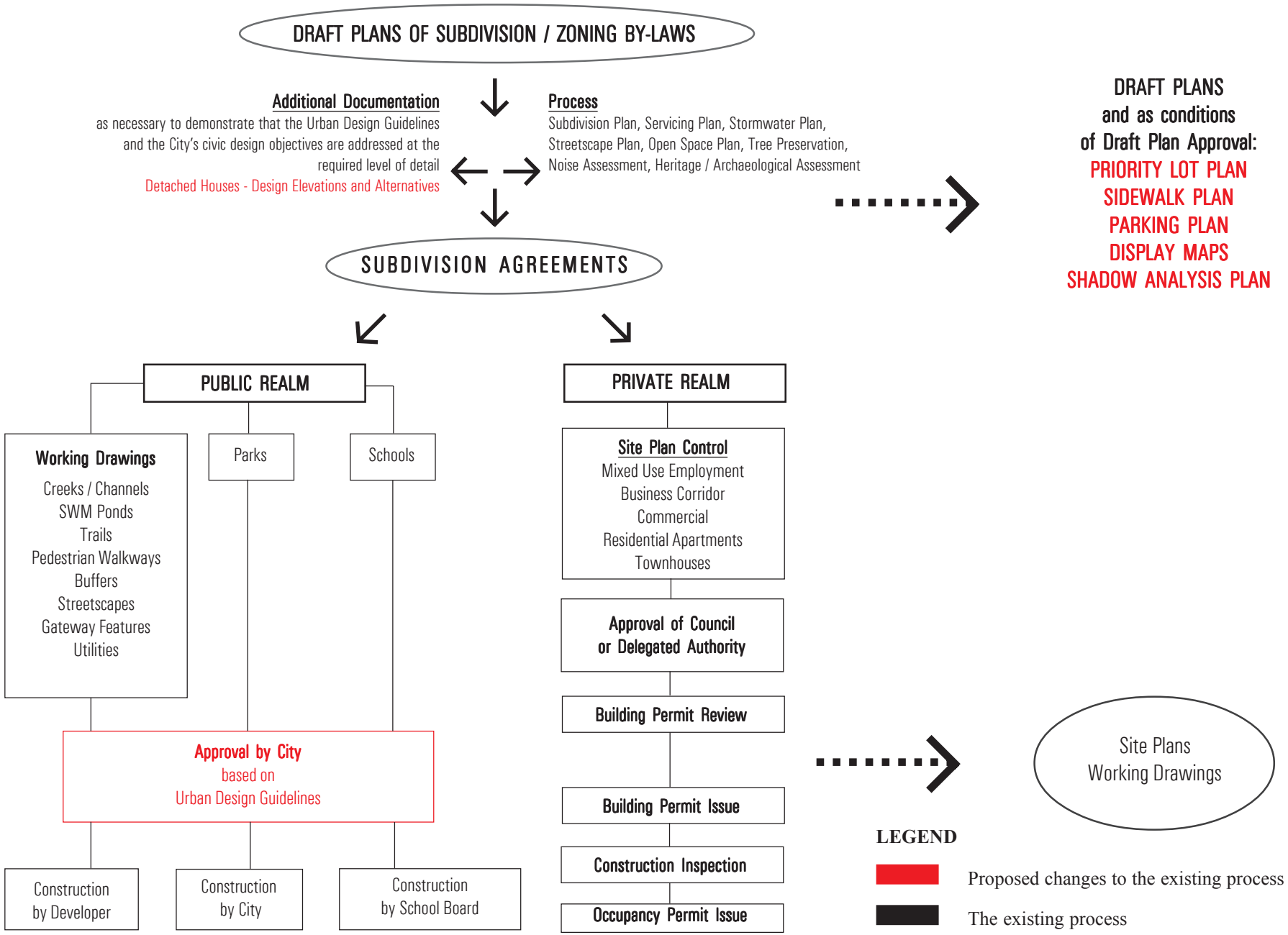
With respect to the Employment Lands and/or High Density Residential Areas a Shadow Analysis Plan should be completed to determine the associated impact of buildings on adjacent low density residential areas.

