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Introduction

1.1 Context

Commercial uses have an important role to play in sustaining vibrant and prosperous communities. As the City of Burlington grows over the next twenty years, the shape of growth will be different from the past, with an the emphasis on intensification and a mixed use approach to land use planning. Within this context, commercial uses will be subject to higher urban design standards, and will be integrated with other uses to create Mixed Use Activity Areas that are complete, walkable and transit supportive.

Future commercial development will look different than the auto-oriented forms that currently dominate the retail landscape. Auto-oriented commercial uses emerged in response to specific economic, social and cultural trends, but they no longer reflect the growing desire for a more immediate, human-scale, pedestrian experience. Large-scale, isolated commercial structures that are set within large expanses of parking are not only visually unappealing, but are often physically disconnected from their surrounding context. Whereas the attributes of historic town centres and main streets appeal to the human need to connect to a sense of place because of their scale, relationship to the street and how they fit within their communities.

1.2 Purpose

Where commercial uses are located, how they are planned and how they are designed are essential considerations for creating environments that are appealing and functional, pedestrian-oriented, visually interesting and provide a compatible ‘fit’ within the surrounding context. The purpose of these guidelines is to establish guiding principles for the redevelopment of Mixed Use Activity Areas and to provide specific guidance on Site Planning, Built Form Design and Landscape Design. The key underlying objectives are be to:

• Facilitate a transition from existing to future uses, in terms of scale and intensity;
• Respond to the character of the community; and,
• Reflect the central role of these areas as community focal points, where people can meet, gather and access services and retail amenities.
1.3 Application

All new development that has a commercial component and is located in a Mixed Use Activity Area, as designated on Schedule B of the Burlington Official Plan, shall be consistent with these Design Guidelines. These Design Guidelines are intended to be read in conjunction with the City’s Official Plan and Zoning By-Law. Wherever there is a conflict between the following Design Guidelines and the Zoning By-Law, the zoning regulations shall apply.

In addition, some Mixed Use Activity Areas are subject to area-specific design guidelines, including the:

- Downtown Urban Design Guidelines;
- Plains Road Urban Design Guidelines; and
- Uptown Mixed Use Centre Design Guidelines.

Additional site-specific design guidelines may be prepared for Mixed Use Activity Areas to guide redevelopment. Where there is a conflict between these Design Guidelines for Commercial Uses and any area-specific guidelines, the area-specific guidelines shall apply. Notwithstanding the area-specific guidelines, the guidelines provided in this document provide specific direction for commercial uses, and should be considered in the development of retail and service commercial uses in any Mixed Use Activity Area.

1.4 Implementation

It is anticipated that the transformation of Mixed-Use Activity Areas will occur over a long period of time. However, regardless of ownership or phasing, development should ensure that landscaping, building design, circulation, the public realm interface, and neighbourhood transitions, are executed in a comprehensive, seamless and consistent manner. As such, flexibility and adaptability should be a guiding consideration in assessing planning, urban design, and servicing strategies for the interim and full build out development scenarios.

These guidelines will inform any secondary or tertiary planning process required/undertaken by the City. They should also be used throughout the subsequent stages of the development application process, including Plan of Subdivision, where public roads, parkland dedication and coordination of services is required and Site Plan Control, which evaluates the details of building, landscape, circulation and parking designs.

Applications will be assessed based on these guidelines.

1.5 How to Read these Guidelines

These urban design guidelines provide a focused discussion on the physical design of Mixed-Use Activity Areas with an emphasis on commercial uses, and are organized to include:

- Guiding Principles that provide the overall physical design objectives to achieve complete communities;
- Guidelines for Mixed-Use Activity Areas that address the desired forms and functions for site planning, landscape design and built form of each area;
- General Guidelines that apply to all Mixed-Use Areas;
- Guidance for introducing Small-Scale Commercial Uses in Residential Areas; and,
- Building Typologies which capture the range of the typical built form that may be found in the Mixed-use Activity Areas, as an existing, interim or future condition.
guiding principles for mixed use activity areas
Guiding Principles for Mixed Use Activity Areas

The following are guiding principles for commercial uses in Mixed Use Activity Areas, which articulate the physical design elements that are required to achieve the vision of creating true “people places”. Along with the guidelines, these principles serve as the design framework redeveloping and transforming commercial uses in Mixed-Use Activity Areas over time.

Promote pedestrian-oriented development

- Right-size the parking supply;
- Promote alternative forms of parking;
- Ensure pedestrian permeability and connections to/from adjacent neighbourhoods, and through sites; and,
- Address wayfinding as part of site design.
Create destinations within neighbourhoods that have a sense of place

- Reinforce community structure;
- Complement the character of the surrounding neighbourhood;
- Incorporate natural features wherever possible;
- Preserve and enhance view corridors; and,
- Create a variety of building forms and landscapes.

Ensure compatibility with adjacent land uses

- Provide transitions in form and intensity of uses to adjacent neighbourhoods/uses; and
- Ensure site planning and design considerations anticipate phased development scenarios, including short-term, interim and long-term uses.
Elevate the quality of urban design in the City of Burlington

• Provide a comprehensive approach to design that addresses and coordinates site planning, building design and landscape design criteria;
• Coordinate design in private and public areas;
• Ensure continuity from master plan to detail design stages of development;
• Ensure accessibility and safety are key considerations for the functional programming of sites;
• Promote traffic calming measures; and,
• Articulate a clear structure and organization of parts within mixed use areas.

Incorporate sustainable design strategies

• Provide mobility through compact forms, diversity of uses and pedestrian-oriented development;
• Promote the greening of the community and enhance the urban canopy;
• Encourage active transportation choices;
• Encourage redevelopment of underutilized sites;
• Promote energy efficiency, water conservation and management; and,
• Incorporate energy efficiency and waste reduction strategies in the design, construction and maintenance of buildings.
guidelines for mixed use activity areas
Figure 1: Mixed Use Activity Areas (Refer to Schedule B of the City of Burlington Official Plan)

Note: Schedules represent the Consultants' opinion and should only be used for discussion purposes to support the proposed recommendations. The Schedules should not be considered official versions of the Official Plan Schedules.
3.1 Introduction

The Guidelines are intended to support the City of Burlington’s urban growth objectives with respect to creating complete and walkable communities. Accordingly, one of the key goals for existing commercial areas is to facilitate their transformation from car-oriented, single-use developments into pedestrian-oriented, transit-supportive, mixed use areas that will enhance the sense of place within their respective communities. In doing so, growth can be supported within existing urban areas while protecting the surrounding established residential neighbourhoods. Moreover, these Mixed Use Activity Areas will offer a range of retail and commercial amenities that are within walking distance to residents and support and encourage active transportation choices.

The City of Burlington’s Mixed Use Activity Areas include:

• Urban Centres;
• Urban Corridors;
• Neighbourhood Centres; and,
• Neighbourhood Corridors.

This section is organized to include area specific guidelines for each of the Mixed-Use Activity Areas, and general guidelines that apply to all of the areas.
3.2 Urban Centres

Burlington’s three Urban Centres include the Downtown, Uptown, and Brant-403 Future Urban Centre, each of which have distinct characteristics and are at different stages of development, or re-development. Ultimately, Urban Centres are intended to develop as comprehensively planned, pedestrian and transit-oriented, mixed use areas that are designed and transformed into living communities with a variety of housing choices, public amenities, open spaces and employment opportunities. In terms of their commercial function, each Centre will be unique, but will serve the immediate community, as well as residents from across the City and beyond the City’s borders.

