



# Downtown Burlington

## Placemaking & Urban Design Guidelines

1st Draft  
AUGUST 2020

Prepared by



SGL  
PLANNING  
& DESIGN INC.



# Table of Contents

<b>1 Introduction</b>	<b>5</b>	5.5 Private Streets & Laneways	39
1.1 Purpose	5	5.6 Urban Squares, Green Connectors & Promenades	40
1.2 Objectives of the Guidelines	5	5.6.1 Urban squares	40
1.3 How to Use the Guidelines	6	5.6.2 Green connectors	41
1.4 Guideline Format	6	5.6.3 Elgin Promenade	42
1.5 Guideline Audience	7	5.7 Natural Heritage System & Watercourse	43
<b>2 Vision &amp; Principles</b>	<b>8</b>	5.8 Views	44
<b>3 Precincts</b>	<b>11</b>	5.9 Public Art	45
3.1 Brant Main Street Precinct	11	<b>6 Private Realm</b>	<b>47</b>
3.2 Lakeshore Precinct	14	6.1 Building Placement	47
3.3 Mid Brant Precinct	16	6.2 Building Height, Massing & Transition	48
3.4 Upper Brant Precinct	18	6.3 Façade Design	49
3.5 Downtown East Precinct	20	6.4 Vehicular Access	50
3.6 Village Square Precinct	21	6.5 Service & Loading	51
3.7 Neighbourhood Mixed-use Precinct	23	6.6 Private Outdoor Amenity Space	51
3.8 Apartment Neighbourhood Precincts	24	6.7 Privately Owned Publicly Accessible Spaces - POPS	52
3.9 Low-rise Neighbourhoods Precinct	26	6.8 Cultural Heritage Resources	54
<b>4 Retail &amp; Mixed-use Building Guidelines</b>	<b>29</b>	6.9 Built Form Typologies	56
4.1 Retail & Mixed-use Streetscapes	29	6.9.1 Ground Oriented Dwellings	57
4.2 Character & Compatibility	31	6.9.2 Mid Rise Buildings	60
4.3 Retail Entrances	32	6.9.3 Tall Buildings	61
4.4 Building Resiliency and Adaptability	33	6.9.4 Stand Alone Office	63
4.5 Lighting and signage	34	<b>7 Implementation</b>	<b>65</b>
<b>5 Public Realm</b>	<b>35</b>	<b>8 Glossary of Terms</b>	<b>66</b>
5.1 Streetscape	35		
5.2 Signage & Wayfinding	36		
5.3 Utilities	37		
5.4 Flex Streets	38		



Downtown Burlington, the area to which these Guidelines apply

# 1



## Introduction

Downtown Burlington is the heart of the city. The Downtown is the city's historic centre and civic centre, and includes residential neighbourhoods, shopping and dining along Retail Main Streets, arts and culture, business and services all with a beautiful waterfront setting.

As Downtown Burlington continues to grow the city is experiencing increasing pressures related to intensification. The increasing pressures of development are creating unique challenges and opportunities for preserving the eclectic, main street character of the Downtown.

As part of the *Taking a Closer Look at the Downtown - A Scoped Re-examination of the 2018 Adopted Official Plan*, the city retained SGL Planning and Design Inc. to ensure the policies better reflect the City's vision for the Downtown. The policies provide the framework for updated Downtown Urban Design Guidelines. The updated guidelines ensure appropriate design guidance to implement the vision for the Downtown and each of the precincts.

### 1.1 Purpose

The City of Burlington's Downtown Placemaking and Urban Design Guidelines (the Guidelines) work together with the recently approved Downtown Streetscape Guidelines and the City's Sustainable Building and Development Guidelines and replace the 2006 Downtown Urban Design Guidelines, the Old Lakeshore Road Design Guidelines, and the 2006 Keeping Place: Heritage-Based Urban Design Guidelines for Downtown Burlington. These new Placemaking and Urban Design Guidelines reflect

the City's ongoing commitment to good urban design and provide a consistent baseline. The Guidelines support the Official Plan policies and inform the Zoning-by-law. As the primary source of design guidance for the Downtown, the Guidelines provide additional guidance incorporating the Mid Rise and Tall Building Design Guidelines, Shadow Study Guidelines and Terms of Reference and Pedestrian Level Wind Study Guidelines and Terms of Reference, and details for the vision, expectations and implementation. Both the Tall and Mid Rise Design Guidelines no longer apply to the Downtown. The design guidance provided here reflects the City's vision for the Downtown, and has been developed through a significant recent effort. Sustainable and *universal design* should be at the forefront of all development. The city's Sustainable Building and Development Guidelines should be referred to for more detailed and specific guidance on specific design measures.

### 1.2 Objectives of the Guidelines

The Guidelines have been prepared to accomplish the following objectives:

1. Achieve high quality universal and accessible urban design in both public and private spaces;
2. Encourage the design of sustainable, and attractive built environments consistent with the vision and character for the Downtown;
3. Ensure new development and redevelopment is unique;
4. Maintain compatibility with the surrounding built environment;
5. Enhance the active transportation network; and
6. Provide consistent direction on the design of buildings and spaces for the public, the development community, and City Staff.

## 1.3 How to use the Guidelines

The Downtown Placemaking and Urban Design Guidelines apply to both the public and *private realm*, and provide specific direction to different building typologies, site design considerations, and building and streetscape design. This document should be referred to when designing any type of building or *public realm* element in the Downtown.

The Downtown Placemaking and Urban Design Guidelines should be read and used in conjunction with Provincial legislation and regulations including the Accessibility for Ontarians with Disabilities Act (AODA), the city of Burlington's Accessible Design Standards and the Design of Public Spaces (DOPS) Standards, as well as a number of other City of Burlington policies, by-laws, plans, and initiatives including:

- The Burlington Official Plan;
- Zoning By-law 2020, as amended;
- The Downtown Strategic Action Plan (Core Commitment);
- Downtown Streetscape Guidelines;
- Burlington's Accessible Design Standards;
- Climate Action Plan; and
- Sustainable Building and Development Guidelines.

See Appendix A for a list of applicable documents and web links. In the case of a conflict between the Downtown Streetscape Guidelines and the Downtown Placemaking and Urban Design Guidelines, the Downtown Placemaking and Urban Design Guidelines will apply.

## 1.4 Guideline Format

The document is organized as a series of guidelines. Each guideline contains an overall objective, along with detailed guidance to assist designers in achieving that objective. It is intended that creativity and sensitivity to context should be encouraged to achieve the intent of each guideline with consideration of alternative approaches on a case-by-case basis where it can be demonstrated that the objective is being met.

### Section 1 Introduction



### Section 2 Vision & Principles



### Section 3 precincts



### Section 4 Retail & Mixed-use Building Guidelines



### Section 5 Public Realm



### Section 6 Private Realm



### Section 7 Implementation



## 1.5 Guideline Audience

The Downtown Placemaking and Urban Design Guidelines have been developed for a specific set of users:



### **The Development Community:**

The primary user of the Guidelines is intended to be the development community, including developers, professional consultants, and other proponents of development. The development community will utilize the Guidelines in the design of development and is responsible for demonstrating how development proposals respond to the applicable guidelines in application submissions, comprehensive block plans and Urban Design Briefs.



### **The Public:**

The Downtown Placemaking and Urban Design Guidelines provide the public with confidence in the City's commitment to the vision for a high standard of urban design and reflect the extensive public engagement that has taken place as part of the Taking a Closer Look at the Downtown project.



### **City Council:**

The Guidelines are a Council adopted document that provide design guidelines to help implement the City's Official Plan and express Council's vision for development within Downtown Burlington as a whole.



### **City Staff:**

City staff will use the Downtown Placemaking and Urban Design Guidelines in the review and approval of development applications, including applications for amendments to the official plan and zoning by-law, plan of condominium, and site plan control, as well as the review of supporting comprehensive block plans and urban design briefs and other studies and projects within the Downtown.

# 2



## Vision & Principles

As part of the Taking a Closer Look at the Downtown project, extensive engagement was conducted. This engagement informed the refinement of the Downtown's vision. As well, the engagement informed the development of guiding principles. Section 8.1.1(3) of The Official Plan states:

*The Downtown Urban Centre is a lively, vibrant "people place", with a wide variety of employment, shopping, leisure, residential, recreational and tourism opportunities. It is the city's centre for cultural facilities, public gatherings, festive and civic occasions, and social interaction. A large portion of the Downtown Urban Centre is within the Urban Growth Centre boundary; an area referred to in the Provincial Growth Plan as an area that shall accommodate significant population and employment growth.*

*The Downtown Urban Growth Centre will be a focal area for investment in regional public service facilities, such as the hospital, as well as commercial, recreational, cultural and entertainment uses and will serve as a high-density major employment centre.*

*The Downtown will continue to be an area where specialty retail, community retail, entertainment, cultural, public service facilities and institutional facilities, and offices, as well as residential uses, shall be developed. The Downtown will continue to develop as the city's primary centre, taking advantage of the unique qualities that set it apart from all other areas of the city and that contribute to its distinct identity. These qualities include distinct precinct areas, the waterfront location and related activities, historic buildings, streetscapes and development pattern, views and vistas, cultural activities, pedestrian orientation, and recognition of the Downtown as a centre of business and civic activity.*

*Within the Downtown, there is a historic fine-grained*

*grid street network which was established over a century ago. This street network supports the existing transit-supportive built form that contributes to a vibrant, walkable and cycling-friendly complete community.*

*New development will maintain and enhance the Downtown's image as an enjoyable, safe, walkable and cycling-friendly place, and complement the pedestrian activity of the area. New development will also be compatible with the physical character within each precinct and designation and provide a compatible transition to adjacent low-rise neighbourhoods.*

*The Downtown, is identified generally in the Region of Halton's Official Plan as a major transit station area.*

*The Downtown Burlington bus terminal functions as an intercity bus transfer point. Because it is a bus depot in an urban core or downtown, it was classified as a major transit station. However, it currently does not function as a major bus depot and this is likely to continue into the future, unless improvements and/or enhancements are undertaken to strengthen its function as a major bus depot. The Downtown Burlington bus terminal is not located on a Priority Transit Corridor as defined by the Growth Plan for the Greater Golden Horseshoe nor is it supported by higher order transit, nor by frequent transit within a dedicated right of way.*

*The residents and jobs associated with development in the Downtown Burlington major transit station area will contribute towards meeting the Urban Growth Centre (UGC) density target of a minimum 200 residents and jobs combined per hectare, as identified in the Growth Plan. Given the limited function of the Downtown Bus Terminal, the major transit station area is not expected to be a significant driver for intensification beyond that which is required by the Downtown UGC.*

*Although the Downtown Urban Growth Centre is an intensification area, not all sites within the Urban Growth Centre will develop or redevelop to the same extent. The amount of height and density on any site depends on the site's location and context within the Downtown as set out in each precinct.*

*The City is committed to ensuring the ongoing success of Downtown by implementing the Core Commitment: Downtown Vision and Action Plan, as amended. This document is a strategic action plan for the Downtown which sets out a collective vision, principles and planned actions for the Downtown that go beyond the policies contained in this Plan.*



## The Guidelines are based on the following guiding principles:

1. Enhance and create safe inclusive public spaces for year round activities;
2. Enhance and create vibrant streetscapes to encourage businesses to locate downtown;
3. Maintain the character, scale and sense of place of the Village Square Precinct;
4. Enhance and maintain the “Main street” identity of Brant Main Street Precinct;
5. Encourage and implement high quality interesting architecture and design;
6. Provide appropriate transition to low-rise neighbourhoods;
7. Maintain and improve pedestrian connections to the waterfront;
8. Enhance the existing transportation network to allow for efficient and safe movement within the Downtown incorporating all modes of travel;
9. Encourage sustainable development; and
10. Ensure the vision for the Downtown is clearly understood and appropriately implemented.
11. Apply Universal Design principles and ensure accessibility for users of all ages and abilities.



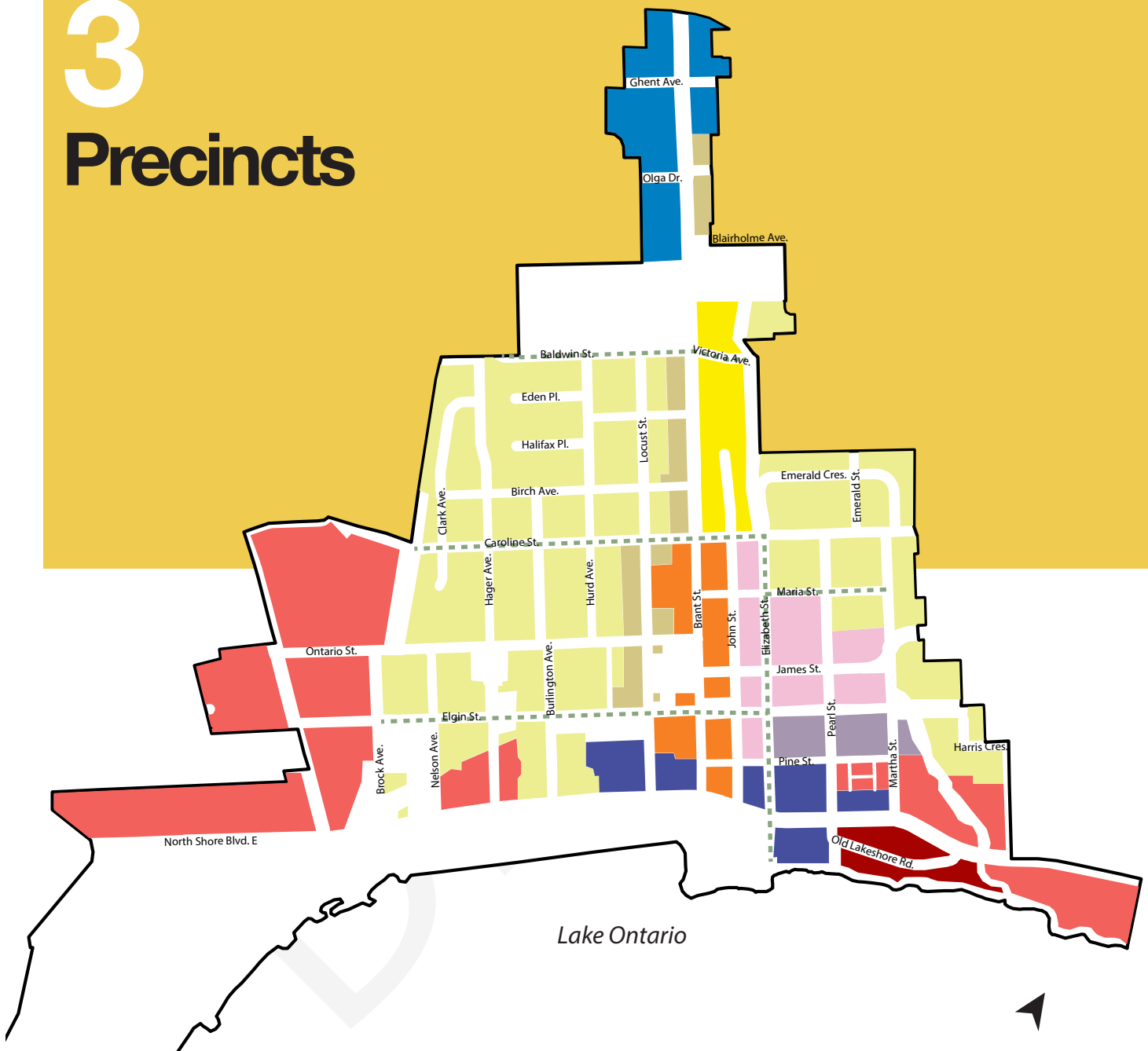
The Downtown is a lively, vibrant “people place”, with a wide variety of employment, shopping, leisure, residential, recreational and tourism opportunities. It is the city’s centre for cultural facilities, public gatherings, festive and civic occasions, and social interaction.



City of Burlington  
Official Plan

# 3

## Precincts



- Brant Main Street Precinct
- Lakeshore Precinct
- Mid Brant Precinct
- Upper Brant Precinct
- Downtown East Precinct
- Village Square Precinct
- Neighbourhood Mixed-use Precinct
- Apartment Neighbourhood Precinct
- Low-rise Neighbourhoods Precinct
- Old Lakeshore Road Precinct
- - - Green Connector Street

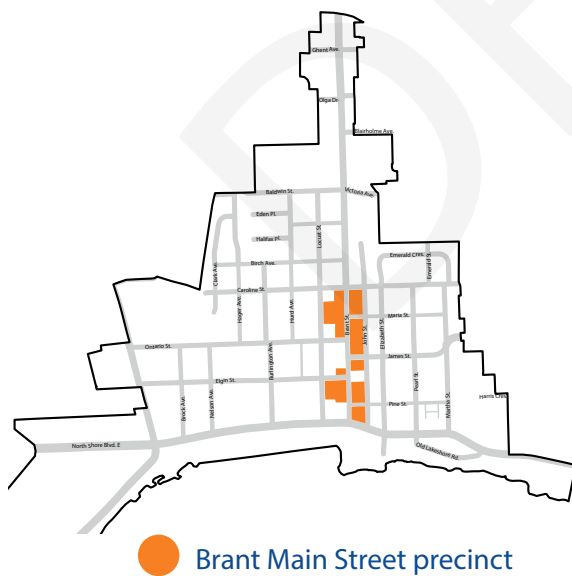
Figure 1

The City of Burlington uses the term precinct to recognize a patchwork of different planning visions for different areas of the Downtown. As part of the re-examination of the Downtown, the precincts included in the Official Plan (OP) have been updated with a focus on their location and function and their existing context. Figure 1 depicts the revised precincts and the updated Schedule D: Downtown Land Use.

