APPROVED

Planning & Development Services

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Block 47-1 and Block 47-2

Community Design Guidelines

Brampton, Ontario

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TABLE OF CONTENTS

LIST OF FIGURES

PART I – AREA 47

1.0 Introduction

Blocks 47-1 and 47-2 are Block plan areas in the Highway 427 Industrial Secondary Plan Area (also known as Secondary Plan Area 47), located at the north-east quadrant in the City. In 2010, City of Brampton staff, the landowners group, and a team of consultants began to envision the growth of Secondary Plan Area 47 with a design charrette led by MBTW | WAI. Through a collaborative and iterative design process, the design vision and concept continued to evolve and were refined to include a comprehensive review of the planning background, contextual information and comments from local residents. The result of the collaboration is the compilation of the Community Design Framework (CDF) for Highway 427 Industrial Secondary Plan Area based on the City of Brampton's Terms of Reference for the Community Design Framework Document (2009). The Community Design Framework for Secondary Plan Area 47 was submitted to the City of Brampton in 2015, and was approved by the City of Brampton in March 2016.

1.1 Purpose of the Document

The Community Design Guidelines for Area 47: Blocks 47-1 and 47-2, have been prepared as part of the Block Plan approval process and provide guidelines and design direction specific to individual Block Plan areas within Secondary Plan Area 47. The Community Design Guidelines (CDG's) document is intended to refine the design elements and framework identified in the Community Design Framework (CDF) document to a Block Plan level, and in a manner that is consistent with the intended character and vision that was established in the CDF.

The Community Design Guidelines document builds upon the City of Brampton's parent guideline documents:

- The Development Design Guidelines (DDG's);
- The Sustainable Community Development Guidelines (SCDG's);
- The Architectural Control Guidelines for Ground Related Residential Development (ACGGRRD); and
- The Design Workbook for Brampton's Upscale Executive Special Policy Areas (UESPA).

The Community Design Guidelines document comprises three components:

- A Community Design Plan (CDP) that identifies the structuring elements and Special Character Areas within the Block Plan;
- Demonstration plans that provide specific urban design principles and built form criteria for the organization, configuration and treatment of key elements within the public and private realm; and
- Landscape and built form guidelines for the foundational landscape elements and built form enhancements that contribute to forming the Special Character Areas.

The Community Design Guidelines will inform the future Draft Plan of Subdivision approval process, which is the next stage of the development approval process.

This document is organized into four parts:

Part I – AREA 47 provides the context and guidelines that apply to all of the Area 47 Blocks.

Part II – BLOCK 47-1 provides the Community Design Plan, demonstration plans and guidelines that are specific to Block 47-1.

Part III – BLOCK 47-2 provides the Community Design Plan, demonstration plans and guidelines that are specific to Block 47-2.

Part IV – APPENDICES provides supplementary material to the document.

1.2 Study Area

Secondary Plan Area 47 is located at the north-eastern periphery of the City of Brampton, bordering the Town of Caledon to the north and the City of Vaughan to the east. It comprises approximately 1,214 ha (3,000 acres) and is bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 to the east, and The Gore Road to the west (refer to Figure 1-1). It consists of 3 Blocks: 47-1, 47-2 and 47-3.

The Community Design Guidelines presented in this document are specific to Blocks 47-1 and 47-2, the western and southern Blocks of Area 47, respectively (refer to Figure 1-2, on page 7).

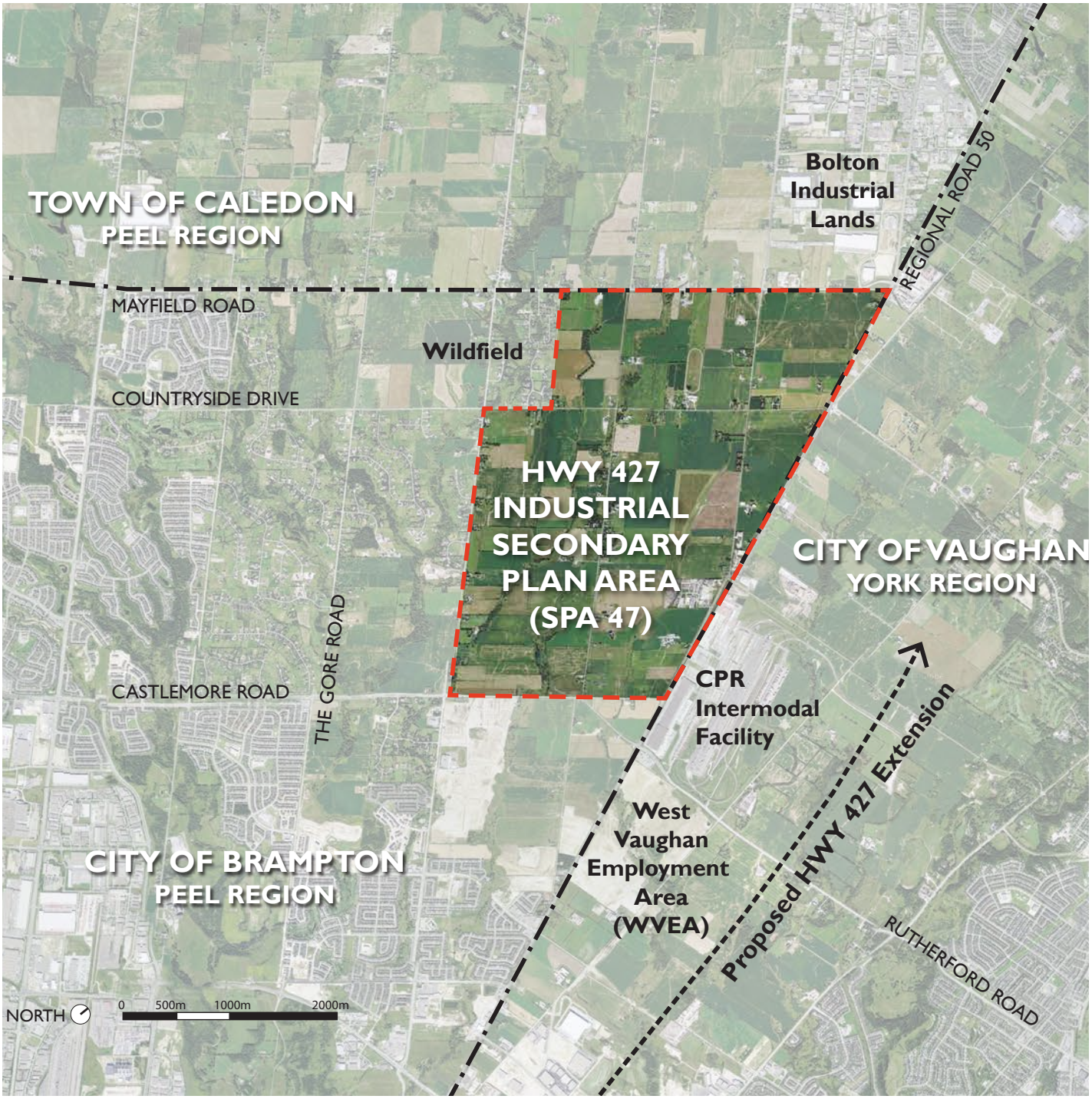

Figure 1-1: Area 47 Context

1.2.1 Context

Currently, Secondary Plan Area 47 consists of predominantly undisturbed agricultural fields. The existing adjacencies to both Block 47-1 and Block 47-2 are identified on the next page.

Block 47-1:

- Toronto Gore Rural Estate residential areas to the west with a City Park northwest of The Gore Road and Castlemore Road;
- Bram East residential areas to the south;
- Gore Meadows Community Park, west side of The Gore Road;
- The TransCanada Pipeline (TCP), crossing east-west through the site; and
- Significant natural and cultural heritage features, including The Gore Road Tributary, the Clarkway Tributary, and Rainbow Creek.

Block 47-2:

- Town of Caledon to the north, including the Mayfield Industrial Park and Employment Lands along Highway 50;
- Vales of Humber to the west, estate homes in Brampton;
- Wildfield Community southeast of Mayfield Road and The Gore Road;
- The TransCanada Pipeline (TCP), crossing east-west through the site;
- Clarkway Drive, which runs through the flood plains of Clarkway Tributary, providing a scenic route north of the TCP and south of Countryside Road; and
- Significant natural and cultural heritage features, including The Gore Road Tributary, and the Clarkway Tributary.

Beyond Area 47:

Exterior to Area 47, the Ontario Ministry of Transportation's Proposed Highway 427 Extension lies to the east of Block 47-1 and 47-2. This roadway extension was approved in November 2010 by the Minister of the Environment and will extend from Highway 7 to Major Mackenzie Drive in the City of Vaughan, York Region.

1.2.2 Location

Block 47-1 (248.7 hectares, 614.5 acres) is located along the southern edge of Area 47, bordered by Castlemore Road to the south, The Gore Road to the west, Valleylands associated with Rainbow Creek to the east, and the proposed East/West Arterial Road to the north. A recent residential development lies south of Castlemore Road, bordering the southern edge of Block 47-1, and provides opportunities for road connections through the site, at existing intersections. Lands to the west include the Gore Meadows Community Centre, and currently consist of primarily agricultural fields, designated for estate housing, while lands to the east constitute Block 47-3, which is planned predominantly for employment and industrial development. Block 47-2 borders Block 47-1 to the north.

Block 47-2 (427.2 hectares, 1,055.6 acres) is bounded by the East/West Arterial Road to the south, The Gore Road to the west, Countryside Drive and Mayfield Road to the north, and the Clarkway Tributary and future planned employment lands to the east. Block 47-2 is located along the northern edge of the City of Brampton, bordering the Town of Caledon to the north. Large residential lots currently exist at the north-west periphery of Block 47-2, while lands to the east constitute Block 47-3, which is planned for future employment and industrial uses.

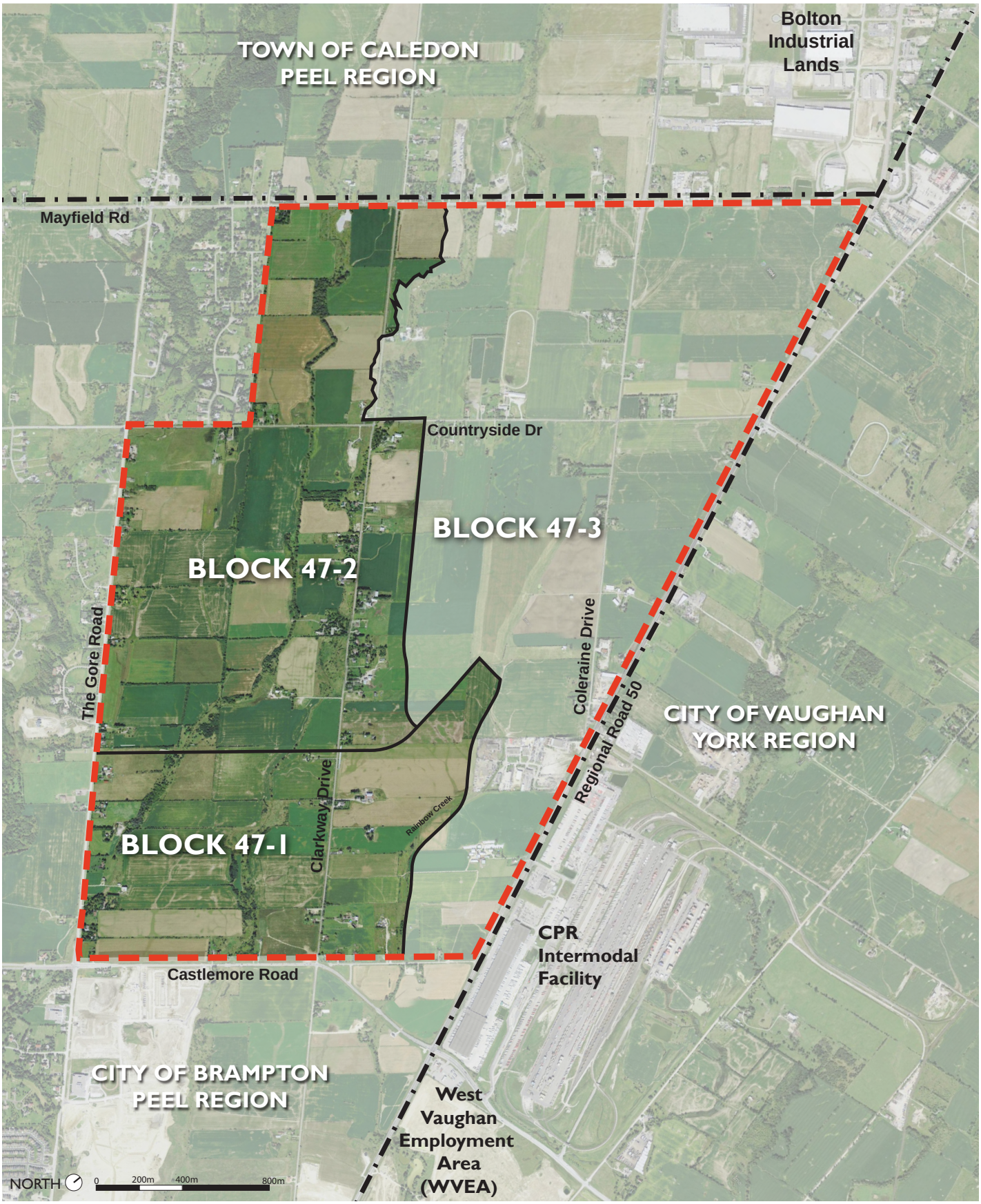

Figure 1-2: Secondary Plan Area 47 - Block 47-1 & Block 47-2

1.3 The Area 47 Community Design Framework

The Area 47 Community Design Framework (Area 47 CDF), Figure 1-3, provides the overall structure for the three Area 47 Blocks, demonstrating how they will work together to form a complete and walkable community. In March 2016, the City of Brampton approved the Area 47 CDF.

1.3.1 Vision, Principles & Objectives

The Area 47 CDF identifies the community as a mixed employment and residential area that promotes existing natural and cultural heritage resources. Each of the Blocks within Area 47 exhibits various elements of the Secondary Plan Area 47 overall vision. Block 47-1 will have a predominantly residential character, with a distinct mixed-use / retail corridor adjacent to the Gore Meadows Community Centre on The Gore Road. Block 47-2 also comprises mainly residential uses, it includes larger, executive housing, especially in key locations along the natural heritage systems and adjacent to existing executive residential developments. Both Blocks are traversed by the West Humber River Tributaries, which define the overall structure and character of the community.

Blocks 47-1 and 47-2 will be designed to achieve the four main goals identified in the Community Design Framework:

1. CONSERVE & PRESERVE the Existing Natural Heritage System
2. Create a VIBRANT & COMPLETE Community – Integrating the Old with the New
3. Enhance Accessibility by Providing a COMPACT & WALKABLE Community
4. Promote ECONOMIC STABILITY, Vitality & Diversity

In keeping with the Area 47 CDF, the vision for Block 47-1 and Block 47-2 is characterized by:

A. The West Humber River and its Tributaries

These north-south transects provide the overall structure for the Community Design Framework. They also provide opportunities for pedestrian trails and linkages, and special vantage points within the road network.

B. Cultural Heritage and Established Residential Enclaves

Conservation and incorporation of existing cultural heritage resources as identified in the Cultural Heritage Study and the established residential community enhance the character and identity of the Secondary Plan Area 47 community.

C. Existing and Proposed Street Network

The current street network provides connections throughout Area 47 and key vantage points into the natural heritage system within the site. The proposed street network will strengthen the connectivity of existing infrastructure and enhance accessibility to community facilities.

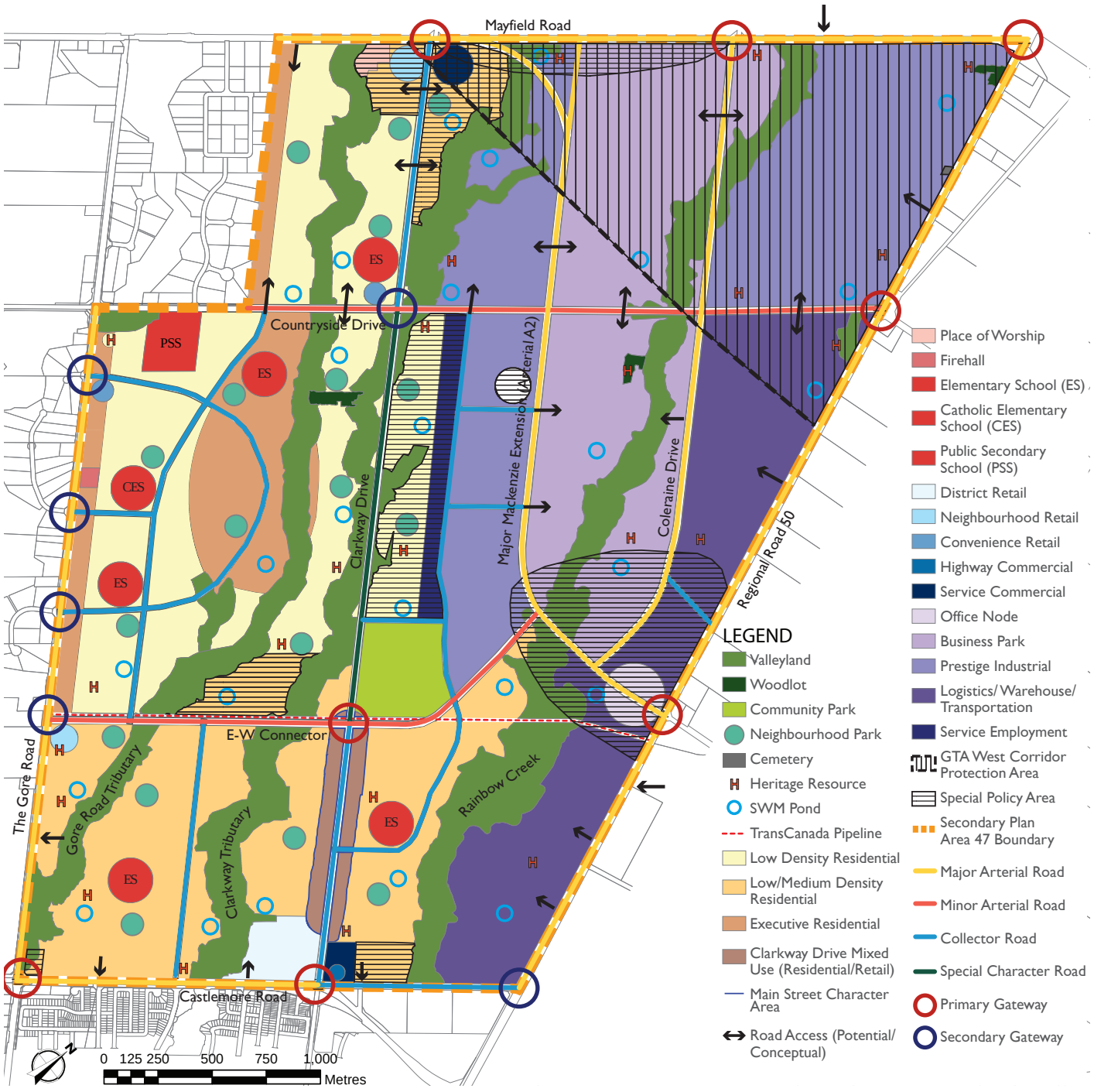

Figure 1-3: Area 47 Framework Plan

Source: Area 47 - HWY 427 Industrial Secondary Plan Area, Community Design Framework (CDF) (March 2016)

NOTE: "The Community Design Framework establishes the overall community structure for Area 47. The final design for secondary plan elements, such as commercial nodes, road network, gateways, neighbourhoods, trails and open space network, neighbourhood parks, etc., are conceptual only, please refer to the Block Plan (Figure 2-6 and Figure 3-8) for final land use designations. Please refer to the approved Subdivision drawings for the final design details for each development. Similarly, the location of cultural heritage resources will be confirmed through the preparation of a Heritage Impact Assessment."

Key design principles that influence the Community Design Guidelines for Block 47-1 and Block 47-2 include:

- Establish a sustainable and complete community that provides a full range of uses and built form that respond to the needs of future residents;
- Create an integrated transportation system that includes inter-connected street networks that are transit supportive and promote the safe and efficient movement of pedestrians, cyclists and traffic;
- Develop a comprehensive open space network that accomodates both passive and active recreational uses through the provision of parks and pathways;
- Identify, establish, protect and enhance the vast natural heritage system;
- Create distinct and attractive special character areas that establish a sense of place;
- Provide a variety of community amenities and facilities such as commercial/retail uses, schools, neighbourhood parks and places of worship; and
- Integrate sustainable community design elements such as the provision of street trees, stormwater management ponds and Low-Impact Development (LID) measures.

The following design objectives have shaped the Block 47-1 and Block 47-2 Community Design Guidelines:

- Provide access to a mix of uses, including residential, commercial, institutional, public parks, and other amenities that are located in strategic areas within walking distance;
- Design a multi-modal community that encourages active transportation methods and provides accessible and convenient mobility networks for all modes of transport;
- Ensure all communities and residents are connected to open space system that includes natural areas, parks, trails and pathways;
- Establish pedestrian-scaled urban spaces and neighbourhoods that are safe, attractive, well connected and barrier free;
- Create distinct community character and sense of place through the development of special character areas and through identifiable gateways, edges, focal points and corridors;
- Create a vibrant, attractive town centre that provides a diverse mix of uses and built form that meets the needs of existing and future residents;
- Preserve and enhance the natural heritage system;
- Preserve significant built and cultural heritage resources, where feasible.

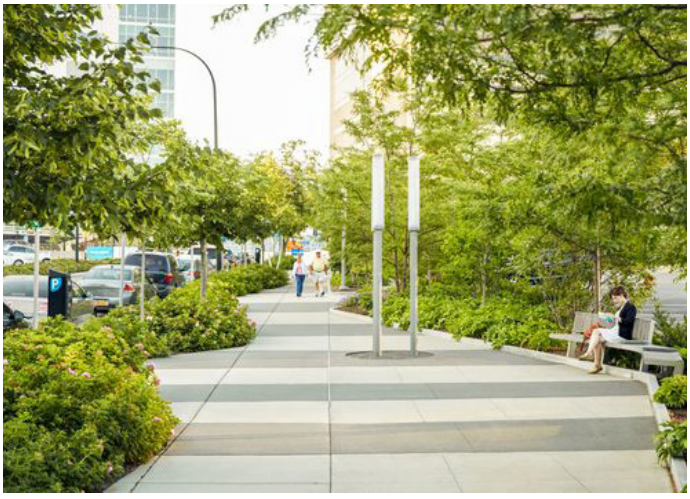

Figure 1-4: Precedent Images of Blk 47-1 and Blk 47-2 Design Vision

1.3.2 Opportunities and Constraints

There are a variety of opportunities and constraints that will influence community design for Area 47. Images of opportunities and constraints are provided in Figure 1-5.

Opportunities:

- Preserve and enhance the natural heritage system by optimizing both aquatic and terrestrial conditions, while creating a connected, contiguous system of natural features and areas;
- Preserve significant built and cultural heritage resources;
- Create a sustainable, vibrant and diverse community that supports the existing and future investments in the area, including but not limited to the Gore Meadows Community Centre / Library;
- Adjacent to and integrated with existing major arterial roads and existing and planned infrastructure;
- Enhance the existing transportation network with increased roadway capacity and enhanced facilities for all modes of transportation, including pedestrians, cyclists and transit users.
- Provide a variety of trails and pathways through the valleylands that connect and integrate with proposed communities parks, institutional uses and pathways;
- Provide a diverse range of housing options for people of all ages, incomes and abilities; and
- Provide residential and employment opportunities within the City's urban boundary; and
- Integrate with existing and new development adjacent to subject lands.

Constraints:

- The subject lands are home to a variety of natural heritage features and habitat;
- The subject lands comprise of built and cultural heritage resources; and
- Currently no active transportation or transit facilities within the study area.

Existing Natural Heritage System

Existing Road Networks and Infrastructure

Existing Community Resources (Gore Meadows Community Centre)

Existing, Adjacent Development (south of Castlemore Road)

Figure 1-5: Opportunities and Constraints

Block 47-1 and Block 47-2 Community Design Guidelines build off of the Community Design Framework.

On October 20, 2020, the Local Planning Appeal Tribunal (LPAT) approved the corresponding Official Plan Amendment to the Highway 427 Industrial Secondary Plan (SPA47), which facilitates the land use policies for Areas 47-1 and 47-2. In its Order (PL180276) dated October 20, 2020, the Tribunal states, *"the Tribunal, having regard for the relevant matters of provincial interest and the decision of City Council to endorse the proposed OPAs substantially in the form now proposed, finds that the proposed OPA and proposed development are consistent with the PPS 2020; conform with the Growth Plan 2019; conform with the Region's OP; and conform with the City's OP subject to the site specific OPA; are in the public interest; and represent good planning."*

2.0 Conformity to Development Design Guidelines

Figures 1-6 and 1-7 identify areas of conformity to these City documents, within Block 47-1 and Block 47-2, respectively.

2.1 Areas of Applicability

The entirety of the Block 47-1 and Block 47-2 areas shall conform to the City of Brampton's parent policies and design guideline documents, including:

- The Development Design Guidelines (DDG's);
- The Sustainable Community Development Guidelines (SCDG's);
- The Architectural Control Guidelines for Ground Related Residential Development (ACGGRD); and
- The Design Workbook for Brampton's Upscale Executive Special Policy Areas (UESPA).

The Community Design Guidelines (CDG's) in this document are provided as supplementary guidelines to the City of Brampton's parent design guideline documents. The CDG's will explore urban design aspects that are unique to Block Plan 47-1 and Block Plan 47-2 . Design criteria stated in this CDG's is in addition to the requirements of the parent design guideline documents and must be read in conjunction with these documents. In the event of a discrepancy between the minimum standards mentioned in this document and the parent design guideline documents, the parent design guideline documents shall supersede.

A. Areas subject to the Block 47-1 and 47-2 Community Design Guidelines

Given that the approach to the design of Block 47-1 and 47-2 is to foster the vision of a mixed residential and employment area, transit-oriented, walkable, sustainable community, Part II and Part III provide detailed design guidelines related to:

- Natural Heritage Areas
    - Pedestrian Trails
    - Valley Crossings
- Town Centre
    - Pedestrian Promenade
    - Medium and High Density Buildings
- Clarkway Drive (Block 47-1)
    - Medium Density Buildings
    - Roundabouts
- Clarkway Character Road (Block 47-2)
- Executive Neighbourhoods
- High and Medium Density Residential Areas

Additionally, all ground-related housing is subject to supplementary guidance provided in Sections 5.4.3 and 6.4.3 for Block 47-1 and Block 47-2, respectively.