Site-Specific Planning & Design Guidelines

Both the Downtown and Uptown are subject to area-specific design guidelines, which take precedence over these commercial guidelines. Nonetheless, the guidelines provided in this document provide specific direction for commercial uses, and should be considered in the development of retail uses in any of the Centres.

Like the Downtown and Uptown, the future redevelopment of the Brant-403 Urban Centre will require comprehensive plans and design guidelines to establish coordinated circulation, built form and public realm frameworks to guide change.

Key Urban Design Objectives

The key urban design objectives for Urban Centres are to:

- Introduce a fine-grained pattern of physical elements to the planning and design of these areas;
- Retain a significant retail presence in a more compact form;
- Encourage medium and high density residential development;
- Encourage walkability by creating an accessible and attractive pedestrian realm;
- Better integrate with the surrounding urban fabric; and,
- Create community focal areas.

Existing Conditions

Brant-403 Future Urban Centre

Serving north-central Burlington, this Urban Centre is situated north of the Downtown and predominantly comprised of contemporary medium to large format retail uses of a regional draw, with small pockets medium to high-density residential uses. The triangular shaped area is bounded by the QEW to the south, Hwy 407 to the north and west, and low-rise residential to the east. In addition to being highly accessible and visible from the adjacent highways, the Burlington Go Station is within a kilometer’s distance.

Uptown Urban Centre

Serving northeast Burlington, this Urban Centre is also known as the ‘Uptown’ area and is currently predominantly comprised of contemporary medium to large format retail uses of a regional draw with some business commercial and medium to high-density residential uses. The triangular shaped area is bounded by the CNR line and low-rise residential to the north and west, employment uses to the south and west, and low rise residential to the east and southeast. The QEW is approximately 1.5 kilometer to the south.
Land Use / Built Form

Urban Centres may include all potential commercial building types, subject to area-based planning policies, zoning and guidelines. While permitted in the interim where they currently exist, new stand alone single-storey commercial building types are discouraged in Urban Centres.

Interim Commercial Building Types
- Stand Alone Small-Scale Format Commercial
- Stand Alone Medium-Scale Format Commercial
- Commercial Complex (Plaza)
- Commercial Strip (Strip Retail)

Ultimate Build-out Mixed Use Building Types
- Multi-Storey Commercial/Office Block
- Mixed Use Low-Rise
- Mixed Use Mid-Rise
- Mixed Use High-Rise

Guidelines for Urban Centres

The following guidelines apply to Urban Centres. For a description and potential layout of building types, refer to section 5.

1 Building Location/Orientation
- Locate buildings to define the street edge and to create a continuous, pedestrian-scaled street wall.
- Provide prominent buildings with significant building height, massing and façade articulation at major corners and gateway locations.
- Orient mixed use buildings with at-grade retail along the street.
- Promote pedestrian activity by placing entrances at grade level and unobstructed from view from the public right-of-way.
- Locate small to medium sized retail buildings along primary streets to create a continuous street wall.

2 Building Setbacks
- Minimize building setbacks to create a pedestrian-scaled street environment.
- Provide a consistent range of building setbacks to create a generally continuous street wall:
  - Major Streets (Regional and Arterial Roads) – 0.0 to 3.0 metres
  - Community Scale Streets (Collectors Roads) – 2.5 to 4.5 metres
  - Neighbourhood Scale Streets (Local Roads) - 3.0 to 5.0 metres.
- Building setbacks should be proportional to the size/character of the street and the height of the building.
- A minimum 7.5m rear yard setback is required for developments abutting existing residential properties; otherwise, interior yard setbacks should not be required for commercial and mixed use.

Downtown Urban Centre
The Downtown is Burlington’s historical commercial core. Located just northwest of the Lake Ontario shoreline and centred on Brant Street, the area is characterized primarily by small-scaled retail, and low density residential neighbourhoods, with a few higher rise residential buildings. From a retail perspective, the Downtown offers a unique shopping experience, including specialty shops and restaurants, as well as a diversity of personal services. This shopping experience is bolstered by a strong civic presence, including City Hall, and occasional arts and cultural events.
Guidelines for Urban Centres

Figure 2 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Urban Centre Location

Note: The graphic representation does not reflect the true size or scale of an Urban Centre, but depicts a typical condition that may be created on one of the sites.
3 Transitions
• Provide appropriate height and massing as transitions to adjacent neighbourhoods, the street and/or other uses.
• The massing of buildings fronting or backing onto existing low-rise residential properties should be residential in character, including depressions or extrusions of a residential scale, rhythm and proportion, as well as complementary roof lines or slopes.
• Provide landscaped strips (linear green open spaces) between different uses and between new development and the street.

4 Height and Massing
• Maximum building height is 12-storeys, with a minimum 3-storey podium containing grade-related uses.
• Provide height and massing at important locations, intersections and gateways.
• Commercial complexes including multiple buildings (size and scale) should locate smaller buildings along the street edge.
• Commercial/mixed use building facades fronting onto pedestrian areas should include small scale retail uses at street level, with larger retail uses located in the upper levels.

5 Angular Planes
• The massing of the new development/building, including the base of the building, will be subject to a 45° angular plane, measured at the setback to the nearest adjacent low-rise residential property line, and projected 9 metres above existing grade (see diagram on page 21).
• Any buildings taller than 6-storeys should be subject to shadow and wind studies to ensure that there are no adverse impacts on adjacent open space, the street and/or other uses.

6 Step Backs
• Provide building step backs for buildings greater than 4 storeys.
• For buildings greater than 6-storeys, a minimum front and exterior yard step back of 3.0 metres should be provided at the fourth storey.

7 Corner Locations
• On corner sites, buildings should be located at the corner.
• Buildings in corner locations should be designed to include:
  o Highly articulated facades/elevations along the street frontages;
  o The same degree of articulation and detailing on all elevations that face the street;
  o The greatest height and massing of the building at the corner; and,
  o Entrance(s) accessible and visible from the corner
• Special architectural elements and enhanced streetscape landscape should complement corner building treatment at key intersections or gateway locations (towers, piazzas, different height, glazing, etc).
• The upper levels of a mid-rise/high-rise buildings should be expressed through additional step backs, roof treatments, overhangs or cornice lines.

8 Parking
Structured parking facilities form part of the ultimate build-out scenario for the Urban Centres, where lot depth permits, representing a truly urban form of parking that becomes financially feasible when land values permit.
• Underground parking is preferred.
• Access to underground parking facilities should be from the rear or side of a building, and preferably from a private lane.
• Where above-ground parking structures are provided, they should be located away from the public street frontage and ideally accessed from an internal drive or lane.
• The massing of above-ground parking structures should be integrated within a mixed use building.
• If a parking structure fronts onto a street or open space, it should be developed with an active at-grade use, including an attractive facade that animates the streetscape and enhances pedestrian safety.
• Liner townhouses and/or retail shops should be provided a the street level and wrapped around parking structures where they interface with the public street.
Guidelines for Urban Centres

• Parking structures, whether fully or partially above ground/underground, should take advantage of existing grading conditions wherever possible.
• Other forms of parking, such as surface parking located at the rear or sides of lots, as well as on-street parking, may be provided as an interim condition, and where structure parking is restricted by lot depth.
• For guidelines on surface parking and service and loading areas, refer to section 3.6.