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

10.0 IMPLEMENTATION (cont.)



Continued on next page


DRAFT PLANS OF SUBDIVISION / ZONING BY-LAWS
Additional Documentation
as necessary to demonstrate that the Urban Design Guidelines and the City's civic design objectives are addressed at the required level of detail
Detached Houses - Design Elevations and Alternatives
Process
Subdivision Plan, Servicing Plan, Stormwater Plan, Streetscape Plan, Open Space Plan, Tree Preservation, Noise Assessment, Heritage / Archaeological Assessment
DRAFT PLANS
and as conditions
of Draft Plan Approval:
PRIORITY LOT PLAN
SIDEWALK PLAN
PARKING PLAN
DISPLAY MAPS
SHADOW ANALYSIS PLAN
SUBDIVISION AGREEMENTS
PUBLIC REALM
Working Drawings
Creeks / Channels
SWM Ponds
Trails
Pedestrian Walkways
Buffers
Streetscapes
Gateway Features
Utilities
Parks
Schools
Approval by City
based on
Urban Design Guidelines
Construction by Developer
Construction by City
Construction by School Board
PRIVATE REALM
Site Plan Control
Mixed Use Employment
Business Corridor
Commercial
Residential Apartments
Townhouses
Approval of Council or Delegated Authority
Building Permit Review
Building Permit Issue
Construction Inspection
Occupancy Permit Issue
Site Plans
Working Drawings
LEGEND
Proposed changes to the existing process
The existing process

10.1 URBAN D[illegible]

Community Component	Urban Design Evaluation Criteria	UDG / COMMUNITY CONCEPT PLAN	DRAFT PLAN APPLICATION	CONDITION OF DRAFT PLAN APPROVAL	ZONING	SITE PLAN	ENGINEERING & LANDSCAPE APPROVALS
1.0 Vision	Provide description of community vision and key structuring elements	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				
	Lots 11.0m+ ---max. gar. width 5.5m; less than 11.0m ----max. gar. width 3.0m				X		
	Provide 6.0m setback from garage face to property line				X		
High Density Housing	Ensure appropriate landscape buffer to street, edges, adjacent uses				X	X	
	Locate parking, garbage, storage, service areas away from the street edge				X	X	
	Screen these areas with landscape buffers				X	X	
3.0 Employment Areas	*Key elements:*						
Business Corridor	Site buildings to reinforce the street edge, particulary at Gateways				X	X	
Mixed Use	Provide attractive facades for elevations visible from the street zone					X	
General Industrial	Provide landscape buffers to parking, loading, storage, etc... areas				X	X	
	Provide landscaping and fencing to adjacent uses			X	X	X	
	Coordinate landscape buffers with streetscape					X	
	Locate parking areas adjacent to utility, transportation corridors				X	X	
	Provide Shadow Analysis Plan				X		
4.0 Commercial Areas	*Key elements:*						
Arterial Commercial	Site building to reinforce the street edge, particularly at Gateways				X	X	
Neighbourhood Commercial	Provide attractive facades for elevations visible from the street zone					X	
	Provide landscape buffers to parking, loading, storage, etc... areas				X	X	
	Provide landscaping and fencing to adjacent uses			X		X	
	Provide pedestrian walkways connecting sidewalk, parking and bldgs.					X	
	Design pedestrian scaled canopies and signage					X	