Each precinct has its own unique vision and design character. The vision and specific

design guidance for each of the precincts is provided in this section of the Guidelines. The precinct guidelines are to be read in conjunction with the guidelines in their entirety.

The Guidelines shall provide the specific design direction for each precinct, and on public or private property within the Downtown. The Guidelines are meant to present *how* policy directives as outlined in the OP can be achieved.



### 3.1 Brant Main Street Precinct

The Brant Main Street Precinct is a unique Retail Main Street destination within the Downtown. The small retail shops and eclectic main street character creates a unique sense of place for the City. Brant Main Street has a changing character from the top of the street all the way to the lake. The guidelines ensure development along this street respect the vision and character of the precinct. Refer to Section 8.1.1 (3.3) of the City of Burlington OP for specific policies regarding this precinct.

The intersection of Caroline Street and Brant Street, through the narrowing of the *right-of-way* and *built form* closer to the street, signals

the entrance into this precinct. Lower Brant, which is the portion of Brant Street south of Caroline Street, has a character that is particularly defined by its *built form* and retail uses.

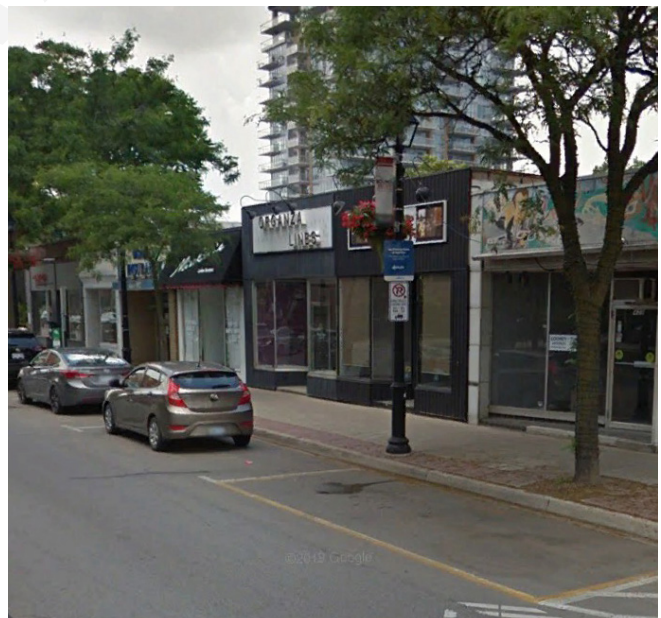
A major contributor to the character of this precinct is the height and *massing* of the existing *built form*. Mainly *low-rise*, this area of Brant Street is made up of a rhythm of many locally owned shops and restaurants. The following guidelines have been prepared to ensure new development respects that rhythm and character.

1. Ensure that the building's retail frontage complements and reinforces the eclectic character of the Brant Main Street Precinct through a small scale and unique rhythm that emphasizes the small scale store frontages.
2. Development within 20 metres of Brant Street and Lakeshore Road *shall* be in the form of *low-rise* buildings.

3. Podiums should incorporate *articulation* and design detailing that emphasizes the rhythm and scale of the existing character.
4. Buildings along John Street and Locust Street *shall* incorporate terraces above a 5 *storey streetwall* to minimize the impact of the building height along John Street and Locust Streets
5. Development along John Street and Locust Street *shall* be in the form of *low-rise* or *mid-rise* buildings.
6. Enhance the *public realm* and preserve *views* to the lake, ensuring buildings at the Lakeshore Road and Brant Street intersection are designed to provide open space at-grade and appropriate podium *setbacks* that respect any cultural heritage resources.
7. Identified as an opportunity in the City's Downtown Streetscape Guidelines, the



Existing low-rise character along Brant Street



Low-rise building form is maintained along Brant with Mid Rise permitted along John Street

section of Brant Street from Ontario to Elgin may be established as a Flex Street and/or Shared Street. Where development is proposed adjacent to this section of Brant Section 5.4 Flex Street Guidelines should apply.

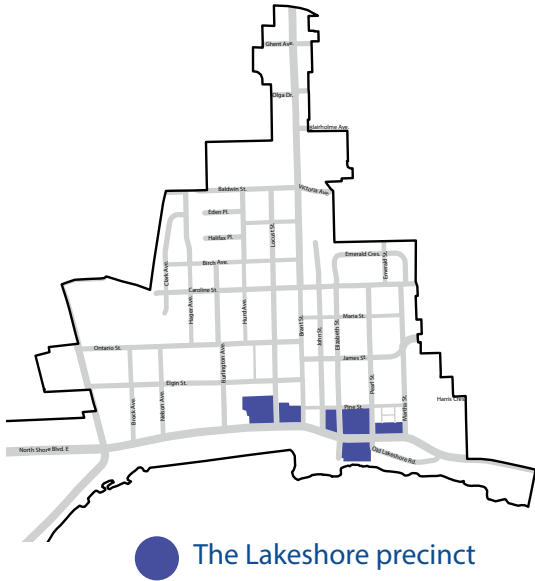


Flex street on Dunads Street in Toronto, Ontario



Difference between residential entrance and retail entrance treatment

Mid Rise development along Elizabeth Street that incorporates rooftop terraces and step backs



### 3.2 Lakeshore Precinct

The Lakeshore Precinct provides the primary access to the waterfront within the Downtown. This includes linkages between the waterfront trail and north south *green connector streets* and off-street trails. Retail and service commercial

uses along Lakeshore Road will continue to create a vibrant pedestrian realm. Buildings *shall* be designed to highlight the area’s access and *views* to the waterfront and contribute to the unique character of the Downtown. Refer to Section 8.1.1 (3.5) of the City of Burlington OP for specific policies regarding this precinct.

The following guidelines ensure development within the precinct respects the vision of the precinct, particularly *views* and access to the Waterfront:

1. Design new development with public open spaces and open space corridors along north-south streets that reflect the importance of this precinct, ensuring public *view* corridors to Brant Street Pier and Lake Ontario are enhanced and maintained.
2. Design buildings beyond 6 metres from the curb along Lakeshore Road to incorporate podium *setbacks* and open space at-grade,



Designs sites to ensure connections to the lake are provided



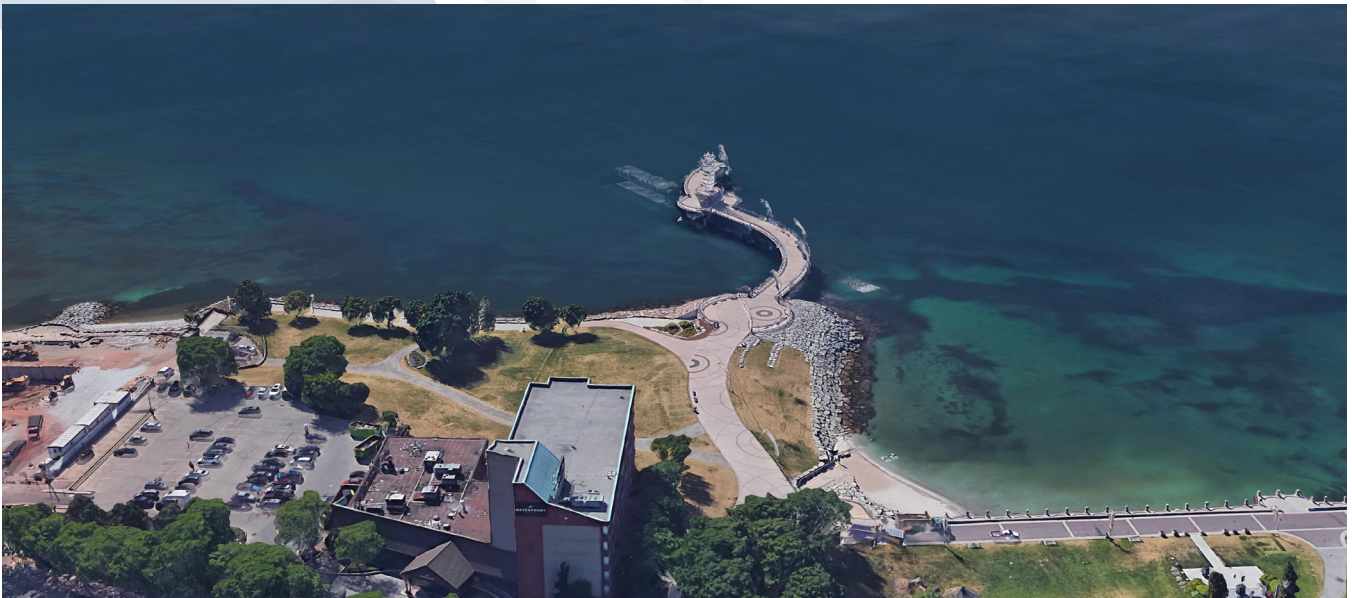
Buildings west of Locust Street are to maintain setbacks from Lakeshore Road in line with those on the East side of Locust Street

to enhance and preserve the public *views* of the lake, particularly at the end of north-south streets.

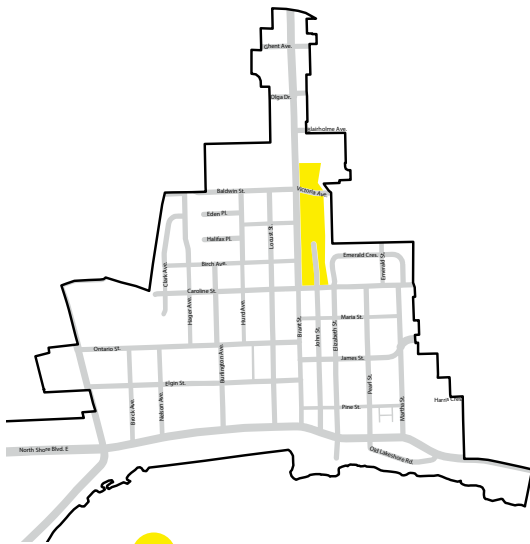
3. Buildings west of Brant Street and east of John Street are to incorporate a 3 *storey* podium with *storeys* above setback 20 metres from Lakeshore Road.



Buildings oriented to views of Lake Ontario



Buildings should be developed to enhance the views of Lake Ontario



● Mid Brant precinct

### 3.3 Mid Brant Precinct

The Mid Brant Precinct will evolve over time into a *mixed-use* neighbourhood containing a substantial amount of retail space including a food store facility. This precinct will be designed as a pedestrian friendly, major retail centre that serves the day-to-day and weekly shopping needs of Downtown residents. Although the rhythm and design of this precinct *shall* have regard for the adjacent Brant Main Street Precinct, this precinct is encouraged to have its own unique design and character. The following guidelines provide direction to ensure the precinct will be designed as an accessible and attractive pedestrian environment with wider sidewalks, and include active transportation connections to adjacent residential neighbourhoods. Refer to Section 8.1.1 (3.7) of the City of Burlington OP for specific policies regarding this precinct.

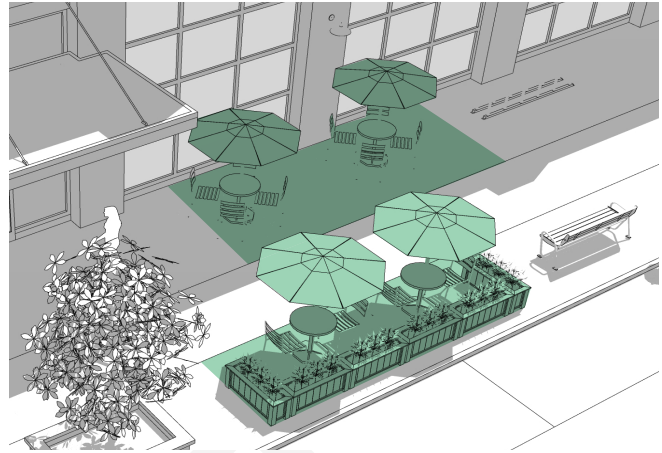
Note: The Mid Brant Precinct is subject to the preparation of a Comprehensive Block Plan. The Guidelines assist in the preparation of that plan.

1. A food store should be retained within the precinct and should be provided at-grade in the podium of a new building.
2. Through the comprehensive block plan, careful consideration for phasing is needed to ensure future streets, blocks and greenspace can be provided in the best location for future development, and to ensure daily and weekly needs of residents are not impeded.
3. The proposed transportation connection linking John Street to Victoria Street will be reviewed and designed as part of the comprehensive block plan process and should enable a reduction in the number of driveways along Brant Street through encouraging the use of laneway and driveway accesses from this extension.
4. Development of the precinct should improve east/west active transportation connections through the comprehensive block planning process within the precinct and the Downtown, particularly to existing residential neighbourhoods.
5. Adjacent to a key natural feature or watercourse feature, a 45 degree angular plane measured from the original western boundary of a watercourse shall be measured from the block as identified in an associated Block Plan should be used for building massing and *transition*.
6. Development should be appropriately setback from the proposed Rambo Creek Trail to provide a buffer for enhancing and preserving the natural space / walking trail.
7. Maximize *views* of the Rambo Creek Trail through appropriately orientating streets, pedestrian connections, and building separations.
8. Buildings along and adjacent to the Rambo Creek should achieve *low-rise built form* with a 45 degree angular plane from the western boundary to provide an appropriate *transition*



to the natural heritage and the multi use trail.

9. Developments adjacent to the Rambo Creek should integrate an appropriate *transition* between the private and *public realm* of the buildings by:
  - i. Matching existing topography and minimizing grading;
  - ii. Designing main entrances to face the creek;
  - iii. Designing façades facing the creek with enhanced treatment; and
  - iv. Ensuring surface parking lots, parking garages, and loading and service areas are directed away from and provide screening from the trail and creek.
  
10. The *public realm* will be enhanced with the creation of a new urban public park within the centre of the precinct. The exact size and location *shall* be determined as part of the comprehensive block plan process. As a focal point to the precinct, a place for gathering and a connection to the Rambo Creek Trail, the park should be designed and built:
  - i. To be highly visible and accessible, prominently located with public frontage on one or more public streets;
  - ii. To incorporate lanes allowing development to front directly onto the park, where lanes are not feasible single loaded roads should be incorporated;
  - iii. To delineate the *private/public realm* through pathways, landscape features and private *amenity spaces*;
  - iv. With no back-lotting along the park;
  - v. To frame the park with a strong *built form* edge and active frontages; and
  - vi. Through the careful placement and configuration of the park to ensure there are *views* to both Brant Street and Rambo Creek Trail.



Wider boulevard offers space for patios to be considered



Opportunities for retail (at-grade)



Terraces used to accommodate the transition from low to mid rise buildings



## 3.4 Upper Brant Precinct

The Upper Brant Precinct will be designed to facilitate a mix of uses and include a variety of building heights, including the tallest buildings in the Downtown. With the Burlington GO Station located close to Upper Brant Precinct, the precinct will continue to grow with transit oriented developments that facilitate a variety of modes of travel. The following guidelines provide direction to ensure the precinct will be designed as a transit oriented, pedestrian area of the Downtown. Refer to Section 8.1.1 (3.8) of the City of Burlington OP for specific policies regarding this precinct.

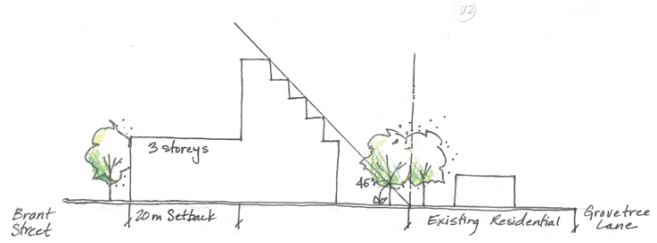
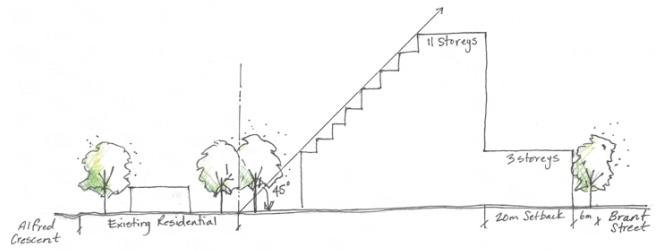


Urban squares or POPS expand the public realm

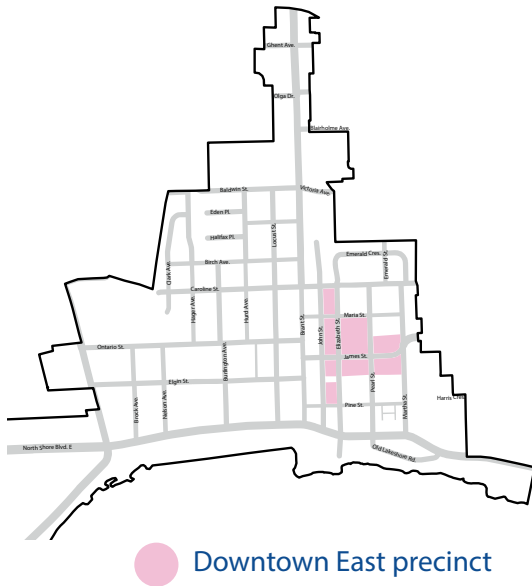
1. Buildings *shall* maintain the *low-rise* character along Brant Street incorporating a 3-*storey* podium with a 20 metre setback above the third *storey* in order to achieve a *low-rise* feel for pedestrians.
2. Where the adjacent *right-of-way* is wider, there may be some flexibility to allow a closer setback, but should be similar to the 20 metre setback in order to achieve an appropriate *transition* from the adjacent *low-rise* neighbourhood.
3. Buildings adjacent to a *low-rise* neighbourhood sharing a property line *shall* be stand alone *low-rise* dwellings or ground oriented dwellings designed as part of the podium of a mid rise or *tall building* provided the podium meets the 45 degree angular plane noted below.
4. Mid rise and *tall buildings shall* achieve a terraced *built form* by measuring a 45 degree angular plane between a *mid-rise* or *tall building* and a *low-rise* dwelling, from the

shared property line to determine how the building should terrace away from the *low-rise* dwellings. The appropriate building height may be determined through the 45 degree angular plane.