9 Public Open Space
• Create a variety of public open spaces that will function as focal points/gathering places.
• The size, form and function of public open space should be considered within the context of a compact, mixed use environment, and include:
  o Urban Parks that are greater than 0.40 ha;
  o Urban Squares that are between 0.10-0.40 ha;
  o Pocket Parks that are less than 0.10 ha.
• The design of these spaces should include a combination of hard and soft landscape elements, site furniture, pedestrian lighting and other amenities that support a range of passive uses.
• Public art should be considered as a component of the urban space.

10 Street/Block Pattern
• New street should be created to break down large blocks and improve permeability. Where new streets are created, they should be publicly dedicated.

Figure 3 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Urban Centre Location
Note: The graphic representation does not reflect the true size or scale of an Urban Centre, but depicts a typical condition that may be created on one of the sites.

High-rise mixed use buildings with appropriate step backs / Mid-block pedestrian connections / Public gathering space
• The right-of-way of new public streets should be between 15.0 metres and 16.5 metres in width, to accommodate on-street parking, an expanded pedestrian sidewalk and street tree planting, with the paved travel lanes no greater than 7.5 metres in width.

• Newly created rear/service lanes (public or private) should be a minimum of 8.0 metres in width, with the paved travel lane a minimum of 6.0 metres in width.

• Ensure connections to the surrounding urban fabric by aligning new streets with existing streets, introducing mid-block pedestrian walkways, and preserving/enhancing significant views and vistas.

11 Pedestrian Connections

• A paved pedestrian walkway system that provides comfortable, safe and accessible movement to and through the Urban Centre will consist of sidewalks within streets, walkways within landscaped and walkways connection to adjacent neighbourhoods.

• Create a clear and connected system of pedestrian routes.

• Walkways should clearly connect parking areas to building entrances.

• Walkway should be a minimum of 1.5 metres, expanding to between 3.0 - 5.0 metres in pedestrian activity areas, retail areas and public spaces.

• Covered walkways, arcades, and colonnades, should be provided as part of the building designs.

• Mid-block pedestrian connections should be provided between buildings, through parking lots, and/or through covered building arcades/lobbies.

• Mid-block pedestrian connections should be between 6.0 to 9.0 metres in width, and include a minimum 1.5 metre wide paved walkway and landscaping.

12 Existing Streets

• Existing local streets within walking distance to the Urban Centre should be upgraded at the time of development to allow for potential on-street parking and to coordinate pedestrian connections, site furniture, pedestrian lights, paving, etc.

13 Streetscape Design / Public Realm Interface

• In areas adjacent to street-related retail uses:
  o Provide expanded sidewalks and walkways (3.0 to 5.0 metres wide);
  o Enhanced landscape elements and other site elements to create a comfortable, appealing and animated space and to allow for restaurant/cafés patios; and,
  o Ensure consistent and continuous grading and paving from building wall to the back of the curb.

• In areas where a concentration of retail uses are located, the public and/or private street environment should be designed with the flexibility to accommodate community events, retail events, community gatherings, seasonal displays and seasonal markets.

• Design innovation and operational/use agreements may be required to facilitate seamless design from building face to building face, and potential street closures.

• Provide a coordinated family of high-quality site furniture, street lighting, signage and paving in each area, and in particular, in transit facility/transit stop locations.

• Coordinate the location of all elements within the street, with each other and with both above-ground and underground utilities to avoid visual clutter and to enhance function.

• Street trees should be planted on either side of all sidewalks (in the public right-of-way and in the adjacent private lot), spaced at 6.0 to 8.0 metres on centre and coordinated with utilities and other site furniture.

• Street tree planting in front of at-grade retail uses should be spaced to allow for increased pedestrian activity and visibility of signage.

• Alternative streetscape design standards may be used to provide enhanced street elements such as rolled curbs, continuous decorative paving (from building face to face), raised planters, continuous planting trenches, paver lights, and raised intersections (pedestrian crossings).
3.3 Urban Corridors

Plains Road, Fairview Street, and sections of Brant Street are designated Urban Corridors. These major streets are targeted for intensification and are intended to redevelop with a mix of transit supportive uses, including residential, office, and retail uses, as well as community facilities. These corridors span across Burlington, linking city-wide destinations, but also serve as destinations in their own right, with places where people can shop, work, live and interact. From a commercial perspective, the redevelopment of these corridors is intended to include a mix of commercial uses that primarily serve residents living along the corridors and in adjacent communities. In some locations, commercial uses along Urban Corridors may also serve a city-wide or regional function.

Key Urban Design Objectives

The key urban design objectives for Urban Corridors are to:

- Shift the focus from car-oriented development to pedestrian-oriented development;
- Create mixed use streets;
- Encourage transit supportive densities;
- Encourage walkability by creating an accessible and attractive pedestrian realm; and,
- Better integrate with the surrounding urban fabric.

Site-Specific Planning & Design Guidelines

Site-specific design guidelines have already been prepared for the Plains Road Corridor. Corridor or segment plans and design guidelines are encouraged for other Urban Corridors to establish coordinated circulation, built form and public realm frameworks to guide change. These may be prepared as part of a comprehensive planning exercise.

Existing Conditions

There are two primary Urban Corridors identified in Burlington: a north-south corridor along Brant Street and linking the Downtown to the Urban Centre at Brant-QEW-407; and, the Plains Road/Fairview Street corridor that runs east-west between the Appleby GO Station to the east and the Urban Centre at Plains-Waterdown to the west. Outside of the Urban Centres, the Urban Corridors capture much of the remaining significant commercial areas within the City. While the intention is to transition these areas into more walkable, mixed use and dense urban environments, the current characteristics of the Urban Corridors are comprised of built contexts that can generally be described as follows:

Mid-Century Commercial Strips

Generally located along Brant Street, south of Fairview Street and along Plains Road, these areas area comprised of older suburban commercial formats. The lots are generally of a smaller scale with depths more consistent with the surrounding residential context. Often evolving over a long period of time, they also include a wide variety of building types of different eras such as converted house forms, convenience stores, plazas with small format retailers and possibly a grocery store, and occasional stand alone small to medium format banks, retail and automotive use. In most cases parking is located in front but the lot depths generally limit their scale. Other uses along these corridors also include residential, institutional and office and higher-density mixed uses are also emerging.
Land Use / Built Form

The intensity and scale of the commercial uses along Urban Corridors will not be uniform, and accordingly, these corridors may include a broad mix of commercial building types that evolve over time to a more urban format. Existing stand alone commercial buildings will continue to exist in the interim, however, new buildings in this form may only be permitted along Urban Corridors where they are developed, or planned to develop, as part of a mixed use development that also includes residential and/or office uses on the same site.

Interim Commercial Building Types
- Stand Alone Small-Scale Format Commercial
- Stand Alone Medium-Scale Format Commercial
- Commercial Complex (Plaza)
- Commercial Strip (Strip Retail)

Ultimate Build-out Mixed Use Building Types
- Multi-Storey Commercial/Office Block
- Mixed Use Low-Rise
- Mixed Use Mid-Rise

Guidelines for Urban Corridors

The following guidelines apply to Urban Corridors. For a description and potential layout of building types, refer to section 5.