B. Areas of Site Plan Approval

Areas that are subject to Site Plan Approval include:

- School Sites
- District Retail
- Convenience Retail
- Neighbourhood Retail
- Convenience Retail
- Commercial Nodes
- Service Commercial
- Highway Commercial
- Medium Density Condominium Blocks
- High Density Blocks
- Seniors Housing

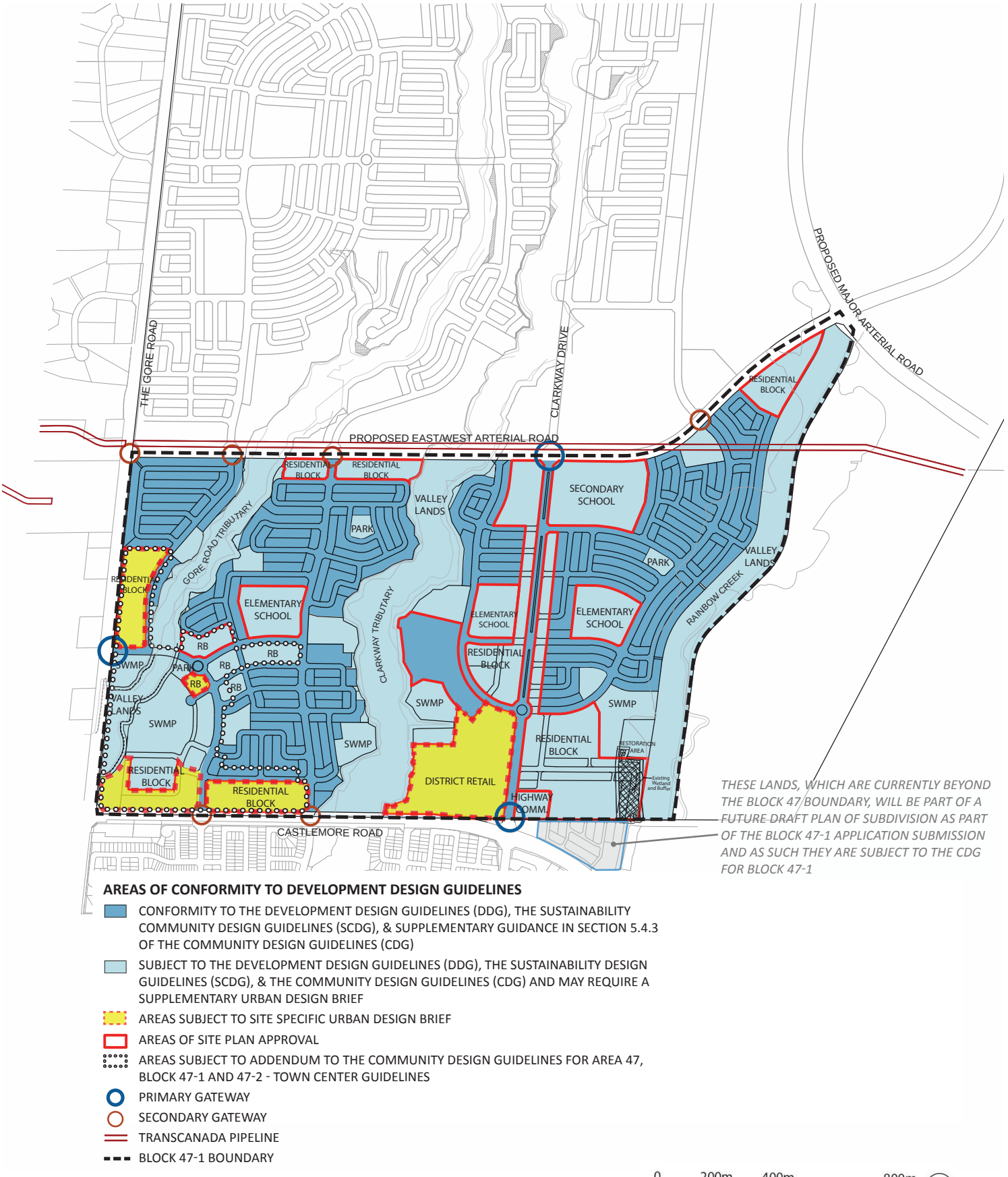

Figure 1-6: Block 47-1 Areas of Conformity

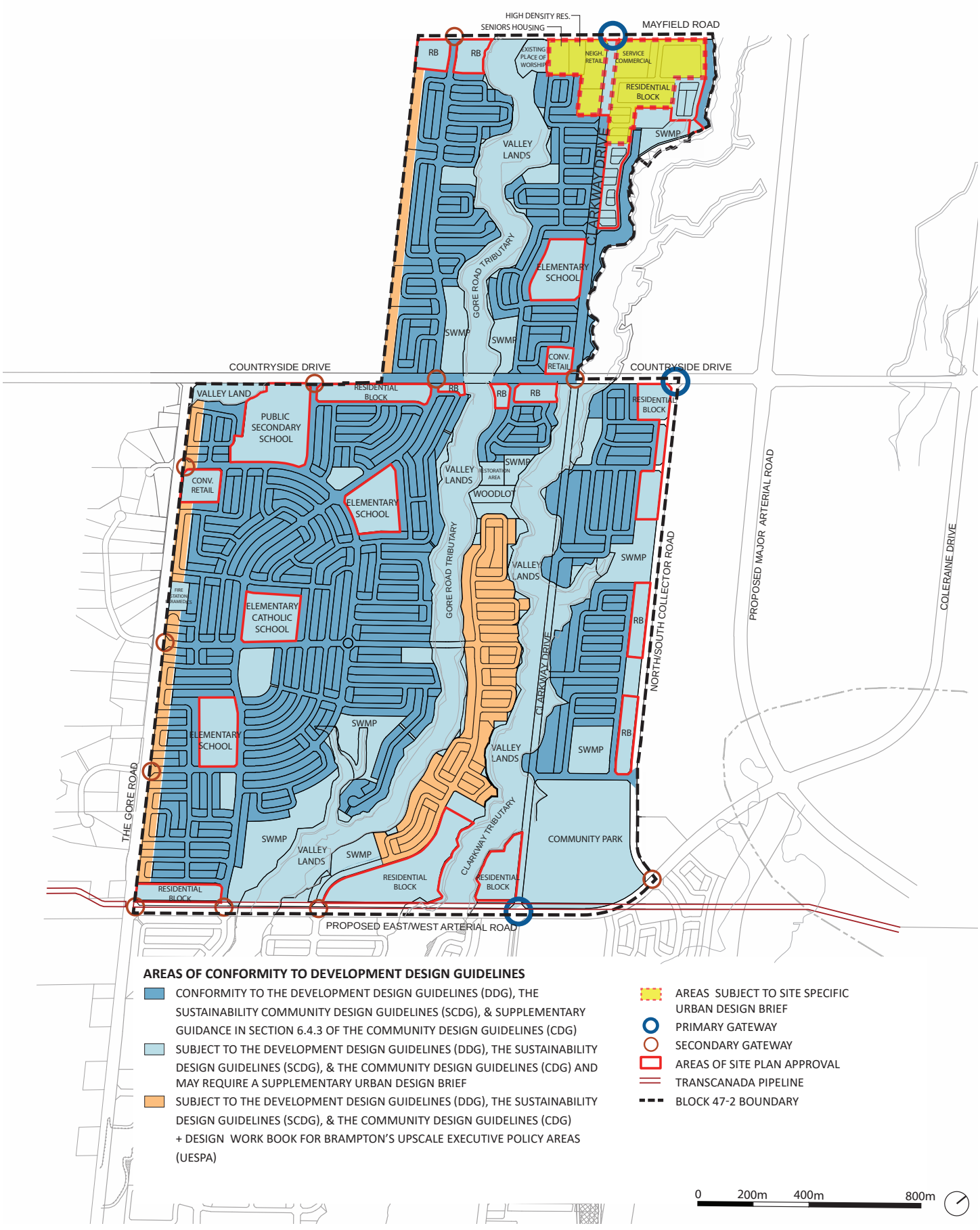

Figure 1-7: Block 47-2 Areas of Conformity

3.0 Sustainable Community Development Principles

The Sustainable Community Development Guidelines (SCDG's) document was prepared in 2013 by the City of Brampton to provide criteria for assessing development applications from a sustainability perspective. The guidelines are part of the City of Brampton's objective to guide new growth through sustainable development. All new development within Block 47-1 and Block 47-2 will be guided by the sustainability principles and goals identified in Section 1.2 of the Sustainable Community Development Guidelines.

3.1 Sustainability Principles

The following sustainability principles are relevant to all new development within Secondary Plan Area 47 (applicable to both Block 47-1 and Block 47-2):

1. Support compact development with a proper balance of residential, employment and services;
2. Preserve the natural heritage system and open spaces, and ensure access to parks and recreational facilities;
3. Provide a network of pedestrian connections and streetscapes to ensure a walkable, connected, physically active and socially engaged community;
4. Provide a range of housing types for people of all income levels and needs;
5. Increase mobility options by providing a connected network of streets, sidewalks, bicycle lanes, trails and an effective public transit system;
6. Encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems;
7. Create jobs concurrent with residential growth to ensure a long-term balanced economy while encouraging closer live work proximity;
8. Ensure that growth and development is fiscally sustainable;
9. Optimize opportunities for infill, intensification, and revitalization;
10. Promote place-making that instills a sense of civic pride; and
11. Preserve the City's rich heritage through adaptive reuse and restoration.

3.2 Sustainability Measures

The City of Brampton's vision is to achieve an "environmentally sustainable and healthy community with distinctive, liveable neighbourhoods, integrated and connected green spaces, efficient transportation and transit system, and employment opportunities", and is the primary focus of the SCDG's. The following goals apply:

1. Compact development
2. Walkable streets
3. Mixed-use neighbourhood centres
4. Housing and job proximity
5. Reduced automobile dependence
6. Mixed income/diverse communities
7. Public health
8. Energy reduction and conservation
9. Water management and conservation
10. Stormwater management
11. Certified Green Building program
12. Heritage resource preservation

The following measures are adopted throughout Block 47-1 and Block 47-2 in accordance with Part 3, Section VIII of the Sustainable Community Development Guidelines (SCDG's).

**Note that other metrics not shown in the Community Design Guidelines will be addressed by the applicant prior to the Draft Plan review.*

Figure 1-8: Example of a Multi-use Pathway

3.2.1 Built Environment

The composition of the built environment will consist of components that encourage physical activity and improve the overall health and wellbeing of community residents. These components include:

- COMPACT DEVELOPMENT & COMMUNITY FORM – providing walkable distances by allocating amenities within close proximity to residences and employment;
- MIX & DIVERSITY OF LAND USES – allowing residents to meet their daily needs without relying on a private automobile;
- PRESERVING CULTURAL HERITAGE ASSETS; and
- HOUSING MIX & DIVERSITY – which provides opportunity for residents of all ages and income groups to live within the community, allowing residents to remain in their communities throughout the various stages in their lives.

3.2.2 Mobility

Sustainable mobility measures rely on the following:

- A FINE GRAIN BLOCK PATTERN WITH CONNECTED STREET – to provide walkable distances;
- A VARIETY OF TRANSPORTATION OPTIONS – increasing multi-modal options and opportunities for residents to walk, cycle or use public transportation where possible;
- A FOCUS ON ACTIVE TRANSPORTATION – the 2019 Council endorsed Active Transportation Master Plan is intended to serve as a practical guide to assist out growing City that is faced with travel demand and

automobile congestion while finding ways to still move people and goods. Providing accessible trails, connected bicycle routes, and network of pedestrian friendly connections and streetscapes.

- MINIMIZE NEED FOR ON-STREET PARKING – providing adequate on-site parking options to ensure all residents have access to parking, including second and third units;
- ATTRACTIVE & PEDESTRIAN SUPPORTIVE STREETS – designing a public realm that is pedestrian friendly, and a safe and accessible environment that promotes walkability; and
- ACCESSIBILITY FOR VULNERABLE POPULATION GROUPS – accommodating children, elderly, disabled and low income individuals, and allowing people of all income groups and various stages of their life cycle to live within an inclusive community.

3.2.3 Natural Environment and Open Space

The West Humber River and its Tributaries are a defining element within Block 47-1 and Block 47-2. The sustainability measures for these natural heritage areas, open spaces and proposed neighbourhood and community parks are:

- PRESERVE & ENHANCE THE NATURAL HERITAGE SYSTEM – to ensure the health of the environment and support recreational and cultural opportunities throughout the City of Brampton; and
- EASY ACCESS TO PARKS & OPEN SPACES – allowing all residents a diverse range of recreational opportunities and promoting an active lifestyle.

3.2.4 Green Infrastructure and Building

New buildings and communities should be designed to promote energy conservation and the responsible use of resources. The following indicators are designed to maximize sustainable community and building practices:

- Energy Conservation
- Water Use and Management
- Stormwater Management
- Material Resources and Solid Waste
- Air Quality
- Lighting
- Green Buildings/Green Sites
- Stewardship and Education

Figure 1-9: Example of a Multi-use Pathway

3.3 Active Transportation

The City of Brampton encourages various modes of active transportation (transit, walking, cycling) as an alternate to vehicular transportation. The 2019 Active Transportation Master Plan focuses on establishing a well connected network that makes travel by bike and walking a safe and desirable options for residents traveling to school, work, recreation and other trips.

Existing and planned pathways and trails have been identified on the Composite Active Transportation Plan provided in Figure 1-10. All proposed trails are compliant with 2019 Active Transportation Plan, refer to Exhibit 4.16: Proposed Network and Facility Type for more information. Individual Active Transportation Plans for Block 47-1 and Block 47-2 can be found in Appendix D.

The following components of a successful active transportation network have been adopted through Block 47-1 and Block 47-2:

- A COHESIVE NETWORK OF ACTIVE TRANSPORTATION FACILITIES – connected pedestrian and cycling routes and trails that are fully integrated with transit services;
- ACCESSIBLE ROAD AND ACTIVE TRANSPORTATION LINKS THROUGHOUT THE COMMUNITY – mobility options to local destinations;
- A STRONG PEDESTRIAN NETWORK – street and block patterns that emphasize connections and walkability;
- SAFE CONNECTIONS BETWEEN SCHOOLS AND NEIGHBOURHOODS – traffic calming measures and public transportation access to be located near school sites;
- AN EXTENSIVE BICYCLING NETWORK – including both on-road bike lanes and off-road multi-use trails and bike facilities that are strategically located at major destinations throughout the community;
- A CLEARLY MARKED ACTIVE TRANSPORTATION NETWORK – a continuous and identifiable network of trails that connects with the community's natural heritage and open space system with strategically located pedestrian and bike crossings;
- ACCESSIBLE AND BARRIER-FREE TRAILS – accommodating a range of users and abilities on all trails and pathways;
- MINIMAL IMPACT ON THE NATURAL HERITAGE SYSTEM – reducing potential impact of trails and human use on the natural environment; and
- CONNECTIONS ACROSS VALLEYLANDS

  – Provide appropriate cross-valley connections for all users of the active transportation network;

  – All trails within, or connecting to, the NHS, shall require detailed study to affirm the feasibility of construction. Alignments currently shown are subject to change pending further input from agency and consultant team representatives.

  – Proposed paths/lanes that are part of the existing/proposed road right-of-ways (ROW), must be compliant with the City's Engineering & Design Standard Drawings.

Note: All development applications within Block Plan 47-1 and 47-2 will be subject to the Active Transportation infrastructure requirements outlined in the Active Transportation Master Plan.

Note:

Trail and bridge: The location of the bridge walkways and crossings conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. The work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.

Park Designs: The designs and details of the Park Designs are conceptual only and will be finalized at the Subdivision Stage by the City's Park Planning and Open Space section.

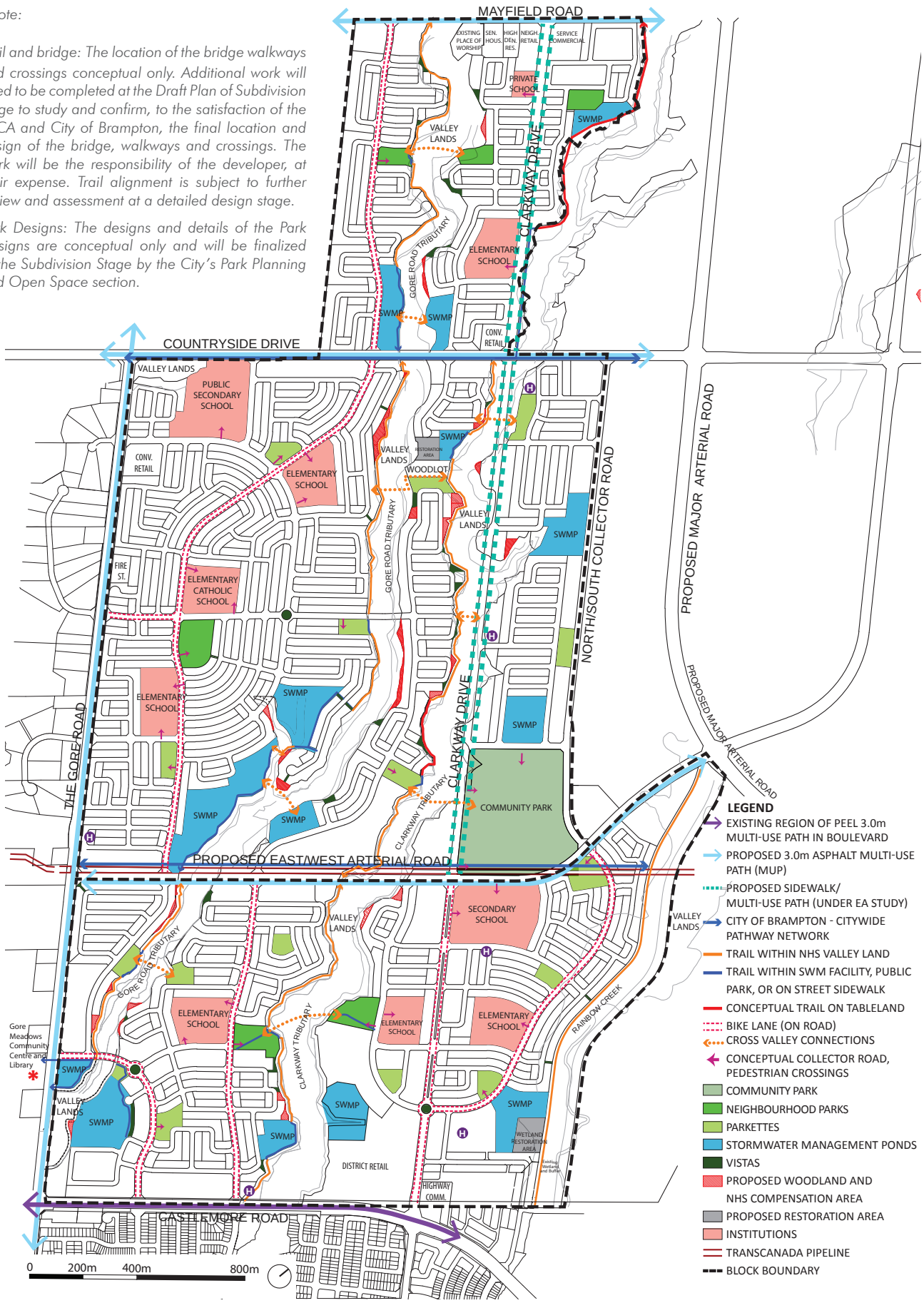

Figure 1-10: Composite Active Transportation Map for Block 47-1 and Block 47-2

Note: Detailed trail configurations will be finalized at the draft plan of subdivision stage.

3.4 Park Accessibility

The proposed open space network includes a strategic distribution of parks linked by a comprehensive active transportation network that *"encourages residents to walk and cycle, in addition to providing meeting and gathering places within a community"* in accordance with the SCDG's.

Within Block 47-1 and Block 47-2, there are 16 Parkettes, 6 Neighbourhood Parks and 1 Community Park for a total of 33.89 ha (83.71 ac) of parkland.

Number of Street Frontages

Park A	1*
Park B	2*
Park C	1*
Park D	3
Park E	1*
Park F	3
Park G	1*
Park H	2
Park I	2
Park J	3
Park K	4
Park L	2
Park M	2*
Park N	2
Park O	2*
Park P	2
Park Q	4
Park R	1*
Park S	2*
Park T	2*
Park U	2*
Park V	3
Community Park	4

*NOTE: * Indicates parks that are adjacent to the natural heritage system and has both physical and visual exposure to the public realm through the trail network.*

The total parkland service level calculation for Blocks 47-1 and 47-2 is approximately 3.5 acres per 1,000 persons. This calculation factors in the proposed Community Park (39.53 acres) and all neighbourhood parks and parkettes (44.18 acres). It also factors in the existing Gore Meadows Community Centre (at approximately 30 acres) which serves as a Community Park and although not directly within the Block Plan boundaries, it is a key component that will serve the recreational needs of the future community. All parkland within Blocks 47-1 and 47-2 will be subject to a Master Parkland Conveyance Agreement. Furthermore, it should be taken into consideration that the Block Plans will also provide for ample open space opportunities via a trail system through the three tributaries that form the Natural Heritage System of the Block Plan areas. All parkland within Blocks 47-1 and 47-2 will be subject to a Master Parkland Conveyance Agreement, which will be prepared and executed to the satisfaction of the City of Brampton. The Master Parkland Conveyance Agreement will implement the parkland strategy that was reviewed and approved by way of a settlement at the Ontario Land Tribunal.

Park locations designed to allow for safe access to parks (i.e. pedestrian/cycle crossing of roadways). Greater detail about park sizes and park programming for all parks within Block 47-1 are found in Section 5.3.9 and park programming for Block 47-2 is detailed in Sections 6.3.7 and 6.3.8 of these Community Design Guidelines.

*Note:

Trail and bridge: The location of the bridge walkways and crossings conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. The work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.

Park Designs: The designs and details of the Park Designs are conceptual only and will be finalized at the Subdivision Stage by the City's Park Planning and Open Space section.

Figure 1-11: Composite Parks and Street Frontages Map for Block 47-1 and Block 47-2

The following general park accessibility measures are to be adopted in all parks throughout Block 47-1 and Block 47-2:

- A VARIETY OF PARK SIZES – provide accessible, connected, and diverse parks that provide opportunities for all residents to enjoy a range of passive and active recreation;
- VISIBLE STREET ACCESS – where possible, provide two or more visible road frontages for all parks;
- SAFE ACCESS AND ACCESSIBLE ROUTES TO PARK – provide pedestrian and cycling routes through parks that may be used by all residents;
- DESIGNED FOR SAFETY – apply Crime Prevention through Environmental Design (CPTED) principles to all park designs; and
- NIGHT SKY LIGHTING – provide adequate lighting throughout the park that is dark sky compliant.

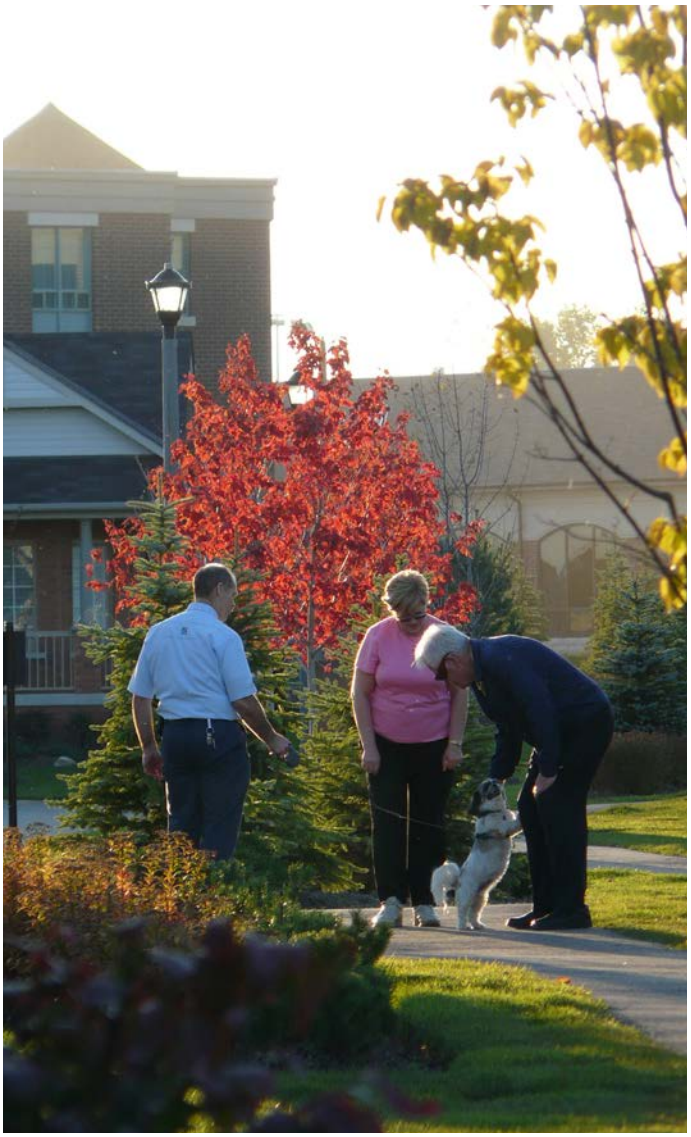

Figure 1-12: Example of an Accessible Route Through a Park

3.5 Natural Heritage Connections

The City of Brampton values the Natural Heritage System as it contributes to the character of individual communities and the greater Brampton area. As stated in the SCDG's, development will "integrate the NHS as a key structural element of each neighbourhood". Connecting people with nature and fostering stewardship and pride for the natural heritage system is also emphasized in the Brampton Eco Park Strategy.

Within Block 47-1 and Block 47-2, three natural heritage valleyland features exist as the core structuring elements of the community; The Gore Road Tributary, the Clarkway Tributary and the Rainbow Creek Tributary. The conservation and preservation of these natural heritage features are required by the City and are identified as one of the four main goals within the Community Design Framework.

Proposed connections across the valleylands have been identified on the Composite Active Transportation Plan provided in Figure 1-10 on page 21.

All proposed valleyland connections are preliminary and subject to the findings of an Environmental Implementation Report, to be reviewed in more detail at the Draft Plan stage. Detailed Trail & Bridge Valley Crossings for Block 47-1 and 47-2 are found in Section 5.3.4 and 6.3.3 of these Community Design Guidelines, respectively.

The following objectives will assist in achieving an integrated and well connected Natural Heritage System:

- INTEGRATE THE NHS & PROVIDE ACCESS THROUGHOUT THE COMMUNITY – provide views, vista with NHS and valleyland access through the appropriate use of window streets, vista lookouts and connection blocks;
- INCORPORATE ACTIVE TRANSPORTATION THROUGH THE NHS – provide route and trail connections to the NHS that create opportunities for active transportation; and
- CONNECTIONS TO THE OPEN SPACE NETWORK – connect the NHS to the local and regional open space network to preserve ecological system connections.