5. Buildings fronting Brant Street should preserve the character and *public realm* of the street.
6. Design *mixed-use* buildings facing Brant Street with residential lobbies or office entrances on side streets or to the rear of the building.
7. Podiums, where incorporated, should be designed to be at a *human scale* and to complement the existing *built form*.
8. Expand the *public realm* by incorporating one or more urban squares or Privately Owned Publicly Accessible Spaces (*POPS*) at the intersection of Ghent Avenue and Brant Street or other prominent locations within the precinct.
9. Ground-oriented dwellings should be provided along property lines shared with residential *low-rise* dwellings.
10. Encourage improved active transportation connections to the GO Station, Brant Street, public open spaces, and residential neighbourhoods.



45 degree angular plane determines an appropriate building height and transition to low-rise neighbourhoods



 Downtown East precinct

### 3.5 Downtown East Precinct

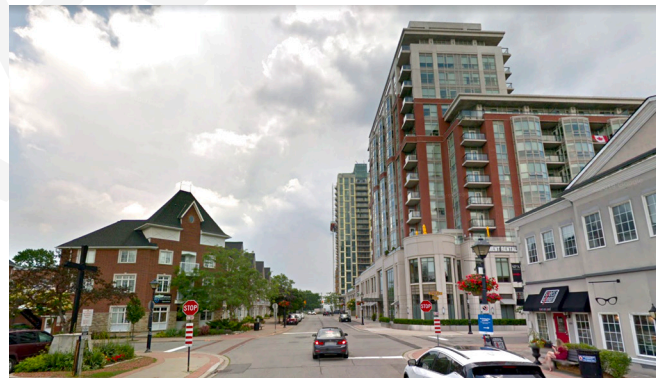
The Downtown East Precinct serves as the major employment destination of the downtown. The precinct serves as the destination for major office, post-secondary education institutions and residential uses.

Growth will primarily be in the form of *tall buildings*, which are informed by existing development patterns and precedent within the precinct. In addition, development will be compatible with the adjacent *Low-rise Neighbourhood* precincts. The following guidelines will ensure development within the precinct maintains a role for employment uses in development while supporting the development of new housing. Refer to Section 8.1.1 (3.9) of the City of Burlington OP for specific policies regarding this precinct.

1. *Tall buildings* within the Downtown East Precinct should be designed to provide an appropriate *transition*, employing a 45

degree angular plane, particularly along Martha Street to existing *low-rise* buildings, parks, and open space.

2. Design high quality commercial parking garages, or preferably underground parking, to fit with the surrounding *built form* and context. Integrate ground level uses along street frontage.
3. Development should maintain and enhance *views* of the Village Square Precinct.
4. *Built form* should appropriately *transition* adjacent to Lions Park and other open spaces. The design of Lions Park together with the *built form* should be influenced by the surrounding context to preserve the area's sense of place.
5. Design the ground level surrounding the park



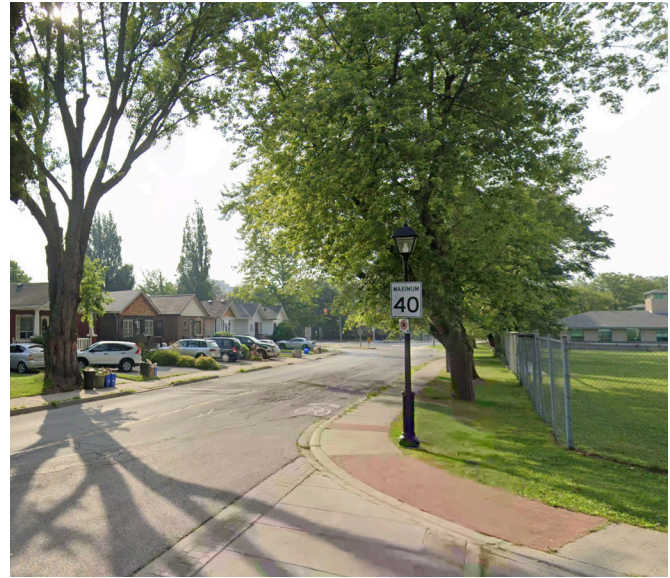
Transition between low-rise buildings and high-rise buildings (Guideline 3.5.1)



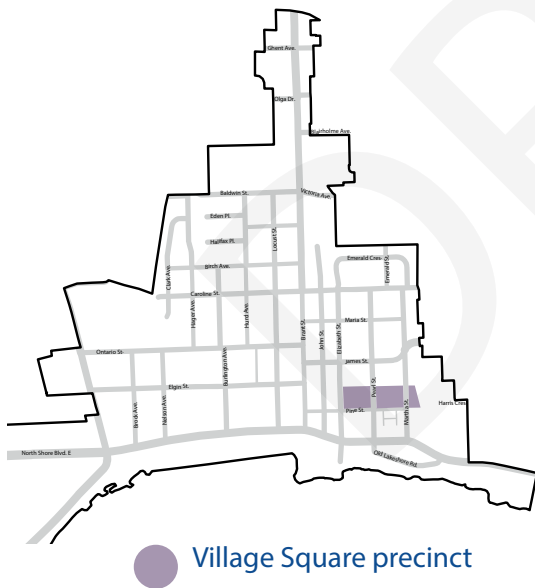
Commercial parking shall not front the main street

with residential uses to ensure “eyes on the street” and a safe and welcoming interface between the *built form* and park space.

- 6. Maximize direct sunlight exposure on Lions Park by locating all or part of the *built form* abutting Lions Park south-facing to minimize shadows.
- 7. Residential frontages adjacent to Lions Park should be designed to face the proposed Lions Park, ensuring parking, access to underground, servicing and loading are located away from the park frontage and in keeping with the guidelines.



Residential facing Lions Park ensures “eyes on the street”



Village Square precinct

### 3.6 Village Square Precinct

Celebrated as a retail destination within the Downtown, the character, scale and sense of

place *shall* be maintained and enhanced within the precinct. Retail and service commercial uses will be provided at-grade and continue to serve the daily needs of residents and employees. Buildings surrounding the Village Square Precinct *shall transition* in scale to preserve the *human scale* of the precinct. The following guidelines ensure development within the precinct respects the Village Square development, and enhances its vibrancy. Refer to Section 8.1.1 (3.10) of the City of Burlington OP for specific policies regarding this precinct.

- 1. The maximum height of developments abutting Martha Street *shall* be 4 *storeys* and/or *shall* provide a *built form transition* to Martha Street and north of Pine Street to maintain the existing *low-rise* character.

2. Retail frontages should be designed to complement and reinforce the unique *human scaled* and historic character of the Village Square Precinct.

3. Retail provided at-grade along Pine Street will act as a *transition* to the Village Square development and emphasize an intimate relationship with the *public realm* by providing a minimum setback of 4 metres from the curb.

4. Development should maintain and enhance *views* of the Village Square.



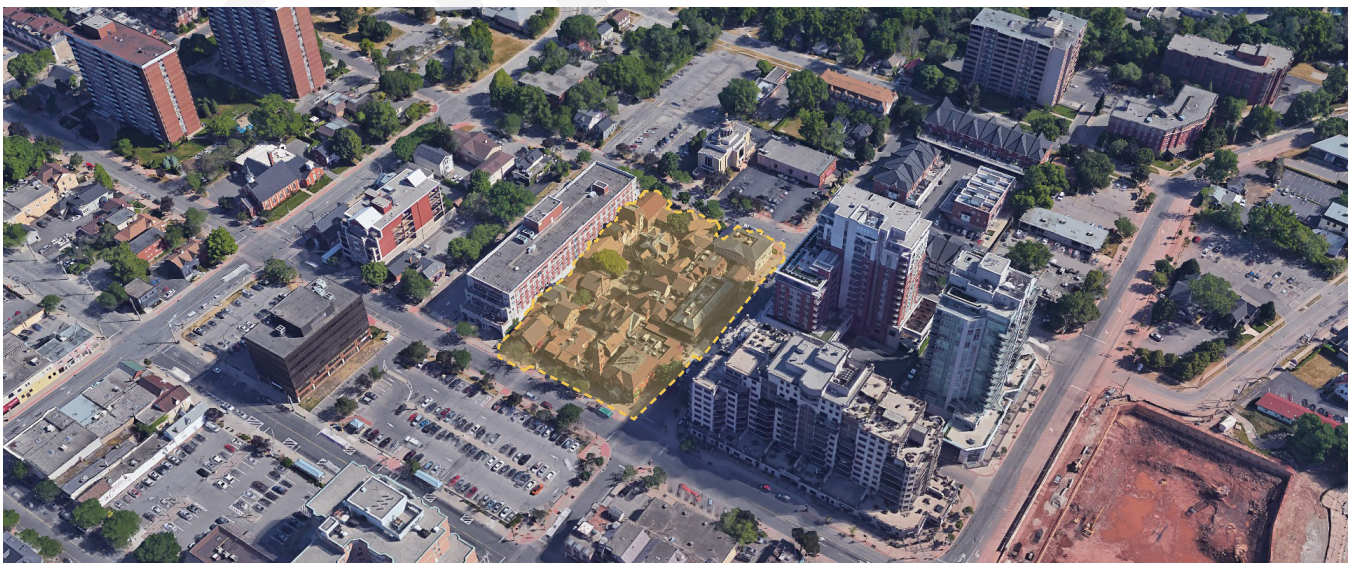
Adaptive use and preservation of Cultural Heritage Buildings



Retail frontages should complement character of the precinct



Building Retail (at-grade) will act as a transition to the Village Square Precinct



View of Burlington's Village Square Precinct at the intersection of Elizabeth St and Pine St



● Neighbourhood Mixed-use precinct

### 3.7 Neighbourhood Mixed-use Precinct

This precinct serves to preserve the existing character of the house form buildings, lotting pattern and heritage character. Adaptive re-use for office, retail and institutional use is permitted to help preserve the character and provide a *transition* to the adjacent Low-Rise Neighbourhood. The precinct recognizes and conserves the *low-rise* character of the Downtown along sections of Brant and Locust Streets. The following guidelines help ensure growth in the precinct and balance the needs of the community while preserving the character. Refer to Section 8.1.1 (3.11) of the City of Burlington OP for specific policies regarding this precinct.

1. Design new developments to respect and maintain the existing historic character, building *setbacks*, parcel fabric and front yard



New developments should reflect the area's existing parcel fabric



Existing building character of the precinct



Office entrance directly accessible from Brant Street

landscaping.

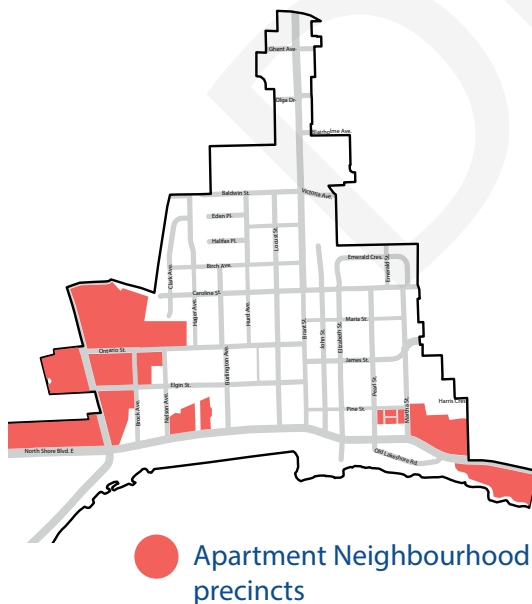
2. New development should incorporate same or similar materials to what is currently existing within the precinct.
3. Developments within the precinct should maintain, protect and preserve existing mature trees and front yard landscaping.
4. Where feasible, development should share driveway access to the side and rear of properties.
5. Parking should be located at the rear of the building in an appropriate location to ensure preservation of mature trees and landscaping.



Developments should preserve mature trees



Parking should be located at the rear



Apartment Neighbourhood precincts

## 3.8 Apartment Neighbourhood Precincts

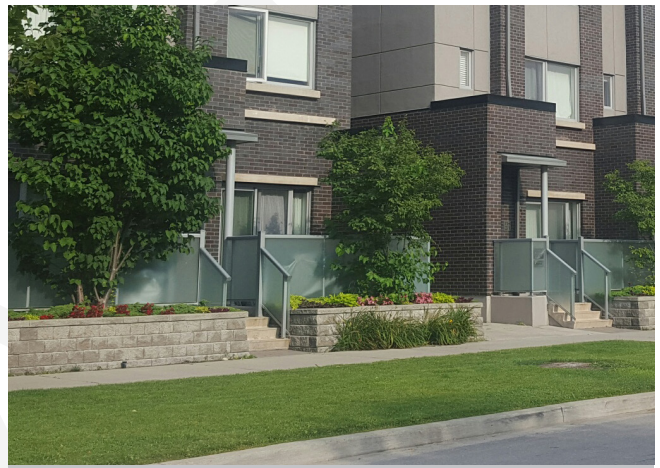
The Apartment Neighbourhood Precinct is generally built out with a variety of heights and densities. Limited infill development will be permitted within the Apartment Neighbourhood Precinct, which reflects the existing context within the precinct, including the cultural, natural, physical and surrounding *built form* and provides a *transition* to adjacent *low-rise* neighbourhoods. The following guidelines will ensure compatible and appropriate infill in the precinct. Refer to Section 8.1.1 (3.12) of the City of Burlington OP for specific policies regarding this precinct.



1. The design of buildings fronting or backing onto existing *low-rise* residential properties should be residential in character, scale, including height and *massing*, rhythm and proportion, and provide complementary roof lines or slopes.
2. Development should arrange buildings on the site to protect existing open space by designing buildings to incorporate side and rear yard *setbacks* that are in keeping with the existing character of the precinct and surrounding buildings.
3. Transparent building *façades* should be provided along the *public realm*. Large well proportioned openings should be located on the ground floor and should encompass 25-50% of the *façade*.
4. Maximize opportunities for landscaped open space between buildings through the use of generous building *separation distances* and rear and side yard *setbacks* from neighbouring properties.
5. *Built form* should be arranged on the site to frame the edge of the streets, parks,



Direct access from ground floor to public sidewalk



Screened at-grade private amenity space



Transformer box  
integrated into design  
of the building

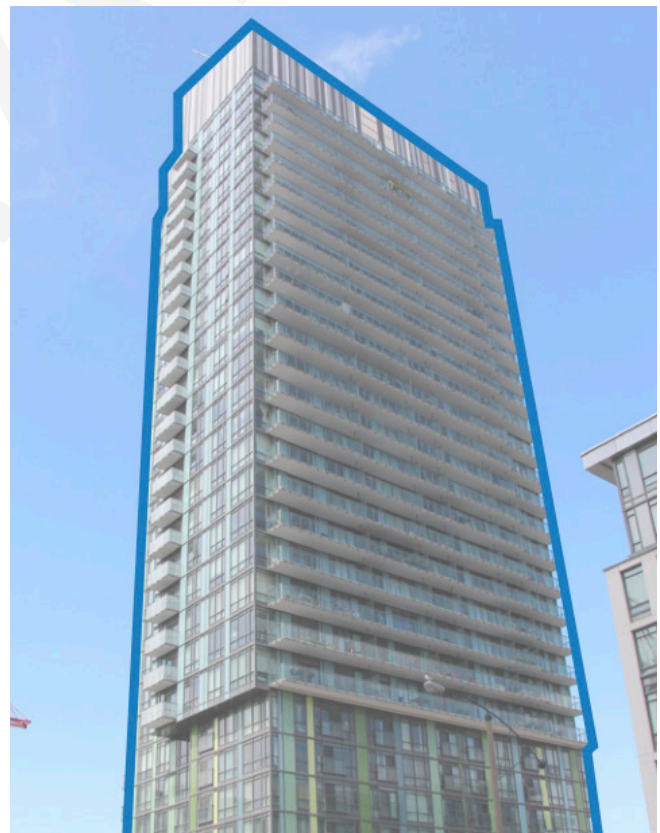
Utilities should be incorporated where possible into the built form

---

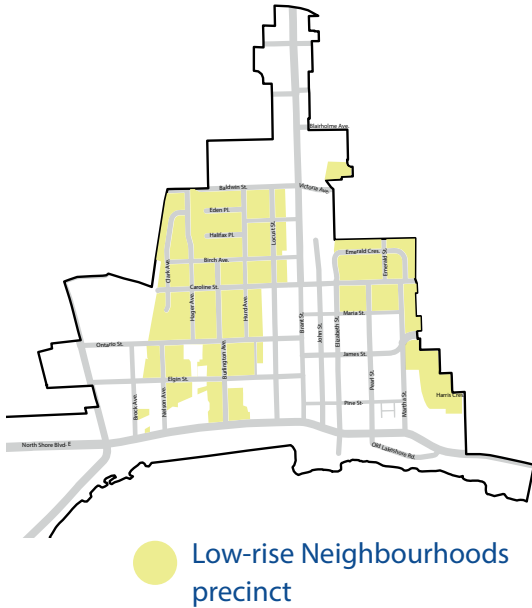
promenade and green connectors with appropriate scale to maximize sunlight and provide comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

6. Incorporate an equivalent amount of new existing *amenity space* both indoors and outdoors as part of the building and site design. Consider rooftop amenities, at-grade play areas, open space and/or *POPS*.
7. Provide access to natural light for interior spaces and outdoor *amenity spaces*.
8. Wind impacts in pedestrian areas should be minimized through the use of building *projections* and *recesses*, including canopies, colonnade/*cantilevers* and building *stepbacks*. Refer to Council approved Wind and Shadow Study Guidelines for information on wind impacts.
9. Design the lower floors of *mid-rise* and *tall buildings* with front gardens, stoops and porches that are directly accessed from the public sidewalks, and accessible to open spaces and park edges.
10. Provide a minimum 3 metre private *setback* from the property line wherever possible at-grade for residential units for pedestrian access, privacy and private amenity areas, by using screening, hard and soft landscape treatments and grade changes within the *setbacks*.
11. Limit shadow impacts on properties in adjacent *Low-rise* Neighbourhoods, particularly during the spring and fall equinoxes. Refer to council approved Wind and Shadow Study Guidelines for information on shadow impacts.