1 Building Location/Orientation
- Locate buildings to define the street edge and to create a continuous, pedestrian-scaled street wall.
- Provide prominent buildings with significant building height, massing and façade articulation along the major street and at corner locations.
- Orient mixed use buildings with small-scale, at-grade retail along the street.
- Promote pedestrian activity by placing entrances at grade level and unobstructed from view from the public right-of-way.

2 Building Setbacks
- Minimize building setbacks to between 0.0 and 3.0 metres to create a pedestrian-scaled street environment.
- Building setbacks should be proportional to the size/character of the street and the height of the building.
- A minimum 7.5m rear yard setback is required for developments abutting existing residential properties; otherwise, interior yard setbacks should not be required for commercial and mixed use.

Contemporary Commercial Strip
Generally located along Brant Street, north of Fairview Street and along Fairview Street, these areas comprise of the more contemporary suburban commercial formats. The lots are generally larger and deeper than the older strip areas and the commercial formats and parking areas also tend to be of larger scale. Parking lots sometimes also extend to the side and rear of the properties. These corridors are adjacent to low-rise residential areas as well as some employment areas, and a significant segment of Fairview Street is bounded to the north by a rail corridor. These areas are currently not transitioning to the same degree as the old commercial strips but pressures for intensification can be anticipated in the near future.

Contemporary Shopping Malls
Both Burlington Mall and Mapleview Shopping Centre are also captured with the Urban Corridors. Both malls are distinct conditions within the Urban Corridors due to the scale of the properties, internalized orientation and regional commercial function and draw. They also tend to be framed by other commercial uses and higher density residential uses. Although a change in these functions is likely a process to occur over the long term, these large sites have a tremendous capacity to accommodate intensified mixed uses; either as infill within the surface parking areas and/or redevelopment that would see the introduction of a network of streets and blocks. It is possible in future that scale and amount of commercial uses on these sites will diminish.
Figure 4 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Urban Corridor location

Note: The graphic representation depicts a concentration of different conditions on one plan to illustrative the various ways in which retail may be integrated within an existing residential neighbourhood. As such, it is not intended that all of the potential commercial scenarios would be applicable in one location.
3 Transitions
• Provide appropriate height and massing as transitions to adjacent neighbourhoods, the street and/or other uses.
• The massing of buildings adjacent to existing low-rise residential properties should be residential in character, including depressions or extrusions of a residential scale, rhythm and proportion, as well as complementary roof lines or slopes.
• Provide landscaped strips (linear green open spaces) between different uses and between new development and the street.

4 Height and Massing
• The minimum building height is 2 storeys.
• With site-specific permissions for greater height where it is currently permitted, the maximum building height should be 6 storeys.
• For building that are greater than 4-storeys, provide a minimum 2-storey podium that contains grade-related uses.
• Provide height and massing at important locations, intersections and gateways.
• Commercial complexes including multiple buildings (size and scale) should locate smaller buildings along the street edge.
• Commercial/mixed use building facades fronting onto pedestrian areas should include small scale retail uses at street level, with larger retail uses located in the upper levels.

5 Angular Planes
• The massing of new buildings, including the base of the building, will be subject to a 45° angular plane, measured at the setback to the nearest adjacent low-rise residential property line, and projected 9 metres above existing grade.
• Any buildings taller than 6-storeys should be subject to shadow and wind studies to ensure that there are no adverse impacts on adjacent open space, the street and/or other uses.

6 Step Backs
• Provide building step backs for buildings greater than 4 storeys.
• For buildings greater than 6-storeys, a minimum front and exterior yard step back of 3.0 metres should be provided at the fourth storey.

7 Corner Locations
• On corner sites, buildings should be located at the corner.
• Buildings in corner locations should be designed to include:
  o Highly articulated facades/elevations along the street frontages;
  o The same degree of articulation and detailing on all elevations that face the street;
  o The greatest height and massing of the building at the corner; and,
  o Entrance(s) accessible and visible from the corner.
• For corner buildings higher than 6-storeys, a minimum step back of 3.0 metres should be provided at the fourth storey on both facades that face the street.
• Special architectural elements and enhanced streetscape landscape should complement corner building treatment at key intersections or gateway locations (towers, piazzas, different height, glazing, etc).
• The upper levels of a mid-rise/high-rise buildings should be expressed through additional step backs, roof treatments, overhangs or cornice lines.

8 Parking
Structured parking facilities form part of the ultimate build-out scenario for the Urban Corridors, representing a truly urban form of parking that becomes financially feasible when land values peak.
• Underground parking is preferred.
• Access to underground parking facilities should be from the rear or side of a building, and preferably from a private lane.
• Where above-ground parking structures are provided, they should be located away from the public street frontage and ideally accessed from an internal drive or lane.
• The massing of above-ground parking structures should be integrated within a mixed use building.
Guidelines for Urban Corridors

- If a parking structure fronts onto a street or open space, it should be developed with an active at-grade use, including an attractive facade that animates the streetscape and enhances pedestrian safety.
- Liner townhouses and/or retail shops should be provided at the street level and wrapped around parking structures where they interface with the public street.
- Parking structures, whether fully or partially above ground/underground, should take advantage of existing grading conditions wherever possible.
- Other forms of parking, such as surface parking located at the rear or sides of lots, as well as on-street parking, may be provided as an interim condition, and where structure parking is restricted by lot depth.
- For guidelines on surface parking and service and loading areas, refer to section 3.6.

9 Public/Private Open Space

- Create a variety of open space that will function as focal points/gathering places.
- The size, form and function of public open space should be considered within the context of a compact, mixed use environment.
- The size of public/private open space may range from 0.05 to 0.10 hectares.
- Whether public or publicly accessible private open space, design should support the mixed use function and building form of adjacent buildings.
- Public art should be considered as a component of the public/private space.

Figure 5 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Urban Corridor location

Note: The graphic representation depicts a concentration of different conditions on one plan to illustrative the various ways in which retail may be integrated within an existing residential neighbourhood. As such, it is not intended that all of the potential commercial scenarios would be applicable in one location.
**10 Pedestrian Connections**

- A paved pedestrian walkway system that provides comfortable, safe and accessible movement to and through the Urban Corridor will consist of sidewalks within streets, walkways within landscaped and walkways connection to adjacent neighbourhoods.
- Create a clear and connected system of pedestrian routes.
- Walkways should clearly connect parking areas to building entrances.
- Walkway should be a minimum of 1.5 metres, expanding to between 3.0 - 5.0 metres in pedestrian activity areas, retail areas and public spaces.
- Covered walkways, arcades, and colonnades, should be provided as part of the building designs.
- Mid-block pedestrian connections should be provided between buildings, through parking lots, and/or through covered building arcades/lobbies.

**11 Existing Streets**

- Existing local streets within walking distance to the Urban Corridor should be upgraded at the time of development to allow for potential on-street parking, and to coordinate pedestrian connections, site furniture, pedestrian lights, paving, etc.