Figure 1-13: Example of a Natural Heritage System Crossing

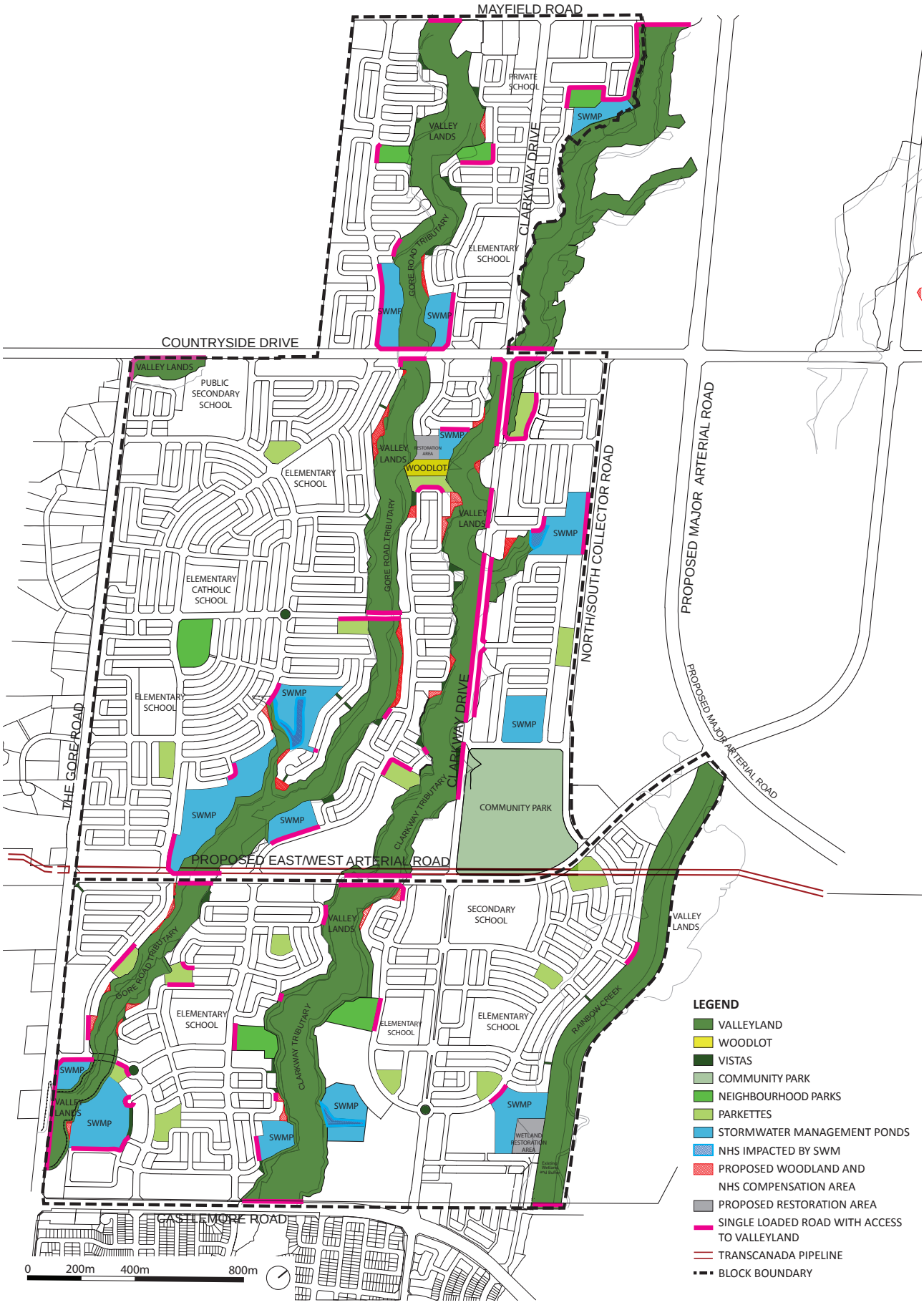

Figure 1-14: Composite Natural Heritage Map for Block 47-1 and Block 47-2

4.0 Implementation

The Community Design Guidelines (CDG's) document must be prepared as part of the Block Plan stage of development, upon Secondary Plan approval. The Community Design Framework (CDF), approved in March 2016 and new Brampton 2040 Planning Vision document (May 2018) will guide the CDG's at the Block Plan creation stage in defining Special Character Areas and establishing design measures to make the community unique.

4.1 Outstanding Work

Implementation of the CDG's is dependent upon the completion of several supporting studies. The final design for the Block Plan will had regard for these studies and will not necessitate amendment to the CDG's document. The Community Design Guidelines document will have regard for the following supporting studies:

- Functional Servicing Report (FSR);
- Environmental Impact Study (EIS);
- Transportation Study;
- Planning Justification Report; and
- Growth Management and Development Staging Study.

4.2 Conformity of the Community Design Guidelines

All development applications shall have regard for the requirements set out in this document. If development application significantly deviated from the requirements set out in this Community Design Guidelines, amendments or a Design Brief will be provided by the applicants, for approval by the City.

4.2.1 Architectural Design Review & Approval Process

Ground related residential development is subject to the provisions of "Architectural Control Guidelines for Ground Related Residential Development" Chapter 7 of the Development Design Guidelines added through Council approval on August 6, 2008 and associated fees as per By-Law 110-2010. As the DDG's may evolve and be updated, developers and their consultants shall verify with Community Design Staff the latest version of the approved document in force.

In addition to these Design Review Process requirements, all buildings proposed for the "Special Character Areas" within the community will be reviewed by the Design Control Architect in conjunction with City Urban Design staff. Refer to Section 7.0 of the ACGGRD for further design guidelines for "Design Review and Approval Process."

4.3 Builders' Responsibilities

Builders or their Designers (the "Applicant") shall submit drawings and schedules relating to proposed construction to the Design Control Architect (W Architect Inc.). The Design Control Architect will review all submissions for compliance with these design guidelines. Where submittals are in compliance with these guidelines, the Design Control Architect will apply a stamp for the sole purpose of indicating such compliance. Submittals include:

- Preliminary designs;
- Working Drawings;
- Material and colour schedule; and
- Site Plans.

Within the Block Plan, the Design Control Architect shall review all developments subject to Site Plan Approval from the perspective that they are in conformity with the approved guidelines and contextually fit into the community. Detailed Design Review will be conducted through the Site Plan Approval Process by the City staff.

4.3.1 Role of the Control Architect

Prior to any sales occurring, at the start of the project, the Control Architect and City will arrange a meeting with the developers, house designers, landscape architect , site supervisors, builders, and Sales staff to ensure all stakeholders are familiar with the expectations for housing design and construction quality. The Control Architect will conduct periodic site visits to report on any non-compliance with these Guidelines.

Approvals by the Design Control Architect do not release the applicant from compliance with other approval agencies. The applicant is therefore responsible for ensuring compliance with:

- Municipal transportation requirements;
- Municipal zoning requirements;
- Municipal development engineering standards;
- Ontario Building Code regulations; and
- Grading requirements, as set out by the project engineer.

Preliminary Approval of building elevations and exterior building materials and colours is required prior to marketing or sales of houses.

The Applicant or any assigns or heirs must market and construct buildings in compliance with the approvals and guidelines requirements. The Design Control Architect may charge a fee to the Applicant over and above any normally applicable Design Control fees, for work required to resolve non-compliance with this guideline, both in the drawing phase and during construction.

The Design Review Process described in these guidelines will apply to all land uses in the community, including parks and open spaces, and lots or blocks subject to Site Plan Approval by the Municipality. Approvals by the Design Control Architect do not release the applicant from compliance with other approval agencies. The applicant is therefore responsible for ensuring compliance with:

- Municipal zoning requirements;
- Municipal development engineering standards;
- Ontario Building Code regulations; and
- Grading requirements, as set out by the project engineer.

4.4 Detailed Landscape Drawings

Detailed landscape drawings and streetscape drawings, based on the approved CDG's, shall be prepared by the Landscape Architect employed by each developer and will be reviewed for approval by the City of Brampton Open Space Development staff.

4.4.1 Monitoring for Compliance

The developer shall employ a Control Landscape Architect to conduct discretionary and periodic site review and inspections to monitor general compliance and is in keeping with the Design Guidelines and approved Plans.

4.5 Cost Sharing Matrix

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
A. STREETSCAPE		
Street trees- 70 mm cal., boulevard tree pits and grates, subsurface drainage, irrigation (Clarkway Drive - Live/Work Units)		■
Street trees- 70 mm cal., top soil and soded boulevard		■
Decorative units paving along curb and sidewalk		■
Enhanced paved crosswalks		■
Gateway elements/markers - corner features with planting, water service and irrigation, median with paving, planting and irrigation as required		■
Landscaped roundabouts		■
Street lighting		■
Fencing-wood privacy, wood acoustic, decorative metal		■
Street furniture-benches, waste receptacles, bike racks, bollards		■
Community mailbox areas - hard surfacing, topsoil, sod and any planting		■
Note: Any enhancements that exceeds the City of Brampton`s standard service level will be a developer cost.		
B. PARK BLOCKS-LOCAL PARKS, PARKETTES AND VEST POCKETS		
Rough grading		■
Fine grading, topsoil, sodding and tree planting	■	
Walkways, seating area paving, paving under shade structures, benches and waste receptacle pads	■	
Drainage system, storm lines	■	
Signage, landscape furniture and lighting	■	
Playgrounds to standard and approval of the City	■	
Alternative play feature (water play), if required by the City	■	
Shade structure	■	
Multi purpose play court, minor skate park	■	
Entry feature decorative paving and seating areas at entry		■
Perimeter fence, where required by the City		■
Pathway within existing DC service level	■	
Parking lot	■	
Note: Any enhancements that exceeds the City of Brampton`s standard service level will be a developer cost.		
Note: The City of Brampton`s standard service level for shade structures is 1 for every 2 parks.		

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
C. TOWN SQUARES WITHIN MIXED USE NODES		
Cost responsibility distribution for the Town Square is deferred to the Town Centre Design Brief. Please refer to the approved Town Centre UDB for details.		
D. VISTA BLOCKS		
Grading, topsoil, sodding and tree planting		
Perimeter fencing, where required by the City		
Trail connections		
Trailhead enhancements, including site furniture, signage and barriers, if required by the City		
Note: Any enhancements that exceeds the City of Brampton`s standard service level will be a developer cost.		
E. GREEN SYSTEM TRAIL		
Multi-use trail through Natural Heritage System, surface material to be determined, lighting (if required by the City)		
Pedestrian trail crossings of NHS, including bridge structure, if required by the City		
Trailhead enhancements, including site furniture, signage and barriers, if required by the		
City Interpretive and way-finding signage		
Planting within 10.0m environmental buffer		
Note: Any enhancements that exceeds the City of Brampton`s standard service level will be a developer cost.		
F. STORM WATER MANAGEMENT FACILITIES		
Topsoil, seeding, sodding aquatic and woody shrub and tree planting, per City of Brampton standards		
Planting in excess of City of Brampton standards sizes and densities		
Pedestrian lookout, site furniture and pathway		
Pedestrian entrance including low feature wall, signage, planting, architectural element, as required		
Note: Any enhancements that exceeds the City of Brampton`s standard service level will be a developer cost.		

4.6 Preliminary Review

The Applicant shall submit the following information to the Control Architect and Consulting Landscape Architect, as applicable, for preliminary review and approval.

- House Designs, including:
    - Master Sheet of Elevations; and
    - Floor plans.
- Special House Designs for Priority Locations for:
    - Gateway Lots;
    - Corner Lots; and
    - Side and Rear Elevation Upgrades, where applicable.
- Exterior Colours and Materials, including:
    - Preliminary Selection Chart; and
    - Samples.
- Sitings, including:
    - Site Plan; and
    - Streetscape drawing reflecting actual grading conditions.

The content presented for preliminary review need not be highly detailed, but should be sufficiently representative to assess how the submission addresses the requirements of these guidelines. All items requiring review and approval should be discussed at this preliminary stage. This procedure will help reduce the possibility of design issues arising when detailed drawings are being prepared.

Satisfactory submissions will be stamped "Preliminary Approval" after review by the Control Architect and/or the Consulting Landscape Architect, as applicable. The Control Architect and/or the Consulting Landscape Architect, will keep a copy on file. The Control Architect and/or the Consulting Landscape Architect, will notify the City of Brampton in writing, when the Applicant's models have been Preliminary Approved.

4.7 Final Review and Approval

4.7.1 Working Drawings

The Applicant shall submit Working Drawings to the Control Architect for final review and approval, prior to submitting to the City for Building Permit application.

Satisfactory working drawing submissions will be stamped for Final Approval by the Control Architect. The Control Architect will keep a copy on file. The Control Architect will notify the City of Brampton in writing, when the Applicant's working drawings have been final approved.

4.7.2 Site Plans

The Applicant shall submit site plans and streetscape drawings to the Control Architect and/or the Consulting Landscape Architect, as applicable, for review and approval. Site plans and streetscape drawings shall identify the selected models and elevation type.

Satisfactory Site Plan submissions will be stamped for Final Approval by the Control Architect and/or the Consulting Landscape Architect, as applicable. The Control Architect and/or the Consulting Landscape Architect will keep a copy on file. The Control Architect and/or the Consulting Landscape Architect will notify the City of Brampton when the Applicant's site plans and streetscape drawings have final approval.

4.7.3 Master Sheet of Elevations

After approval of working drawings, the Applicant shall submit a Master Sheet of Elevations, Final Review and Approval. These Master Sheets shall show the front and flankage elevations (for corner houses) of all approved models, and shall be arranged by lot size and unit type. This submittal shall be made prior to the review and approval of Site Plans. Satisfactory Master Sheet submissions shall be stamped "Approved" by the Control Architect and returned to the Applicant. The Control Architect will keep a copy on file.

4.7.4 Exterior Colour Packages

The Applicant shall submit an Exterior Building Material and Colour Schedule along with material sample boards for review and approval. The sample boards shall be provided to supplement the review of the exterior materials and colours selected. The Control Architect may comment and/or make suggestions to the applicant should the selections not comply with the intent of these guidelines.

Satisfactory colour and material schedules and boards will be stamped "Approved" by the Control Architect, and returned to the Applicant along with the submitted sample boards.

4.7.5 Exterior Colour Selections

The exterior colour selections for the individual lots and Blocks should be submitted to the Control Architect by the time of final approval of the site plan. Failure to provide these colour selections within 2 weeks, following the final approval of the site plan, entitles the Control Architect to refuse processing any submissions until the information has been provided.

4.8 Site Reviews

The Control Architect will conduct discretionary and periodic site reviews to monitor general compliance with the approved drawings. The Control Architect will also meet on site with the City's representative to review progress during the construction phases of the block.

4.9 Data Recording

The Control Architect will maintain a project binder that contains all pertinent information related to approvals, all correspondence, site reports, guidelines and any addenda, priority lot plan, and siting approval plan. This binder will be submitted to the City when all the work has been completed prior to assumption of plans of subdivision by the City.

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PART II- BLOCK 47-1

5.0 Community Design Plan

The Block 47-1 Community Design Plan was established through the identification and delineation of major structuring elements, special character areas, and the overall character, identity and built form of the community, as shown in Figure 2-1.

5.1 Structuring Elements

The structuring elements for Block 47-1 define the overall framework for the site, dictating where various neighbourhoods, land uses and their street networks will be established.

5.1.1 Circulation Networks

The street network within Block 47-1 will be attractive, connected, accessible and pedestrian oriented in design. It will support multiple modes of transportation including pedestrian, bicycle, public transit and automobile traffic. The street network will be based off of external road edges and existing connections to the site, as described below.

5.1.1.1 COMMUNITY EDGES

The Gore Road is a major regional arterial constituting the western edge of Block 47-1. This edge is predominantly rural in nature, and has some estate housing and an open space system designation on its west side, according to Schedule A of Brampton's Official Plan, Office Consolidated 2013. The existing condition on the Gore Road include 4 lanes of traffic with a centre median and turning lanes at the intersections. There are sidewalks on the west side of The Gore Road and open ditches on both sides of the street. There is a multi-use path from Castlemore Road to the Gore Meadows Community Centre on the west side of the street. A significant part of the frontage comprises existing single-detached houses which are located on TRCA regulated areas thereby limiting the potential for redevelopment. New development within the Block 47-1 edge along The Gore Road will consist of predominantly high and medium density residential with opportunities for mixed use. The proposed development along the interface of The Gore Road will have built form that is designed with appropriate building heights, setbacks and stepbacks. The Gore Road is a Regional Road and streetscaping is under the jurisdiction of the Region of Peel. The Gore Road is proposed to have a 50.5 metre right-of-way and will continue to accomodate 4 lanes of traffic. The multi-use path is envisioned to continue north along the west side of the street. The proposed developments should include appropriate landscape and streetscape design and shall provide pedestrian connections to the sidewalk along The Gore Road and the proposed development. More details will be provided in the Addendum to the Community Design Guidelines for Block 47-1 and 47-2 Town Centre Guidelines (Town Centre Guidelines).

Castlemore Road is the southern edge of Block 47-1 and is a major City arterial road. The existing conditions on Castlemore Road include 4 lanes of traffic with a centre median and turning lanes at the intersections. Castlemore Road accomodates one sidewalk on the north side of the street and a multi-use path on the south side of the street. The Bram East residential development on the south side of Castlemore Road consists of low / medium density housing. The north side of the road will be high and medium density residential with supportive commercial and retail centres as a gateway to Clarkway Drive. The proposed development along the interface of Castlemore Road will have built form that is designed with appropriate building heights, setbacks and stepbacks to create a comfortable, pedestrian friendly streetscape. The proposed

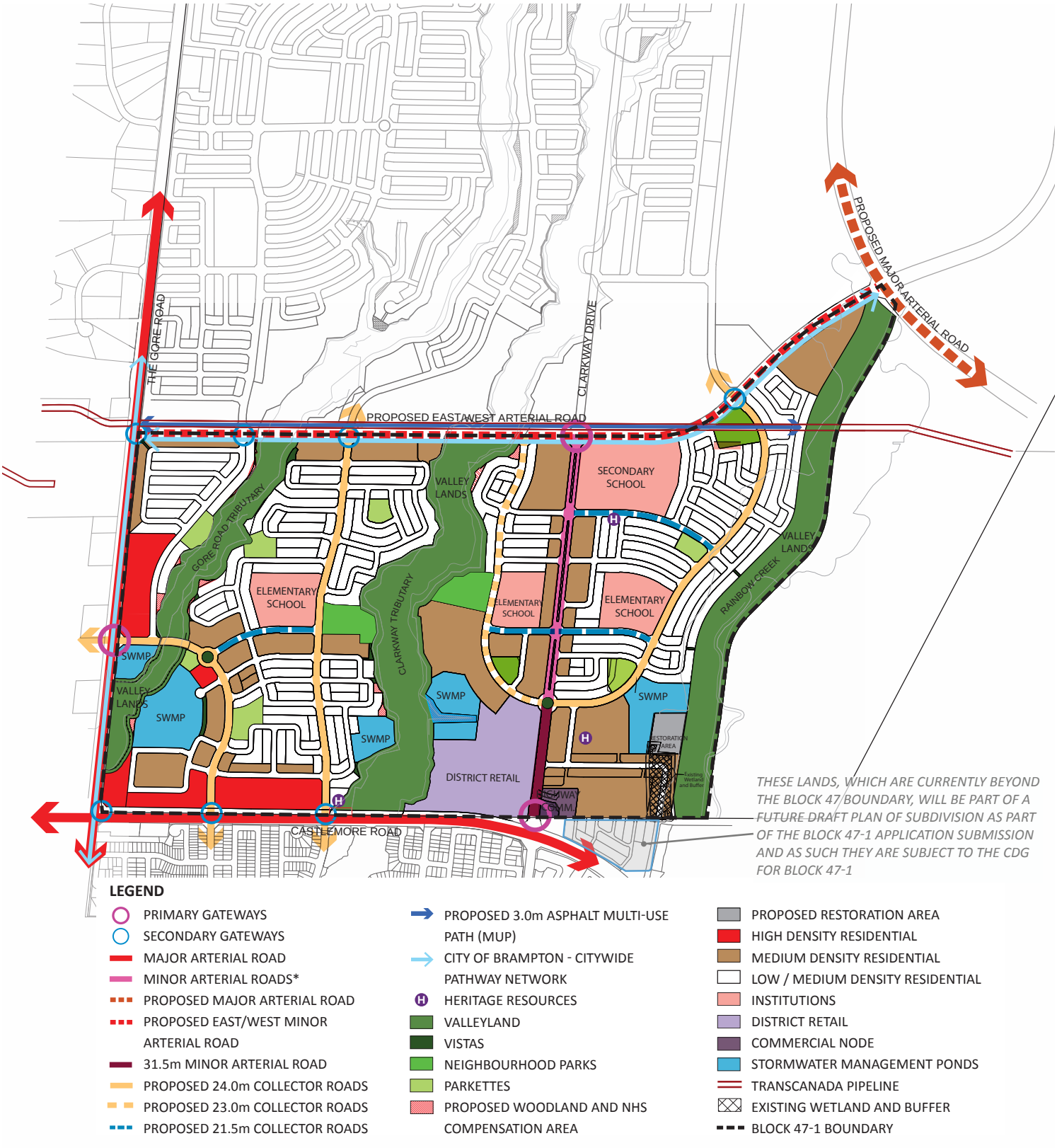


Figure 2-1: Block 47-1 Community Structure Plan

developments should include appropriate landscape and streetscape design and shall provide pedestrian connections to the sidewalk along Castlemore Road. It is anticipated that Castlemore Road will become a Regional Road under the jurisdiction of the Region of Peel. Castlemore Road is proposed to have a 50.5 metre right-of-way and will accomodate 6 lanes of traffic. More details will be provided in the Town Centre Guidelines. Castlemore Road crosses both the Clarkway Tributary and Rainbow Creek.

The East/West Arterial Road forms the northern edge of Block 47-1 and is identified as a minor arterial road in the City of Brampton's Official Plan. The East/West Arterial Road is internal to Secondary Plan Area 47, and forms the boundary between Block 47-1 and Block 47-2 (discussed in Part III of these Community Design Guidelines), running parallel to the TransCanada Pipeline. The East/West Arterial Road crosses The Gore Road Tributary and the Clarkway Tributary. The south side of the road will consist of predominantly medium density residential and a public Secondary School. The East/West Arterial Road crosses both The Gore Road Tributary and Clarkway Tributary.

The Rainbow Creek and Associated Valleyland forms the eastern edge of Block 47-1, separating it from the adjacent business park to the east, which forms part of Block 47-3 (not part of these guidelines). It provides a soft edge and transition for Block 47-1, and formally divides the road network.

5.1.1.2 ROAD NETWORK

The Block 47-1 road network (Figure 2-2) responds to cues from the existing road connections surrounding the site and the valleys and topographical features of the three West Humber River Tributaries that intersect the site. The road network is based on a system of interconnected collector and local roads, stemming from the arterial roads lining the Block's edges and from the main spine of Clarkway Drive. Streets throughout Block 47-1 should promote a pedestrian scale and facilitate alternative modes of transportation. The City of Brampton and Region of Peel are undertaking a Class Environmental Assessment (EA) study on existing and proposed arterial road. The final configuration of arterials will be determined through the EA study.

CLARKWAY DRIVE

Clarkway Drive is identified as a minor arterial road in the Brampton Official Plan, and it is the only proposed minor arterial road in Block 47-1. As a result, it is identified as a major spine within the Area 47 Community Design Framework document. The Block 47-1 portion of Clarkway Drive is intended to be a strong "Main Street" spine, with district retail and commercial opportunities nearest to the Castlemore Road intersection, to the south. The character of the street then transitions to a mix of uses, including, residential, retail, live-work and institutional, towards the northerly East/West arterial road. The proposed built form typology along Clarkeway Drive shall not obstruct the public right of way with private residential driveway connections onto Clarkeway Drive.

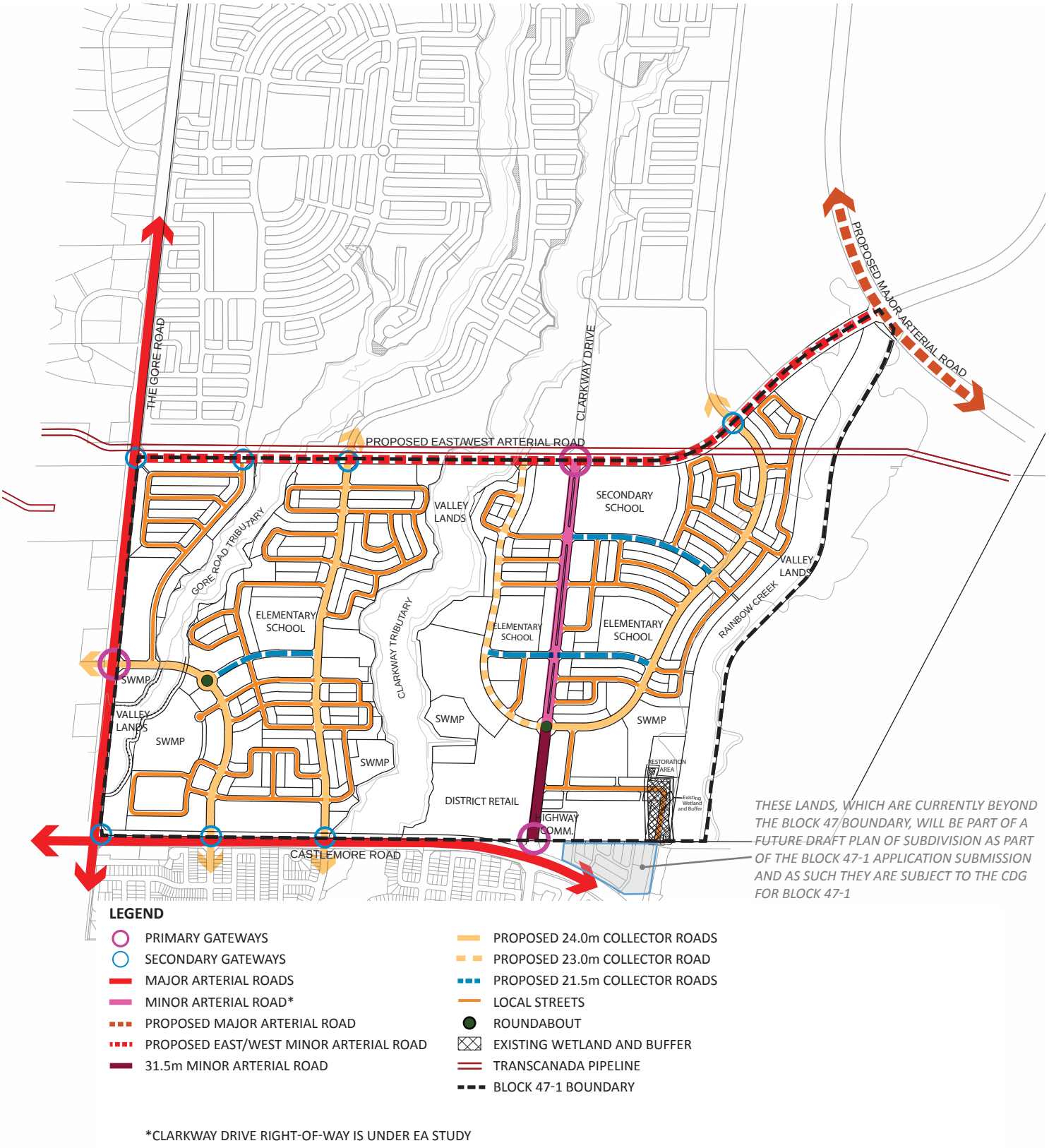


Figure 2-2: Block 47-1 Road Network

A roundabout is also proposed along Clarkway Drive, creating a soft transition of uses from mainly retail and commercial in the south, to the residential, medium density and institutional uses to the north. The roundabout is proposed on Clarkway Drive at the northeast corner of the District Retail block. Design guidelines specific to the character of the Clarkway "Main Street" Spine are provided in Section 5.2.3.

Clarkway Drive will provide:

- A roundabout, intended to transition the proposed uses from commercial and district retail to residential and mixed use;
- Lay-by parking for the portion of road north of the proposed roundabout and south of the East/West Arterial Road;
- A centre median provided at strategic locations to limit full access intersections;
- Four lanes of travel for the southern half of Clarkway Drive; two travel lanes for the northern half of Clarkway Drive; and
- 1.5m wide on-road bike lanes in both directions with appropriate signage.