12. Re-design sites to consolidate and, where achievable, relocate parking where it is not visible from streets, and parks.
- 



Limit impact of shadows on adjacent properties with slender towers. (image by Brook McIlroy)



### 3.9 Low-Rise Neighbourhoods Precinct

The *Low-rise* Neighbourhoods make up the majority of the Downtown. Characterized by *low-rise* family dwellings these guidelines assist in any proposed infill development within the neighbourhoods. Refer to Section 8.1.1 (3.13) of the City of Burlington OP for specific policies regarding this precinct.

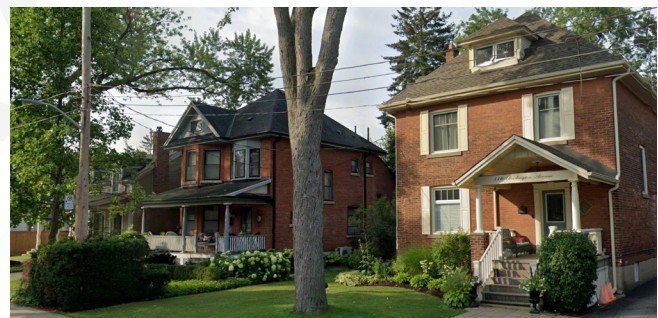
1. Site new houses to provide *setbacks* and frontages that are consistent with adjacent and neighbouring properties and maintain the rhythm along the streetscape.
2. The height and roof pitch of a new home or addition should be compatible with the general scale and shapes of surrounding houses. New buildings should be no higher than the highest building on the same block, and no lower than the lowest building on the same block.
3. Roof detailing should vary in heights and include design elements such as dormers to



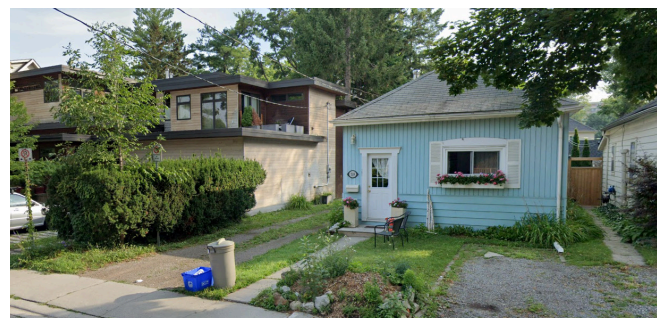
Main entrance should be directly visible from the street



Driveway widths are to be no wider than permitted width of the garage



Design of the main entrance should reflect the architectural style of the dwelling

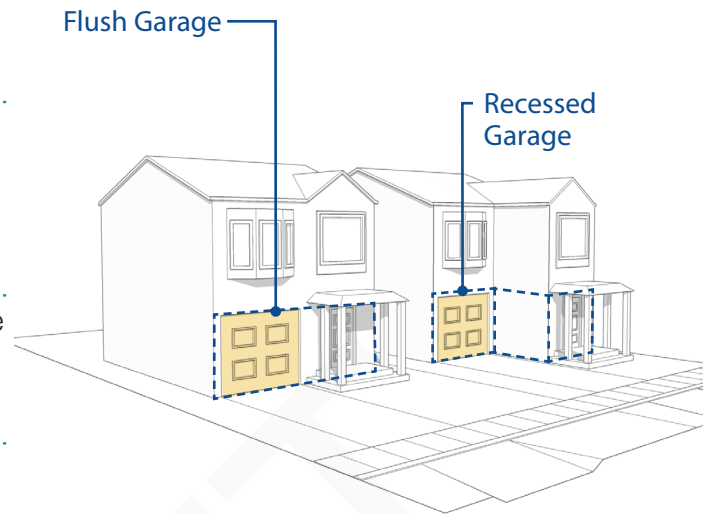


New development should be compatible with existing characteristics of the neighbourhood

---

create visual interest contributing to a rhythm and harmony along the streetscape.

4. The height of the front entrance of a dwelling should be located at a height that is compatible with the height of front entrances of neighbouring dwellings.
5. The design and detailing of the main entrance should be consistent with the architecture style of the dwelling.
6. Garages should be situated as *outbuildings*, or as attached near the main rear wall of a house.
7. Design garages to incorporate traditional *outbuilding* forms, with gable roofs, and frame or brick construction.
8. Where garage doors are visible, use single-bay doors, compatible with traditional designs.
9. Where attached garages are permitted minimize the impact of the garage on the streetscape by recessing or keeping flush with the main front wall.
10. Double car garages should have single doors separated by a masonry column. Garages with more than two doors should be stepped or staggered to minimize the impact on the streetscape.
11. Driveway widths are to be no wider than the permitted width of the garage, notwithstanding walkway widths associated with driveways.
12. Utilities such as gas and hydro, and heating/ventilation equipment, particularly air conditioning units, should be hidden from the street and public *view*. Install the utilities in locations outside the front setback of the



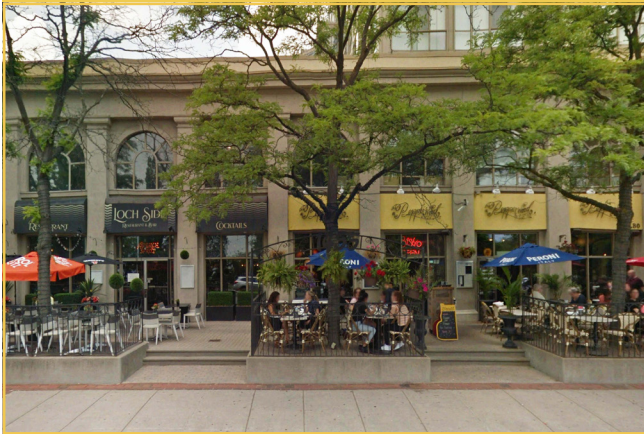
building by incorporating where possible into the *built form*, the side or underneath a porch, side wall, or side of a detached garage. Where utilities cannot be incorporated into the *built form*, utilities should be screened from *view*.

13. Where semi-detached dwellings are permitted, detached garages are to be located in the rear yard ensuring the height, *massing* and *setbacks* minimize impact on the surrounding dwellings/*amenity spaces*.
  14. Detached dwellings are encouraged to situate garages to the rear to minimize impact on the surrounding dwellings/*amenity spaces*.
-

# 4



## Retail & Mixed-use Building Guidelines



Consumer preferences are changing towards experience driven, hospitality and retail offerings. As a result of this shift, it is key that not only the retail businesses reflect this through a collaborative effort to recognize synergies to draw people to the Downtown, but development and *built form* should also facilitate this future state. Development and changing tenants along Retail Main Streets such as Brant Street, need to maintain and support the character and continuity of the retail street. *Built form* on Retail Main Streets should respect the existing physical main street characteristics of the street, respond to changing markets, and promote community identity, historic attributes and character. Ensuring that retail and *mixed-use* development sets the stage for retail clustering and provides space

for gathering and entertainment opportunities is key to the overall success of the Downtown.

The majority of new buildings and infill development within the Downtown will be *mixed-use* buildings. The following guidelines are focused on retail and *mixed-use* with *retail (at-grade)* should be considered simultaneously with all the Guidelines:

### 4.1 Retail & Mixed-use Streetscapes

The relationship between the retail façade and the sidewalk is a key design element supporting how people experience the Downtown. As such there is a strong connection between these guidelines and the Downtown Streetscape Guidelines. Please refer to both sets of guidelines when designing along a Retail Main Street.

1. Developments along Brant Street shall provide *retail (at-grade)* in either the base of a mixed-use building or as a stand alone retail building.
2. Clearly distinguishable retail entrances should be located facing Brant Street, and residential lobbies should be located separately off Brant Street either to a side street or rear entrance.
3. Provide additional open space along Brant Street such as *POPS* through building *setbacks* such as forecourts or plazas that include high quality streetscape amenities including trees, seating, pedestrian scale lighting and public art to enhance the pedestrian experience along the street.
4. Design the space between the building and the curb to support walkability, retail visibility and social interaction.

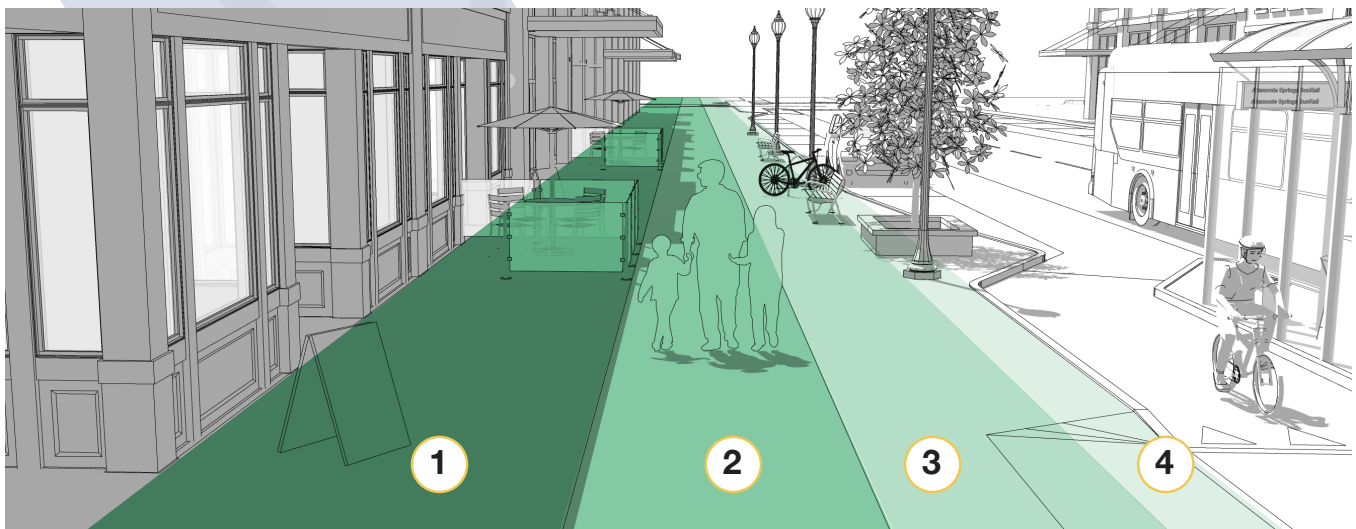
5. Expand the pedestrian realm to provide additional pedestrian amenities such as wide pedestrian clearways, patios and retail spill out areas; refer to the Downtown Streetscape Guidelines for detailed design and implementation.
6. Ensure the space between the curb and building face contributes to Burlington's Downtown Streetscape in a positive manner. The Downtown Streetscape Guidelines identifies the "Streetscape Anatomy" where each of the four zones, Marketing, Clear Path, Furnishing and Edge Zone contribute to a high-quality streetscape. For material and furnishing details refer to Burlington's Downtown Streetscape Guidelines.
7. Where patios may be considered for both Retail Main Streets and *Mixed-use* Streets, provide a minimum depth of 2 metres within the privately-owned Marketing Zone. The building should be setback to accommodate this. In locations where this may not be feasible, consider using operable windows that completely open the storefront (e.g.

accordion-style stackable windows) to integrate the interior dining space with the public sidewalk.

8. Developments should provide for a minimum 6 metre wide *boulevard* and sidewalks along Brant Street. Where wider *boulevards* are provided without consideration for patios buildings can be closer to the street *right-of-way* to improve the building's relationship with the street.



Provide adequate setbacks for decorative displays



1 MARKETING ZONE 2 CLEAR PATH ZONE 3 FURNISHING ZONE 4 EDGE ZONE

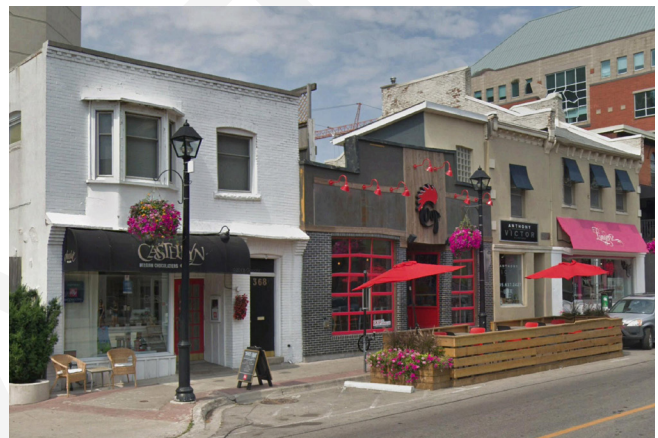


Visibility of retail space is strengthened through store front window rhythm and treatment

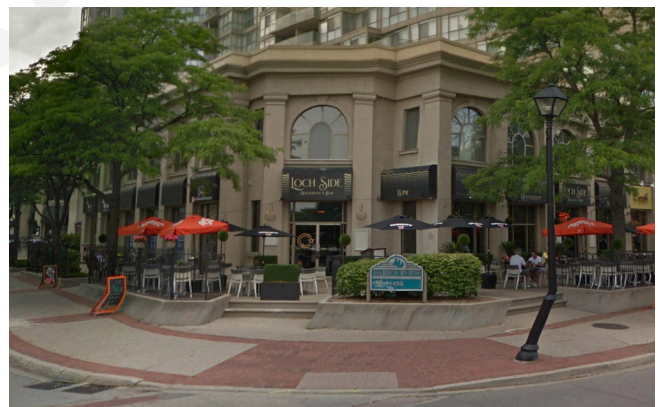
## 4.2 Character & Compatibility

Changes along Retail Main Streets and *Mixed-use* Streets such as Brant Street, with existing main street retail need to maintain and support the character of the retail street. The incorporation and design of new retail should be compatible with the existing characteristics of the street, and promote precinct identity.

1. Design the retail *façade* to match the eclectic, organic, main street look and feel of store fronts and shops, existing historically along all Retail Main Streets.
2. Provide individual storefront identity through signage, *façade* design and *articulation* of the storefront window treatments in keeping with the *physical character* of the retail street and precinct.
3. Design the site to include access to servicing, loading and parking from a rear public lane or shared private lane and/or shared driveways and not from the Retail Main Street frontage.
4. Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk.



Eclectic main street feel along Brant Street



Retail *façade* wraps around the corner

5. Design primary and secondary retail *façades* to wrap around storefronts in an equal manner.
6. Design the retail *façade* to include awnings, arches, canopies and colonnades where appropriate.

7. Retail and *mixed-use* buildings are to include at-grade a variety of storefront widths in accordance with the Section 8 of the Official Plan, depths, heights and transparency treatments to differentiate between retail tenants. Small scale projects may not be able to offer as many options as large developments but should still be as flexible as possible.
8. The design should include variation such as slight *projections*, *setbacks* and the use of canopies between different store fronts to ensure patrons can easily identify the different retailers.
9. A *POPS* is encouraged to be incorporated as part of any future redevelopment at the corner of Brant Street and Lakeshore Road1.

### 4.3 Retail Entrances

As a gateway to the retail space, the entrance is an important *transition* between the *public realm* and the retail experience. To facilitate a great first impression and experience the retail entrances should:

1. Construction of any new development *shall* follow AODA and ADS (Accessible Design Standards)
2. Ensure the *transition* from the sidewalk to the retail space is seamless and accessible to all through *Universal Design* standards such as the removal of steps or raised entrances and accessible button entrances.
3. Incorporate a fine grain of entrances and clear glazing along the street edge that reflects the character and rhythm of the street.

4. Maximize the window display area for smaller retailer units by locating the entrance to one side of the retail space.
5. The design should stand out and increase visibility to create an inviting entrance. Doors of retail units should be taller and wider than the standard minimum building code height, a good retail door height is approximately 2.4 metres in height.
6. Create a welcoming impression by visually emphasizing the entrance through architectural elements such as projected or *recessed* walls, signage and more prominent colours and finishes.
7. Design the entrance area by using high quality materials and detailing such as door handles, lighting, signage, framing, etc.
8. Consider recessing entrances to integrate elements such as marques over the entry, logos in the floor, specialty lighting and increase widow display area.