![Diagram](image-url)

**12 Streetscape Design/Public Realm Interface**

- In areas adjacent to street-related retail uses:
  - Provide expanded sidewalks and walkways (3.0 to 5.0 metres wide);
  - Enhanced landscape elements and other site elements to create a comfortable, appealing and animated space and to allow for restaurant/café patios; and,
  - Ensure consistent and continuous grading and paving from building wall to the back of the curb.
- Provide a coordinated family of high-quality site furniture, street lighting, signage and paving in each area, and in particular, in transit facility/transit stop locations.
- Coordinate the location of all elements within the street, with each other and with both above-ground and underground utilities to avoid visual clutter and to enhance function.
- Street trees should be planted on either side of all sidewalks (in the public right-of-way and in the adjacent private lot), spaced at 6.0 to 8.0 metres on centre and coordinate with utilities and other site furniture.
- Street tree planting in front of at-grade retail uses should be spaced to allow for increased pedestrian activity and visibility of signage.
- Alternative streetscape design standards may be used to provide enhanced street elements such as rolled curbs, continuous decorative paving (from building face to face), raised planters, continuous planting trenches, paver lights, and raised intersections (pedestrian crossings).
3.4 Neighbourhood Centres

Neighbourhood Centres represent an opportunity to transform existing community plazas into vibrant people places that serve as a focal point for adjacent residential neighbourhoods. These centres are intended to transition over time through infill and/or redevelopment into appealing, walkable, and mixed use urban environments that fit within their neighbourhood contexts. Alongside commercial uses that meet the day-to-day and weekly shopping needs of local residents, Neighbourhood Centres will incorporate community facilities and public spaces, as well as small-scale office uses and a greater mix of housing types, including affordable options.

It should be noted that Neighbourhood Centres range in scale and intensity. Typically, Neighbourhood Centres are intended to be smaller scale with a maximum building height of 3 storeys, however, some locations will accommodate taller buildings on large sites.

Site-Specific Planning & Design Guidelines

Site-specific design guidelines should be developed for larger sites to establish coordinated circulation, built form and public realm frameworks to guide change. Preferably, these guidelines should be prepared as part of a comprehensive planning process.

Key Urban Design Objectives

The key urban design objectives for Neighbourhood Centres are to:

- Revitalize aging plazas and humanize newer commercial areas;
- Promote animated and activated neighbourhood focal areas;
- Enhance and reinforce the character of the neighbourhood;
- Encourage walkability by creating an accessible and attractive pedestrian realm; and,
- Bring the buildings to the street edge.

Existing Conditions

Neighbourhood Centres are located primarily at the intersection of main streets within the residential areas throughout Burlington. They are generally surrounded by low-rise residential neighbourhoods and are often flanked by higher density housing such as town homes or small apartment complexes. With the exception of Appleby Mall, most Neighbourhood Centres are currently comprised of commercial plazas anchored by a grocery store and include banks, convenience retail and services. In most cases surface parking occupies the street frontage.
Land Use / Built Form

Neighbourhood Centres can include a mix of uses and commercial functions that serve the immediate community. While recognized as an interim use where they currently exist, new stand alone single-storey commercial building types are discouraged.

Interim Commercial Building Types
• Stand Alone Small-Scale Format Commercial
• Stand Alone Medium-Scale Format Commercial
• Commercial Complex (Plaza)
• Commercial Strip (Strip Retail)

Ultimate Build-out Mixed Use Building Types
• Multi-Storey Commercial/Office Block
• Mixed Use Low-Rise
• Mixed Use Mid-Rise

Guidelines for Neighbourhood Centres

The following guidelines apply to Neighbourhood Centres. For a description and potential layout of building types, refer to section 5.

1 Building Location/Orientation
• Locate buildings to define the street edge and to create a continuous, pedestrian-scaled street wall.
• Provide significant massing, façade articulation and other architectural elements at major corners and gateway locations.
• Orient mixed use buildings with street-related retail, to provide retail frontages along the street.
• Locate small-scale retail uses along primary streets to create a pedestrian-scaled streetscape.
• Locate medium-scale retail uses on upper floors of buildings, or towards the rear of the lot, away from the primary street frontage.

2 Building Setbacks
• Setbacks should relate to the adjacent setbacks along the street, but should be minimized in order to create a pedestrian-scaled streetscape:
  o Major Streets (Regional and Arterial Roads) – 0.0 to 3.0 metres;
  o Community Scale Streets (Collectors Roads) – 2.5 to 4.5 metres;
  o Neighbourhood Scale Streets (Local Roads) - 3.0 to 5.0 metres.
• Building setbacks should be proportional to the size/character of the street and the height of the building.
• A minimum 7.5m rear yard setback is required for developments abutting existing residential properties; otherwise, interior yard setbacks should not be required for commercial and mixed use.
Guidelines for Neighbourhood Centres

Figure 6 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Neighbourhood Centre location

Note: The graphic representation depicts a concentration of different conditions on one plan to illustrate the various ways in which retail may be integrated within an existing residential neighbourhood. As such, it is not intended that all of the potential commercial scenarios would be applicable in one location.
3 Transitions

- Provide appropriate height and massing as transitions to adjacent neighbourhoods, the street and/or other uses.
- The massing of buildings fronting or backing onto existing low-rise residential properties should be residential in character, including depressions or extrusions of a residential scale, rhythm and proportion, as well as complementary roof lines or slopes.
- Provide landscaped strips (linear green open spaces) between different uses and between new development and the street.

4 Height and Massing

- Minimum building height is 2 storeys.
- Maximum building height is 3 storeys although greater height is currently permitted (up to 12 storeys), where site-specific permissions exist.
- Provide height and massing at important locations, intersections and gateways.
- Commercial complexes including multiple buildings (size and scale) should locate smaller buildings along the street edge.
- Commercial/mixed use building facades fronting onto pedestrian areas should include small scale retail uses at street level, with larger retail uses located in the upper levels.

5 Corner Locations

- Provide height and massing at corner locations.
- Articulate the corners of buildings to reinforce the street.
- Address both frontages with the same level of built form design and architectural detail.
- Provide special architectural elements and building treatment at corner locations (towers, piazzas, different height, glazing, etc).
- Building entrances should be located to address the corner condition and animate both facades.

6 Parking / Service and Loading

- Parking, driveways and loading areas shall not be located between the building and the street.
- Avoid surface parking areas along the public street interface by locating them behind buildings or at the sides of buildings.
- If parking is located along the street, or is visible from the street, mitigate the visual impact with landscaping.
- Off-street surface parking areas shall be designed as courtyards that are screened from public view and include raised landscaped medians at every double-loaded row of 10 (total 20 parking spaces).
- Planted medians shall be a minimum of 3.0 metres in width to allow for sufficient soil volumes and a buffer from cars and salt-spray.
- Private streets/driveways shall be a maximum of 8.0 metres in width.
- As another form of parking supply, provide on-street parking along adjacent local roads.

7 Open Space

- Provide small areas of open space that can function as pedestrian gathering areas, in and around buildings and walkways.

8 Pedestrian Connections

- A paved pedestrian walkway system that provides comfortable, safe and accessible movement to and through the Neighbourhood Centre will consist of sidewalks within streets, walkways within landscaped and walkways connection to adjacent neighbourhoods.
- Provide a clear and connected system of pedestrian routes.
- Walkways should clearly connect parking areas to building entrances.
- Walkway should be a minimum of 1.5 metres, expanding to between 2.0 - 2.5 metres wide at building entrance and/or pedestrian activity areas.
- Covered walkways, arcades, and colonnades, are encouraged as part of the building designs.
Guidelines for Neighbourhood Centres

9 Existing Streets
• Existing local streets within walking distance to the Neighbourhood Centres should be upgraded at the time of development to allow for potential on-street parking, and to coordinate pedestrian connections, site furniture, pedestrian lights, paving, etc.