The ultimate configuration of Clarkway Drive is still under City study and also subject to review by City Traffic Planning.

Figure 2-3: Example of a Local Street with Laneway Townhouses

EXISTING & PROPOSED MAJOR ARTERIAL ROADS

The community edges of Castlemore Road, The Gore Road and the proposed East/West Arterial Road form the three major arterials within the Block 47-1 immediate context. These road connections are essential as they provide access to distinct neighbourhoods within the Block that are otherwise divided by the natural heritage system. These arterials also connect Block 47-1 to surrounding neighbourhoods, outside of the Area 47 boundary. Arterial roads should be designed in accordance with the design guidelines presented in Part V – Block Plan Design Guidelines / Section 3.0 Street Network of the DDG's.

PROPOSED ARTERIAL ROADS

The East/West Arterial Road is a proposed minor arterial road, and forms the northern edge of Block 47-1. The East/West Arterial Road runs adjacent to the TransCanada Pipeline, and turns north, east of Clarkway Drive, prior to crossing Rainbow Creek and associated valleyland. This minor arterial road provides a significant east-west connection through Area 47 and intersects with Clarkway Drive to create the primary northern gateway for the Block 47-1 community. The road intersects with the proposed North/South Major Arterial Road to the east and continues as Coleraine Drive, which was altered to meet the intersection. The East/West Arterial Road is a primary connection between the residential neighbourhoods to the west and the employment uses to the east within Area 47.

PROPOSED COLLECTOR ROADS

Collector roads will connect neighbourhood centres and amenities to the network of arterial roads along the edge of the community and to the retail and commercial opportunities along the central spine of Clarkway Drive. The general right-of-way for minor collector roads in Block 47-1 should be 21.5 metres, 23.0 metres or 24.0-24.5 metres and should be designed in accordance with the design guidelines presented in Part V – Block Plan Design Guidelines / Section 3.0 Street Network of the DDG's. The Alternative Design Standard (ADS) of 21.5m will be considered by the City of Brampton where requested. Where possible, parks, open spaces, and schools should have significant views or street frontage on collector roads.

PROPOSED LOCAL STREETS

Local streets within Block 47-1 should be designed to provide a safe, pedestrian-scaled environment that fosters healthy and active lifestyles. These streets should respond to local natural features, provide visually diverse and attractive streetscapes, and promote natural wayfinding, accessibility and traffic calming. Local streets in Block 47-1 should be designed in accordance with the design guidelines presented in Part V – Block Plan Design Guidelines / Section 3.0 Street Network of the DDG's.

PRIVATE LANEWAYS

Medium density blocks are proposed in many locations within Block 47-1:

1. Along arterial roads and key corridors
2. Along collector roads
3. At key locations, where feasible such as east-west pedestrian connection
4. At roundabout locations

The following urban design principles emphasize the benefits of private laneway built form in a community:

- Safe and attractive pedestrian and cycling connection within the community;
- High quality public realm;
- Compact built form;
- Relocation of the driveways to the rear of the building creates a safe and attractive streetscape that is not interrupted by driveways;
- Opportunity to create strong building presence along the parks, arterial edges and collector roads;
- Increased density along primary transit routes and public spaces;
- Reduced surface parking; and
- Provide walkable and connected network of streets

Many of the medium density blocks will be subject to more detailed design review at the draft plan and/or site plan approval stage when private laneways shall be considered since they provide great benefits to the community design.

In addition to the principles listed above, additional benefits of private laneways is affordability and the opportunity to provide a variety of building typology, both of which support City's vision. There will be an opportunity to explore the proposal of public laneways during the Draft Plan of Subdivision stage and only in approved areas as determined by City Traffic Planning.

5.1.1.3 TRANSIT NETWORK

The transit network for streets within Block 47-1 has been identified in Schedule C of the City's Official Plan, as:

- A BRT corridor along Castlemore Road, lining the southern edge of Block 47-1; and
- Secondary transit corridors along The Gore Road, Clarkway Drive and the East/West Arterial Road, providing more direct access to neighbourhoods that are located deeper within Block 47-1 and Area 47 at large.

Streets and built form within the Block 47-1 community should be developed in a transit-supportive manner and should integrate the transit system at the earliest stages of planning. Routes and stop locations should be coordinated with pedestrian and bicycle networks and grouped with community facilities where possible. Mid-block transit stops should be located where safe pedestrian crossings are provided as part of the transit stop design and shall be designed as per OTM Book 15. Transit stop locations and design should be coordinated with streetscape elements, such as seating, trash receptacles and vending boxes, and should maintain clear site lines for pedestrian and vehicular safety. Design guidelines for transit systems are provided in *Part V – Block Plan Design Guidelines / Section 3.3 Transit System* of the DDG's.

5.1.1.4 TRAILS & PATHWAYS

Trails and pathways in Block 47-1 will provide alternative options to automobile travel, and should encourage residents and visitors to walk and cycle. This network of trails and pathways, shown in Figure 2-4, should be integrated with the community's open space features and proposed road system and should provide opportunities for safe and accessible recreation and commuter travel.

Trails and pathways should provide connections to natural heritage features, stormwater management ponds, public parks, schools, the Town Centre, the Clarkway Drive, and major arterial roads with public transit connections. Safe pedestrian and bike crossings should be provided at trail heads. Neighbourhood centres and special public spaces should generally be within a 5-10 minute walking distance to residents within Block 47-1. Pedestrian connections should also be established from arterial roads to window streets through pathways to ensure more direct access from neighbourhoods to primary and rapid transit routes on these roads.

The trails and pathway network includes active transportation infrastructure, proposed in the following hierarchy:

1. MULTI-USE PATH (IN BOULEVARD)
   - USERS: Cyclists, pedestrians, in-line skaters.
   - PROPOSED LOCATION: Major and Minor Arterials, including The Gore Road, and the Proposed East-West Arterial Road as well as the existing MUP on Castlemore Road (subject to the City's EA study)
2. MULTI-USE TRAIL (IN VALLEYLAND)
   - USERS: Cyclists, pedestrians, in-line skaters.
   - PROPOSED LOCATION: Within and adjacent to The Gore Road Tributary, Clarkway Tributary and Rainbow Creek valleylands.
3. BIKE LANE (ON ROAD)
   - USERS: Cyclists.
   - PROPOSED LOCATION: On Clarkway Drive and all 24.0 metre Collector Roads.

*Note:

Trail and bridge: The location of the bridge walkways and crossings conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. The work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage. Detailed trail configurations will be finalized at the draft plan of subdivision stage.

Park Designs: The designs and details of the Park Designs are conceptual only and will be finalized at the Subdivision Stage by the City's Park Planning and Open Space section.

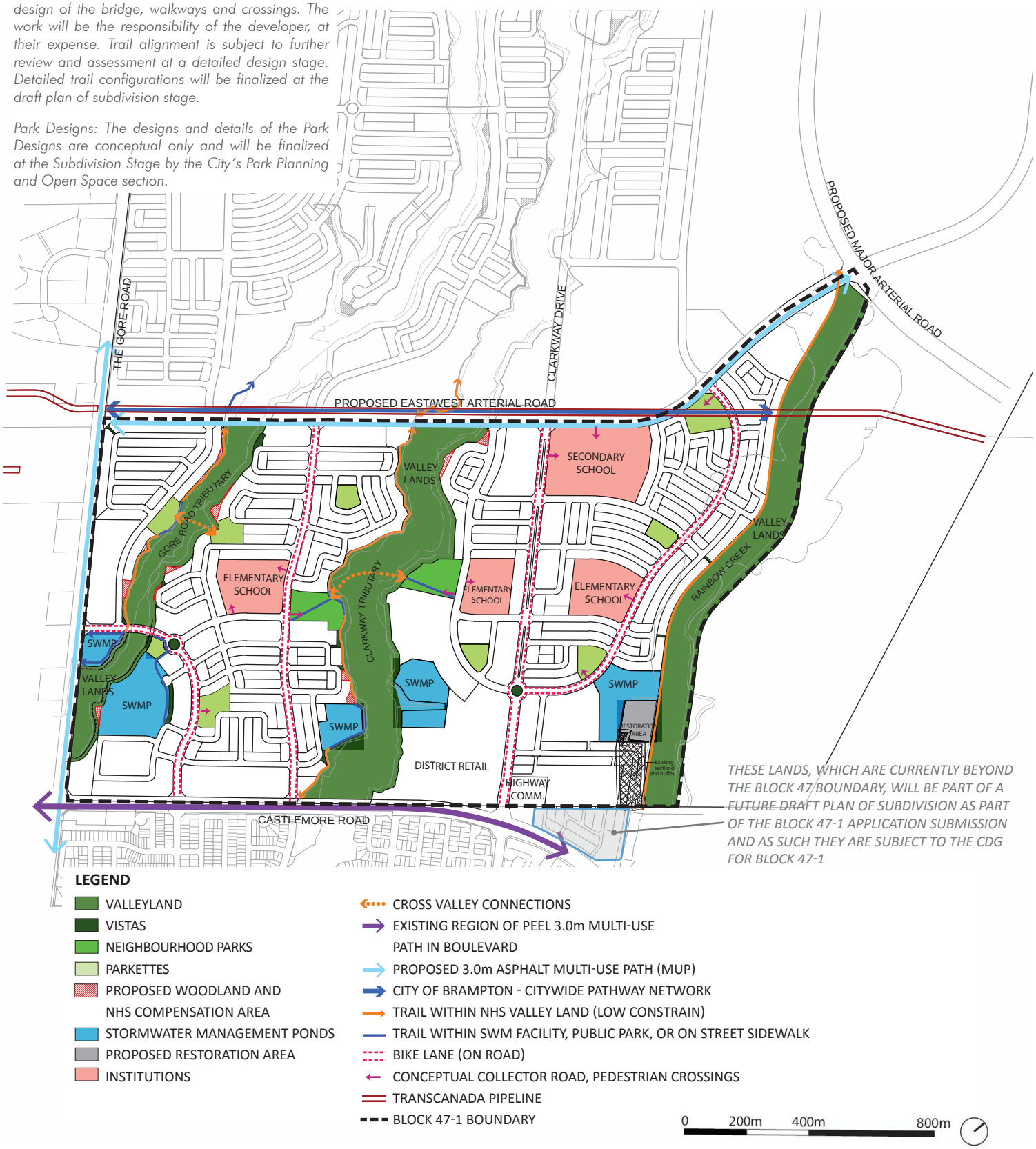


Figure 2-4: Block 47-1 Open Space and Active Transportation Connections Network

Please refer to Figure 1-10 and Appendix D for a comprehensive Active Transportation Map. Further design guidance for trail systems within Block 47-1 is provided in *Part V – Block Plan Design Guidelines / Section 2.3 Multi-Use Trail Systems* of the DDG's.

5.1.2 Open Space Network

The open space network within Block 47-1 is a major structuring element to the Community Design Plan. The topographic features and existing ecology provide significant benefits to the proposed communities and must be preserved. Combined with new parks, schools, and stormwater management facilities, these areas provide opportunities for active and passive recreational activities. The proposed open space network is illustrated in Figure 2-4.

5.1.2.1 NATURAL HERITAGE SYSTEM

The Block 47-1 natural heritage system includes the two tributaries of the Humber River, their associated valleylands and Rainbow Creek. These tributaries and creek will provide opportunities for enhanced passive recreation by providing trails along the natural heritage system. They also provide a natural aesthetic relief from the surrounding built form, and views of the natural heritage features are encouraged. The three systems are:

- The Gore Road Tributary east of The Gore Road extending north beyond the Block 47-1 boundary;
- Clarkway Tributary, the central tributary within Area 47; and
- Rainbow Creek, located along the eastern edge of Block 47-1.

Further design guidance for natural heritage features is provided in *Part V – Block Plan Design Guidelines / Section 2.4 Natural Features* of the DDG's.

5.1.2.2 NEIGHBOURHOOD PARKS & PARKETTES

The proposed Community Design Plan includes four parkettes and seven neighbourhood parks, ranging in size from 0.62 hectares to 1.51 hectares. These parks and parkettes are generally located along collector roads and/or adjacent to the natural heritage system and proposed stormwater management ponds. A hierarchy of parks is identified in *Part V – Block Plan Design Guidelines / Section 2.1 Parks* of the DDG's, followed by design guidelines for each type of park. In accordance with these guidelines, neighbourhood parks and parkettes should:

- Be in the centre of proposed neighbourhoods, and where possible, they should be close to schools;
- Be designed to reinforce the urban relationship between open space and built form;
- Provide key recreational and social gathering space for residents;
- Provide safe and accessible playgrounds to encourage active play for children; and
- Provide trail connections and access to recreational facilities to and from neighbourhoods and adjacent schools and open space.

The programming of neighbourhood parks and parkettes will be determined through consultation with City of Brampton Staff. Strategic distribution of recreational facilities is recommended to ensure a balance and equal opportunities for access across all areas of Block 47-1. Landscape guidelines for neighbourhood parks and parkettes can be found in Section 5.3.9.

Parks designed next to NHS should recommend transition zones to blend the park with the NHS.

5.1.2.3 STORMWATER MANAGEMENT PONDS

The Block 47-1 area proposes the integration of five stormwater management facilities along the banks of the Humber River tributaries (two stormwater management ponds along Gore Road and Clarkway tributary and one stormwater management pond along Rainbow Creek, including the wetland restoration area). These facilities will be naturalized and will help to treat stormwater runoff, prior to reintroducing it into the three tributaries. This process will help to sustain the environmental quality and integrity of the natural heritage systems. Stormwater management ponds promote sustainability and improve ecological habitat. They may also act as educational tools for schools within close proximity.

Stormwater management ponds also act as extensions to public parks as they provide opportunities for passive recreation through extended trail networks and connections to the natural heritage system. Further design guidance for stormwater management ponds is provided in Part V – Block Plan Design Guidelines / Section 2.5 Stormwater Management Facilities. Detailed landscape guidelines for stormwater ponds that lie within Block 47-1 can be found in Section 5.3.10.

5.1.2.4 TRANSCANADA PIPELINE

The TransCanada Pipeline (TCPL) runs along the northern edge of the East/West Arterial Road in Block 47-2. A segment of the TCPL traverses the northeast portion of Block 47-1, east of Clarkway Drive, as the East/West Arterial Road curves northward to intersect with the proposed North/South Major Arterial Road. This portion of the TCPL borders a neighbourhood park/parkette and low density residential uses before crossing Rainbow Creek and ecological linkage corridors.

A pedestrian pathway will span across Area 47 along the edge of the TCPL, providing access to the Humber River tributaries.

5.1.3 Neighbourhoods

There are six proposed neighbourhoods in the Block 47-1 area, as shown in Figure 2-5. These neighbourhoods are primarily structured by the protected natural heritage features and proposed arterial and collector road system. Each of these neighbourhoods aim to capture neighbourhood-oriented amenities within a 400 metre walking radius (an approximate 5 minute walking distance). Neighbourhood-oriented amenities include parks, schools, transit stops, stormwater management ponds, open space and pathway networks, commercial blocks, and neighbourhood and convenience retail stores. Further design guidance for neighbourhoods is provided in Part V – Block Plan Design Guidelines / Section 1.0 Community Structure of the DDG's.

Figure 2-5: Block 47-1 Neighbourhoods

5.1.4 Land Use Mix and Distribution

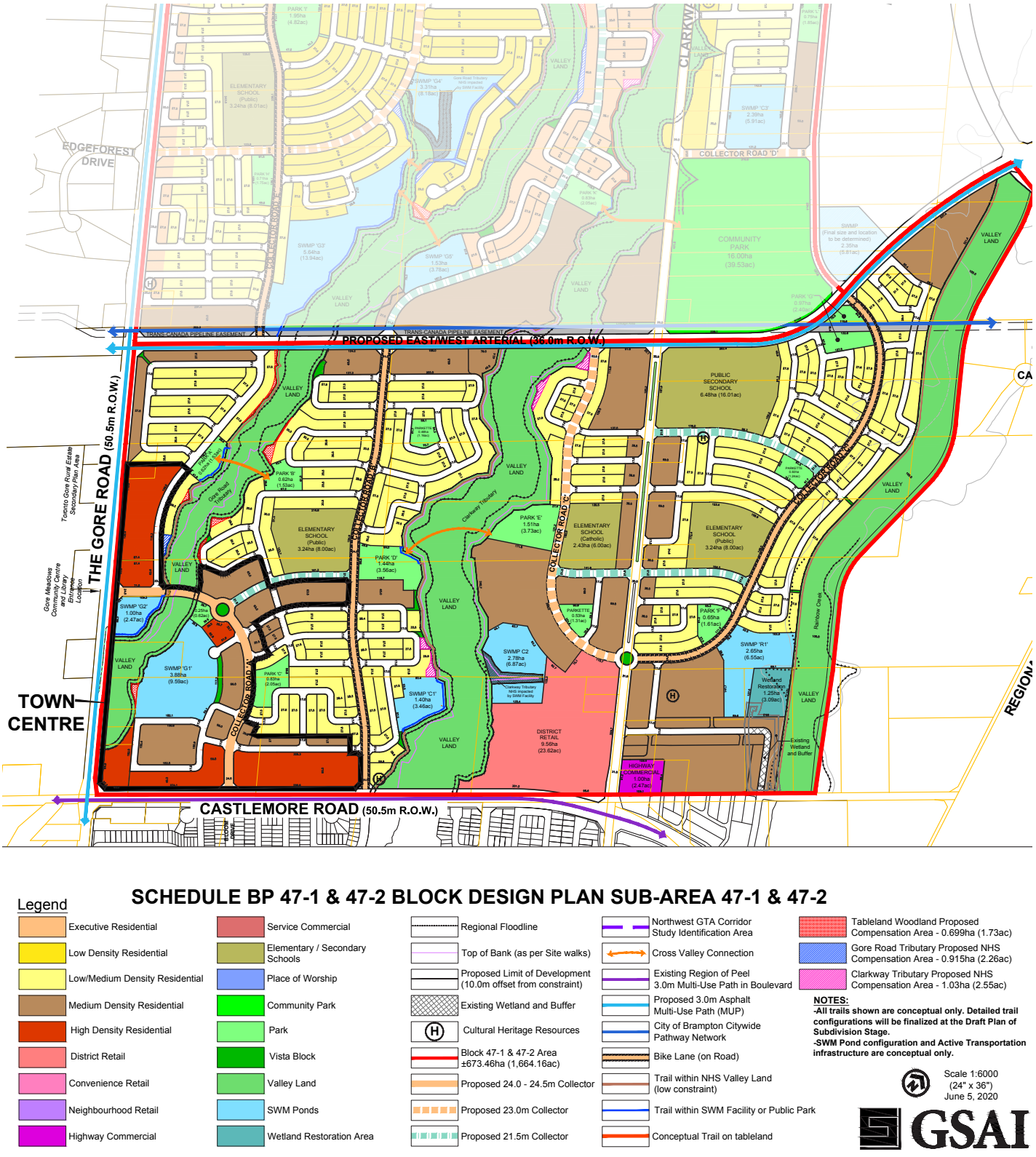
The proposed land uses within Block 47-1 include a mix of high, medium, low/medium and low density residential use, with a mix of retail, commercial, institutional, and green space, as shown in Figure 2-6. The residential uses within the Community Design Plan will provide a mix of housing options to accommodate people at various stages of their life cycle. The residential uses are mixed with a distribution of institutional uses (schools), parks, stormwater management facilities and open spaces.

The most dense forms of housing are located along arterials and key corridors. High density residential uses are located along Castlemore Road and The Gore Road. Special Policy Area 10 applies to lands designated 'High Density Residential' where mixed use is permitted to include retail, office, live/work, commercial, institutional, residential and related community uses.

Medium density uses are located along Castlemore Road, The Gore Road, the proposed East-West Arterial Road and the Clarkway Drive. Special Policy Area 9 applies to lands designated 'Medium Density Residential' where mixed use is permitted to include retail, office, commercial, institutional and related community uses. District Retail and Highway Commercial uses are both located on Castlemore Road, on opposite sides of the street in order to create a major retail node.

The proposed new Town Centre will be located in the southwest quadrant of the Block 47-1. This area is proposed to be supported by a mix of uses and densities including Medium and High Density residential designations with Special Policy Area that encourage mixed (residential/commercial) uses.

In addition, neighbouring Area 47-1, to the west of The Gore Road, is the Gore Meadows Community Centre and Library, providing nearby community recreational activities.



SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Legend

- Executive Residential
- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- District Retail
- Convenience Retail
- Neighbourhood Retail
- Highway Commercial
- Service Commercial
- Elementary / Secondary Schools
- Place of Worship
- Community Park
- Park
- Vista Block
- Valley Land
- SWM Ponds
- Wetland Restoration Area
- Regional Floodline
- Top of Bank (as per Site walks)
- Proposed Limit of Development (10.0m offset from constraint)
- Existing Wetland and Buffer
- (H) Cultural Heritage Resources
- Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)
- Proposed 24.0 - 24.5m Collector
- Proposed 23.0m Collector
- Proposed 21.5m Collector
- Northwest GTA Corridor Study Identification Area
- Cross Valley Connection
- Existing Region of Peel 3.0m Multi-Use Path in Boulevard
- Proposed 3.0m Asphalt Multi-Use Path (MUP)
- City of Brampton Citywide Pathway Network
- Bike Lane (on Road)
- Trail within NHS Valley Land (low constraint)
- Trail within SWM Facility or Public Park
- Conceptual Trail on tableland
- Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)
- Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)
- Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)

NOTES:
-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.
-SWM Pond configuration and Active Transportation infrastructure are conceptual only.

Scale 1:6000
(24" x 36")
June 5, 2020

GSAI

NOTE: The vista blocks as is stated on the approved Block Plan should be referred to as 'Vistas' only.

Figure 2-6: Extract of the LPAT Approved Block Plan for Block 47-1

5.1.5 Cultural Heritage

Block 47-1 contains a number of cultural heritage resources, which are identified in Figure 2-8. These resources include:

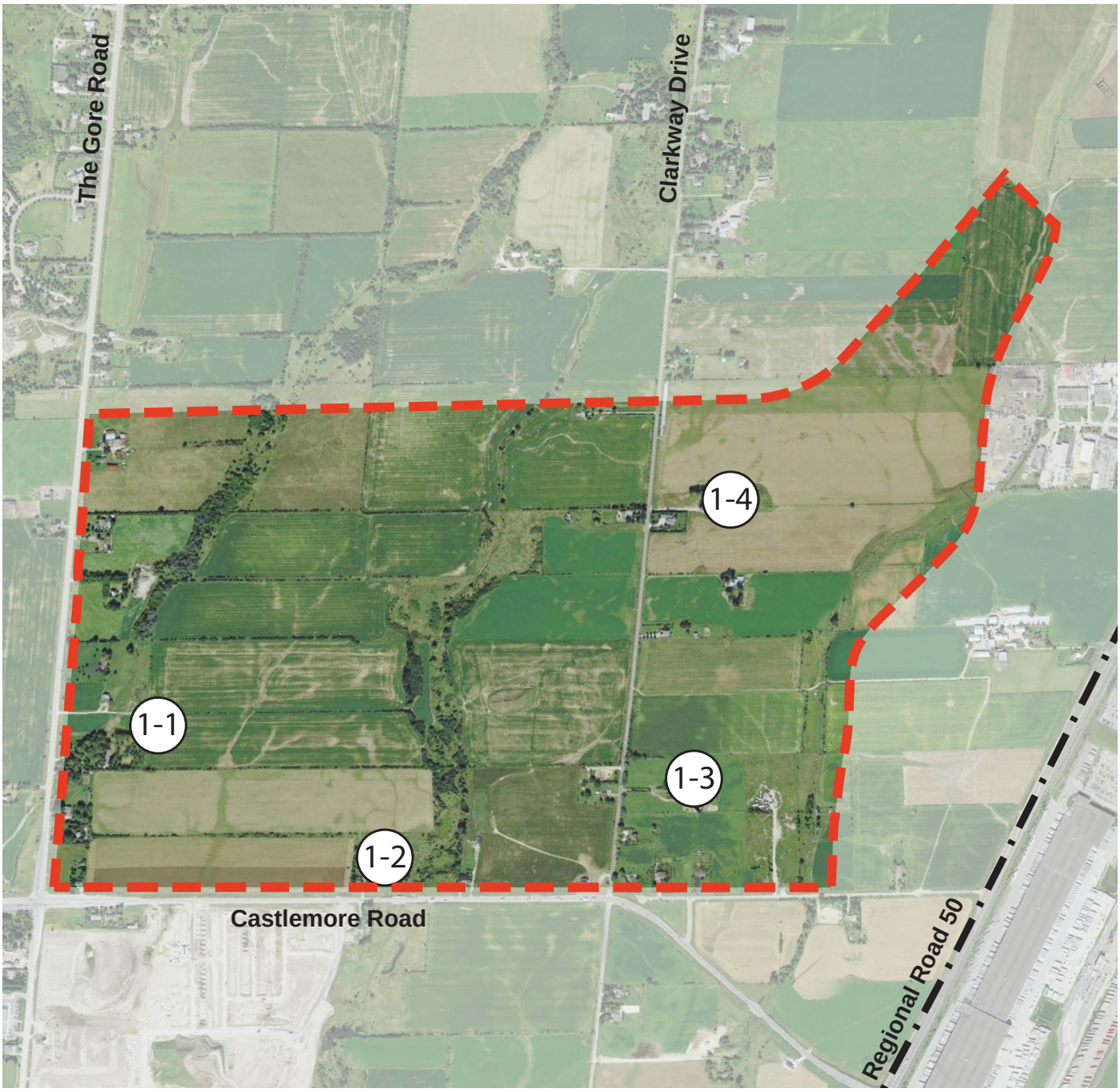
1. 10159 The Gore Road (lost in fire);
2. 4784 Castlemore Road (Heritage Impact Assessment required)
3. 10089 Clarkway Drive (Heritage Impact Assessment required); and
4. 10307 Clarkway Drive (Heritage Impact Assessment required)

Significant heritage buildings and associated landscapes provide an important link between the past and the present, act as focal points within the community, and assist in establishing a 'sense of place'.

The Community Design Plan will integrate significant cultural heritage resources into the new proposed residential community. Commemorative features incorporating salvaged material and/or a heritage plaque may be established for those cultural heritages resources that do not warrant designation and are approved for demolition. The design aims to optimize view to heritage homes, to enhance the feel and cultural value of the community.

The following recommended design guidelines are proposed to emphasize the opportunities for the site:

- Conserve existing trees and landscapes, where possible, and develop an interpretation strategy for the area;
- Neighbouring recreational uses should be compatible with the heritage house;
- Provide sufficient site area around heritage buildings to allow for potential additions and to ensure that the general character of the landscape features surrounding the building are maintained;
- Design street and block patterns to accommodate the buildings and reinforce their visual prominence and focal role within the community;
- All development adjacent to, or incorporating a heritage building, must be respectful of the heritage building by having appropriate regard for height, scale, massing, orientation, setbacks, building material, and design themes and features;
- Where it has been determined that a heritage building may not feasibly remain in its existing location, relocate the building(s) to a suitable location within the immediate community in consultation with the City staff and Brampton Heritage Board; and
- Ensure the location and siting of re-located heritage buildings support their prominence and historical role within the community.