Retail entrances are clearly visible and at-grade to the sidewalk



## 4.4 Building Resiliency and Adaptability

Redevelopment pressures within the downtown demands diligence for not only design quality but resiliency and adaptability for the long-term viability of street-oriented retail uses.

1. Ensure structural elements of the retail space can adapt and change over time to different space needs with minimal re-construction. Provide the ability to incorporate venting and other infrastructure for full service restaurants.
2. Provide at least 60% of the building frontage on the ground floor and at building base levels with glazing to allow *views* of indoor uses and to create visual interest for pedestrians.
3. Clear glass is preferred over tinted glass to promote a high level of visibility. Mirrored glass should be avoided at the street level.
4. Provide a 4.5 metre minimum floor-to-floor height at street level to create a strong street presence and support retail uses to ensure sufficient floor to ceiling height with the incorporation of duct work, venting, utilities etc.
5. Design ground floor column spacing to allow for a diversity of retail tenants and accommodate adaptability to tenants changing needs.



Provide a floor-to-floor height of 4.5 metres to ensure adequate space for building utilities

## 4.5 Lighting and signage

In the past, most signs were custom designed to match the architecture and style of a building, and sometimes were fully incorporated into the decoration or building design. Using scale, media, illumination technology and intensity, signs should be carefully incorporated into the architecture and become part of the building's design from the beginning. The following guidelines, with reference to the City's Sign By-law should help to ensure that signage is not as an afterthought.

1. Signs should not overwhelm the other elements on a building's façade.
2. Signs should be tasteful and as simple as possible.
3. Incorporate high quality lighting to support retail visibility, walkability, social interaction and public safety. Well-lit storefronts contribute to the character and activity of the streets, provide a sense of animation, and identity.
4. Integrate exterior lighting with the architectural detailing as part of the overall storefront design.
5. Ensure that retail entrances are well-lit, safe and inviting.
6. Use blade signage to supplement the signage band. Signage that is placed perpendicular to the *façade* enhances visibility from a distance down the street.
7. Coordinate signage lighting with the *façade* design. The design should prevent light pollution above the sign, and should particularly avoid illuminating the residential interiors.

8. Coordinate exterior lighting with ground-floor and residential glazing.



Simple signage that does not overwhelm the façade



Illuminated signage offers a safe and inviting appeal

# 5



## Public Realm



The Downtown's *public realm* includes such components as the streetscapes, urban squares, parks, *green connectors* and promenades, the natural heritage system and other outdoor places within the Downtown that anyone can access. The *public realm* is influenced by the buildings that enclose and define the space; the spaces themselves; and the people and how they use the spaces.

### 5.1 Streetscape

Streets are a vital part of the Downtown's *public realm*. The streets and streetscapes associated with them function as important arteries for pedestrians, cyclists, public transportation and vehicles, and support many social and business activities. Both the appearance and character of these streets plays a large part in determining the overall character and liveability of the Downtown.

1. Both new and renewed streets and streetscapes will be guided by both the Downtown Streetscape Guidelines and these guidelines.
2. Although for the most part the streets and blocks within the downtown are set, in instances where new streets are to be developed within larger blocks and older streets need a refresh, streets will be designed as active public spaces that accommodate needs of all users.
3. The streetscapes should be designed to incorporate high quality durable materials, for pedestrians, cyclists, transit users and motor vehicles.
4. Safety and comfort of pedestrians should be of high priority as they move and interact with other travel modes at intersections, transit stops, dedicated cycle facilities and crossings.
5. Where appropriate, sidewalks should be designed as "places" using furniture, planting, lighting and art, thus creating opportunities for people to gather in ways best suited for the context.
6. People of all ages and abilities should be considered in the design of streets



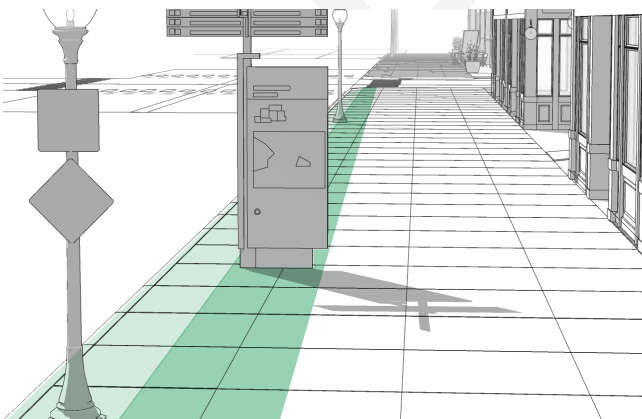
Streetscapes should be designed with quality materials

through the application of *Universal Design* standards.

7. Pedestrian movement is primarily accommodated in the Clear Path Zone (refer to page 30 of these Guidelines for walkway zones) along sidewalks, with additional amenities provided in the marketing zone, furnishing and edge zones. Refer to the City's Downtown Streetscape Guidelines for further details.
8. Cycling facilities should be designed to prioritize safety by providing greater separation and protection for cyclists through clear delineation and visual separation between pedestrian and cycling facilities, use of appropriate surface treatments, and buffer zones and markings.



Safety should be prioritized for Cyclists



A unified approach is required for placing signs

## 5.2 Signage & Wayfinding

Signage and wayfinding play an important role for the Downtown within the *public realm*. The following guidelines should be implemented along with our Downtown signage directions to ensure a coordinated streetscape.

1. A unified design approach should be implemented for the placement of different types of signs, such as regulatory (communicating traffic laws), direction (providing vehicle directions) and information (maps, transit schedule, etc.) signs.
2. Information signs should be placed in appropriate locations to ensure legibility and enhance visitor experience.
3. Signs should generally be placed in the furnishing and/or edge zones, or located within the median where appropriate.
4. Signs should not be placed in locations where they impede pedestrian and cyclist movements or visibility. They should not be located or encroach into clear path zones or cycle tracks.
5. Related signs should be placed on a single



Information signs should be placed in highly visible areas

pole to reduce clutter within the streetscape.

6. Way finding and other smaller scaled signs should also be designed for the downtown context as outlined above. It is generally preferable for these signs not to be affixed to the heritage buildings, but to be free standing.
7. For large sites or collections of buildings that are part of a shared campus or site – it is preferable to develop an overall sign plan to ensure consistency in approach and design.

### 5.3 Utilities

Above-ground utilities, such as Bell DMS Units, Micro Hubs, traffic light signal boxes, transformers and pedestals, should be sited to minimize their negative visual impact on the *public realm*. They should be located away from sites such as at the end of T-intersections or *view corridors*, intersections, or daylighting triangles. Where this is unavoidable, utilities should be consolidated and screened, and public art opportunities should be considered in discussions with appropriate utility agencies.

1. Utilities should not be located at a corner or visible within the *public realm*, where feasible they should be incorporated as part of the building.



Above ground utilities should not be placed in the Clear Path Zone

2. Poles, such as existing hydro poles, should be jointly used and coordinated between utilities and the City. Integrating street lighting, hydro, cable, pedestrian lighting, banners and hanging planters is desirable.
3. The placement of above-ground utilities should not obstruct pedestrian movement in the clear path zone or at intersections.
4. The location of street trees, landscaping and furniture should be coordinated with underground and above-ground utilities and planned concurrently.
5. Maximize space for successful tree planting by consolidating infrastructure wherever possible.
6. Ensure the correct tree is planted in proximity to utilities to minimize utility damage and tree replacement.
7. Coordinate placement of utilities, light poles, bus stops, driveways and hydrants to minimize the impact on the *public realm* and ensure successful street tree planting.
8. Provisions for tree planning, streetscape elements and utilities must be considered in the early design stage. A utility coordination plan should be prepared by a qualified landscape architect showing all existing and proposed utilities.

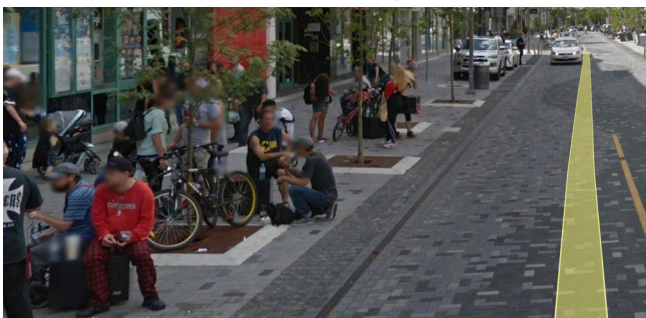


Coordinate placement of utilities to minimize the impact on the public realm

## 5.4 Flex Streets

Flex Streets are shared public spaces that combine pedestrians, cycling, social activities, parking and minimize traffic. They are to equally accommodate vehicles and pedestrians either wholly or partly. Flex streets contribute to a vibrant pedestrian oriented, Downtown area. Removable bollards can be installed at the ends of the flex street to limit vehicle access and provide opportunity for festivals, increased public space, vibrancy, outdoor dining, seating and overall landscaping. Designed properly, these streets are safer for all users.

1. Explore opportunities to develop flex streets and/or shared streets in Downtown, particularly on parts of Brant Street as indicated in the Downtown Streetscape Guidelines. Refer to the Downtown Streetscape Guidelines for materials, street furniture, and planting requirements.
2. A flex street can incorporate a single street, a square, or a combination of connecting streets.
3. Proposed building *setbacks* adjacent to a flex street should consider the volume of pedestrians to be accommodated when the street is closed for festivals and other events.



Street design should be accessible to users of all ages

4. Proposed developments nearby and adjacent to a flex street should incorporate compatible *public realm* designs that are adaptable and facilitate the use of flex streets.
5. Street entrances should be clearly defined and marked. There should be minimal signage and fixtures such as above grade utilities within the street.
6. Changes in paving should be used to delineate different uses.
7. Design the street to be completely accessible to users of all ages and abilities.
8. Physical barriers such as planters, bollards and street furniture are located to create traffic deviations, limit speed and increase awareness of pedestrians.



Street entrances should be easily recognizable



Flex Street/Village Square located in Mississauga

## 5.5 Private Streets & Laneways

In addition to public rights-of-ways, private streets and laneways serve an important function within the Downtown. Adding to the transportation network, lanes and private streets provide access and connectivity between points of interest and activity.

1. Private streets should look and feel like a public street and include two vehicular travel lanes, sidewalks on both sides of the street, and landscape areas such as a continuous row of trees on both sides of the street.
2. In support of visitor parking and active at-grade street frontages, parking on one side of the street *shall* be encouraged.
3. New private streets *shall* provide for public access, as well as access to loading/unloading areas where necessary.
4. Private streets should meet the minimum accessibility requirements and generally includes 1.5 to 2.0 metres wide sidewalks. In certain circumstances sidewalks may be provided on only one side of the street.
5. Laneways will be pedestrian accessible routes that will permit direct access and loading from the rear and sides of development.
6. Lanes should be designed to be a maximum length of 150 metres for single-detached dwellings, semi-detached dwellings and townhouses.
7. Provide a 7 metre curb radii to allow large vehicles such as garbage and snow clearing to turn easily without mounting the curb.
8. Where lanes are servicing *built form* facing

on to Brant Street a 10.0 metres lane width should be provided.

9. A typical residential lane width should be 8.5 metres.
10. Where required, provide mid-block urban open spaces with integrated hard surface notches for snow / play / storage purposes.
11. Snow storage locations/ notches along the lanes, preferably integrated with mid-block open spaces, should be provided for lane-based ground-related residential units fronting Retail Main Streets.



Private streets should provide at least one sidewalk between 1.5 to 2.0 metres in width

## 5.6 Urban Squares, Green Connectors and Promenades

### 5.6.1 Urban squares

Urban Squares are multifunctional attractive spaces that add to the Downtown's sense of place and areas for social interaction. They are places for people to sit in, walk in, stand in, perform in, dance in and be in while watching other people participating in these activities. Successful squares should be designed to incorporate a variety of elements such as seating, shade trees, public art and spaces for programming all contributing to elements of surprise. Refer to the City's Streetscape Guidelines for additional information.

1. Urban Squares *shall* be accessible to all ages and abilities.
2. Urban squares should service the needs of the Downtown by providing spaces that allow for passive and active engagement, relaxation, discovery and elements of surprise.
3. Design of paving materials and surfaces throughout the square should be of high quality, durable and aesthetically pleasing.
4. Attractive building façades and streetscape should surround urban squares
5. Public art should be incorporated in creative ways to add to the element of surprise and discovery.
6. Design should provide opportunities for different kinds of activities at various times year round.

7. Design of the square may blend seamlessly with the adjacent ground floor uses. The edges of the square should be designed to connect with the Downtown's streetscape and existing *public realm*. Where Urban Squares are designed adjacent to a pedestrian network, the public space may be differentiated through edge definition.
8. Design the ground level surrounding the square with *active uses*, such as retail, cafés and restaurants to animate the edges of the space and deter underutilized space that may otherwise appear dull or unsafe.
9. Design and locate building entrances, glazed façades and *active uses* along the edges of the square with multiple entrances to promote activity in the space.



Urban Squares create a sense of place



Attractive building façades should surround the urban square



10. Locate the urban square south facing to maximize exposure to direct sunlight allowing sunlight in the square.
11. Design and locate urban squares to minimize adverse wind conditions and to ensure their comfort for sitting throughout the year. Refer to council approved Wind and Shadow Guidelines for additional information.
12. Active frontages should be designed to face the existing parking and future urban square located at the intersection of Brant Street and Elgin Street, blank walls along this space are strongly discouraged.



Design should offer activities all year round

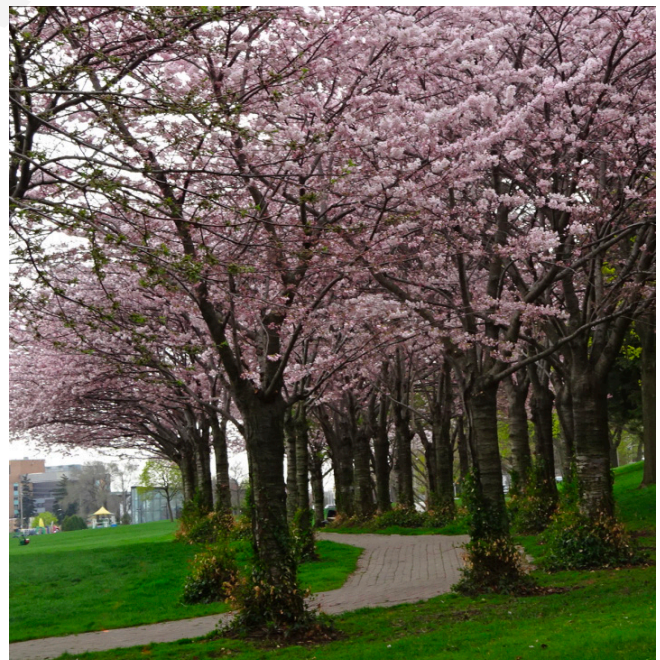


Active frontages should face urban squares

## 5.6.2 Green connectors

*Green connector streets* are intended to connect the parks and promenades in the Downtown and contribute to achieving an inter-connected network of parks and open spaces.

1. *Green connector streets* should include enhanced landscaping such as a double row of non-invasive shade trees within the *right-of-way*.
2. For street tree selection, consideration should be given to fall colour. Consideration should also be given to locating spring flowering trees to be placed at key intersections along the connector.
3. Minimize driveways and access across and along a green connector street.
4. Incorporate a minimum 2 metre sidewalk on both sides of the street or a multi-use trail as part of the green connector street.



Flowering trees add visual interest to street

### 5.6.3 Elgin Promenade

The Elgin Promenade is an enhanced east-west pathway extending the City's Centennial Multi-Use Path right into the downtown. This enhanced pathway allows pedestrians and cyclists to connect into the downtown. This urban section of the trail system needs to be surrounded by high quality *built form* and interesting spaces.

1. Active frontages are encouraged along the promenade such as public private courtyards, café patios, spaces for events and seating.
2. High quality materials should be used to develop the Elgin Promenade.
3. Buildings should be designed to face the promenade and ensure no blank walls are adjacent to the promenade.
4. Public art is encouraged to be located along the promenade.
5. Landscape within private developments along the promenade should be of high quality and reflect the level of design and quality of materials along the promenade.
6. Developments along the promenade should include spaces that will enhance the

promenade and take advantage of the ability to provide for *POPS*.

7. Where retail is required or may be required Section 4 guidelines *shall* apply.
8. Vehicle access via driveways or laneways should not cross the promenade.
9. Surface parking adjacent to the promenade should be minimized, where necessary should be screened with a minimum 2 metre landscape strip.
10. Where *tall buildings* are permitted along the promenade the design of the podium should follow the council approved Wind and Shadow Guideline documents.