10 Streetscape Design / Public Realm Interface
• In areas adjacent to street-related retail uses:
  o Provide expanded sidewalks and walkways (3.0 to 5.0 metres wide);
  o Enhanced landscape elements and other site elements to create a comfortable, appealing and animated space and to allow for restaurant/café patios; and,
  o Ensure consistent and continuous grading and paving from building wall to the back of the curb.
• Provide a coordinated family of high-quality site furniture, street lighting, signage and paving in each area, and in particular, in transit facility/transit stop locations;
• Coordinate the location of all elements within the street, with each other and with both above-ground and underground utilities to avoid visual clutter and to enhance function;
• Street trees should be planted on either side of all sidewalks (in the public right-of-way and in the adjacent private lot), spaced at 6.0 to 8.0 metres on centre and coordinate with utilities and other site furniture;

Figure 7 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Neighbourhood Centre location
Note: The graphic representation depicts a concentration of different conditions on one plan to illustrative the various ways in which retail may be integrated within an existing residential neighbourhood. As such, it is not intended that all of the potential commercial scenarios would be applicable in one location.
- Street tree planting in front of at-grade retail uses should be spaced to allow for increased pedestrian activity and visibility of signage;
- Alternative streetscape design standards may be used to provide enhanced street elements such as rolled curbs, continuous decorative paving (from building face to face), raised planters, continuous planting trenches, paver lights, and raised intersections (pedestrian crossings).
3.5 Neighbourhood Corridors

Neighbourhood Corridors include segments of arterial roads within residential areas where there is an opportunity to introduce small-scaled retail uses to serve the local neighbourhood. Specifically, these segments are characterized by townhomes or apartment buildings in configurations that front, or have the potential for fronting, onto the street. In these locations, new retail and/or mixed use buildings can be accommodated through the modest infill and/or retrofitting of existing structures. In addition to serving local residents within walking distances, these uses also present an opportunity to improve building interfaces and activate streetscapes in discrete and sensitive ways. Additional parking in conjunction with these commercial uses would not be permitted to reinforce their local, ‘walk-to’ function.

Site-Specific Planning & Design Guidelines

Site-specific design guidelines will not be required to facilitate redevelopment along Neighbourhood Corridors.

Key Urban Design Objectives

The key urban design objectives for Neighbourhood Corridors are:
• Retain their primarily medium and high density residential character;
• Provide opportunities to integrate small-scaled amenities and services; and,
• Enhance and reinforce the character of the neighbourhood.

Land Use / Built Form

Infill or Retrofit
• Mixed Use Low-Rise

Retrofit
• Mixed Use Mid-Rise
• Mixed Use High-Rise

Guidelines for Neighbourhood Corridors

The following guidelines apply to Neighbourhood Corridors. For a description and potential layout of building types, refer to section 5.

1 Building Location/Orientation
• Locate buildings to define the street edge and to create a continuous, pedestrian-scaled street wall.
• Provide prominent buildings, with significant building height, massing and façade articulation at major corners and gateway locations.
• Orient mixed use buildings with street-related retail, to provide retail frontages along the street.
• Locate small-scale retail uses along primary street to create a pedestrian-scaled streetscape.

2 Building Setbacks
• Minimize building setbacks to create a pedestrian-scaled street environment.
• Provide a consistent range of building setbacks to create a generally continuous street wall:
  o Community Scale Streets (Collectors Roads) – 2.5 to 4.5 metres;
  o Neighbourhood Scale Streets (Local Roads) - 3.0 to 5.0 metres.
• Building setbacks should be proportional to the size/character of the street and the height of the building.
• A minimum 7.5m rear yard setback is required for developments abutting existing residential properties; otherwise, interior yard setbacks should not be required for commercial and mixed use.

3 Transitions
• Provide appropriate height and massing as transitions to adjacent neighbourhoods, the street and/or other uses.
• The massing of buildings fronting or backing onto existing low-rise residential properties should be residential in character, including
Urban Design Guidelines for Mixed Use Activity Areas

Figure 8 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Neighbourhood Corridor location

Note: The graphic representation depicts a concentration of different conditions on one plan to illustrate the various ways in which retail may be integrated within an existing residential neighbourhood. As such, it is not intended that all of the potential commercial scenarios would be applicable in one location.
Guidelines for Neighbourhood Corridors

depressions or extrusions of a residential scale, rhythm and proportion, as well as complementary roof lines or slopes.

- Provide landscaped strips (linear green open spaces) between different uses and between new development and the street.

4 Height and Massing

- Minimum building height is 2 storeys.
- Building height and massing should relate to that of the existing buildings around.

5 Step Backs

- Provide building step backs for buildings greater than 4 storeys.
- For buildings greater than 6-storeys, a minimum front and exterior yard step back of 3.0 metres should be provided at the fourth storey.

6 Corner Locations

- On corner sites, buildings should be located at the corner.
- Buildings in corner locations should be designed to include:
  o Highly articulated facades/elevations along the street frontages;
  o The same degree of articulation and detailing on all elevations that face the street;
  o The greatest height and massing of the building at the corner; and,
  o Entrance(s) accessible and visible from the corner.

Figure 9 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Neighbourhood Corridor location

Note: The graphic representation depicts a concentration of different conditions on one plan to illustrate the various ways in which retail may be integrated within an existing residential neighbourhood. As such, it is not intended that all of the potential commercial scenarios would be applicable in one location.
• Special architectural elements and enhanced streetscape landscape should complement corner building treatment at key intersections or gateway locations (towers, piazzas, different height, glazing, etc).
• The upper levels of a mid-rise/high-rise buildings should be expressed through additional step backs, roof treatments, overhangs or cornice lines.

7 Parking / Service and Loading
• Parking, driveways and loading areas shall not be located between the building and the street.
• Avoid surface parking areas along the public street interface by locating them behind buildings or at the sides of buildings.
• If parking is located along the street, or is visible from the street, mitigate the visual impact with landscaping.
• Off-street surface parking areas shall be designed as courtyards that are screened from public view and include raised landscaped medians at every double-loaded row of 10 (total 20 parking spaces).
• Planted medians shall be a minimum of 3.0 metres in width to allow for sufficient soil volumes and a buffer from cars and salt-spray.
• Private streets/driveways shall be a maximum of 8.0 metres in width.
• As another form of parking supply, provide on-street parking along adjacent local roads.

8 Open Space
• Create publicly accessible open space that will contribute to the public realm and pedestrian connectivity.

9 Pedestrian Connections
• Provide pedestrian comfortable, safe and accessible pedestrian connections to the sidewalk and other adjacent developments wherever possible.
• Walkways should clearly connect to building entrances.
• Walkways should be a minimum of 1.5 metres, expanding to between 3.0 - 5.0 metres in pedestrian activity areas, retail areas and public spaces.
• Covered walkways, arcades, and colonnades, should be provided as part of the building designs.