LEGEND

1-1: 10159 THE GORE ROAD (LOST IN FIRE)
1-2: 4784 CASTLEMORE ROAD (HIA REQUIRED)
1-3: 10089 CLARKWAY DRIVE (HIA REQUIRED)
1-4: 10307 CLARKWAY DRIVE (HIA REQUIRED)

Figure 2-7: Block 47-1 Cultural Heritage Assets

5.2 Special Character Areas

The character and identity of Block 47-1 should be strengthened through the design of special character areas throughout the community. Seven character areas have been identified as areas where special design considerations should be accommodated to achieve a unique character and sense of place, as identified in Figure 2-8.

The Special Character Areas are:

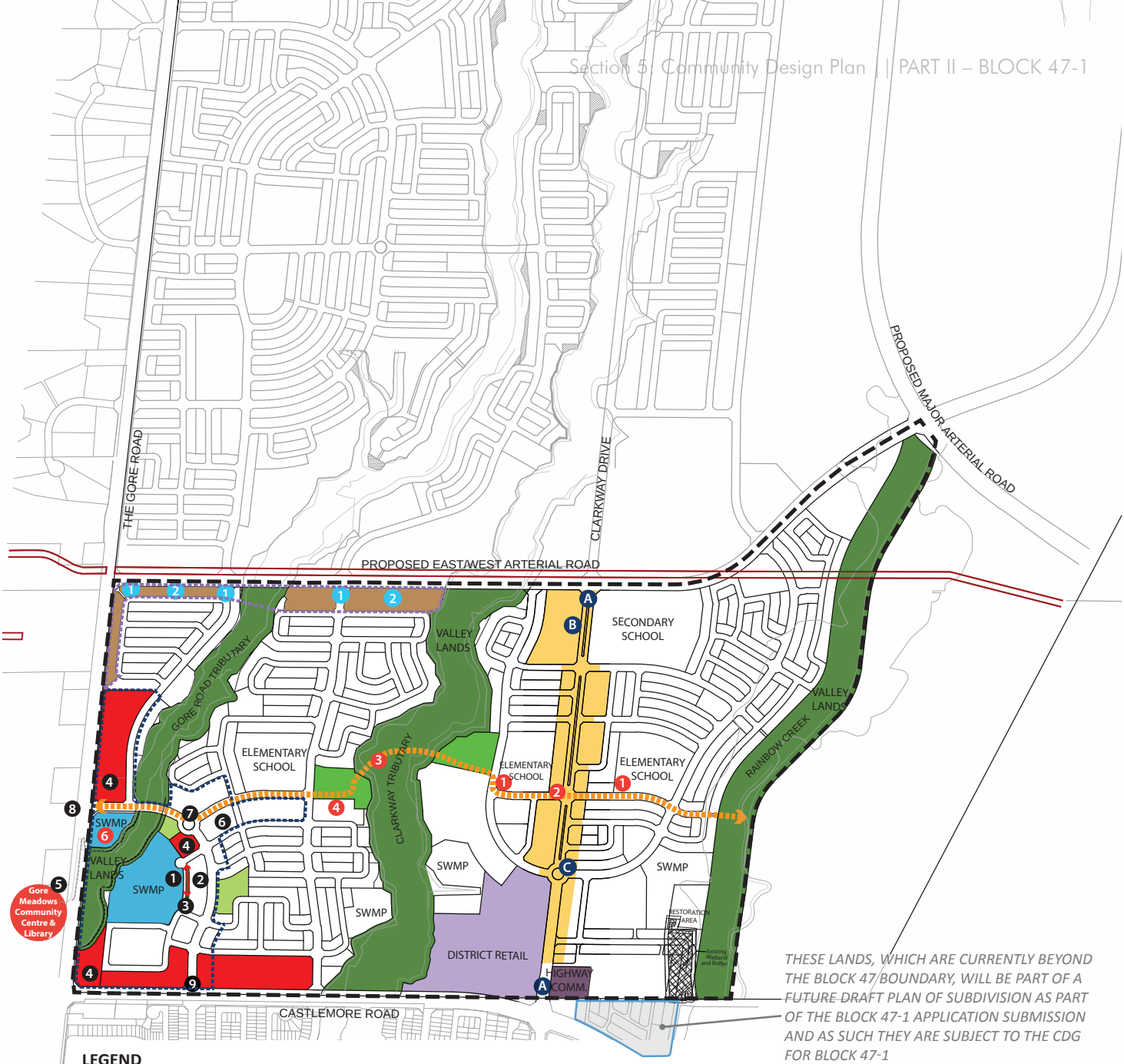
1. Town Centre;
2. East - West Pedestrian Connection;
3. Clarkway Drive Main Street;
4. East-West Arterial Road;
5. District Retail;
6. Retail / Commercial Node; and
7. High Density Residential Blocks.

5.2.1 Town Centre

The Block Plan features the creation of a new "Town Centre" in the southwest quadrant of Block 47-1. The Town Centre is expected to be supported by a mix of uses and densities including medium and high density residential designations with Special Policy Areas that encourage mixed uses (residential/ commercial). As such, the proposed densities will contribute to creating a diversity of housing choices for the community and will support the existing Gore Meadows Community Centre and Library, a vibrant social hub for all residents.

The Town Centre will be a central node of Block 47-1 and act as a local work and live magnet, allowing people to live, work and play close to home. The Town Centre will be surrounded by higher-density mixed use built form and will be easily accessible due to its location close to the arterial roads and rapid transit stops that surround the community.

The Town Centre will be a walkable, open-air, multi use area that is organized around the stormwater management pond to create an attractive public realm, where neighbours can meet and gather, strengthening community bonds. The pond will be surrounded by a wide pedestrian promenade that will offer opportunities to accommodate open spaces and resting areas. Additionally, the pond will provide clear sight lines to facilitate wayfinding and encourage exploration. The Town Centre will be anchored by retail and commercial uses, which will be located within medium and high density buildings, and leisure activities which support placemaking. The area will draw people for the pure sense of the simple enjoyment of being there.



LEGEND

SPECIAL CHARACTER AREAS:

1. TOWN CENTRE

1. SWMP POND
2. PROMINENT BUILDING MASSING FACING THE POND
3. WIDE PEDESTRIAN PROMENADE ALONG SWM POND
4. HIGH DENSITY*
5. GORE MEADOWS COMMUNITY CENTRE
6. MEDIUM DENSITY**
7. ROUNDABOUT
8. PRIMARY GATEWAY
9. SECONDARY GATEWAY

2. EAST-WEST PEDESTRIAN CONNECTION (FROM RAINBOW CREEK / ELEMENTARY SCHOOLS TO GORE MEADOWS COMMUNITY CENTRE / LIBRARY)

1. INSTITUTIONAL USES
2. SUPERIOR STREETS
3. TRIBUTARY CROSSING
4. 3 STOREY BUILDINGS FACING URBAN PARK
5. HIGH DENSITY*
6. SWMP

3. CLARKWAY DRIVE MAIN STREET

- A PRIMARY GATEWAY
- B MEDIUM DENSITY**
- C ROUNDABOUT

4. PROPOSED EAST-WEST ARTERIAL ROAD

1. SECONDARY GATEWAYS
2. MEDIUM DENSITY**

5. DISTRICT RETAIL

6. RETAIL/COMMERCIAL NODE

BLOCK 47-1 BOUNDARY

* HIGH DENSITY - (APARTMENTS, BACK-TO-BACK TOWNHOUSES, STACKED TOWNHOUSES)

**MEDIUM DENSITY (APARTMENTS, BACK-TO-BACK TOWNHOUSES, STACKED TOWNHOUSES, LANE BASED TOWNHOUSES, DUAL FRONTAGE TOWNHOUSES

Figure 2-8: Block 47-1 Special Character Areas

0 200m 400m 800m

General design principles for the Town Centre include:

- Encourage a mix of uses that provide a variety of housing choice and densities and a range of amenities that will allow people to live, work and play;
- Provide a variety of built form and architectural styles that create distinctive and complementary character and create visual interest;
- Design buildings so they have barrier free entrances, adequate lighting and weather protection.
- Design a vibrant and diverse public realm that provides well connected and barrier free pedestrian walkways and public open space areas that promote social interaction;
- Provide hard and softscape treatments, public art, amenity areas and weather protection to create a comfortable and attractive public realm; and
- Utilize Crime Prevention through Environmental Design (CPTED) principles in the design of the public realm and streetscape and the overall location and design of public open space areas.

Further design principles and guidelines for the Town Centre will be provided for the Town Centre urban structure in the Town Centre Guideline Document. Additionally, for developments subject to the Town Centre urban structure, a supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines and the Town Centre Guidelines shall also be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the proposal. The brief shall include more specific design principles and detailed master plan.

A Town Square will be incorporated into the mix use node within the Town Centre. A small compact urban open space whose main function and role will serve as a focal point for the area and to provide the community with a space that encourages public gatherings, opportunities for neighbourhood programming, and characterized largely through an urban form.

The Town Square will integrate the following key components:

- Be a central focal point to the mixed use node area.
- Include public art and signage to identify the space.
- Emphasize passive use with opportunities of play structures, shade structures, and unobstructed free play areas.
- Design will incorporate the use of a greater percentage of hardscape over softscape.
- Hard and soft landscape elements, site furniture, tiered lighting, open lawn areas, weather protective areas, etc., will serve to identify areas of activity, circulation, entry points, seating and gathering areas, etc.

(Refer to the approved Town Centre UDB for comprehensive details)

Figure 2-9: Wide Pedestrian Promenade Along the Stormwater Management Pond

Figure 2-10: Conceptual Rendering of the Town Centre with Special Character Features Identified

5.2.2 East-West Pedestrian Connection

The East-West pedestrian connection begins at Rainbow Creek extending west to Clarkway Drive and terminating at the Gore Meadow Community Centre and Library. The East-West pedestrian connection encompasses three valley corridors, three elementary schools, medium and high density buildings and three parks/parkettes. The connection will contribute to an improved pedestrian experience through enhanced streets and connections, which may include the use of raised tactile surfaces or distinct materials and paving, as well as cross-walks and wayfinding features. The east-west connection will also facilitate cycling by introducing on street bike routes and bike parking infrastructure. It will encourage active east - west movement from the Gore Meadows Community Centre and Library to the Valley Lands. The route will include active transportation, improved intersections and public art. Flanking the route will be medium to high density built form which will provide a sense of enclosure for pedestrians and introduce natural surveillance. The East-West pedestrian connection will utilize CPTED principles through the provision of adequate site lines, lighting, a mix of uses that will encourage activity and natural surveillance and wayfinding features.

The provision of pedestrian connectivity, through sidewalks, off-street pathways and trails is vital to creating a livable and walkable community. This is especially beneficial for supporting the health and wellness of the community residents. In addition, as connectivity is enhanced, route and mode options increase and travel distances decrease allowing for more direct travel between destinations with a first and last mile approach, which in turn creates a more accessible and resilient transportation system.

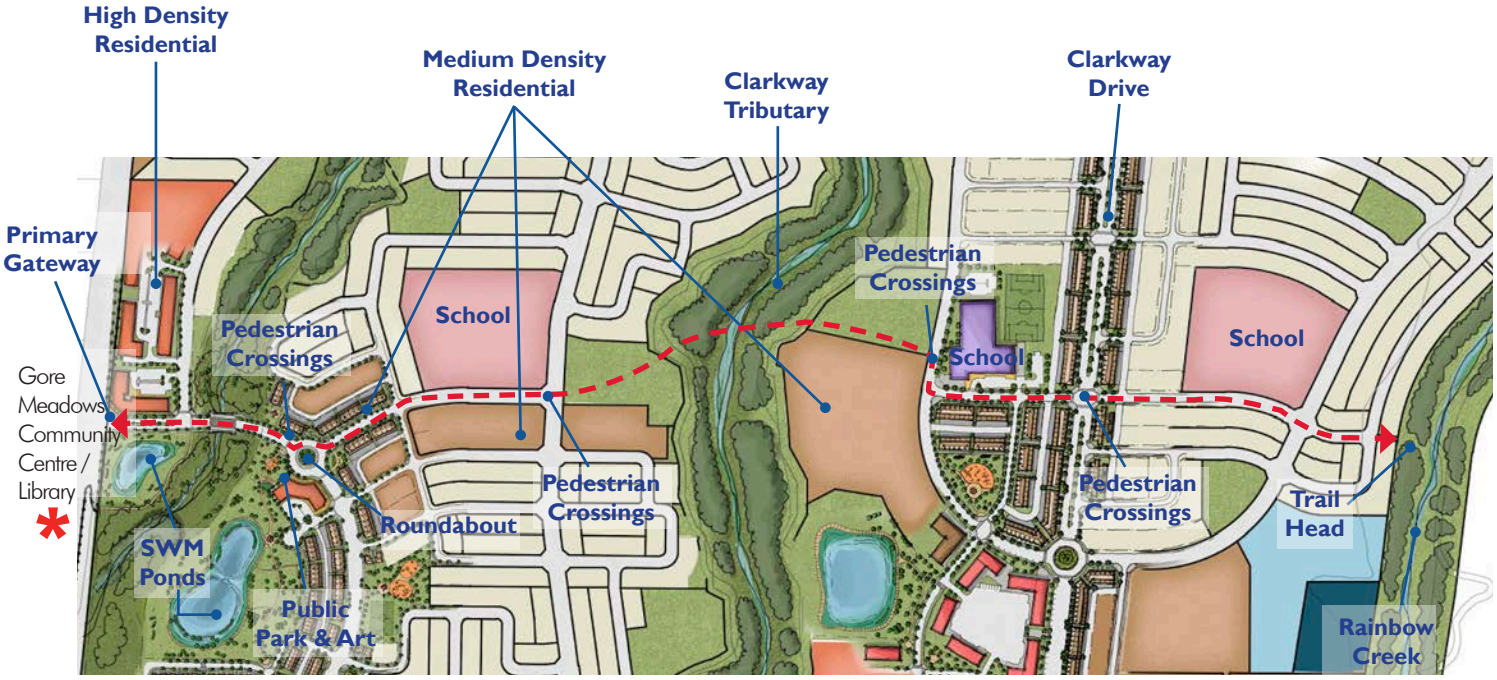
General design principles for the East-West Pedestrian Connection include:

- Design medium and high density built form with high quality materials and articulated building facades to create visual interest from the public realm and streetscape;
- Site and mass buildings so they frame the streetscape while providing sufficient space for pedestrian comfort and public realm enhancements;
- Encourage porches and balconies along publicly exposed building facades to foster natural surveillance;
- Encourage a well connected, barrier-free pedestrian pathways with safe crossings, wayfinding, adequate lighting and areas for rest; and
- Provide lighting, street furniture, signage, and planting to encourage pedestrian activity and provide for an enhanced, safe, and comfortable pedestrian environment.





Figure 2-11: Precedent Image of Pedestrian Crossing and Pathways



3-storey townhomes facing an urban park

Generous sidewalks

3-Storey Built Form

Active transportation

Parks with urban edge

Street lighting and public art - the Water Guardians

Figure 2-12: Precedent Images of Superior Streets - Examples for the East-West Connection

5.2.3 Clarkway Drive Main Street

Clarkway Drive is located between Castlemore Road and Mayfield Road. The street changes character in each block. Clarkway Drive, within Block 47-1, the main street section is envisioned to have a right-of-way of 30 to 31.5 metres, the proposed cross-section for Clarkway Drive is shown in Figure 2-15 and Figure 2-16. This segment of Clarkway Drive will be an inter-connected, compact and complete street that has a vibrant, urban character. The street will be host to medium density residential uses that may comprise minimum 3-storey townhouse built forms and/or mid-rise apartment buildings that provide opportunities for mixed-use development that encourage a dynamic streetscape full of activity and pedestrian interaction.

Clarkway Drive will provide the primary entry to the Block 47-1 community while also helping transition from the low density community to the south to mixed and retail uses in the District Retail block at the Clarkway and Castlemore intersection.

General design guidelines for Clarkway Drive, within Block 47-1, will include:

- Encourage a range of uses along the street to support and accommodate the immediate needs of residents;
- Encourage diverse employment uses along Clarkway Drive in the form of live-work, office and commercial uses;
- Design for a mix of block sizes and widths that support a variety of building typologies and facilitate a balance between residential, mixed-use and commercial uses along the Clarkway Drive;

Figure 2-13: Precedent Images of Residential Typologies within the Clarkway Drive Character Area

- Design medium density built form with high quality materials and articulated building facades to create visual interest from the public realm and streetscape;
- Site and mass buildings so they frame the streetscape while providing sufficient space for pedestrian comfort and public realm enhancements;
- Design the district retail site to have an integrated network of streets and blocks with a mix of uses, outdoor amenity spaces and a legible, barrier-free pedestrian connectivity;
- Design a primary gateway that signifies entry and establishes a sense of place for Clarkway Drive (refer to Section 5.3.6 Gateways for more information);
- Provide roundabouts or traffic calming measures to slow down traffic (refer to Section 5.3.8 of these Community Design Guidelines for more information);
- Provide active transportation infrastructure such as bike lanes, accessible sidewalks on both sides of the street, well connected barrier-free pedestrian pathways, safe crossings, wayfinding, bus stops, bicycle parking, adequate lighting and areas for rest;
- Provide lighting, street furniture, signage, and planting to encourage pedestrian activity and provide for an enhanced, safe, and comfortable pedestrian environment;
- Provide a centre median to limit the number of full movement intersections with local roads along the street; and
- Limit number of driveways along the street and amalgamate entrances where possible.

More detailed landscape design guidelines for the Clarkway Drive is provided in Section 5.3.1 of these Community Design Guidelines.

Figure 2-14: Precedent Images of the Clarkway Drive Character Area

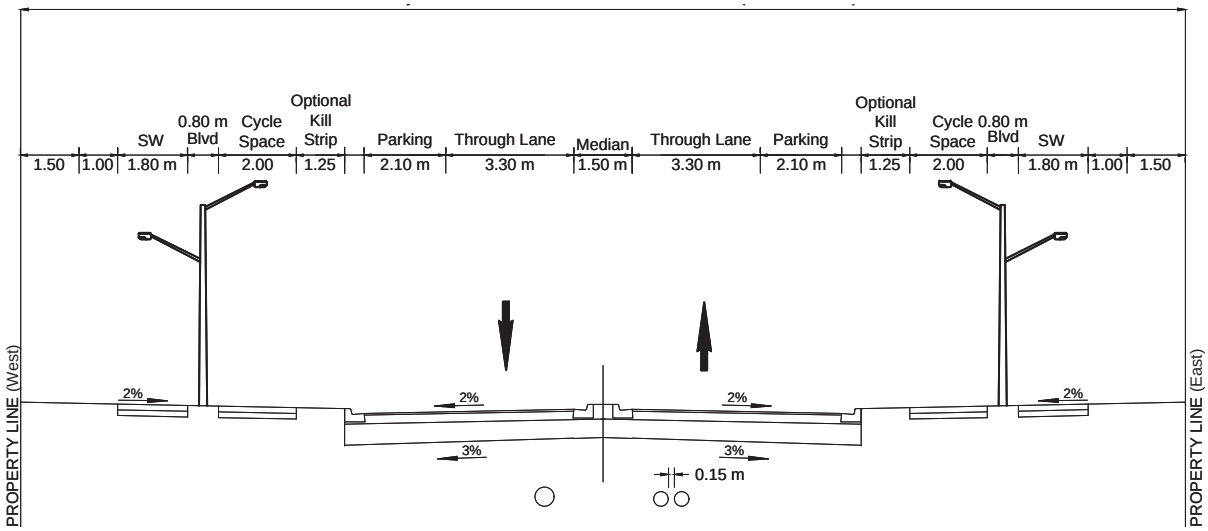


Figure 2-15: City of Brampton - Clarkway Drive - Collector Road 'C' to East-West Arterial Road - 30.0 Right-Of-Way (Extract from EA study for Arterial Roads within Area 47)

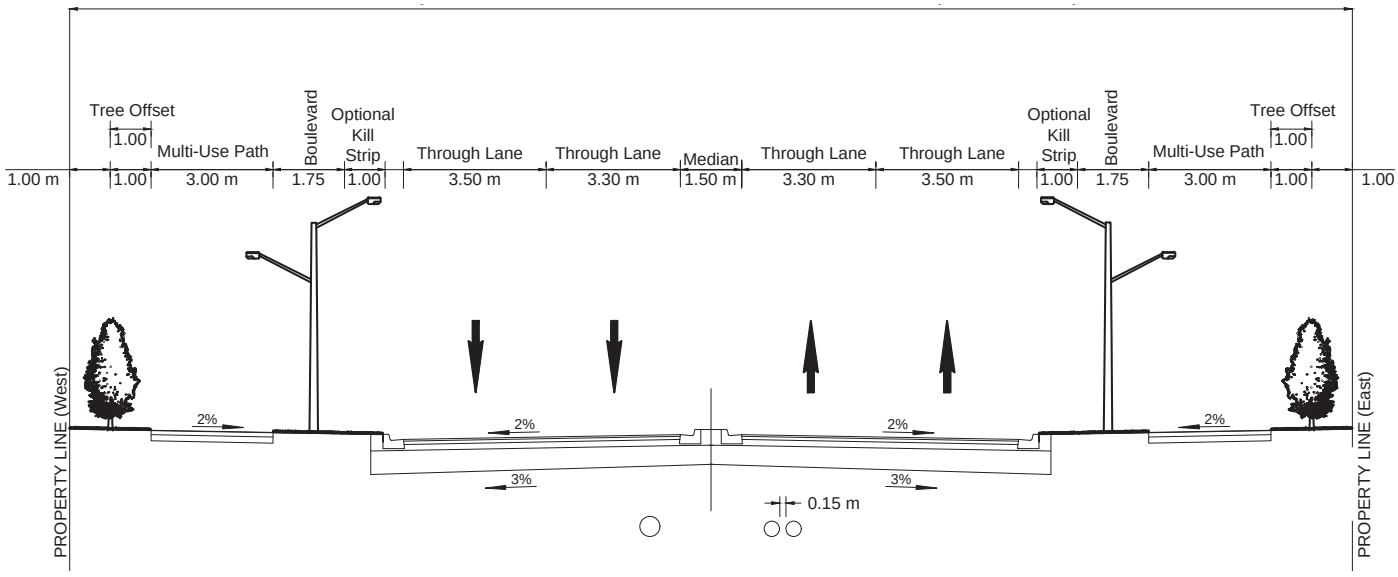


Figure 2-16: City of Brampton - Clarkway Drive - Castlemore Road to Collector Road 'C' - 31.5 Right-Of-Way (Extract from EA study for Arterial Roads within Area 47)






Figure 2-17: Precedent Images of Clarkway Drive Streetscape and Public Realm

5.2.4 East-West Arterial Road Character Area

The proposed East-West Arterial Road character area begins at The Gore Road and ends at the Clarkway Tributary Valley Lands. The East-West Arterial Road provides an important interface and connection between Blk 47-1 and Blk 47-2. It encompasses the Gore Road Tributary and comprises of medium density uses that front onto the Gore Road and the proposed East-West Arterial Road.

The East-West Arterial Road connection will provide active transportation modes by introducing a proposed 3.0m asphalt multi-use path, which will encourage active east - west movement and facilitate cycling and walking modes of transportation. The proposed multi-use path is subject to the City's EA study. The connection will utilize CPTED principles through the provision of adequate site lines, lighting, a mix of uses that will encourage activity and natural surveillance and wayfinding features.

General design principles for the East-West Arterial Road Character Area include:

- Design medium density built form with high quality materials and articulated building facades to create visual interest from the public realm and streetscape;
- Site and mass buildings so they frame the streetscape while providing sufficient space for the proposed multi-use pathway;
- Encourage porches and balconies along publicly exposed building facades to foster natural surveillance;
- Provide a barrier-free multi-use pathway with safe crossings, wayfinding, lighting and areas for rest;
- Encourage connections and integration between the proposed multi-use pathway and the trails within the NHS valley through the provision of safe and accessible crossings, wayfinding signage, lighting and furnishings; and
- Provide lighting, street furniture, signage, and planting along the streetscape to encourage pedestrian activity and provide for an enhanced, safe, and comfortable pedestrian environment.

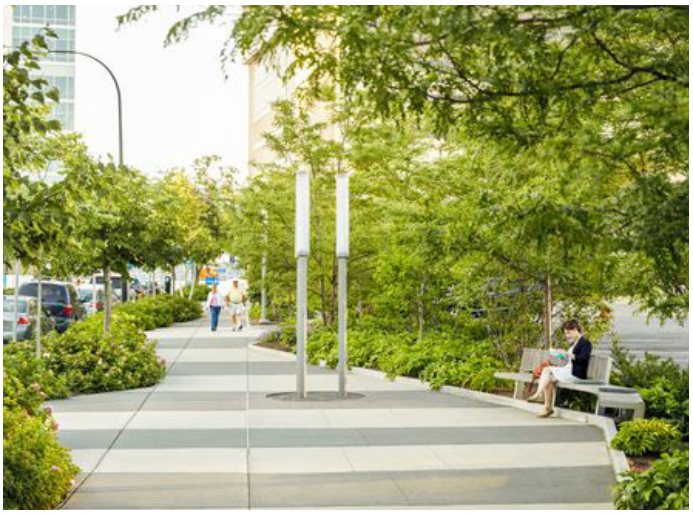


Figure 2-18: Precedent Images of Public Realm and Built Form along East-West Arterial Road

Figure 2-19: Precedent Image of Off-Road Multi-Use Path

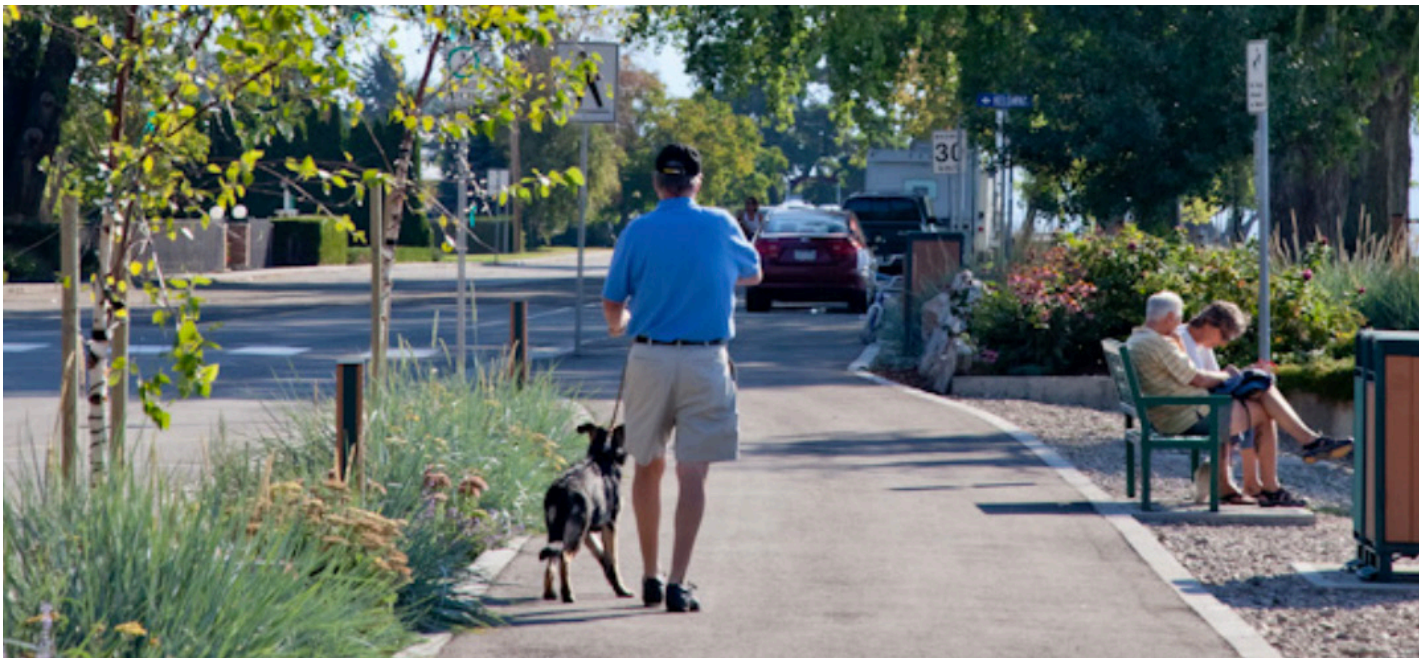


Figure 2-20: Precedent Image of Streetscape along the East-West Arterial Road

5.2.5 District Retail

The District Retail node is located at the northwest quadrant of the Clarkway Drive and Castlemore Road intersection. It stretches along the west side of Clarkway Drive to south of the roundabout, acting as an anchor and entry to the community from the south. The District Retail block is envisioned to be a vibrant, mixed use node that promotes pedestrian activity and social interaction, and is serviced by higher order transit. The node is a 9.64 ha mixed use site with an integrated network of streets and blocks that will be planned for future intensification. This location will be designed to celebrate entry into Block 47-1 with retail uses at grade, building siting and orientation to face the street edge, and enhanced landscaping, which when combined, will activate the public realm at this important location. The District Retail node will be a multi-use, multi-purpose development offering nearby residents a wide range of convenient retail, service, community, institutional and recreation uses. The evolution of this node over time is to introduce higher densities and an even wider range of uses, including residential. As a result, careful consideration of the internal block, streets layout, and phasing of development will be required to account for this future growth.