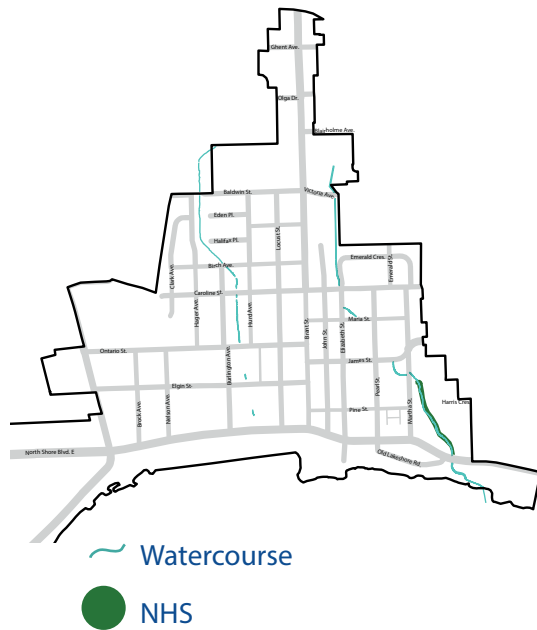


High quality materials along the Elgin Promenade



Elgin Promenade ●●● Elgin Promenade — Centennial Multi Use Path





## 5.7 Natural Heritage System and Watercourse

Street ROWs, buildings, open spaces, parks, municipal infrastructure, services and structures should be placed to complement the visual characteristics and protect *views* to the Natural Heritage System (NHS) and Watercourse and to address Natural Hazards.

1. Development adjacent to the NHS should be designed and sited to minimize adverse impacts to the NHS and encroachments. Refer to the Sustainable Building and Development Guidelines for siting adjacent to natural features.

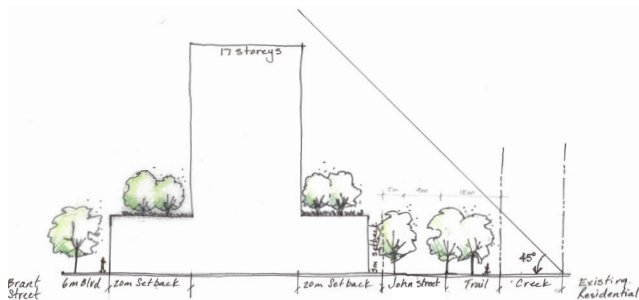
2. Where appropriate and desired, public uses, such as trails, parks and open spaces, should be located along the NHS/ watercourse to support the preservation of natural features.

3. Development should have a positive interface with the NHS/Creek. *Façades* that face the NHS should have enhanced treatment where adjacent to public trails.

4. Back-lotting onto the NHS is strongly discouraged.

5. Surface parking lots, parking garages, and loading and service areas should not be located along the edge of, or visible from, the NHS with existing or planned trails, parks and open spaces. Where this is not possible, they should be well-screened.

6. Where it has been determined that a street is permitted adjacent to the NHS, it should be single loaded. Where a street is not feasible or essential to the street network, public access and *views* along the system should



Possible John Street linkage



Centennial Multi-Use Path entrance at Martha Street



Single loaded road

be maintained, such as through the provision of parks blocks, open space blocks or multi-use trails. Where a private property abuts the NHS, a 6 metre wide multi use trails should be provided to ensure public access.

7. When abutting a NHS, private open space within a high-density development should be located adjacent to the NHS to build on and enhance the system.
8. Grading along the edge of the NHS should be minimized by design where possible. Existing topography and vegetation should be respected when planning and designing development along the edge of system.

through new development. As sites within the Downtown redevelop, the guidelines provide guidance on how the *built form* can protect and enhance *views*. Within the Downtown, the primary *views* from the *public realm* are of Lake Ontario, particularly along Brant, Elizabeth and Pearl Streets. There are also *views* along other north south streets, such as Elizabeth and John Streets that should be considered. In addition, *views* of landmark buildings such as City Hall, Knox Presbyterian Church and Village Square should also be highlighted.

1. Development along these streets should maintain the scale and *massing* of development to frame the existing streets and reinforce the sense of arrival in the downtown.
2. Development should enhance *views* and vistas and discourage obstruction of existing public *views* and vistas of the lakefront by

## 5.8 Views

*Views* to Lake Ontario from the *public realm* and landmarks are important to protect and frame



Aerial view of Lake Ontario at the terminus of Brant Street



Aerial view of Burlington City Hall at the terminus of James Street

ensuring that no part of the podium extends within the *view* corridor.

3. Development along Lakeshore Road and Old Lakeshore Road should be terraced in a manner to preserve and frame public *view* corridors to Lake Ontario.
4. Where *built form* is located within a *view corridor*, the building podium should provide greater *setbacks* at-grade. Buildings framing these *view* corridors should, where feasible, incorporate active at-grade or public uses, such as cafés or bookstores for commercial buildings and common areas for residential buildings.
5. Rooftop gardens, cityscape and lake *views* are encouraged to be designed as an integral part of the building. Consideration should be given to greater *setbacks* from the street edge as a building gets closer to Lakeshore to help frame the *views* along Brant, Pearl, Locust and Elizabeth Streets and Burlington Avenue.
6. *Views* to City Hall as a major downtown landmark building should be maintained from all sides of the building and in particular from the terminus of James Street.
7. Development adjacent to the Village Square should respect the tower and Village Square sign at the corner of Elizabeth and Pine as a landmark.
8. New development *shall* protect and enhance public *views* to the Brant Street Pier and/ or Lake Ontario from the north-south streets and *shall* enhance public access to the waterfront through open space corridors and appropriate design considerations. *Setbacks* at-grade should be provided where possible to facilitate public *views*.

## 5.9 Public Art

Public art should be used to enhance the unique character, provide interest, spark discussion among visitors and residents of the downtown. Public Art is encouraged to be incorporated throughout the Downtown within both public and private spaces, as part of building designs, and as part of the streetscape elements. Public art installation may be publicly, or privately owned and private developers are strongly encouraged to incorporate public art elements within their developments. All public art should be designed and installed in accordance with the City's Public Art Master Plan and the following guidelines:

1. Public art should be located at key destinations within the downtown with a focus on reflecting the character of the Downtown.
2. Public art should be considered for all major municipal buildings and sites, public parks and open spaces, streets, new or major upgrades to public infrastructure and gateways.



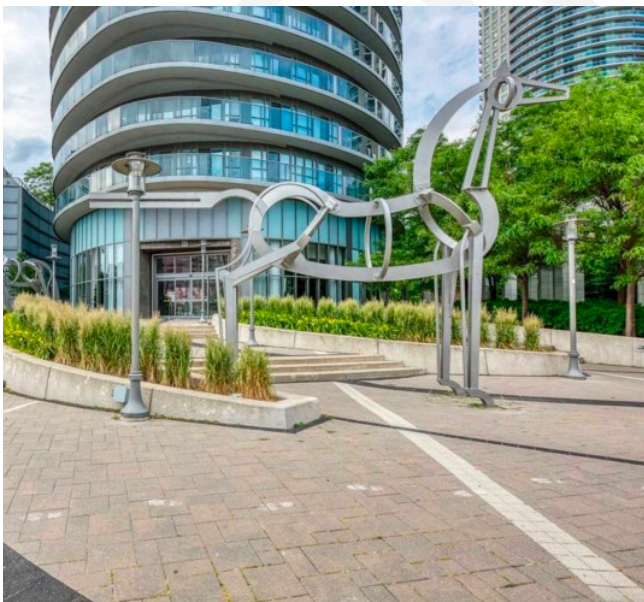
Public art located along Brant Street

3. Public art should be considered for private development, and integrated into *POPS* and building façades.
4. Public art opportunities should be balanced across various areas within the Downtown to create interest and not cluster in one area.
5. The scale of the public art piece should reflect the level of prominence of its site context.
6. Public art should be located at key destinations of high pedestrian traffic and activity to enhance the overall public environment and pedestrian experience within the downtown with a focus on reflecting the character of the Downtown.
7. Public art should be site-sensitive and should explore opportunities to celebrate the unique character, historic events and figures of local, national and international relevance where appropriate.
8. Various forms, scale, media and levels of permanence should be considered to add to

the sense of identity and place.

9. Public art may include a wide range of art forms and can be integrated into *built form* or landscape elements. Fountains, outdoor furniture, indoor and outdoor sculptures, murals, decorative walls, light and digital installations, signage and other graphic elements using a variety of materials and forms can be considered public art.
10. Public art pieces should be durable and easily maintained.
11. Interactive public art should be physically and visibly accessible and barrier-free through the incorporation of *universal design* principles.
12. Where feasible, the public art component should be delivered in the first phase for phased developments.

Note: refer to Official Plan Policies 12.1.8 (2) b (viii) and Public Art Master Plan for public art requirements



Public art may border the public and private realm



Public art integrated within landscaping elements

# 6



## Private Realm



The *private realm* shapes the quality of the *public realm*, buildings and helps define the character of the Downtown. It is critical that buildings and sites exhibit good design through the use of high-quality building materials that respect and enhance the best landscape architecture practices, and varied yet complementary architectural and landscape elements. Furthermore, sustainable building and site design features and practices are essential for building innovative, healthy and a resilient downtown.

This section informs how buildings are designed and contribute to a vibrant Downtown. They will have both common and distinct considerations that address: building placement and orientation, *setbacks*, height, *massing* and *transition*, *façade* design and treatment, parking, servicing and loading vehicular access, and private outdoor *amenity spaces*.

### 6.1 Building Placement

1. Buildings with active frontages should be placed close to the street.
2. Parking, driveways and service areas should not be located between the building and the street.
3. Primary building ground floor uses, *façades* and entrances should be oriented toward the public street and accessible by sidewalk for pedestrians. Main entrances should be clearly visible from the street.
4. Active building façades, entrances and pedestrian amenities should be oriented towards public spaces such as parks and transit facilities to provide a sense of enclosure and enhance safety by providing “eyes on the street.”
5. Buildings on corner sites should be located to address both street frontages through the placement of entrances and building *articulation*.
6. Buildings such as schools, community centres, and public services (art gallery, performing arts etc.) should be placed at prominent locations, such as at the terminus



Active building façades should be oriented towards public spaces such as parks and transit

of a *view* corridor or at street corners.

7. Buildings should be placed to create a consistent street wall and frame the street. Slight setback variations may be encouraged where appropriate, particularly along long streets to provide visual relief and interest.
8. *Setbacks* must be carefully considered to accommodate the full canopy growth of street trees and to provide buffer and enhanced landscaping where desirable.

## 6.2 Building Height, Massing and Transition

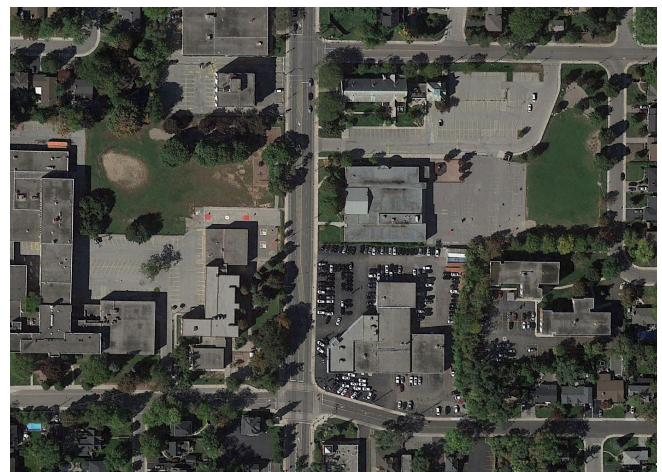
1. The mass and height of new developments should relate to the adjacent street to achieve an appropriate street wall enclosure.
2. The mass and height of new developments should be compatible and *transition* appropriately with adjacent and existing *built forms* within Downtown precincts.
3. Taller and larger buildings should relate to their neighbouring development and



Building setbacks



Placement of buildings should create a consistent street wall enclosure.



Schools and public services should be placed at prominent locations



surrounding context with a sensitive *transition* in scale to adjacent uses, especially to existing and planned *low-rise* and mid rise residential buildings, cultural heritage resources, and public spaces.

4. Apply a variety of design approaches, where appropriate, including: height *transitions*/step-backs, increased *setbacks*, landscaped buffers, *separation distance*, smaller *floorplates*, differing placement and orientation on the lot to minimize shadow, overlook and privacy issues.
5. Design the height of the building incorporating *setbacks* and *stepbacks* to ensure no proportion of the building extends into the 45 degree angular plane.
6. Where *low-rise* buildings on a lot with tall or mid rise buildings, are setback a minimum of 7.5 meters from a rear lot line the design of a 3 *storey* ground oriented dwelling may extend within the 45 degree angular plane.

## 6.3 Façade Design

1. Architectural elements and *façade* design should be integrated into the building design to accentuate building entrances.
2. Building *projections*, such as balconies, outdoor terraces, canopies, awnings, porches and sunshades, should be provided to add visual interest, help establish an inside-to-outside connection. *Projections* should be well integrated into the overall design of a building and not extend beyond the property line.
3. Provide weather protection for all entries in

the form of *recessed* entrance, colonnades, awnings or canopies.

4. Balconies should be designed to assist in minimizing the appearance of a building by using materials such as glass and should not project to the edge of the podium.
5. Buildings should be designed with high quality, durable materials and colour palettes that contributes to a vibrant *public realm* and desired *physical character*.
6. Flat, unarticulated blank walls visible from the *public realm*, such as along public streets, parks and open spaces, should be avoided. If unavoidable, the inclusion of public art is encouraged (see Section 5.9 of these Guidelines)
7. Buildings should incorporate bird friendly building design in relation to glass and visual markers, such as film, decals, fenestration patterns, angled glass, artwork, and sun shades up to the 4th floor of a building, approximately 12 metres - 16 metres or whichever is highest in height.
8. Building elevations should be designed with *massing articulation*, plane changes, architectural features and details to visually break up the length of the building.
9. Larger developments should incorporate a variety of *façade* and architectural designs within a unified theme.
10. Side and rear building elevations with high public exposure and visibility to public spaces, such as streets, public walkways, the green connectors, promenades and parks, should be highly articulated and consistent with the front elevation in terms of materials,

fenestration style and detailing.

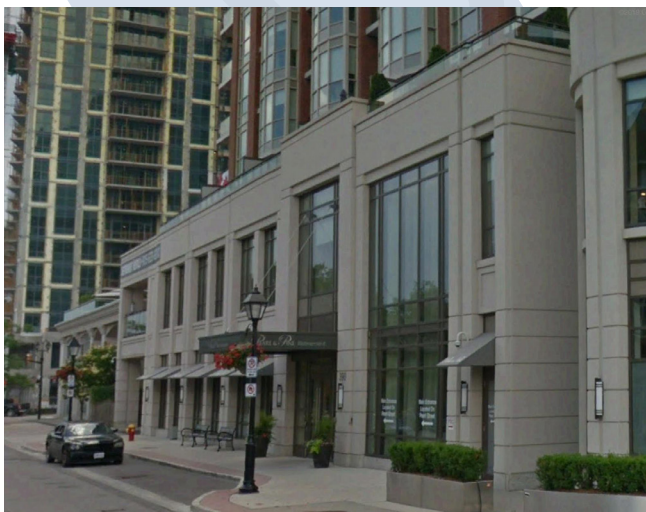
11. Both façades of corner buildings should achieve the same high level of architectural quality and *façade* treatment, including materials and *articulation*.
12. Corner buildings should address street intersection with special features such as wrap around windows or porches, or double height entries as appropriate to the architectural style of the building.

## 6.4 Vehicular Access

1. Driveways should be located and designed to minimize conflicts with pedestrians and cyclists. Continuous sidewalks through driveways should be provided to ensure pedestrian priority and accessibility is maintained.
2. Driveways should be designed to minimize the amount of paved area to reduce stormwater runoff and heat island effect. This can be achieved through minimizing the

extent of the driveway and using permeable paving and light-coloured surface material, where appropriate.

3. Driveways should be designed with maximum widths and curb radii to reduce speed of vehicles and enhance pedestrian safety.
4. In order to increase opportunities for on-street parking, landscaping treatments and create a more continuous pedestrian realm, vehicular access to underground parking *shall* not be located on a Retail Main Street and should be avoided where possible on a *Mixed-use* Street and a Green Connector Street.
5. Parking garages should be designed to meet all accessibility requirements and CPTED (Crime Prevention Through Environmental Design) principles of design.
6. Access to developments along Retail Main Streets, Green Connectors, *Mixed-use* Streets and pedestrian and cycling routes should be provided by use of service lanes and/or mutual driveways with abutting development.



Façade should be integrated into building design to accentuate building entrances



Driveways should be designed to minimize conflicts with pedestrians and cyclists

7. Driveways should be located as far as possible from parks, open space features, public walkways, schools and intersections.

## 6.5 Service & Loading

1. Design elements of the service areas should enhance the feeling of safety and security; adequate lighting and visibility into semi-enclosed or isolated areas should be provided throughout.
2. All servicing, drop-off and loading areas should be well integrated in the building design or located to the rear of the site, away from public *view*. Where servicing and loading are publicly visible, they should be adequately screened by walls and/or landscaping.
3. Adequate internal space for waste collection areas and convenient access for pick-up should be considered early in the design process and should be provided for all types of uses and *built form*.
4. Design the site to consider waste pick-up



Service area integrated into the building design

and structures at the initial stage of the design.

5. Integrated and screened staging areas or enclosures for waste pick-up should be provided. Location, design elements and screening of the staging areas and enclosures should take into account frequent maintenance of these areas for odour and should mitigate the noise impact of the pick-up in proximity to residential uses.
6. Provide servicing, loading and parking access from a rear public lane, shared private lane and/or shared driveways and not from the Retail Main Street frontage.