10 Streetscape Design / Public Realm Interface
• In areas adjacent to street-related retail uses:
  o Provide expanded sidewalks and walkways (2.0 to 2.5 metres wide);
  o Enhanced landscape elements and other site elements to create a comfortable, appealing and animated space and to allow for restaurant/ café patios; and,
  o Ensure consistent and continuous grading and paving from building wall to the back of the curb.
3.6 General Guidelines

Façade Treatment

- All buildings, regardless of their height, should be designed to consist of three distinct parts - a base, middle and top;
- Clearly identify the base, middle and top of the building through the use of fenestration and architectural elements. Along these same lines, create a clear distinction between the different land uses within the same development (retail, offices, residential, etc);
- Provide the greatest attention to design detail and material quality to the first storey of a low-rise building, and the first 3-storeys of any mid-rise or high-rise building;
- On the upper levels of mixed use developments (2nd storey and above) encourage the use of balconies on building;
- Incorporate windows, adequate articulation/fenestration and clearly define entrances on building façades, especially those fronting onto the streets;
- The front of any commercial component shall have a high level of transparency with a minimum 75% clear glazing (not tinted, opaque, or reflective) to maximize visual animation.
- Relate to the architectural design and details of adjacent/existing built form;
- Integrate steps and ramps into the architecture of the building;
- Create a consistent and articulated (vertically and horizontally) street wall condition that results in a pedestrian friendly – human scaled environment;
- The scale of medium to large developments should be ‘pedestrianized’ through the use of pedestrian-scale with architectural details, fenestration, colours, particularly at the building base;
- Differentiate units within the same building through wall plane variation, projections/recesses and, use of colour and materials, while maintaining a cohesive design;
- Parking structures and major retail façades should be articulated to be consistent to the main façades and incorporate architectural details, lighting, art features, and/or other design elements;
• Façades that terminate streets, parks, or other open spaces, or that are part of buildings at main intersections, access points or gateways, should incorporate greater architectural detailing and high quality materials in order to highlight the importance of these building faces.

**Signage**

• Provide a coordinated program of signage that includes retail signage, wayfinding signage, street signage;

• Design retail signage as an integral component of the building design; it should not overwhelm the building and/or storefront;

• Use high quality materials;

• Back lit illuminated rectangular sign boxes, large freestanding signs, roof signs, and large-scale advertising such as billboards, are discouraged;

• Highly animated and illuminated digital signage should not be permitted where residential uses can be impacted.

• Rooftop signs shall be avoided.

**Surface Parking / Service and Loading Areas**

• Avoid locating surface parking areas along the public street interface by locating them at the rear of lots;

• Screen any surface parking area that is visible from the street;

• Surface parking shall be designed as courtyards, screened from public view and include raised landscaped medians at every double-loaded row of 10 (total 20 parking spaces);

• Planted medians shall be a minimum of 3.0 metres in width to allow for sufficient soil volumes and a buffer from cars and salt-spray;

• Private streets/driveways shall be a minimum of 8.0 metres in width;

• As another form of parking supply, consider providing on-street parking along adjacent local roads;

• Locate service/loading areas away from the street, to the rear or side of the lot, or off private lanes;

• Screen service/loading areas from public view, using landscaping and walls;
• Ideally, service/loading areas should be integrated within the massing of the building and designed as an integral part of the architecture.

**Landscaping**

Landscape strips are a requirement of any new development and are important landscape features that can bridge the interface between compatible uses, or screen the visual impact between incompatible uses. One of the intentions of the redevelopment of the Mixed Use Activity Areas is to reduce or eliminate the need for landscape buffers, by creating compatible forms of development that ‘fit’ within their surrounding context. However, in certain conditions, where/when landscape strips are necessary, particularly where surface parking and loading/service areas are highly visible from the public realm, the following shall apply:

- Landscape strips shall be provided in accordance with zoning requirements.
- Landscape strips generally are between 3.0 to 6.0 metres in width, depending on the size/function of the adjacent road and/or adjacent uses.
- Landscape strips should be fully planted to screen parking, service, loading areas from adjacent uses and public view.
- Fencing shall be provided along rear and side lot lines adjacent to residential uses.
- Landscape strips and fencing between adjacent properties within Mixed Use Activity Areas should be coordinated.

• In general, circulation, driveways and walkways, between properties should be coordinated to avoid excessive paving and to create a seamless pedestrian experience.

- Include street trees within the landscape strips to create tree-lined streets and to enhance the character of the community.
- Enhance the urban tree canopy by providing deciduous canopy trees along streets, along pedestrian routes, in parking areas, and in pedestrian spaces.
- Create tree-lined streets by planting deciduous canopy trees between the sidewalk and the building/parking area.
- Select plant species to enhance diversity and resiliency (native, drought-tolerant, disease resistant species should be included in the selections).
- Coordinate the design(s) and location(s) of all site furniture.
- Locate seating and bicycle lock-ups in convenient and accessible places, particularly at building entrances.
small-scale commercial uses in residential areas
Small-Scale Commercial Uses in Residential Areas

In key locations through the Residential Areas, small-scale commercial uses may be introduced to provide a retail amenity within walking distance to where people live.

These small-scale commercial uses are permitted on corner sites or adjacent to parks, and are intended to be integral parts of the residential community both in terms of their form and character and the daily routine of the residents.

Key Urban Design Objectives
The key urban design objective for the small-scale commercial uses in Residential Areas are to ensure that building designs/forms are consistent with the character of neighbourhood.

Land Use / Built Form
• Stand alone buildings.
• Corner/end unit of a multi-unit building.

Guidelines for Small-Scale Commercial Uses in Residential Areas
1. Height and Massing
   • Building height and massing should relate to that of the existing buildings adjacent to the site.

2. Although the character of these small-scale commercial uses is residential, the built form containing the commercial use may be distinguished through subtle variations in the design of roof lines, vertical facade articulation, entrance, etc.

2 Building Corners
The corner of the building facing the park or street corner should include:
• Highly articulated facades facing the street and/or corner; and,
• The main entrance to the building/unit.

3 Building Setbacks
• Setbacks should be consistent with existing setbacks along the street.

4 Streetscape Design / Public Realm Interface
• Provide landscaping within the front and side yards that is consistent with the character of the neighbourhood.
• Provide walkways that connect to the sidewalk or the adjacent park pathway.
• Fencing along the side yard adjacent to a park or a street should be attractive and residential in character and scale.

5 Parking
• On-site parking is not required however, lay-by parking is encouraged, where possible.
Figure 10/11 - Conceptual Diagram demonstrating how these guidelines may be applied to a hypothetical Small-Scale Commercial Use in a Residential Area location

Note: The graphic representation depicts a concentration of different conditions on one plan to illustrate the various ways in which small-scale commercial uses may be integrated within an existing neighbourhood. As such, is not intended that all of the potential commercial scenarios would be applicable in one location.

Small scale retail attached to residential units
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building typologies
Building Typologies

A variety of building forms are envisioned as part of the Mixed-Use Activity Areas. These typologies include stand alone single-use forms as well as multi-unit, multi-storey mixed-use forms. The stand alone single-use typologies are existing forms that characterize many of the areas. Although they are discouraged in the ultimate build-out of the Mixed-Use Activity Areas, these forms are anticipated in the interim phase(s) of development and are subject to compliance with these urban design guidelines. The intent of interim buildings is to evolve, transform and/or redevelop into mixed use buildings.

The table below lists the various typologies that may be anticipated in the Mixed-Use Activity Areas.

