

Overview of Guiding Principles

The table below provides an overview of the guiding principles that should direct future development at each Mobility Hub. Each of these elements are outlined on the diagrams provided throughout this section, and additional detail provided.

	Land Use
General (All Hubs)	<ul style="list-style-type: none"> » Focus mixed-use development along key transit corridors. » Focus mixed-use infill on vacant and underutilized lots. » Where above-grade parking is required, locate it adjacent to the rail corridor. » Where employment targets are achieved, consider additional uses to create a vibrant hub.
Burlington GO Station	<ul style="list-style-type: none"> » Concentrate office uses north of the rail corridor. » Explore partnership opportunities for large-format commercial uses.
Burlington Downtown	<ul style="list-style-type: none"> » New development on John and James street should reinforce a strong transit presence. » Concentrate the greatest densities around transit services. » Provide appropriate transitions to adjacent stable residential neighbourhoods. » Maintain and promote a transit presence in the Downtown Core. » The Brant Plaza commercial development should include pedestrian supportive streets and height limitations to adjacent properties.
Aldershot GO Station	<ul style="list-style-type: none"> » Protect existing stable employment uses on Cooke Boulevard. » Concentrate tall office uses north of the rail corridor and single-use office/light industrial building to the south. » Low-rise and townhouse built form provides an appropriate transition to the stable residential neighbourhood. » Consider redeveloping the King Paving site to support pedestrian uses. » Explore opportunities for a grocery store in the Primary Zone.
Appleby GO Station	<ul style="list-style-type: none"> » Promote the Appleby mobility hub area as an employment area. » Where appropriate in the long-term, replace heavy industrial uses with light industrial and office uses. » Locate prestige office uses along Fairview Street, Appleby Line and Harvester Road. » Locate light industrial uses internal to the mobility hub and adjacent to the rail corridor.

Built Form	Open Space & Circulation
<ul style="list-style-type: none"> » Mid-rise and tall buildings should be subject to front and rear-yard angular planes to reduce perceived mass and minimize shadows and privacy impacts. » New development should support improved transit functions. » Ensure visual and physical connections to the existing station as new development occurs. » Replace surface parking with underground parking 	<ul style="list-style-type: none"> » Consolidate access and servicing to new development. » Design ‘complete streets on’ Fairview Street, Brant Street and Plains Road. » On large development blocks, design buildings to frame outdoor spaces (parks, courtyards, gardens, parkettes), to provide views to the station, and to create continuous access between sites. » Create new open spaces within large developments.
<ul style="list-style-type: none"> » Concentrate the greatest height and density adjacent to the rail corridor. » Transition to lower heights towards Fairview Street. » Provide mid-rise buildings (6 to 10-storeys) adjacent to Fairview Street. » Create landmarks and enhance wayfinding with tall buildings (greater than 10-storeys) in close proximity to Brant Street and Fairview Road. » Create a human-scaled podium (2- to 4-storeys) on the north side of Fairview Street. 	<ul style="list-style-type: none"> » Pedestrian and cyclist connections over Highway 403 at the Brant Street hydro corridor. » Explore the potential to re-naturalize the drainage channels at Burlington GO to provide unique pedestrian and cyclist links. » Create new cycling facilities on Plains Road and Fairview Street. » Provide direct links to Optimist Park through bike lanes on Prospect Street and multi-use trails through the residential neighbourhood.
<ul style="list-style-type: none"> » Reinforce nodes at Baldwin Street/Victoria Avenue and Brant Street and on Lakeshore Road at the key Downtown entryways. » Tall buildings (greater than 10-storeys) on Brant Street and Lakeshore Road should be designed and massed to protect and frame views of Lake Ontario. » New buildings at Brant Plaza should be mid-rise (6- to 10-storeys) and should transition at the rear of the site toward the residential dwellings. 	<ul style="list-style-type: none"> » Promote Brant Street as the primary connection between the Burlington GO Mobility Hub and the waterfront. » Promote pedestrian-focused street design on Brant Street and John Street. » Create a linked network of cycling connections to and throughout downtown. » Extend the Centennial Bike Trail to connect to Brant Street.
<ul style="list-style-type: none"> » Concentrate taller mid-rise buildings (6- to 10-storeys) at Waterdown and Plains Road and near the station. » Create a mid-rise character (3- to 6-storeys) along Plains Road. » Create a pedestrian-scaled podium on Plains Road (2- to 4-storeys). 	<ul style="list-style-type: none"> » Enhance connectivity through the extension and connection of local streets (i.e. Masonry Court, Emery Avenue, Clearview Avenue, St Matthews Avenue). » Provide safe and direct connections across the rail corridor (near the station and Grove and Aldershot Parks). » Create new cycling facilities on Waterdown Road, Gallagher Road and Clearview Avenue. » Provide direct links to Grove and Aldershot Parks through bike lanes on Gallagher Road, connections over the rail corridor and cycling facilities on Masonry Court.
<ul style="list-style-type: none"> » Buildings around the station should be mid-rise (6- to 10-storeys). » The greatest heights should be at the Appleby Line/Fairview Road node and along the rail corridor. » Create a mid-rise character (6- to 10-storeys) on Harvester Road. » Above-grade parking should be well-screened, located at the rear of buildings, and in structures near the rail corridor. » Buildings on Fairview Street should have a 2- to 4-storey podium. » Integrate station facilities on both sides of the rail corridor to create a walkable environment, with direct, weather-protected access. 	<ul style="list-style-type: none"> » Provide direct connections on Appleby Link to Highway 5 and North Burlington for all modes of transportation. » Explore the potential to re-naturalize the drainage channels at Appleby GO to provide unique pedestrian and cyclist links. » Create new cycling facilities on Harvester Road, Appleby Line, along the drainage channel and through the southern neighbourhood. » Cycling facilities on Appleby Line should connect to the Centennial Bike Trail. » Provide direct links between Sherwood Forest Park and Sheldon Park through Bicycle Priority Streets throughout the southern neighbourhood.