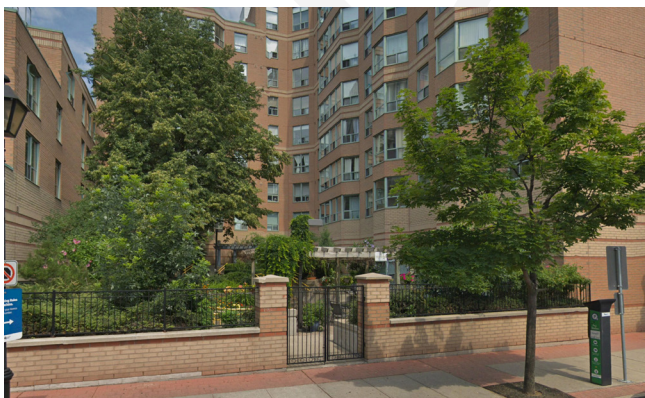
## 6.6 Private Outdoor Amenity Space

Private outdoor *amenity space* includes a wide range of usable outdoor areas including courtyards, mews, front yards, rear yards, balconies, terraces and *POPS*.

1. Usable private outdoor *amenity spaces* should be provided for all development.
2. Private outdoor *amenity spaces* should be of an appropriate size for its use and located with optimum solar exposure and *views*. Ambiguous, unprogrammed or leftover spaces should be avoided.
3. Landscaping features should be provided to contribute to the urban forest and to enhance user experience.
4. Where private outdoor *amenity spaces* are located adjacent to the street, landscaping that enhances the character of the street

should be provided while ensuring privacy to its users through buffers, screening and grade separation. (see the Downtown Streetscape Guidelines)

5. Where possible, children’s play areas should be provided within common *amenity spaces* for medium and high density residential development.
6. The use of hard surfaces should be minimized in yards and setback areas. If unavoidable, permeable surfaces should be introduced.
7. To reduce heat island effect and increase infiltration of stormwater, green infrastructure such as rain gardens, permeable paving, soft landscaping and shade trees should be provided in private outdoor *amenity spaces*. Refer to the City’s Sustainable Building and Development Guidelines for sustainable design features.
8. The function and use of private outdoor *amenity spaces* can be maximized by combining uses, such as snow storage areas and soft landscaping.



Landscaping features should contribute to the urban forest and private amenity adjacent to public a street (Guideline 6.6.4)

## 6.7 Privately Owned Publicly Accessible Spaces - POPS

Privately owned publicly accessible spaces (*POPS*) should be provided where appropriate to promote urban ecology and enhance neighbourhood character. Where they are proposed, the following guidelines apply:

Note: *POPS* may include urban squares, landscaped walkways and enhanced private streets that act as linkage within the downtown

1. *POPS* may be designed as stand alone spaces or integrated as part of a larger adjacent public park adding to the larger and more vibrant parks and open space network within the downtown.
2. *POPS* should establish a positive sense of place, and not to simply serve as “leftover” areas or as a backdrop to buildings.
3. *POPS* should be visible and accessible from public streets, parks or open spaces.
4. *POPS* should be designed to promote active interface with adjacent development to



Rain gardens help to increase the infiltration of stormwater

encourage the use of open spaces and allow for passive surveillance.

5. *POPS* should be designed to establish a seamless *transition* between public and private areas.
6. *POPS* should be coordinated with adjacent streetscape design with respect to planting species selection and material/furniture specifications as informed by the Streetscape Design Guidelines.
7. *POPS* should be clearly signed and identified.
8. Adequate lighting should be provided to ensure safety.
9. *POPS* should be located within a block to maximize sky-*views* and sunlight, particularly during the shoulder seasons (March and September).
10. Design and locate *POPS* to meet the requirements of the council approved Wind and Shadow Guideline documents to minimize adverse effects of wind.

11. *POPS* are encouraged to be south-facing to maximize exposure to direct sunlight.

12. Locate building entrances, glazed façades and *active uses* along the edges of *POPS* including multiple entrances to promote activity in the space.
13. Where *POPS* are proposed on top of parking structures a minimum 1.25 metre soil cover and minimum soil volume as per the Downtown Streetscape Guidelines is required for all tree plantings.
14. Where a *POPS* is proposed to function as an urban square, in addition to the guidelines here, the guidelines found in Section 5.6.1 urban squares apply where appropriate.



Planting and outdoor furniture should be incorporated in the design of POPS



High quality POPS should be provided through building setbacks

---

## 6.8 Cultural Heritage Resources

Cultural heritage resources are comprised of built heritage resources, cultural heritage landscapes, and archaeological resources. These resources are located throughout the Downtown. Not only does the conservation of cultural heritage resources add to the sense of place but the adaptive re-use and conservation of cultural heritage resources contributes to the overall sustainability of the downtown and the city. The following guidelines have been developed to ensure the incorporation of cultural heritage resources within the Downtown:

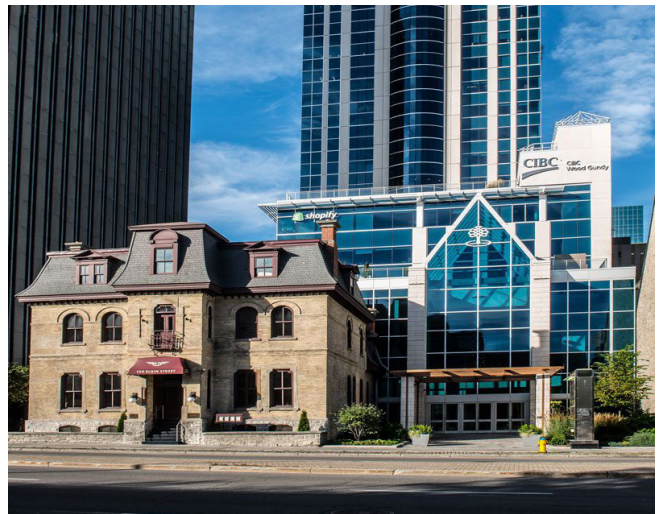
1. Incorporate the cultural heritage resources as part of the development in a manner that is consistent with the City's Official Plan policies, the Standards and Guidelines for the Conservation of Historic Places in Canada and other recognized heritage protocols and standards.
2. On a site where there is a cultural heritage resource, a qualified professional such as a heritage architect should be involved as part of the design team to advise on the most appropriate incorporation of the resource within the site and any renovation techniques and materials to be used.
3. On-site retention in an adaptive re-use of heritage resources is encouraged. The retention of only the building *façade* is strongly discouraged.
4. *Façade* materials, such as cladding, window, doors, etc. as part of built heritage resources should be conserved where possible or replaced with similar materials. New buildings should use materials in keeping with local vernacular as much as possible. For detailed guidance refer to the Standards and Guidelines for the Conservation of Historic Places in Canada.
5. All developments should respect and be sensitive to cultural heritage resources including on-site resources and/or neighbouring resources.
6. Design the site and locate buildings to conserve the heritage attributes of cultural heritage resources.
7. For adaptive re-use of a cultural heritage resource, signage should be sympathetic to the character of the building.
8. Cultural Heritage Resources will be conserved and integrated into future developments by:
  - i. Considering retained heritage structures for a range of uses such as residential and commercial use;
  - ii. Ensuring lot layout and grading has regard for existing heritage structures and resources; and
  - iii. Integrating the resource into the site design to respect and retain the relationship between the front door and the street.
9. Consider incorporating special development features, such as plaques and decorative walls, to provide interpretation for the cultural heritage resource.
10. Where a cultural heritage resource is to be relocated, or where new roads or driveways are to be developed on the site, consider siting the resource prominently on the lot,

such as the corner, facing the main street or facing the park, promenade or open spaces.

11. Ensure sites where cultural heritage resources are conserved or incorporated the landscape is in keeping with the resource.
12. Ensure all new development adjacent to or incorporating a cultural heritage resource respects the resource, having regard for scale, *massing*, shadows, *setbacks*, complementary building materials and design features.
13. New construction should be physically and visually compatible with, distinguishable from and subordinate to the original construction. Successful new construction within heritage areas or adjacent to cultural heritage resources is determined by the ability of the new buildings to blend within its surroundings.
14. Work on heritage buildings, including outbuildings, should conserve original design features.



New construction should be sensitive to its environment



Development should conserve original design features



## 6.9 Built form typologies

The *built form* typologies permitted within the different precincts in the Downtown include, ground oriented dwellings such as townhouses, stacked townhouses and back-to-back townhouses, apartments buildings and *mixed-use* buildings, as well as office buildings.

All building types should be designed to meet the *physical character* of the areas context and incorporate long lasting, quality materials that can be easily maintained and wear well with age. Whenever possible, source local and/or recycled materials.

Materials should reflect their intended use and complement the character of the precinct. Do not use materials that mimic other materials (e.g. stucco made to look like stone) or which deteriorate quickly. The use of Exterior Insulation and Finish Systems (EIFS) and stucco is strongly discouraged.



## 6.9.1 Ground Oriented Dwellings

This section captures ground oriented infill dwellings such as infill townhouses, stacked and back to back townhouses, and small multi-unit buildings. These *built forms* are described generally below:

1.



Townhouses are usually at least 3 units with a front and back and share a sidewall with a neighbouring unit.

2.



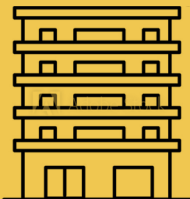
Stacked Townhouses have a front and back, share a sidewall and have units stacked vertically (typically two or three).

3.



Back-to-Back Townhouses typically each unit has its own entrance at-grade, shares a rear wall as well as a sidewall and the building block has two fronts.

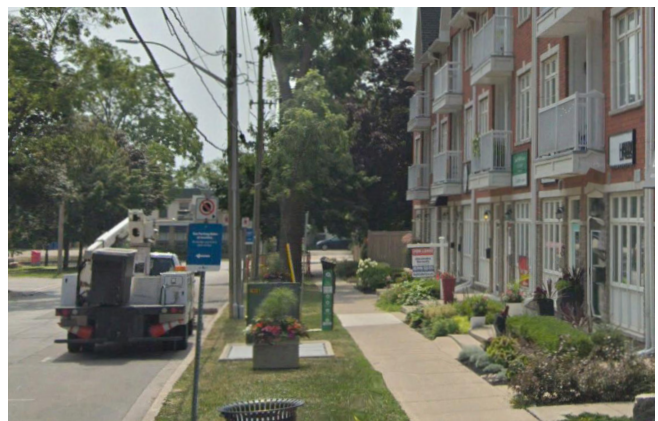
4.



Small multi-unit buildings or *low-rise* apartment buildings share interior corridors, vertical circulation and entrances, and have multiple units stacked vertically and horizontally. Units may be organized on one or both sides of a shared corridor.

The main objective is to provide design guidance to help create high quality developments that fit within the context of their surroundings and contribute to an attractive pedestrian oriented *public realm*. These guidelines are to be read in conjunction with the design guidelines contained throughout this entire section, where applicable.

1. Exterior steps should be minimized.
2. Barrier-free units that are directly accessible from grade should be provided where possible.
3. Multiple unit entrances created by stacked units should be coordinated and designed to help contribute to a successful *public realm*.
4. Public and *active uses* should be provided within the ground floor to activate and provide “eyes on the street”, such as living rooms for residential dwellings or storefronts and cafés along retail streets.
5. Below grade residential units are generally discouraged. Where this is unavoidable, the following guidelines apply:
  - i. The units should be designed to ensure sufficient sunlight is provided by combining a below-grade level with an above-grade level



Barrier free units that can be accessed at-grade should be provided

to create a two-level unit, or design units as “through-units”.

- ii. Balconies and porches should not obstruct daylight into the below-grade unit.
- iii. Adequate setback and landscaped courts in front of below-grade units should be provided to enhance solar exposure.

6. Locate the buildings to frame the edges of streets, green connectors streets, promenades, urban squares, parks, and open spaces.
7. Ensure that buildings fit harmoniously with the existing context and provide opportunities for high-quality landscaping and streetscaping.
8. Ensure well-designed front entrances and front yards enhance privacy for the resident, while maintaining “eyes on the street”.
9. The front entrance of dwellings should relate directly to the existing or ‘natural’ grade with exterior steps used minimally.
10. Design the buildings to be residential in character, scale, rhythm and proportion and complement the surrounding existing *built form*.



Below Grade units are designed to provide sufficient sunlight

11. Do not use materials that mimic other materials (e.g. stucco made to look like stone) or materials that deteriorate quickly. The use of EIFS and stucco is strongly discouraged.

12. Infill buildings should respect the existing front, side and rear yard *setbacks* of the surrounding context.

13. Any roof top mechanical equipment should be well screened from public *view*.

14. Utilities such as air condition units and hydro should be design as part of the building. Particular attention should be paid for placement of utilities such as gas, hydro and air condition units for Back to Back dwelling units. Refer to Section 5.6 for further utility guidelines.

## Parking & Access

15. Front integral garages are discouraged. Alternative layouts should be considered, such as rear lanes, slip/service lanes, and flankage conditions as appropriate to the context.



Locate buildings to frame parks, and provide opportunities for quality landscaping

**16.** Underground parking is strongly encouraged for back-to-back townhouse developments to minimize the placement of garages/driveways along the street.

**17.** Where front integral garages are proposed for back-to-back townhouses, the following apply:

- i.** Garages to be flush or *recessed* from the main wall of the dwelling
- ii.** Garages should not be more than 50% of the front building width; and
- iii.** Tandem garages are encouraged.

**18.** Entrances to parking garages and loading areas should be well integrated and should not dominate the *façade*. Where necessary, they can be screened from public *view* using walls and landscaping.

**19.** Along *Green Connector Streets*, minimize driveways through rear lanes, underground parking from a side or rear street or a shared driveway.

## Amenity Space

**20.** Where proposed, at-grade private *amenity spaces* should be adequately screened with railings and landscaping to offer privacy and distinguish private *amenity spaces* from the *public realm*.

**21.** Shared private common outdoor *amenity spaces* should be provided for the overall development.

**22.** Shared private common outdoor *amenity spaces* should be of appropriate size, shape, location and siting to maximize visibility and accessibility, with direct access to sunlight and sky *views*.

**23.** Where provided, common outdoor *amenity spaces* should be sited and designed as focal points of the new development, in the form of courtyards, children's play areas, shared roof top terraces or plazas.

**24.** Shared private common outdoor *amenity space* should minimize access to the main street.



Vehicular access through rear lanes



Private amenity area accessed by common walkways

## 6.9.2 Mid Rise Buildings

1. Buildings are to be designed to a height of 80% of the street width of the smallest adjacent street up to a maximum of 6-*storeys* with additional *storeys* stepping back a minimum of 3 metres above the *streetwall* to maintain a human-scale and minimize shadowing.
2. The length of a building should not exceed 60.0 metres. Buildings longer in length than 60.0 metres, should either be broken up physically or visually using step backs, colour, material variations, and unique building *articulation*.
3. Design at-grade residential units with an adequate setback to be a minimum of 3 metres from the property line to provide a useable front yard *amenity space* enclosed by low walls, fencing, hedges and landscaping no taller than 1.5 metres.
4. Design buildings with *articulation* and *stepbacks* to lessen the impact of the *streetwall* on the *public realm*.
5. Buildings should contribute to a continuous *streetwall* except where a block plan requires breaks to access mid-block connections, public courtyards, or other open spaces. Buildings outside of the Brant Main Street Precinct, should provide a stepback that defines or is keeping with the *streetwall* height:
  - i. Highly articulated façades/ elevations along the street frontages.
  - ii. The same degree of *articulation* and detailing on all elevations that face the street.
  - iii. Special corner features to address both streets.
  - iv. Primary entrance(s) accessible and visible from the corner.
6. Design a harmonious and complete façade to be divided into a bottom, middle and top.
7. Ensure the podium mimics a *low-rise* building design by designing the building to include a change in material at the 4th *storey*.
8. Use architectural elements and expressions such as canopies, doors, windows, lively colours and the highest quality materials at



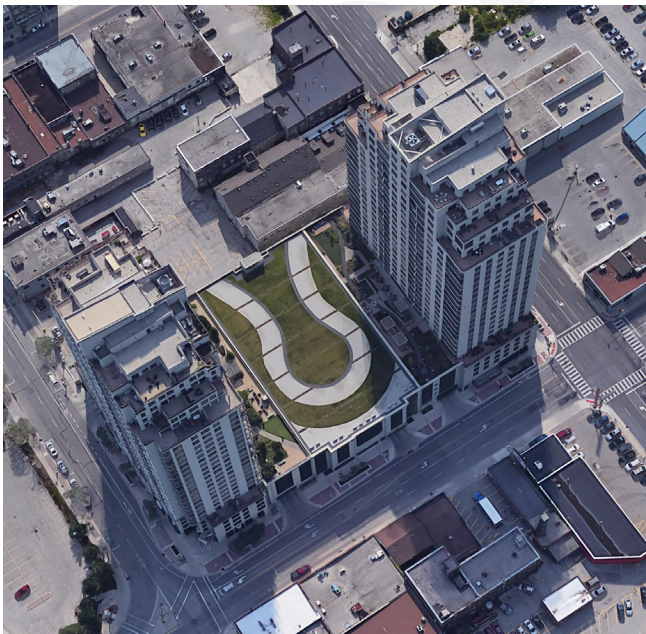
Front stepbacks minimize the impact on the public realm



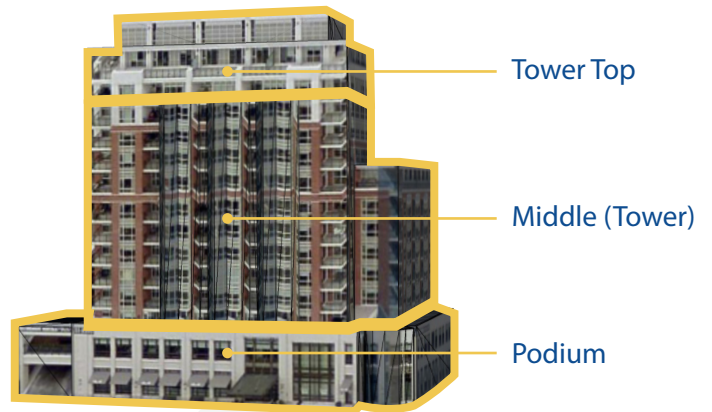
Development should contribute to a continuous street wall

street level to distinguish the bottom of the building from the middle.