<table>
<thead>
<tr>
<th>Stand Alone Small-Scale Format</th>
<th>Urban Centres</th>
<th>Urban Corridors</th>
<th>Neighbourhood Centres</th>
<th>Neighbourhood Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stand Alone Medium-Scale Format</td>
<td>Interim</td>
<td>Interim</td>
<td>Interim</td>
<td>Interim</td>
</tr>
<tr>
<td>Commercial Complex (Plaza)</td>
<td>Interim</td>
<td>Interim</td>
<td>Interim</td>
<td>Interim</td>
</tr>
<tr>
<td>Commercial Strip (Strip Retail)</td>
<td>Interim</td>
<td>Interim</td>
<td>Interim</td>
<td>Interim</td>
</tr>
<tr>
<td>Multi-Storey Commercial/Office Block</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Mixed Use Low-Rise (2 to 3-storeys)</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Infill/Retrofit</td>
</tr>
<tr>
<td>Mixed Use Mid-Rise (4 to 6-storeys)</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Retrofit</td>
</tr>
<tr>
<td>Mixed Use High-Rise (7 to 12-storeys)</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Retrofit</td>
</tr>
</tbody>
</table>
Stand Alone Small-Scale Format

- **Definition:** Detached building with a single use located at-grade.
- **Height/Storeys:** 2 to 3 storeys.
- **Street Frontage:** Minimum 75% on primary street. Street frontage measurement applies to a single building on a development site, or the sum of more than one building on a development site.
- **Relationship to Street:** Locate close to the street and avoid locating parking between the building and the street. Building setbacks should be consistent with Mixed Use Activity Area designation and road type.
- **Examples:** local stores, convenience retail, restaurants, cafes.
Stand Alone Medium-Scale Format

- **Definition:** Detached building with one or more uses located at-grade.
- **Height/Storeys:** 2 to 3 storeys.
- **Street Frontage:** Minimum 75% on primary street, 50% on secondary streets. Street frontage measurement applies to a single building on a development site, or the sum of more than one building on a development site.
- **Relationship to Street:** Locate close to the street and avoid locating parking between the building and the street. Building setbacks should be consistent with Mixed Use Activity Area designation and road type.
- **Examples:** local stores, convenience retail, restaurants, cafes.
- **Examples:** drugstores, restaurants, spas/gyms, gas stations, car dealerships.
Commercial Complex (Plaza)

- Definition: mix of commercial formats, usually one large and several medium and small, set on a single block, with building frontages to the streets and surface parking to the interior of the site.

- Height/Storeys: 2 to 3 storeys.

- Street Frontage: Minimum 85% on primary street, 60% on secondary streets. Street frontage measurement applies to a single building on a development site, or the sum of more than one building on a development site.

- Relationship to Street: Buildings should be located close to the street, and parking located at the rear or side of the building. Building setbacks should be consistent with Mixed Use Activity Area designation and road type. Main entries to this kind of development should be treated as prominent gateways, framed with buildings and enhanced with rich landscaping, paving, signage and if possible, public art. Parking structures should be integrated to main buildings and screened with small retail components. Underground parking is encouraged. Surface parking should be screened from the public view and highly landscaped.

- Examples: anchor retail, brand retail (chains), restaurants/cafes, community services.
Commercial Strip (Strip Retail)

- Definition: detached building that accommodate several commercial users along a single main façade; each of them with a separate entrance and space.
- Height/Storeys: 2 to 3 storeys.
- Street Frontage: Minimum 50%. Street frontage measurement applies to a single building on a development site, or the sum of more than one building on a development site.
- Relationship to Street: Locate close to the street and avoid locating parking between the building and the street. Building setbacks should be consistent with Mixed Use Activity Area designation and road type. Excessive-unbroken building lengths should be avoided; max. 14,000 sq.m building floor plate. Mid-block and site related connections should be integral part of this kind of development, and should always be linked to the public space (e.g. sidewalks). All entrances should be connected to the sidewalk.
- Examples: medium size brand retail (chains), local stores, restaurants, cafes.
Multi-Storey Commercial/Office Block

- Definition: Mid-Rise buildings on top of a mixed use podium, with commercial uses at-grade.
- Range of GFA.
- Street Frontage: Minimum 75%. Street frontage measurement applies to a single building on a development site, or the sum of more than one building on a development site.
- Relationship to Street: Locate close to the street and avoid locating parking between the building and the street. Building setbacks should be consistent with Mixed Use Activity Area designation and road type.
- Relationship to Street: Massive building blocks above podium should be broken into smaller modules (slabs or towers). Main entrance to office component should be clearly identify and distinguished from those of the commercial at-grade. All entrances should have direct access to the sidewalk.
Mixed Use Low-Rise

- Definition: Usually, a block of attached units with commercial uses at-grade.
- Height/Storeys: 2 to 3 storeys.
- Street Frontage: Minimum 80%.
- Relationship to Street: Building setbacks should be consistent with Mixed Use Activity Area designation and road type. For townhouses, excessive-unbroken building/block lengths should be avoided; max. 8 units per building block. All units should include entrances to commercial spaces at-grade, with direct access from the sidewalk. Separate entrances to residential uses above could be included on the main façade but designed to read as secondary/private.
Mixed Use Mid-Rise

- Definition: residential or office slabs or towers on top of mixed use podiums, with commercial uses at-grade. Townhouses can be accommodated fronting onto secondary streets when part of a mixed use residential development.
- Range of GFA.
- Height/Storeys: 4 to 6 storeys.
- Street Frontage: Minimum 75%.
- Relationship to Street: Building setbacks should be consistent with Mixed Use Activity Area designation and road type. Slabs and towers should be placed on podiums of minimum 3-storeys in height. Massive building blocks above podium should be broken into smaller modules (slabs or towers). There should be a minimum of 10 to 12 metres separation between towers. Main entrance to uses above the ground level should be clearly identify and distinguished from those of the commercial at-grade. All entrances should have direct access to the sidewalk.
- Examples: Residential apartments with at-grade commercial uses (small and medium format).
**Mixed Use High-Rise**

- Definition: tall residential or office towers on top of mixed use podiums, with commercial uses at-grade and integrated structured/underground parking components. Townhouses can be accommodated fronting onto secondary streets when part of a mixed use residential development.
- Range of GFA.
- Height/Storeys: 7 to 12 storeys.
- Street Frontage: Minimum 75%.
- Relationship to Street: Building setbacks should be consistent with Mixed Use Activity Area designation and road type. Towers should be placed on podiums of minimum 3-storeys in height. Buildings taller than 6 storeys should only be permitted when fronting onto streets or open spaces wider than 20m. There should be a minimum of 12 to 15 metres separation between towers. Main entrance to uses above the ground level should be clearly identify and distinguished from those of the commercial at-grade. All entrances should have direct access to the sidewalk.
- Examples: Residential apartments with at-grade commercial uses (small and medium format).
Buildings with Drive-Throughs

• Definition: Drive-Throughs may occur as stand-alone buildings or as part of multi-use buildings. Since Drive-Throughs require large areas of paved drive-ways to accommodate car queuing, they should not be located on corner sites.

• Height/Storeys: 2 to 3 storeys.

• Street Frontage: Minimum 50%.

• Relationship to Street:
  o Locate buildings along the primary street frontage.
  o Locate main entrance(s) to the primary street, in conjunction with walkways.
  o Locate the car queuing lanes away from the primary street and preferably, at the rear of the lot.
  o Locate loading and garbage storage areas away from public view.
  o Locate ordering board away from public view.
  o Provide a fully/continuously landscaped strip between the street and the queuing lane and/or adjacent lot.
  o Building setbacks should be consistent with Mixed Use Activity Area designation and road type.

Drive-Through building with articulated facade along primary street frontage.
Urban Design Guidelines for Mixed Use Activity Areas
City of Burlington

The Planning Partnership