General design guidelines for the District Retail character area include:

- Provide a vibrant and safe pedestrian environment by establishing a clear internal fine grain blocks and street structure with well defined pedestrian access points;
- Contribute to the larger streetscape pattern of the Area 47 community by providing pedestrian friendly streetscapes that are legible and easy to navigate;
- Enhance the arterial edge of the Area 47 community by ensuring the following criteria has been met:
  a) Orient buildings parallel to the arterial road so that building entrances are visible from the arterial roads;
  b) Where possible, avoid long blank building blocks along the arterial road. Allocate corners of long building blocks with larger retail tenants to ensure appropriate corner wrap around articulations with public realm features such as spill-out patios or parklets; and
  c) False building frontage or blank walls are discouraged from built form fronting along arterial roads. Explore alternate orientation of buildings to mitigate this impact.
- Encourage a mix of uses and provide retail uses at grade to promote a dynamic streetscape;
- Reinforce the overall vision and character of the Block 47-1 community at the main access points to the block; and
- Provide visual connection and physical linkages to the Valley and SWM pond.

A Tertiary Plan is required to refine the proposed street and block structure, and to detail the various design components of the District Retail node, in accordance with the requirements of the Highway 427 Industrial Secondary Plan (Area 47). All development within the District Retail node shall be consistent with the guidelines provided in Part VI – Site Planning and Built Form / Section 2.0 Commercial Areas of the DDG's and in Section 4.0 – Draft Plan of Subdivision & Site Plan of the Sustainable Community Development Guidelines. More detailed design guidance for the District Retail node is provided in Section 5.4.9 of these Community Design Guidelines.

A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, shall also be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal. The brief shall include more specific design principles and detailed master plan as well as phasing plan, if applicable.

The District Retail block is envisioned to be a mixed use development, the following section provides one particular scenario in which these sites could be configured, as such the following stages and concept plans in Section 5.2.4.1 are for discussion purposes.

Figure 2-21: Precedent Images of Retail and Commercial Nodes

5.2.4.1 FUTURE OPPORTUNITIES FOR THE CONVERSION OF SINGLE STOREY COMMERCIAL USES INTO HIGHER INTENSITY USES

The District Retail block will evolve from retail uses at the outset of development to a mixed use redevelopment at ultimate build out. A mix of uses will not be discouraged as a part of an initial retail development. Please refer to the following three demonstration stages:

Stage 1 - (Figure 2-22) This concept plan introduces a large district retail site with pedestrian-scaled sub-blocks with proposed road configuration that supports future intensification of surface parking areas. This plan proposes integrated network of streets (private condo roads) and blocks with sub-blocks that are interconnected and navigable for pedestrians.

Stage 2 - (Figure 2-23) This concept plan introduces mixed use buildings at strategic locations, which allows for ground level commercial/retail and office use. Streets in this concept could be private condo roads or public streets.

Stage 3 - (Figure 2-24) This concept plan represents a long term vision for a mixed use block with a retail focus locating residential building within the block to create a vibrant commercial district serviced by major transit networks, pedestrian connections and the potential for public streets. Mixed use buildings contain retail/commercial component at the ground level with residential or office uses above.

All three stages provide a physical linkages and visual connection to the greenway and stormwater management pond.

Figure 2-22: Stage 1 - District Retail Block

Figure 2-23: Stage 2 - District Retail Block

Figure 2-24: Stage 2 - District Retail Block

5.2.6 Retail / Commercial Node

An additional retail opportunity is provided within Block 47-1 in the form of Highway Commercial use. This node is located at the north-east corner of Castlemore Road and Clarkway Drive. The proposed Highway Commercial Development is strategically situated near the proposed employment areas in Block 47-3, along the arterial edge of Block 47-1. The Highway Commercial site is located at the gateway of Clarkway Drive special character area and should provide prominent built form that appropriately addresses the Castlemore Road and Clarkway intersection. This node can accommodate larger types of commercial development. Service areas, such as a gas bar and other automotive uses should be situated away from public views.

While most of these retail opportunities are located at the edges of the community, opportunities for retail / commercial uses are also available along the remainder of Clarkway Drive. Where feasible, medium density residential use should incorporate retail or commercial use at grade.

Retail developments should be visually attractive and inviting and should be accessible through multiple modes of transportation.

More detailed guidelines for medium density developments and retail areas are provided in Sections 5.4.8 and 5.4.9, respectively. Landscape guidelines for retail and medium density development on Clarkway Drive are provided in Section 5.3.1.

Figure 2-25: Precedent Images for Retail/Commercial Node

5.2.7 High Density Residential

The high density residential area within Block 47-1 flanks the two arterial roads that surround the community, Gore Road and Castlemore Road. The proposed high density buildings - ranging in height will create positive streetscapes and will be supported by principles of good urban design. Taller buildings will act as a street wall to provide a sense of enclosure for the Town Centre. The high density residential buildings contribute to creating a range of housing typologies for Block 47-1 and will help to meet the needs of a diverse variety of ages and abilities. The inclusion of high density mixed use built form will achieve 80 people per jobs/ha one of the priorities of the Brampton 2040 Vision.

A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, shall be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.

Figure 2-26: Precedent Image of High Density Residential

5.3 Landscape Guidelines

The guidelines provided in this section identify a standard of landscape and open space design that will reinforce the identity and intended character of the Block 47-1 community. These guidelines are prepared with the guiding principles of conservation, preservation and integration of the existing ecology and natural heritage systems within the community. They will form the basis for landscape control, and provide the foundation for subsequent stages of development, including Draft Plan of Subdivision, and Site Plan Approval. The landscape design guidelines are consistent with the City of Brampton's vision to achieve an "environmentally sustainable and healthy community with distinctive, liveable neighbourhoods, integrated and connected green spaces, efficient transportation and transit system, and employment opportunities", and should be read concurrently with the Development Design Guidelines (DDG's) and the Sustainable Community Development Guidelines (SCDG's) prepared by the City of Brampton.

Figure 2-27: Precedent Images of Landscaping Features

5.3.1 Clarkway Drive

STREETSCAPE GUIDELINES

- In order to create a vibrant and animated environment along Clarkway Drive main street, provide a variety of built form typologies such as, mid-rise buildings, decked, staked and live/work townhouse units and encourage mixed use buildings with retail/commercial and office uses at grade;
- Strategically locate pedestrian crossings and design as per OTM Book 15;
- Provide lay-by parking stalls north of the southern roundabout on both sides of the streets to ensure convenience and accessibility;
- Provide 1.5 metre wide dedicated cycling facility as identified in the Clarkway Drive EA in both directions on Clarkway Drive, with appropriate signage;
- Incorporate public art, where feasible;
- Explore opportunity to provide enhanced vehicular paving patterns to promote slower driving speeds and signal an area of increased pedestrian activity;
- Provide a centre median to limit the number of full movement intersections;
- Plant a double staggered row of deciduous street trees that are consistent in form and high crown on arterial roads;
- Plant deciduous street trees that are consistent in form and high crown;
- Incorporate low impact development practices or other sustainable design measures along the boulevard;
- Provide street furnishing at strategic locations to accommodate pedestrian, bicycle and transit needs, including bicycle parking, bollards, vendor boxes, benches, transit shelters and garbage receptacles;
- Establish a planting strategy that supports the identity and theme of the street and conform to the approved COB plant list; and
- Landscape buffer treatments, widths, and sizes will conform to COB standards.

LANDSCAPE TREATMENT FOR RETAIL AND COMMERCIAL FRONTAGE

- Orient buildings to address the street, and specifically the corner of the Castlemore Road and Clarkway Drive intersection;
- Provide clear and consistent signage and markings to indicate pedestrian and vehicular entrances to the site; and
- Consolidate driveways to minimize the number of interruptions along pedestrian routes and enhance the amount of landscaped boulevard space.

LANDSCAPE TREATMENT FOR MIXED-USE AND LIVE-WORK FRONTAGE

- Provide commercial or retail uses on the main floor of mixed-use or live-work units;
- Incorporate display windows, at-grade glass doors, accent lighting and business signage into the front elevations, facing the street;
- Orient buildings to address the street, and specifically the corner at the intersection of Castlemore Road and Clarkway Drive;
- Provide clear and consistent signage and markings to indicate pedestrian and vehicular entrances to the site; and
- Consolidate driveways to minimize the number of interruptions along pedestrian routes and enhance the amount and quality of landscaped boulevard space.

Figure 2-28: Precedent images for the Clarkway Drive Streetscape Landscaping

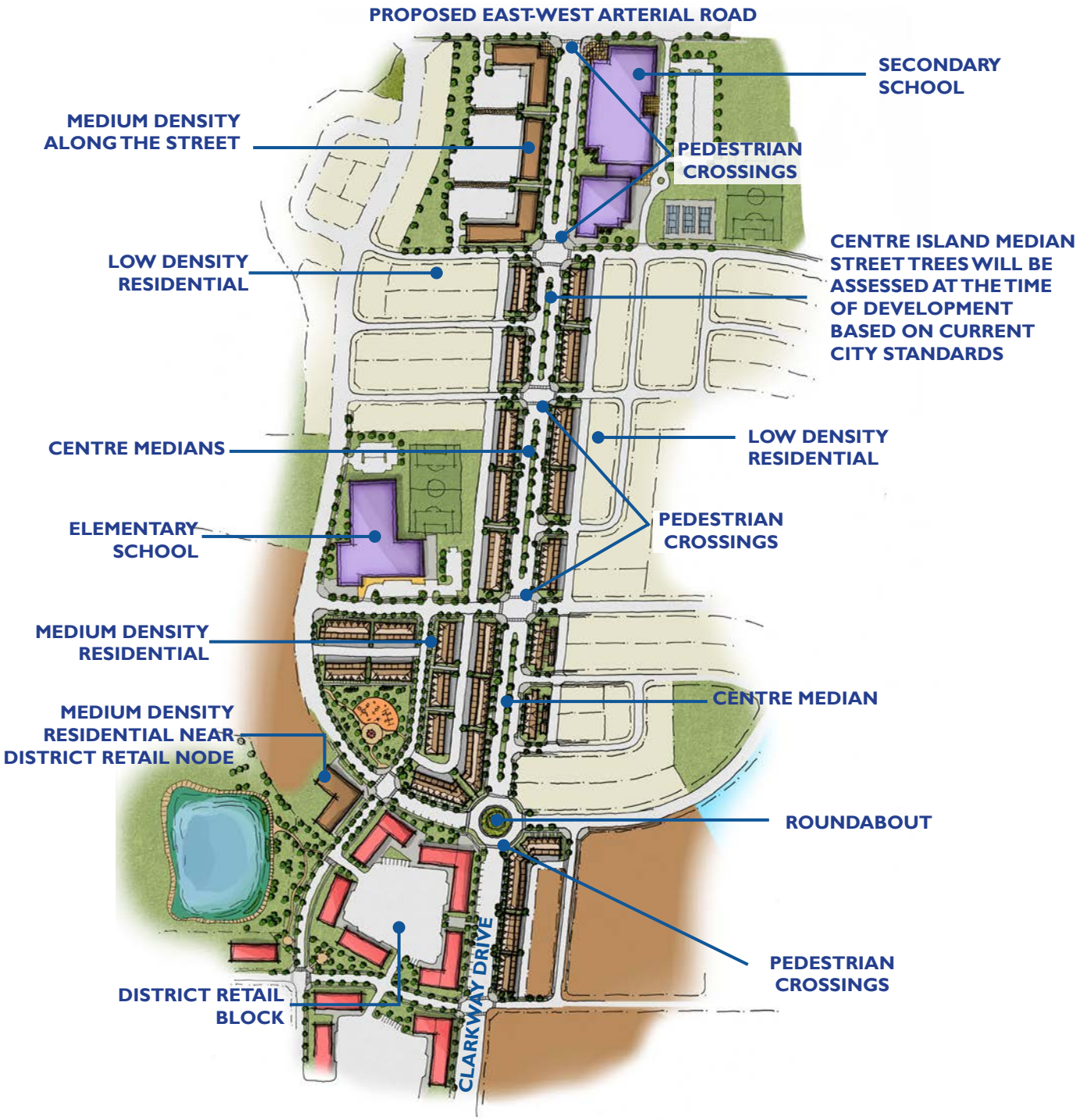


Figure 2-29: Clarkway Drive Special Character Area Conceptual Vignette

5.3.2 East-West Pedestrian Connection

STREETSCAPE GUIDELINES

- Superior street design, medium and low density built form, schools and parks are proposed along the east-west pedestrian connection in order to strengthen and enhance the pedestrian environment and connections through the development;
- Provide barrier free sidewalks on both sides of the street;
- Explore option for enhanced vehicular paving patterns to promote slower driving speeds and signal an area of increased pedestrian activity;
- Plant deciduous street trees that are consistent in form and high crown;
- Incorporate low impact development practices or other sustainable design measures along the boulevard;
- Provide street furnishing at strategic locations to accommodate pedestrian, and bicycle needs, including bicycle parking, bollards, vendor boxes, benches and garbage receptacles;
- Coordinate street furnishing to strengthen the identity and theme of the east-west connection; and
- Establish a planting strategy that supports the identity and theme of the street.

Figure 2-30: Example of Superior Street Design for the East-West Pedestrian Connection

5.3.3 Natural Heritage

ENVIRONMENTAL INTEGRITY AND ACCESS

- Protect and enhance the environmental integrity of natural heritage systems within Block 47-1;
- Protect and enhance ecological systems and habitats within valleylands;
- Design unique communities that integrate and preserve natural and cultural heritage;
- Reinforce natural qualities of valleylands, especially along urban edges;
- Provide accessible and convenient access to natural areas;
- Provide valleyland buffer to help protect, enhance and restore the ecological functions of the natural corridor and associated valleylands;
- Provide chain link fencing, with no gates permitted, within the lot line of private property backing onto the valleylands;
- Provide natural aesthetic relief from the surrounding built form.

ENVIRONMENTAL BUFFERS

- Employ a planting approach that creates visual privacy for abutting residential amenity areas without blocking opportunities for casual surveillance;
- Incorporate interpretive signage where view to adjacent streets and open space features are available; and
- Integrate pedestrian trails along the Gore Road Tributary, Clarkway Tributary, and Rainbow Creek, where grading permits, subject to the City of Brampton and site specific EIS / FSR approval.

VALLEYLAND DESIGN GUIDELINES

- As per the approved MESP (May 2016), the trail alignment will generally be located within the valleyland system where there are no identified significant natural features or functions occurring, or where restoration initiatives have not been proposed;

Figure 2-31: Precedents of Pathways and Bridges

- Where the trail is proposed in the valleyland, it should be located away from migrating meanders, outside of all wetlands, natural woodlands, riparian planting areas and should also avoid significant woodland,wetland and NHS compensation areas;
- Trails should be provided above the flood line, where possible (final trail locations are subject to approval from the City of Brampton, and the TRCA);
- Provide chain link fencing, without gates, within the residential lot line of private property adjacent to the valleyland;
- Planting will consist of native vegetation along the entirety of the valleyland;
- Incorporate valleyland crossings where possible, feeding into pedestrian and bicycle networks and contributing to the passive recreational opportunities within Block 47-1;
- Incorporate City of Brampton design treatments in the detailed design of pedestrian bridge crossings, including end piers, City of Brampton logo, rail types, colours and parapet wall finishes and treatments;
- Provide a coordinated and consistent design language with elements from within the Block 47-1 community, including fencing, columns, colours and materiality; and
- Plant species adjacent to the crossing that provide a seamless and complementary transition to natural plantings along the valleylands.

Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of the City of Brampton and the TRCA as per the standards during the subdivision development review and construction stages.

ENVIRONMENTAL COMPENSATION AREAS

As per Savanta's studies, the Block 47-1 and 47-2 Natural Heritage System consists of three valley corridors (The Gore Road Tributary, Clarkway Tributary and Rainbow Creek), tableland woodland compensation (0.775 ha) and tableland wetland compensation areas (1.92 ha). The MESP recommends and the Block Plan provides 1:1 compensation for all tableland woodland and tableland wetland features removed. Tableland vegetation assessment of hedgerows and individual trees identified the need to provide 9,020 compensation trees, as per the City's 15cm+ dbh healthy tree ratio requirements. Where there are additional tableland pockets (~3 ha) alongside the NHS corridors and outside of development, they will be used for tree compensation to meet the City's tableland vegetation guidelines. Where it is not feasible to plant compensation trees, cash in lieu will be remitted in accordance with the City's policy. Tableland woodland (0.775 ha), tableland wetland (1.92 ha) and some headwater drainage features are required to be removed in support of development and are replaced at 1:1 compensation. Valley side slope swales and swales within parks areas are planned to provide the required headwater drainage features compensation. All tableland woodland and wetland compensation planting occurs on tablelands outside of the NHS corridor setbacks.

5.3.4 Trails and Pathways

TRAIL HEADS

- Locate trail heads at entry points to pedestrian paths and coordinate these locations with maintenance roads, neighbourhood parks, parkettes and open space blocks (final locations will be determined by a field walk with the City of Brampton, TRCA and the landowner team);
- Provide wayfinding signage at trail heads that provides educational information or helps orient users. Wayfinding signage shall adhere to the COB guidelines.
- Provide low columns that flank the trail head to distinguish its function as an entrance to a larger network of pedestrian trails and pathways;
- Integrate decorative hard surface areas with benches at trail heads to provide viewing opportunities;
- Garbage receptacles should be placed at all trail entrances; and
- Design masonry features using a consistent and coordinated toolkit of masonry features with other design elements within the Block 47-1 community.

Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of the City of Brampton and the TRCA as per the standards during the subdivision development review and construction stages.

CROSS-VALLEYLAND CONNECTIONS

- Provide pedestrian linkages through the valleyland by connecting the interior sidewalk network to proposed valleyland recreational trails and cross-valley connections;
- Coordinate the cross-valleyland connections with Neighbourhood Parks and SWM ponds;
- Plantings adjacent to crossings should seamlessly complement the native planting of the natural heritage system; and
- Ensure all connections are accessible for various modes of transportation and users of all ages and abilities.

Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of the City of Brampton and the TRCA as per the standards during the subdivision development review and construction stages.

BRIDGES AND TRAILS

- Bridges and trails shall provide pedestrian linkages through the natural heritage system and throughout the valleyland;
- Tableland trails should be located as close to the rear lots as City permits, thereby maximizing the planting area for the tableland buffer.
- All trails and bridges shall be accessible for various modes of active transportation and users of all ages and abilities; and
- Garbage receptacles should be placed at suitable distances along the trail.

Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of the City of Brampton and the TRCA as per the standards during the subdivision development review and construction stages.

Figure 2-32: Trails and Connections Map

BRIDGE AND TRAIL AREA 1-1

BRIDGE AND TRAIL AREA 1-1 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1A

Amenities: Valleylands, Gore Road Tributary, Park 'A', Park 'B', Cross Valley connection with Pedestrian Bridge, Trail within NHS Valley Land, Trail within Public Park, Buffer Planting, Restoration Planting

Intention: To provide linkages within Neighbourhood 1A between Park 'A' (west of The Gore Road Tributary) and Park 'B' (east of The Gore Road Tributary)

**Note: The location of the bridge walkways and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Trail within NHS Valley Land
2. Proposed Pedestrian Bridge
3. Cross Valley Connection
4. Conceptual Pedestrian Crossing
5. Trail within Public Park

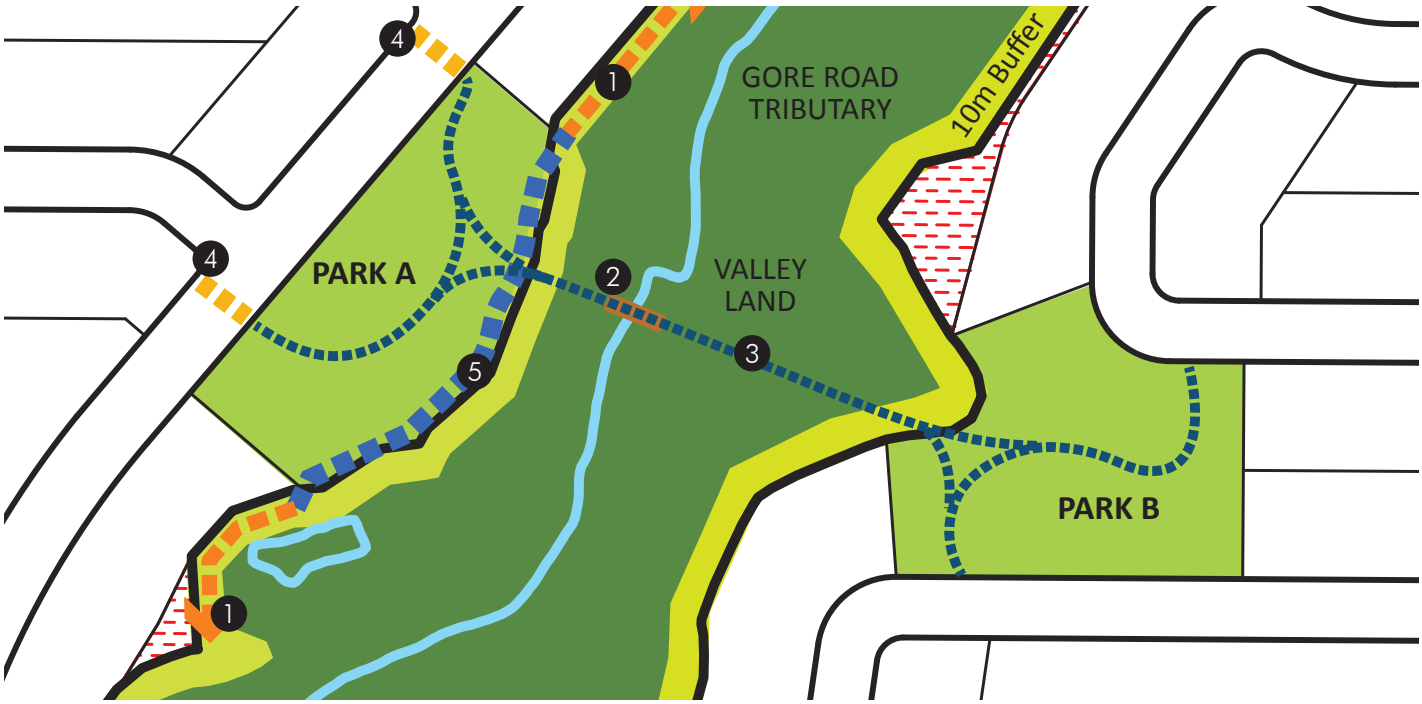


Figure 2-33: Bridge and Trail Area 1-1

BRIDGE AND TRAIL AREA 1-2

BRIDGE AND TRAIL AREA 1-2 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1C

Amenities: Valleylands, Clarkway Tributary, Park 'E', Park 'G', Cross Valley connection with Pedestrian Bridge, Trail within NHS Valley Land, Trail within Public Park, Buffer Planting, Restoration Planting

Intention: To provide linkages between Park 'E' and Park 'G'. This Bridge and Trail area 1-2 is crucial component of the east- west pedestrian connection. Please refer to Section 5.2.2, Special Character Areas, East-West Pedestrian Connection

**Note: The location of the bridge walkways and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Cross Valley Connection
2. Proposed Pedestrian Bridge
3. Bike Lane (On Road)
4. Trail within NHS Valley Land
5. Trail within Public Park

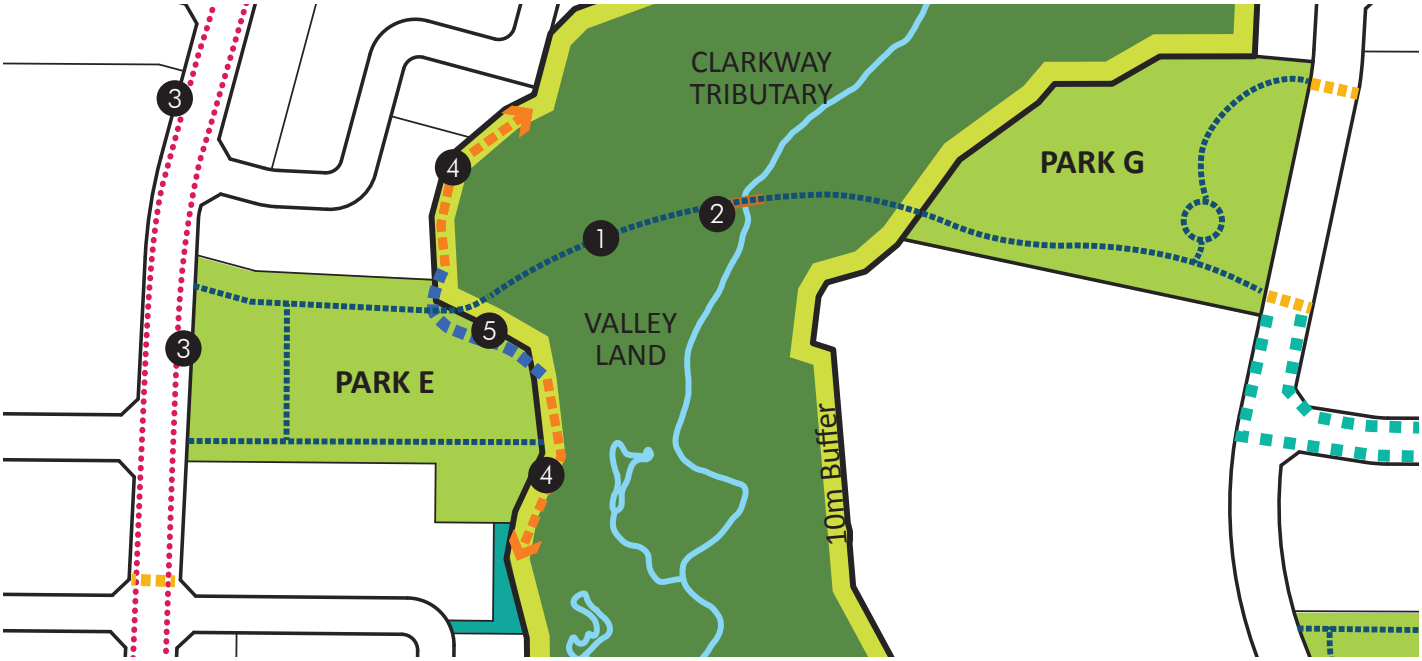


Figure 2-34: Bridge and Trail Area 1-2

5.3.5 Walkways - Street to Valleylands

- Provide walkway connections from the public right-of-way to rear-abutting natural heritage systems;
- Walkway blocks leading to the valleyland shall be 9.0m in width. The 9.0 m walkway block consists of a 3.0 m asphalt walkway with 3m of planting area on either side;
- Ensure all walkways are accessible for various modes of transportation and users of all ages and abilities;
- Provide walkable access to the natural heritage system through the local street network;
- Walkway should be designed to allow for and include safe pedestrian crossings, which shall be designed as per OTM Book 15; and
- Coordinate the design language of the walkway features with the character and design elements of the Block 47-1 community.