9. Incorporate such material as brick, stone and metal within the lower part of the building.
10. Distances between 15.0-20.0 metres should be maintained between buildings with a height more than 11 *storeys* and buildings that face each other.
11. Balconies should be integrated into the building design with *inset* or *Juliette balconies*. Projecting balconies should not be within the *streetwall* to avoid negative impacts to the *public realm* including additional building *massing* and shadowing.
12. Landscape the roof of the lower building to be used as common and private outdoor amenity for the residents, including green roofs, gardens, and outdoor play
13. Integrate roof-top mechanical or telecommunications equipment as part of the rooftop design.



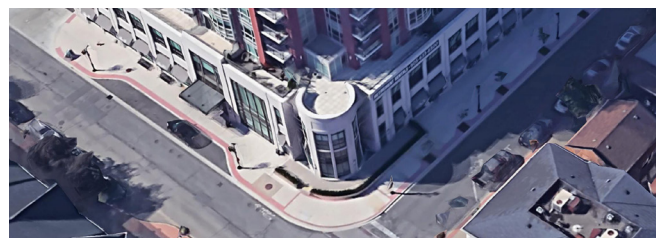
Landscaped roofs provide private outdoor amenity areas for residents



Anatomy of tall buildings

## 6.9.3 Tall Buildings

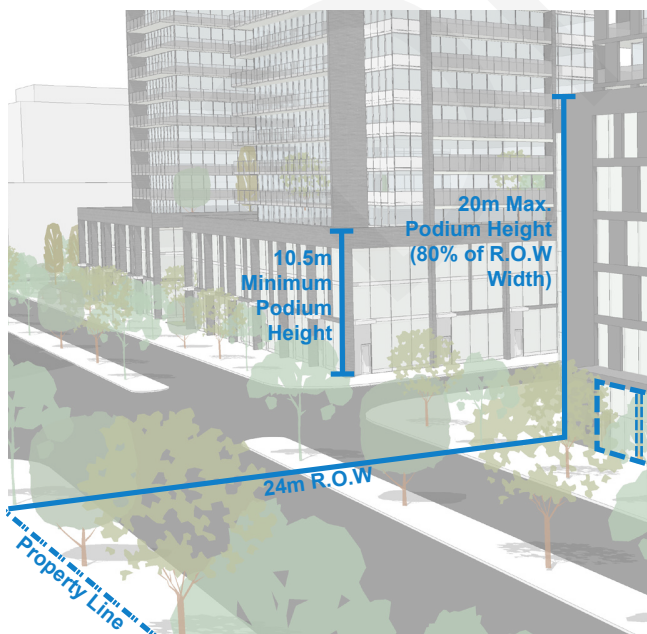
1. Design all sides of the building, particularly the podium, with the highest quality building materials and architectural designs to contribute to the character of the Downtown and overall *public realm*.
2. Design *tall buildings* in a cohesive manner to have a base (podium), middle (tower) and tower top.
3. Design *tall buildings* to have a minimum tower separation of 30 metres, excluding balconies.
4. Where no towers currently exist, proposed towers should be set back 15 metres from adjacent property lines to protect for a future 30 metre *separation distance* (split between



Podiums should contribute to the character of the overall public realm

each property).

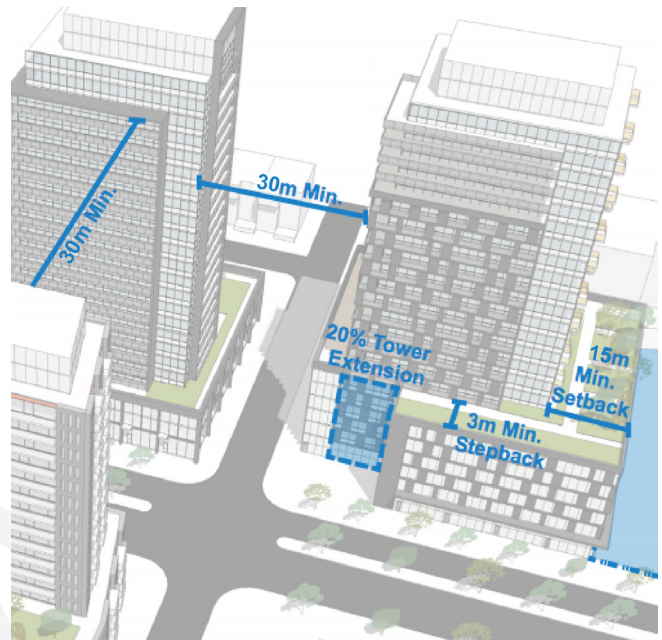
5. Unless specifically noted as part of a precinct, the tower including balconies should be stepped a minimum 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor *amenity space*.
6. A portion of the tower may be designed to extend up to 20% to the edge of the podium without a setback provided it can be demonstrated that there are no adverse wind and shadow impacts.
7. Buildings along John Street and Locust Street *shall* incorporate terraces within the podiums and *stepbacks*.
8. Design *tall buildings* to have a maximum 3 *storey* podium incorporating materials such as brick, stone and metal to anchor the building.
9. Design the floor plate of *tall building* towers to be a maximum 750 square metres to



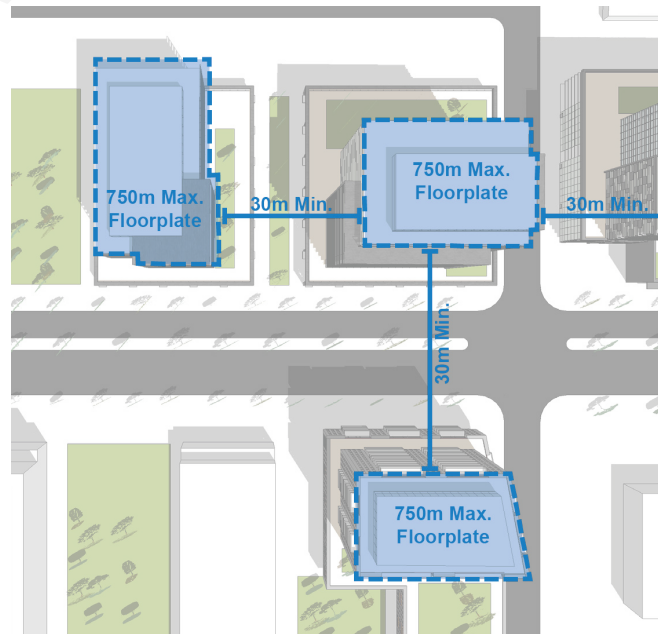
Podiums should be equal height to the width of the public right-of-way adjacent to development

ensure maximum light for all units and minimum shadow and wind impacts to the surroundings.

10. Design parking, servicing and loading to be



A portion of the tower may be designed to extend up to 20% of the edge of the podium (Policy 6.9.3.3)



Tower plates should be a maximum of 750 m<sup>2</sup> to minimize shadows and wind impact

incorporated underground. Where these uses cannot be provided internally within the building they should be designed and screened from the *public realm* appropriately.

11. Design service areas, ramps and garbage storage to be screened or located at the rear to minimize impacts on adjacent streets and properties.
12. Portions of the podium roof that are not utilized by a tower should be used as outdoor *amenity space* or green roofs, consideration should be given to incorporating outdoor play areas as part of the *amenity space*, include places for pets and pet runs either at-grade or on a shared rooftop space.
13. Incorporate as part of the building design or screen mechanical penthouse, telecommunications equipment, rooftop equipment and elevator shafts from rooftop amenity areas and the *public realm*.
14. Projecting balconies should not be provided in podiums. Inset and/or *Juliette balconies* are appropriate within the podium.
15. Balconies within the tower *separation distance* should be designed to not



Juliette and inset balconies are appropriate within the podium

excessively contribute to a building's *massing*. They may be *inset* or projecting, but should be a minimum of 1.5 metres deep to provide usable outdoor *amenity space*.

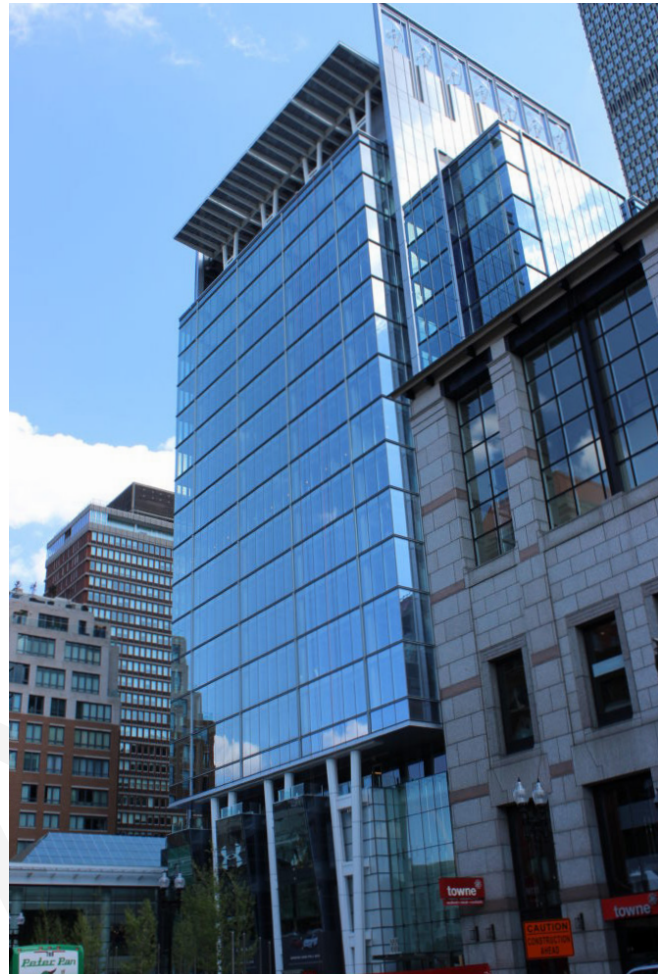
16. Tower *stepbacks* above the podium greater than 3 metres are encouraged and may be required for a *tall building* to fit harmoniously within an existing context, including sites that contain or are adjacent to heritage properties.
17. Sites that cannot provide the minimum tower *separation distance* of 30 metres or greater in relation to the context may not be appropriate for *tall buildings*.

## 6.9.4 Stand Alone Office

The guidelines in this section provide more detailed guidance for standalone office buildings, and are to be read in conjunction with all other relevant guidelines.

1. Where a stand-alone office building is proposed to be taller than 11 *storeys*, the *built form* requirements for a minimum 750 square metre floor plate does not apply.
2. Where parking, loading and service is not provided underground, ensure any surface parking is located to the side or rear of the site.
3. Vehicular access to driveways, surface parking or underground parking *shall* not be located on a Retail Main Street and should be avoided where possible on a *Mixed-use Street* and a *Green Connector Street*.
4. *Built form* and site design should fit with the character of the precinct and the architectural design should relate to adjacent buildings to ensure a cohesive design along a street.

5. Where multiple tenants occupy a building at-grade individual entrances should be clearly articulated. Where a lobby entrance is incorporated to serve multiple tenants the *mixed-use*/retail guidelines apply.
6. Use a highly articulated façade enhanced by canopies, lighting, appropriate signage, window and wall treatments on all sides of the building adjacent to a public street.
7. Incorporate signage as an integral component of the *façade* design.
8. Where visible from the *public realm*, rooftop mechanical equipment should be screened. Incorporate detail through special material and/or architectural details at street corners.
9. Reduce building *massing* by incorporating different materials, textures or colours, or off-setting portions of the building.
10. Locate front doors facing the street and be accessible from a public sidewalk or pathway. Clearly define, articulate and orient building entrances to pedestrians first, then vehicles.
11. Office and retail buildings should have an upper limit of 75-80% and a lower limit of 50% visual transparency at ground level.



Built form and site design should fit with the character of the precinct



Screen rooftop equipment from view



# 7



## Implementation

*Please note that this section is under development and is not available for release at the time of publication of these DRAFT Guidelines.*

DRAFT

# 8



## Glossary of Terms

**Active Uses:** Generally refers to ground level uses, or uses within the podium, that help to animate and create interest on the street. May include window displays, spill-out retail, public areas (i.e. lobby, mid-block connections), amenity space, etc.

**Amenity Space:** Public or private space, both indoor and outdoor, used for the enjoyment of building residents (private) or the greater community (public).

**Articulation:** Refers to the layout or pattern of building elements, including walls, doors, roofs, windows and decorative elements, such as cornices and belt-courses.

**Boulevards:** The boulevard is the area between the edge of the curb and the front property line or building face

**Building Character:** The elements that define a building, including materials, façade articulation, entrances, cornice design, window placement, etc.

**Built Form:** The overall size and shape of a building, including all design elements.

**Cantilever:** A horizontal building element extending beyond its vertical support.

**Green Connector Streets:** Green Connector Streets are public streets that incorporate enhanced pedestrian and /or cycling facilities within the street *right-of-way* and contribute to achieving an inter-connected network of parks, promenades and open spaces in the Downtown. Green Connector Streets differ from promenades which comprise off-street public open space lands.

**Façade:** The exterior wall of a building. On a corner lot, the façade includes all building walls facing onto a public street.

**Floorplate:** The total built area of a tower, not including balconies.

**Human Scale:** The quality of the physical environment which reflects a sympathetic proportional relationship to human dimensions and which contributes to the citizen's perception and comprehension of buildings or other features of the built environment.

**Inset Balcony:** A balcony that is located behind the face of the building.

**Juliette Balcony:** A railing at a window opening that reaches to the floor and creates the appearance of a balcony when the window is open.

**Low-Rise:** In the Downtown, Low-Rise generally refers to buildings less than 3 storeys, however, some Low-Rise Neighbourhood precincts, residential buildings of 4 storeys may be permitted. Please refer to the specific height permissions for each precinct contained in Schedule D-2 to the adopted Official Plan.

**Massing:** The general size and shape of

a building, not including detailed design elements.

*Mid-Rise:* In the Downtown, mid-rise building refers to mixed-use buildings between 4 (four) and 11 (eleven) storeys. Please refer to the specific height permissions for each precinct contained in Schedule D-2 to the adopted Official Plan.

*Mixed-Use:* Refers to multiple types of uses within a building or set of buildings. This may include a combination of residential, employment, retail, institutional, or other land uses.

*Outbuilding:* Refers to a detached building associated with a low-rise residential building that is secondary to the primary residential building, such as a laneway house.

*Parkette:* Consists of a small land area that is designed to provide a variety of passive and visual benefits for the surrounding area.

*Physical Character:* The distinctive qualities within a physical area which are defined by elements such as: scale, massing, vegetation, topography, lotting pattern, colour, texture, material and the relation between structures, spaces and landforms.

*Private Realm:* Refers to any space that is within a private property line and is perceived as being private.

*Projections:* Refers to building design where horizontal and/or vertical elements extrude from the main structure of the building. Examples include roof overhangs, awnings, and balconies.

*Public Realm:* Refers to spaces under City

ownership including streets, boulevards, parks, and public buildings and structures.

*Privately Owned Publicly Accessible Space (POPS):* Open spaces that are privately owned, but legally required to be open to the public under a city's zoning by-law.

*Public realm:* All spaces to which the public has unrestricted access, such as streets, parks and sidewalks.

*Recesses:* Refers to building design where horizontal and/or vertical elements are inlaid from the main structure of the building. Examples include inset balconies, recessed entrances, etc.

*Retail (At-Grade):* For the purposes of these guidelines, retail includes the sale of goods as well as the provision of commercial services. At grade retail uses are to be active uses, generating foot traffic, street animation and vibrancy.

*Right-of-Way:* The part of the street that is publicly owned and lies between the property lines.

*Separation Distance:* The space between two entities, such as elements of a building (i.e. towers, podiums).

*Setbacks:* Refers to the distance between a property line and the front, side or rear of a building.

*Stepbacks:* Refers to an offset of one element of a building from another element below (i.e. tower from podium). Stepbacks help to create a transition between built form elements.

---

*Storey:* A habitable or occupiable level within a building, excluding raised basements.

*Streetscape:* The combination of a variety of elements along a street, including signage, paving materials, street furniture, pedestrian amenities and the setback and form of surrounding buildings.

*Streetwall:* The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.

*Tall Rise/Tall Building:* In the Downtown, tall buildings refer to buildings 12 stories and higher. Please refer to the specific height permissions for each precinct contained in Schedule D-2 to the adopted Official Plan.

*Transitions:* Refer to the physical design elements of a building or site that contribute to an appropriate height reduction as tall buildings approach more stable and low-rise uses, including mid-rise buildings, stable residential neighbourhoods, and parks and open spaces.

*Universal design:* The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. The principles of Universal design are contained in the City's Accessibility Design Standards.

*Views:* Views refer to public views as experienced from the public realm to protect sightlines to public features such as Lake Ontario.



DRAFT