10.1 URBAN DESIGN EVALUATION CRITERIA (cont.)

Community Component	Urban Design Evaluation Criteria	UDG / COMMUNITY CONCEPT PLAN	DRAFT PLAN APPLICATION	CONDITION OF DRAFT PLAN APPROVAL	ZONING	SITE PLAN	ENGINEERING & LANDSCAPE APPROVALS
5.0 The Open Space System	*Key elements:*						
Visual access	Maintain / enhance views to Natural Features, Parks, SWMs	X	X				
Parks	Provide street frontage along at least 2 sides of Parks	X					
	Design and locate landscape features as focal points within Parks						X
Stormwater Management Facilities	Provide street frontage on at least one side of SWMs	X	X				
	Provide pedestrian walkway within SWM and connect to Trail System		X	X			
Trails	Locate Trails in Open Space components	X	X				
	Provide pedestrian crossings where trails intersect the street		X	X			X
	Design trail entrances along the street			X			X
	Incorporate signage along trail system			X			X
Natural Heritage Features	Allow views to natural heritage features (Niagara Escarpment)	X	X				
School/Park Blocks	Site school buildings to reinforce the street and/or Gateway location				X	X	X
	Site buildings to terminate views and vistas				X	X	X
	Coordinate schoolyard design with park design			X		X	X
	Coordinate street edge with streetscaping			X	X	X	X
	Provide a coordinated system of walkways and pedestrian nodes			X		X	X
6.0 The Street Zone	*Key Elements:*						
Streetscapes	Identify streets which connect open space and community focal points as 'Enhanced Local and Collector Roads'	X					
	Draft plan shall indicate lot patterns and driveway locations	X	X				
	Provide enhanced streetscape design along these streets	X					X
	Ensure built form provide attractive facades along these streets	X			X		
	Co-ordinate streetscape elements (locations, design, materials)		X				X
	Plant street trees in curbside boulevard where they occur	X	X				X
	Provide Parking Plan, Sidewalk Plan and Community Information Maps	X	X				X
	Incorporate a variety of local street sections	X	X				

10.1 URBAN DESIGN EVALUATION CRITERIA (cont.)

Community Component	Urban Design Evaluation Criteria	UDG / COMMUNITY CONCEPT PLAN	DRAFT PLAN APPLICATION	CONDITION OF DRAFT PLAN APPROVAL	ZONING	SITE PLAN	ENGINEERING & LANDSCAPE APPROVALS
6.0 The Street Zone (cont.)	*Key Elements:*						
Gateways	Identify Hierarchy of Gateways (Regional, Employment, Residential)	X	X	X		X	
	Site built form to reinforce gateways				X	X	X
	Provide landscaping and entry features to reinforce gateways	X		X			X
	Co-ordinate entry features with adjacent built form	X		X			X
	Co-ordinate entry feature design with streetscape elements and built form	X		X			X
Edges	Locate built form to reinforce the street edge along Dundas Street,				X	X	
	Walker's Line, Street A and Highway 407				X	X	
	Provide attractive facades along these streets and roadways					X	
	Provide landscape buffers to screen parking, storage, service areas				X	X	X
	Ensure consistent and attractive streetscapes along these streets					X	X
7.0 The Street Network	*Key Elements:*						
Street Pattern	Design pedestrian oriented street network	X	X	X			
	Incorporate Natural Features into street pattern	X	X	X			
	Incorporate views to community focal points into street pattern	X	X	X			
	Provide a variety of street sections	X	X	X			
Transit	Discourage employment traffic in the residential neighbourhoods	X	X				
	Co-ordinate transit stops with streetscape design	X	X	X			X
8.0 Utility & Trans. Corridors	*Key Elements:*						
	Provide landscape buffers to mitigate any negative visual impact	X	X	X		X	
	Coordinate pedestrian trails/links within Hydro Corridor where feasible	X	X	X			

ALTON CENTRAL WEST COMMUNITY

PART IV

appendices

A-1. 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-2. 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 Conservation
- Views to the Niagara Escarpment are the principle natural heritage resource and should be preserved where possible.

- Heritage resources should be integrated into the community 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 and Appleby Line Mixed-Use Corridor - Employment Oriented
- 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-3. 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-4. 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

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.