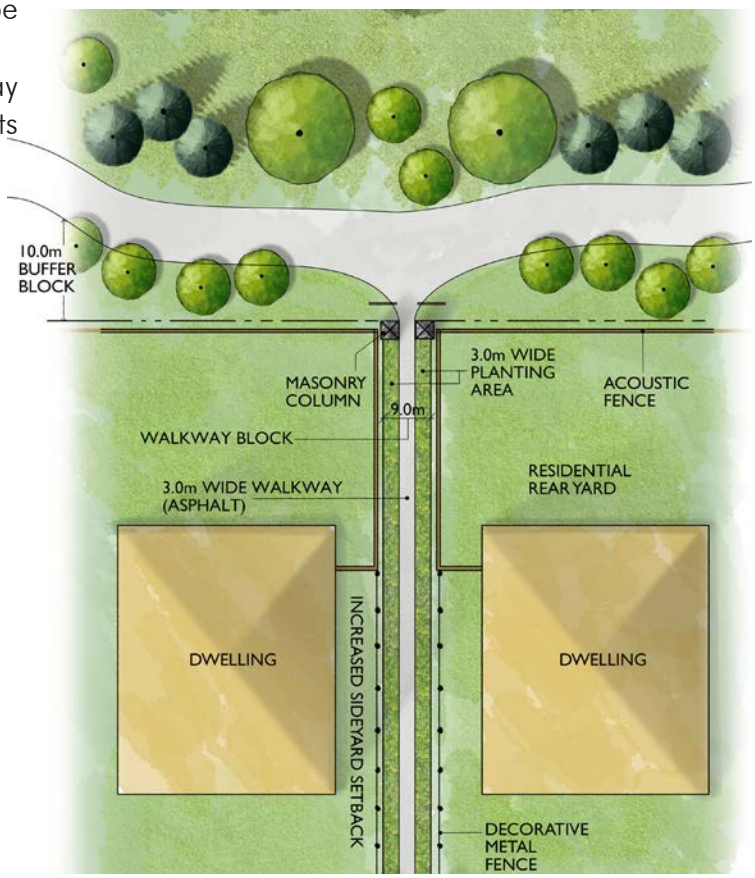


Figure 2-35: Street-to-NHS 9.0m Walkways Links

5.3.6 Gateways

Gateways are provided to signify entry into Block 47-1 and are the first elements to establish a distinctive character and design image. The character and design vision for primary and secondary gateways will be established and coordinated with trail heads and other masonry elements within Block 47-1, as illustrated in the Masonry Kit in Figure 2-37 and 2-38 on pages 84 and 85. The masonry elements in the proposed kit include columns at varying heights and landscape walls. These elements are used in different locations for a variety of purposes, to demarcate entries and pathways, as ornamental or decorative elements, and as screening or buffering methods, among others. Masonry features are coordinated throughout the HWY 427 Secondary Plan Area to ensure a cohesive and legible community design. Gateways shall be located outside of right-of-way and not interfere with sight lines.

Primary and Secondary Gateway features are identified in Figure 2-1 Community Structure Plan on page 37.

GENERAL GATEWAY DESIGN

- Incorporate landscaping that provides year-round interest;
- Respect the City of Brampton's Gateway Beautification Program and Flower City Initiatives;
- Provide low evergreen shrubs and perennials in front of the masonry wall facing arterial roads, where applicable; and
- Provide large flowering shrubs between the wall and columns on each end, where applicable.

DESIGN GUIDELINES FOR MASONRY KITS:

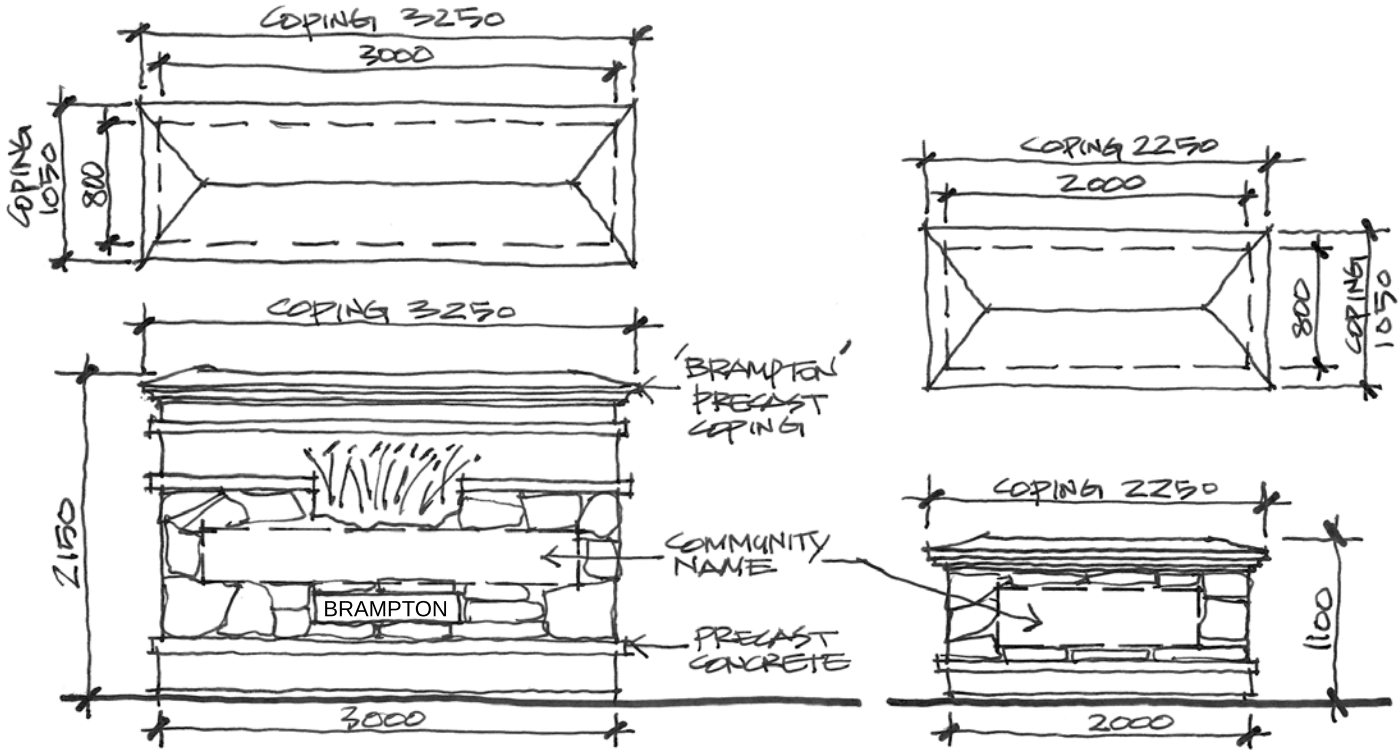
- Coordinate the design language of masonry features in Block 47-1 with the masonry features in Block 47-2;
- Construct all masonry features using a combination of precast concrete coping, stone facing, a stone band, a granite band, and a concrete base;
- Incorporate the corporate identifier for the City of Brampton, the 'rose' plaque, into the wall feature;
- Incorporate the City of Brampton's logo into entry feature; and
- Ensure the review and approval of selected font types and scales, as well as the final design of the masonry features by a Landscape Architect at the Site Plan / Subdivision Plan Stage.

PRIMARY GATEWAYS

- Coordinate primary gateways with the design form, materials and colours of primary gateways of Area 47;
- Provide a masonry gateway feature wall with two tall masonry columns to frame the wall, from the Masonry Toolkit (Figure 2-37), as the standard design within primary gateway blocks at prime locations; and
- Provide enhanced architectural treatment at Primary Gateway corner lots.

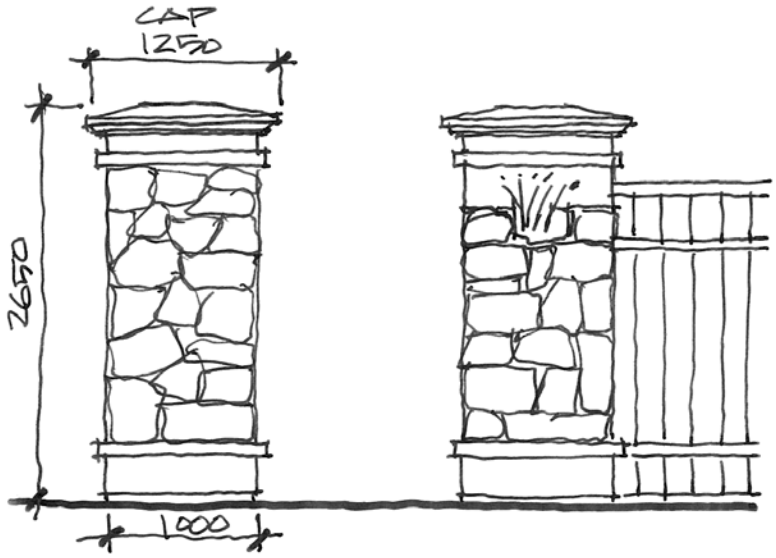
SECONDARY GATEWAYS

- Coordinate secondary gateways with the design form, materials and colours of secondary gateways in Block 47-2;
- Provide a medium sized masonry landscape wall with two medium masonry columns to frame the wall, from the Masonry Toolkit (Figure 2-37), as the standard design within secondary gateway blocks at prime locations; and
- Provide enhanced architectural treatment at Secondary Gateway corner lots.



GATEWAY FEATURE WALL

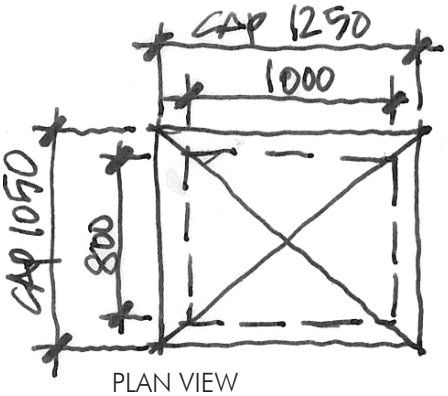
LOW WALL- Median & Round- About



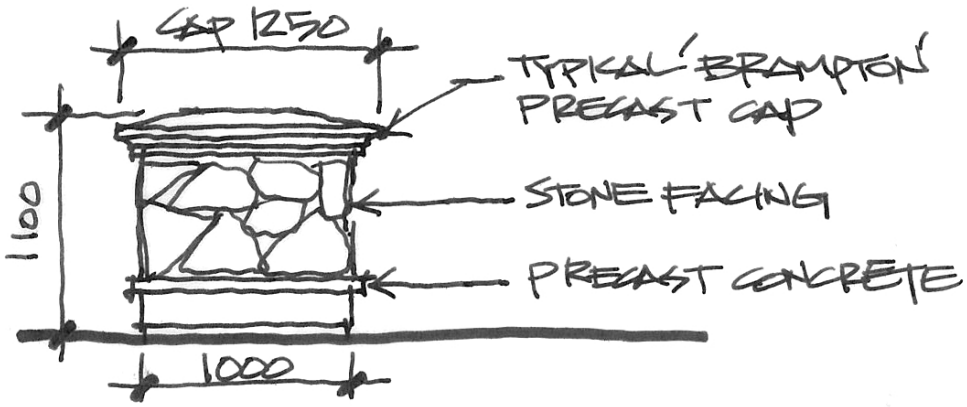
TALL COLUMN

TALL COLUMN- in combination with Wood Acoustic Fence

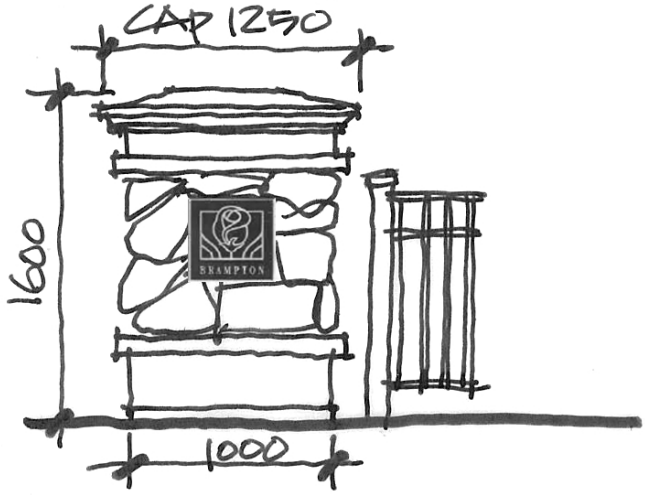
Figure 2-37: A Toolkit of Masonry Features for Area 47



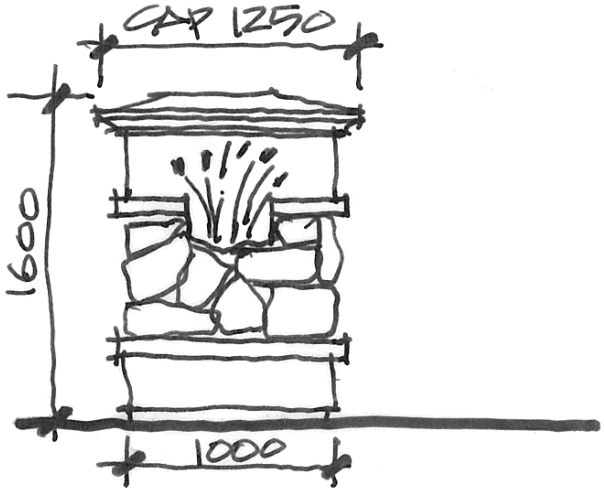
PLAN VIEW



LOW COLUMN



MEDIUM COLUMN- in combination with Decorative Metal Fence



MEDIUM COLUMN- Trail Head

Figure 2-38: A Toolkit of Masonry Features for Area 47

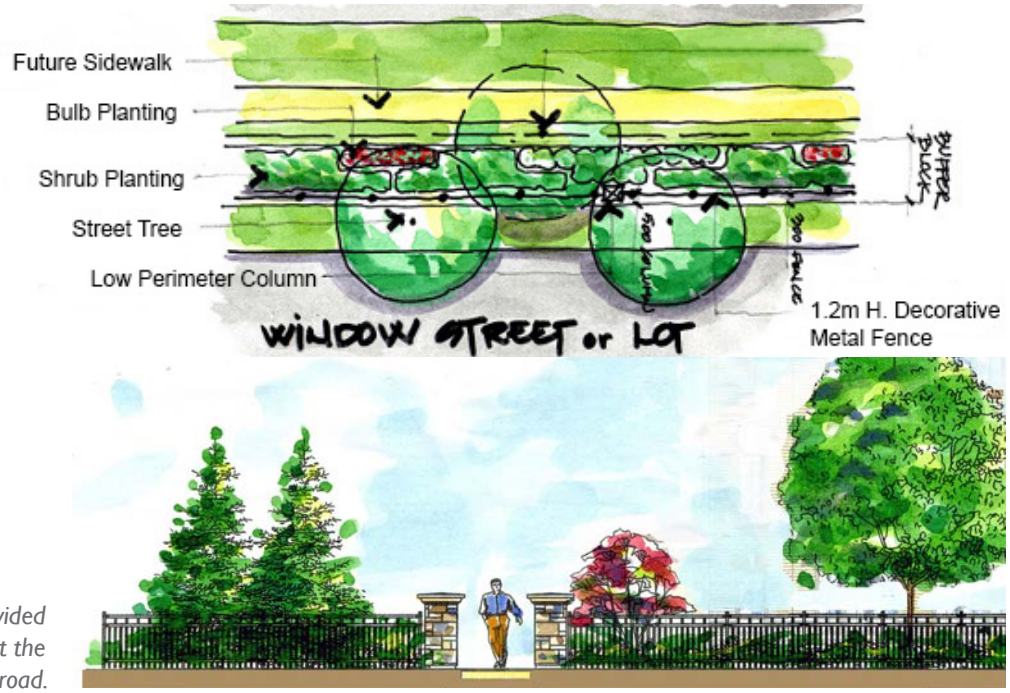
5.3.7 Community Edges & Window Streets

COMMUNITY EDGES

- Employ effective visual screen and acoustic protection for residential lots along community edges;
- Integrate acoustic and / or decorative fencing with tall decorative piers in accordance with City standards;
- Provide a 4.5 metre landscape buffer at rear and flankage lot locations along arterial roads;
- Plant coniferous species and bulbs, in accordance with City initiatives, along buffer edges on flankage lots;
- Provide an acoustic fence with a tall masonry pier on either side along flanking lot lines; and
- Incorporate the City of Brampton's Flower City Strategy by planting strong flowering bulb displays within the landscape buffers along community edges.

WINDOW STREETS

- Provide a 3.0 metre landscape buffer at window streets, landscape buffer not to be included in road right-of-way;
- Plant coniferous species along the buffer for year-round screening;
- Provide a minimum of one pedestrian walkway connection to the public sidewalk from the arterial road at each window street and in proximity to transit stops, mid-block transit stop to include pedestrian crossing which shall be designed as per OTM Book 15;
- Provide one precast column on either end of the pedestrian walkway connection; and
- Provide a 1.2 metre high black decorative metal fence to separate the local street and the arterial road.



Note: Pedestrian access will be provided at strategic locations to connect the development to the arterial road.

Figure 2-39: Examples of Community Edges and Window Street Treatments

5.3.8 Roundabouts

- Construct roundabouts in accordance with City of Brampton standards, design of roundabout to be completed at detailed design stage;
- Recommend hard landscaping along the perimeter of the roundabout island to facilitate the movement of large vehicles and protect vegetation from ploughing and salt damage;
- Recommend hard landscaping within the transition between the hardscaped perimeter strip and the elevated, landscaped area (clear zone);
- Use decorative pavement or coloured concrete within the transition area, if possible;
- Recommend a landscape low wall on the Clarkway Drive roundabout, to be placed on the southern half with signage lettering to face traffic driving north on Clarkway Drive, and consistent with the Masonry Kit and Block 47-1 gateway theme; and
- Recommend three low columns to anchor the remaining road frontages from the roundabout, consistent with the Masonry Kit and Block 47-1 gateway theme.

Figure 2-40: Example of Roundabout Design

5.3.9 Neighbourhood Parks & Parkettes

Park facility programming for neighbourhood parks, and parkettes are provided in park summary table (page 91). Neighbourhood parks, and parkettes will have active and passive recreational uses as per the City's Draft Parks and Public Spaces Hierarchy Chart. As per the City's Park Hierarchy Chart, the following park sizes have been used to categorize parks:

- Neighbourhood Parks - 1.0 to 2.0 ha (2.5 - 5.0 ac)
- Parkettes - less than 0.6 to 1.0 ha (1.5 to 2.5 ac)

General guidelines for Neighbourhood Parks, and Parkettes include:

- Locate parks in areas of high visibility and access, such as at the corner of two streets;
- Where relevant, provide access to parks from the active transportation network and ensure safe pedestrian and bike access;
- Design neighbourhood centres to create special public spaces that are easily accessible from adjacent neighbourhoods within a 5-10 minute walking distance;
- Ensure parks have significant frontage on adjacent streets in order to promote views and reinforce their value as a focal point;
- Design streetscapes to signify adjacent streets as primary streets;
- Design playgrounds as major focal elements within parks and parkettes;
- Avoid on-site parking;
- Define and articulate activity areas, circulation, entry points, seating and gathering areas through the careful integration of hard and soft landscape elements;
- Coordinate the design vocabulary of soft and hard landscape elements with the identity of the community, surrounding houses and other open space elements, including the proposed Masonry Kit in Section 5.3.6; and
- Provide for installation of community mailboxes adjacent to parks through design of screened/ locations if required.

Note: Design of all parks, including walkway, play equipment, etc., are conceptual only and will be finalized during detailed design review at the Subdivision Review Stage.

Figure 2-41: Map of Neighbourhood Parks in Block 47-1

PARK SUMMARY TABLE

Park ID	Park Type	Neighbourhood	Total Area	Street Edges	Proposed Facilities
Park A	Parkette	1A	0.62 ha (1.53 ac)	1*	Playground with Seating Area, Lookout with Seating Area, Two (2) Free Play Areas, Valleyland Crossing Connection
Park B	Parkette	1A (adjacent to the valley)	0.62 ha (1.53 ac)	2*	Playground, Seating Area, Valleyland Crossing Connection
Park C	Parkette	1B (adjacent to the valley)	0.25 ha (0.62 ac)	1*	Playground, Minor Shade Structure, Free Play Area, Valleyland Connection, Woonerf Street
Park D	Parkette	1B	0.83 ha (2.05 ac)	3	Playground, Shade Structure with Seating, Road Crossing to SWM G1
Park E	Neighbourhood Park	1C (adjacent to the valley)	1.44 ha (3.56 ac)	1*	Playground with Seating Area, Mini Soccer Field, Connection to Valleyland Crossing, Connection to Elementary School, Medium Density Units Fronting onto Park
Park F	Parkette	1C	0.48 ha (1.16 ac)	3	Playground with Seating Area, Free Play Area
Park G	Neighbourhood Park	1C & 1D (adjacent to the valley)	1.51 ha (3.73 ac)	1*	Playground, Shade Structure with Seating Area, Junior Soccer Field, Two (2) Free Play Areas, Connection to Valleyland Crossing, Connection to Elementary School
Park H	Parkette	1D	0.53 ha (1.31 ac)	2	Playground with Seating Area, Free Play Area
Park I	Parkette	1D & 1E	0.65 ha (1.61 ac)	2	Playground, Shade Structure with Seating Area, Pedestrian Pathway, Road Crossing
Park J	Parkette	1E & 1F	0.50 ha (1.24 ac)	3	Playground with Seating Area, Free Play Area
Park K	Parkette	1F	0.97 ha (2.40 ac)	4	Shade Structure with Seating Area, Open Play Area, Connection to City of Brampton Citywide Pathway Network, Connection to 3.0m Asphalt Multi-use Path (MUP)

Total Park Types	Nine (9) Parkette, Two (2) Neighbourhood Parks
Total Neighbourhood Park Dedication	**8.4 ha (20.74 ac)**
All calculations are rounded up to the nearest 0.01 of a hectare or acre	

NOTE: * Indicates parks that are adjacent to the natural heritage system and has both physical and visual exposure to the public realm through the trail network.

The City reserves the right to include a shade structure into the park/parkette/vest pocket at the detailed design stage based on City standards and/or demographics.

PARK A

PARK A DESIGN GUIDELINES

1. The playground at the intersection of the pedestrian pathway with the valleyland connection trail;
2. Lookout with seating area shall be provided along the western edge of the valleyland;
3. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The Park's main circulation route will be lined with deciduous trees, round in form;
5. The main pathway will incorporate pedestrian-scaled night lighting and connect with the valleyland crossing connection;
6. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence); and
7. Open, free-play areas with turf will be provided close to the interface with the valleylands to the east of the park.

PARK A HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1A (adjacent to the valley)

Size: 0.62 ha (1.53 ac)

Type: Parkette

Street Frontage: One street side frontage

Amenities: Playground, Lookout with Seating Area, Free Play Area, Valleyland Crossing Connection

Linkages: To the Valleyland and the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

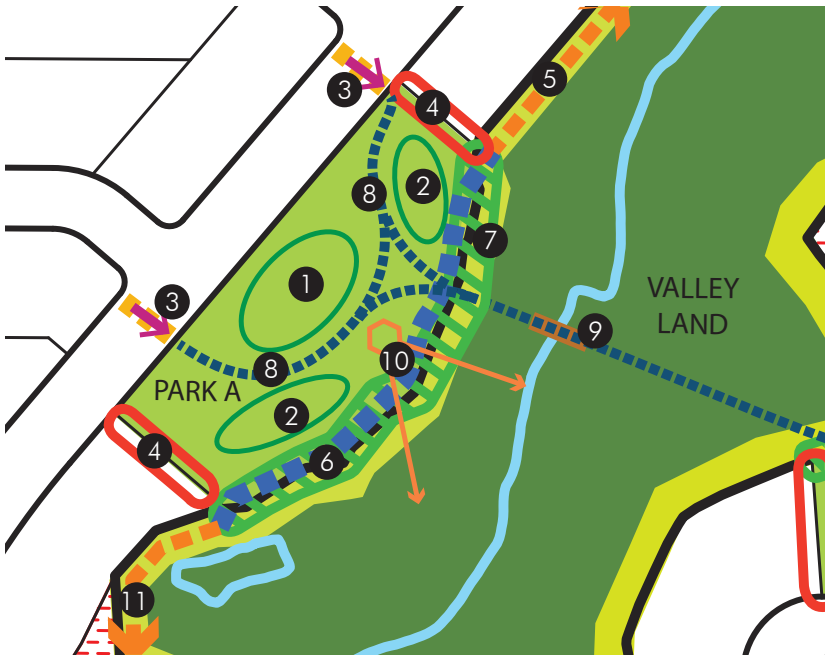


Figure 2-42: Park A Design Concept

Legend

1. Playground
2. Free Play Area
3. Entrance to Park
4. Residential / Park Interface
5. Connection to Trail within NHS Valleyland
6. Trail within Public Park
7. Valley / Park Interface
8. Conceptual Pedestrian Pathway
9. Bridge
10. Lookout with Seating Area
11. Trail within NHS Valleyland

PARK B

PARK B DESIGN GUIDELINES

1. One (1) seating area will be provided next to the playground;
2. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
3. The Park's main circulation route will be lined with deciduous trees, round in form;
4. The main pathway will incorporate pedestrian-scaled night lighting and connect with the valleyland crossing connection; and
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK B HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhoods 1A (adjacent to the valley)

Size: 0.62 ha (1.53 ac)

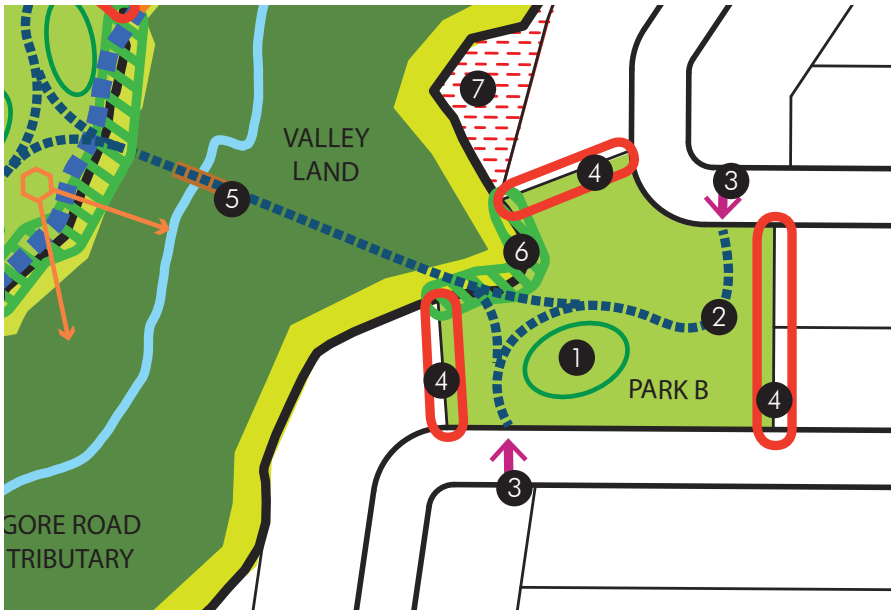
Type: Parkette

Street Frontage: Between two street frontages

Amenities: Playground with Seating Area, Lookout Area,Valleyland Crossing Connection

Linkages: To the Valleyland and the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Playground with Seating Area
2. Conceptual Pedestrian Pathway
3. Entrance to Park
4. Residential / Park Interface
5. Pedestrian Bridge
6. Valley / Park Interface
7. Compensation Area

Figure 2-43: Park B Design Concept

PARK C

PARK C DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided in the northeast corner of the park adjacent to the roundabout along Street 'A';
2. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
3. The Park's will have two circulation routes, one will be lined with deciduous trees, round in form and incorporate pedestrian-scaled night lighting and the other will have Woonerf street design elements; and
4. Residential-park interfaces will incorporate Woonerf street design, which will include enhanced streetscaping and landscaping measures and active retail frontage opportunities.

PARK C HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1B

Size: 0.25 ha (0.62 ac)

Type: Parkette

Street Frontage: One street frontage adjacent to roundabout

Amenities: Playground, Shade Structure with Seating Area, Valleyland Crossing Connection Woonerf Street

Linkages: To the Valleyland and the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Park C is located within the Town Centre. Please refer to the approved Town Centre Guidelines for more details.

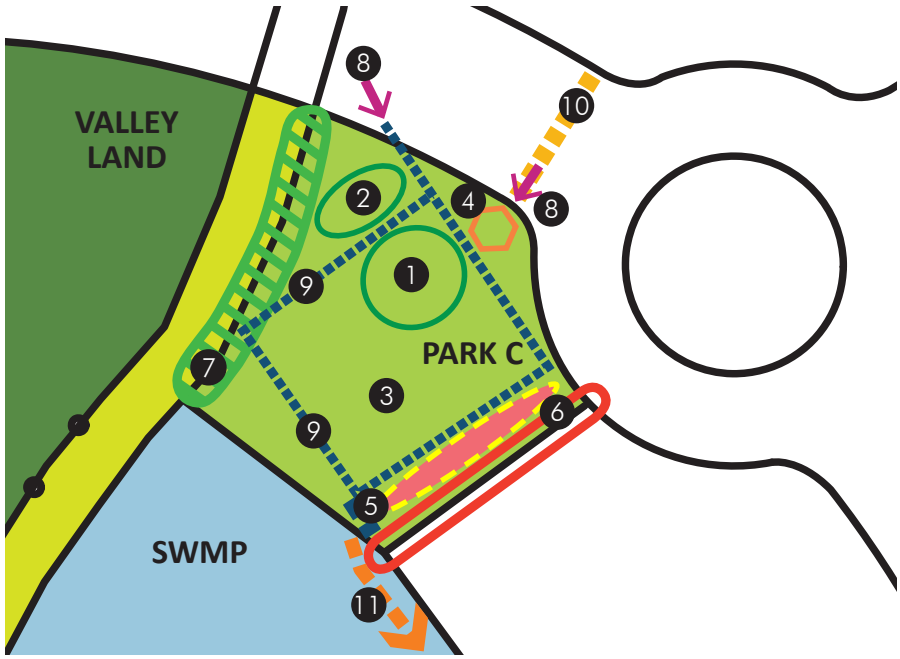


Figure 2-44: Park C Design Concept

Legend

1. Senior Playground
2. Junior Playground
3. Free Play Area
4. Shade Structure with Seating Area
5. Woonerf / Living Street
6. Retail / Park Interface
7. Valley / Park Interface
8. Entrance to Park
9. Conceptual Pedestrian Pathway
10. Conceptual Pedestrian Crossing
11. Connection to Trail within NHS Valleyland

PARK D

PARK D DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided in the northeast corner of the park at the intersection of Street 'A' with Bloom Drive;
2. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
3. The Park's main circulation route will be lined with deciduous trees, round in form and incorporate pedestrian-scaled night lighting; and
4. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK D HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1B

Size: 0.83 ha (2.05 ac)

Type: Parkette

Street Frontage: Two street corner frontages, total of three street frontages

Amenities: Playground, Shade Structure with Seating Area

Linkages: To the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

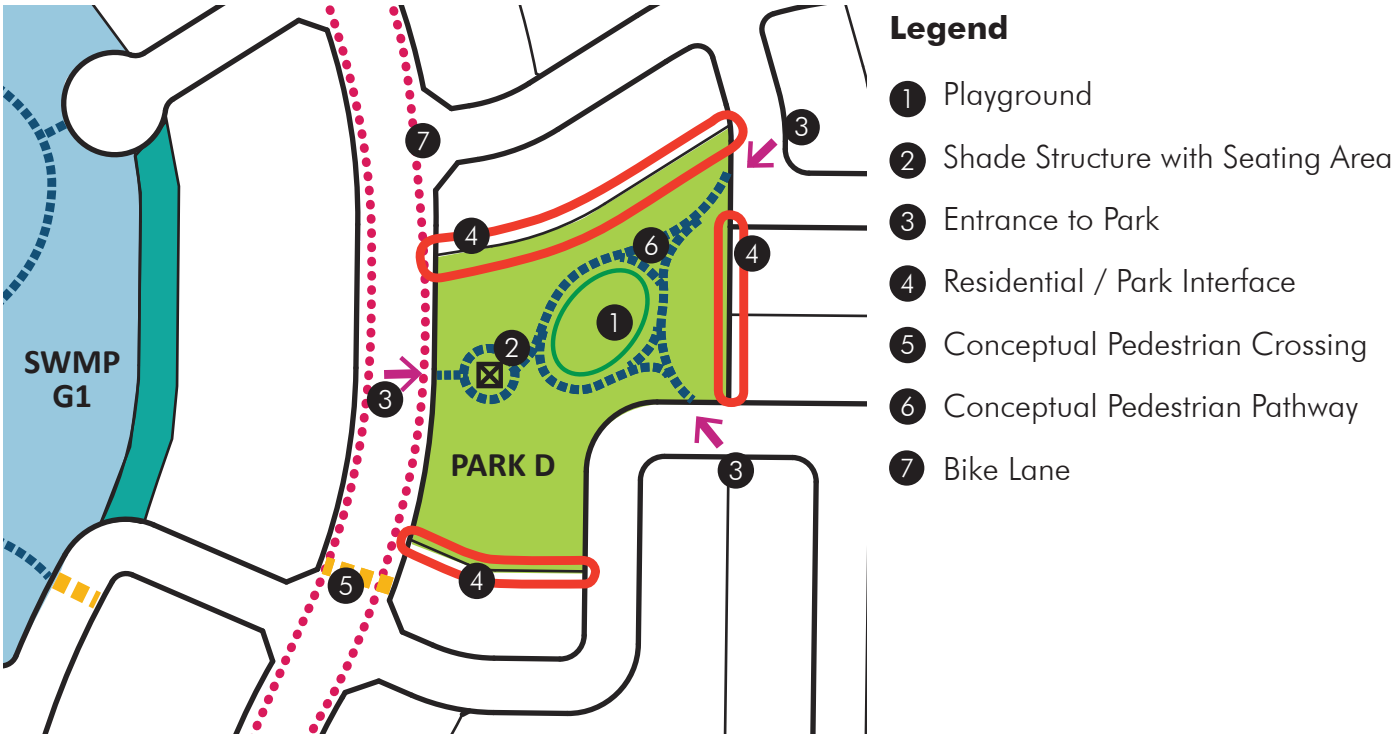


Figure 2-45: Park D Design Concept

PARK E

PARK E DESIGN GUIDELINES

1. One (1) seating area will be provided with the playground;
2. Locate a mini soccer field away from the street frontage and closer to the valleyland edge;
3. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The walkway will be located in front of unit that are fronting onto the park;
5. The Park's main circulation route will be lined with deciduous trees, round in form;
6. The main pathway will incorporate night lighting and connect with the valleyland crossing; and
7. Residential-park interfaces for units that are backing onto the park should also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK E HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1C (adjacent to the valley)

Size: 1.44 ha (3.56 ac)

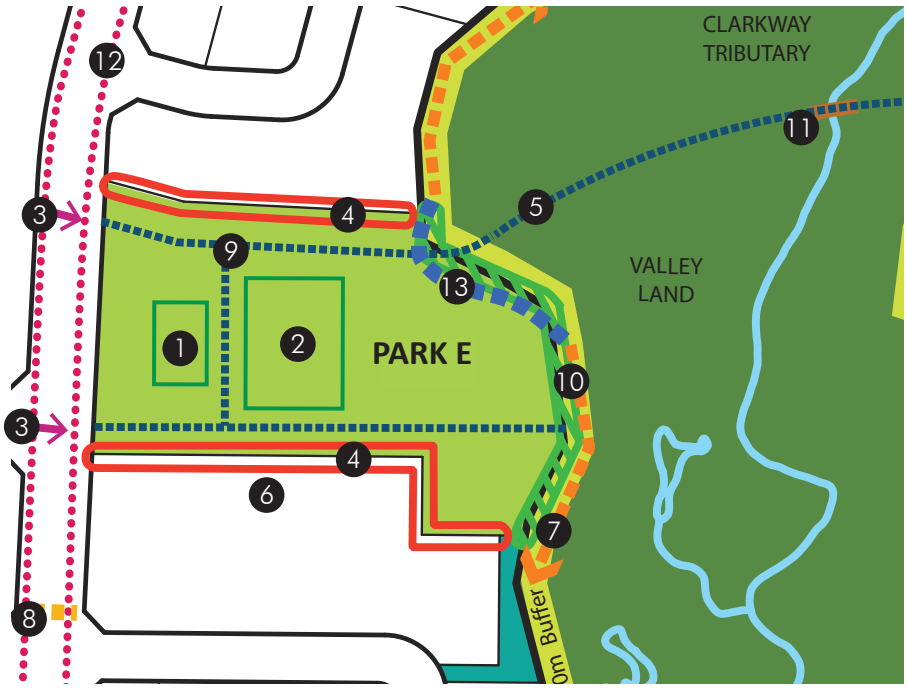
Type: Neighbourhood Park

Street Frontage: One street side frontage

Amenities: Playground with Seating Area, Mini Soccer Field, Connection to Valleyland Crossing, Connection to Elementary School, Medium Density Units fronting onto park

Linkages: To the Elementary School, to the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Playground with Seating Area
2. Mini Soccer Field (40m x 55m)
3. Entrance to Park
4. Residential / Park Interface
5. Valleyland Crossing Connection
6. Units Fronting onto Park
7. Trail within NHL Valleyland
8. Conceptual Pedestrian Crossing
9. Conceptual Pedestrian Pathway
10. Park / Valley Interface
11. Bridge
12. Bike Lanes (on Road)
13. Trail within Public Park

Figure 2-46: Park E Design Concept

PARK F

PARK F DESIGN GUIDELINES

1. One (1) seating area will be provided with the playground;
2. One (1) playground and one (1) free play area will be provided;
3. The entry pathways to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The Park's main circulation route will be lined with deciduous trees, round in form and incorporate pedestrian-scaled night lighting; and
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK F HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1C

Size: 0.48 ha (1.16 ac)

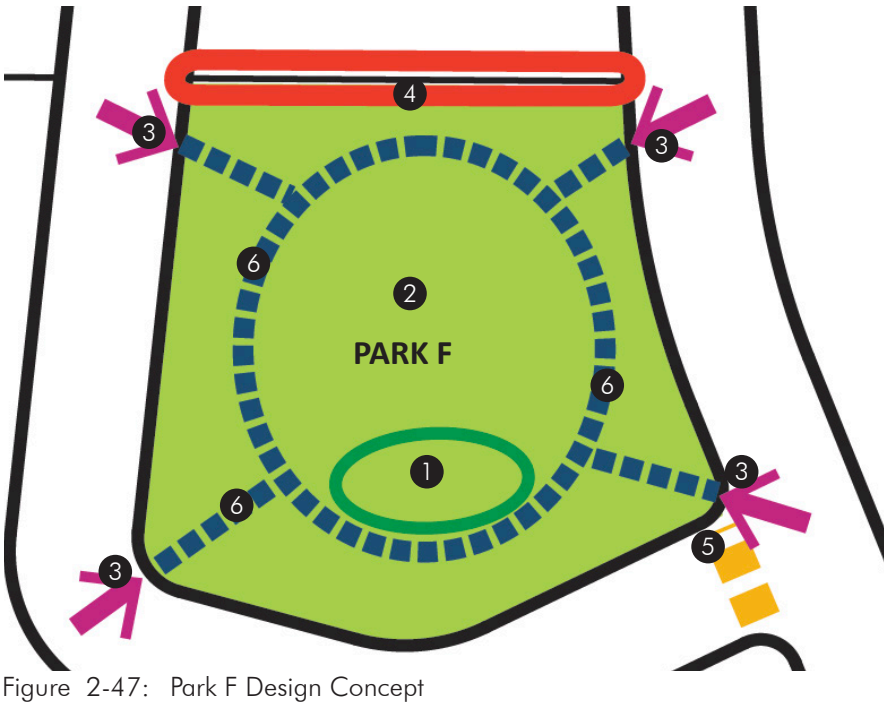
Type: Parkette

Street Frontage: Three street frontages

Amenities: Shade Structure with Seating Area, Playground, One (1) Free Play Area

Linkages: To the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Playground with Seating Area
2. Free Play Area
3. Entrance to Park
4. Residential / Park Interface
5. Conceptual Pedestrian Crossing
6. Conceptual Pedestrian Pathway

Figure 2-47: Park F Design Concept

PARK G

PARK G DESIGN GUIDELINES

1. One (1) shade structure with a solid-roof canopy with seating underneath will be provided at the intersection of Street 'A' and the Collector road along on the pedestrian pathway;
2. Locate the playground facility centrally with access to the shade structure and seating area;
3. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The Park's main circulation route will be lined with deciduous trees, round in form; and
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK G HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhoods 1C & 1D

Size: 1.51 ha (3.73)

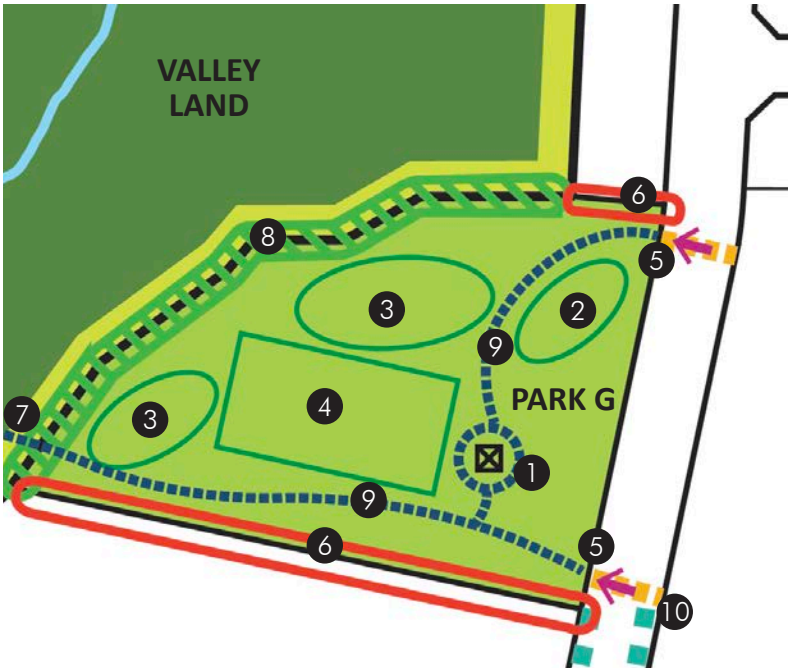
Type: Neighbourhood Park

Street Frontage: One street frontage

Amenities: Shade Structure with Seating Area, Playground, Two (2) Free Play Areas, Junior Soccer Field, Connection to Valleyland Crossing, Connection to Elementary School

Linkages: To the Elementary School, to the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Shade Structure with Seating Area
2. Playground
3. Free Play Area
4. Junior Soccer Field (47.5m x 82m)
5. Entrance to Park
6. Residential / Park Interface
7. Valleyland Crossing Connection
8. Valley / Park Interface
9. Conceptual Pedestrian Pathway
10. Conceptual Pedestrian Crossing

Figure 2-48: Park G Design Concept

PARK H

PARK H DESIGN GUIDELINES

1. One (1) seating area will be provided with the playground;
2. One (1) playground and one (1) free play area will be provided;
3. The entry pathways to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The Park's main circulation route will be lined with deciduous trees, round in form and incorporate pedestrian-scaled night lighting; and
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK H HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1D

Size: 0.53 ha (1.31 ac)

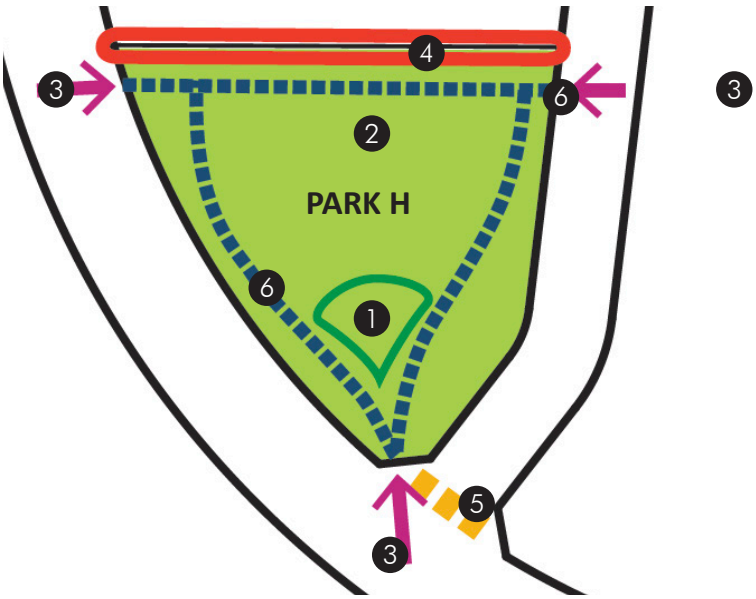
Type: Parkette

Street Frontage: One corner frontage, two street frontages

Amenities: Playground, Shade Structure with Seating, Free Play Area

Linkages: To the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Playground
2. Free Play Area
3. Entrance to Park
4. Residential / Park Interface
5. Conceptual Pedestrian Crossing
6. Conceptual Pedestrian Pathway

Figure 2-49: Park H Design Concept

PARK I

PARK I DESIGN GUIDELINES

1. One (1) shade structure with a solid-roof canopy with seating underneath will be provided at the intersection of Street 'A' and the Collector road along on the pedestrian pathway;
2. Locate the playground facility centrally with access to the shade structure and seating area;
3. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The Park's main circulation route will be lined with deciduous trees, round in form; and
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK I HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhoods 1D & 1E

Size: 0.65 ha (1.61 ac)

Type: Parkette

Street Frontage: One street frontage

Amenities: Playground with Seating Area, Free Play Area

Linkages: To the Elementary School, to the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Legend

1. Shade Structure with Seating Area
2. Playground
3. Entrance to Park
4. Residential / Park Interface
5. Conceptual Pedestrian Crossing
6. Dedicated Bike Lanes (On Road)
7. Conceptual Pedestrian Pathway

Figure 2-50: Park I Design Concept

PARK J

PARK J DESIGN GUIDELINES

1. One (1) seating area will be provided with the playground;
2. One (1) playground and one (1) free play area will be provided;
3. The entry pathways to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The Park's main circulation route will be lined with deciduous trees, round in form and incorporate pedestrian-scaled night lighting; and
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK J HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1E & 1F

Size: 0.50 ha (1.24 ac)

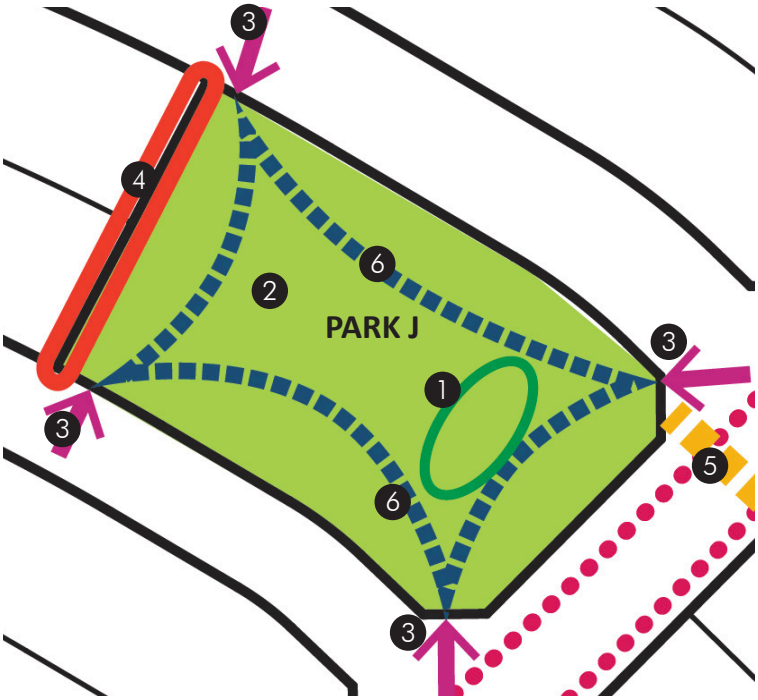
Type: Parkette

Street Frontage: Three street frontages

Amenities: Playground with Seating Area, Free Play Area

Linkages: To the Elementary School, to the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Playground
2. Free Play area
3. Entrance to Park
4. Residential / Park Interface
5. Conceptual Pedestrian Crossing
6. Conceptual Pedestrian Pathway

Figure 2-51: Park J Design Concept

PARK K

PARK K DESIGN GUIDELINES

1. All active park facilities will be located in the southern portion of the park to avoid conflict with the park's ecological linkage function;
2. One (1) shade structure with a solid-roof canopy with seating underneath will be provided at the intersection of Street 'A' and Street 'B' on the pedestrian pathway;
3. The entry pathway to the Park will be clearly identifiable to both pedestrian and vehicular traffic;
4. The Park's main circulation route will be lined with deciduous trees, round in form;
5. The main pathway will incorporate night lighting and connect with the valleyland crossing connection; and
6. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK K HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1F

Size: 0.97 ha (2.40 ac)

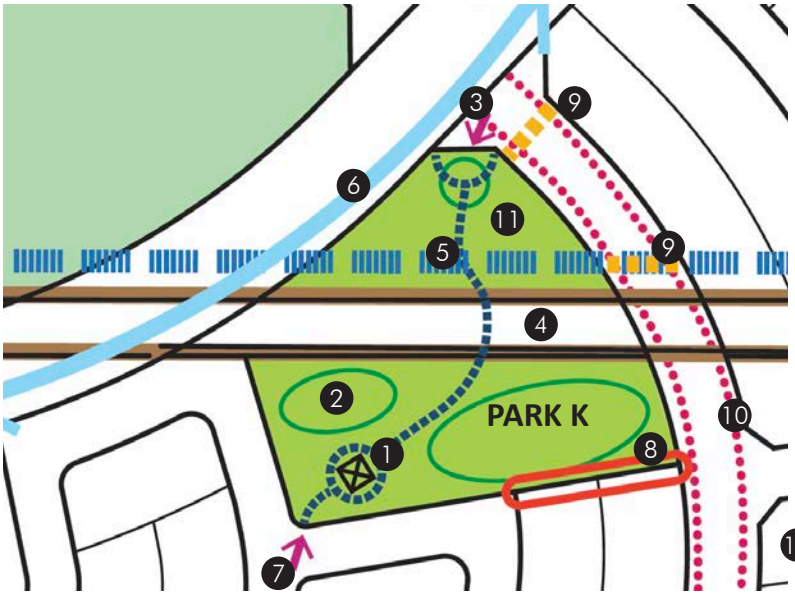
Type: Parkette

Street Frontage: Three street corner frontages, Four street frontages

Amenities: Shade Structure with Seating Area, Open Play Area, Connection to City of Brampton Citywide Pathway Network, Multi-Use Path (MUP)

Linkages: A key part of the east-west ecological linkage between the Clarkway and Rainbow Creek corridor; to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Shade Structure with Seating Area
2. Playground
3. Formal Entry to Park
4. East-west ecological linkage
5. Brampton Citywide Pathway
6. Proposed Multi-Use Path
7. Entrance to Park
8. Residential / Park Interface
9. Conceptual Pedestrian Crossing
10. Dedicated Bike Lane (On Road)
11. Open Play Area

Figure 2-52: Park K Design Concept

5.3.10 Stormwater Management Ponds

Five stormwater management ponds are located along the edges of the Humber River Tributaries and valleys within the Block 47-1 community area. These ponds are provided to assist with the treatment of stormwater run-off from within the development, and they provide a visual amenity space at key intersections. Opportunities for passive recreation should be considered where safety and accessibility conditions do not pose significant constraints.

- Design and plant stormwater management facilities in conformity with the TRCA and City of Brampton guidelines for site design, species mix, sizing, and spacing requirements;
- Design stormwater management ponds in accordance with the City of Brampton's stormwater management pond standards;
- Provide slopes at a maximum grade 3:1, providing variation according to operational requirements as determined by the City of Brampton;
- Provide a stormwater facility maintenance access road that includes a pedestrian gravel trail as per the City of Brampton standards;
- Arrange tree and shrub planting in groups to frame views of the pond from amenity areas;
- Incorporate concentrated bulb planting and / or natural species with flower bulbs into the pond area, and consider structural interest and good fall colour;
- Integrate a strong presence of the daffodil flower in visible areas, such as on upper slopes and tablelands of the pond embankment, in accordance with the City of Brampton's Flower City Strategy; and
- Include fast growing wetland species of trees and shrubs to encourage rapid naturalization along pond edges (this may include black willows, silver and red maples, alders, grey dogwoods, among other species).

Figure 2-53: Examples of Stormwater Management Ponds

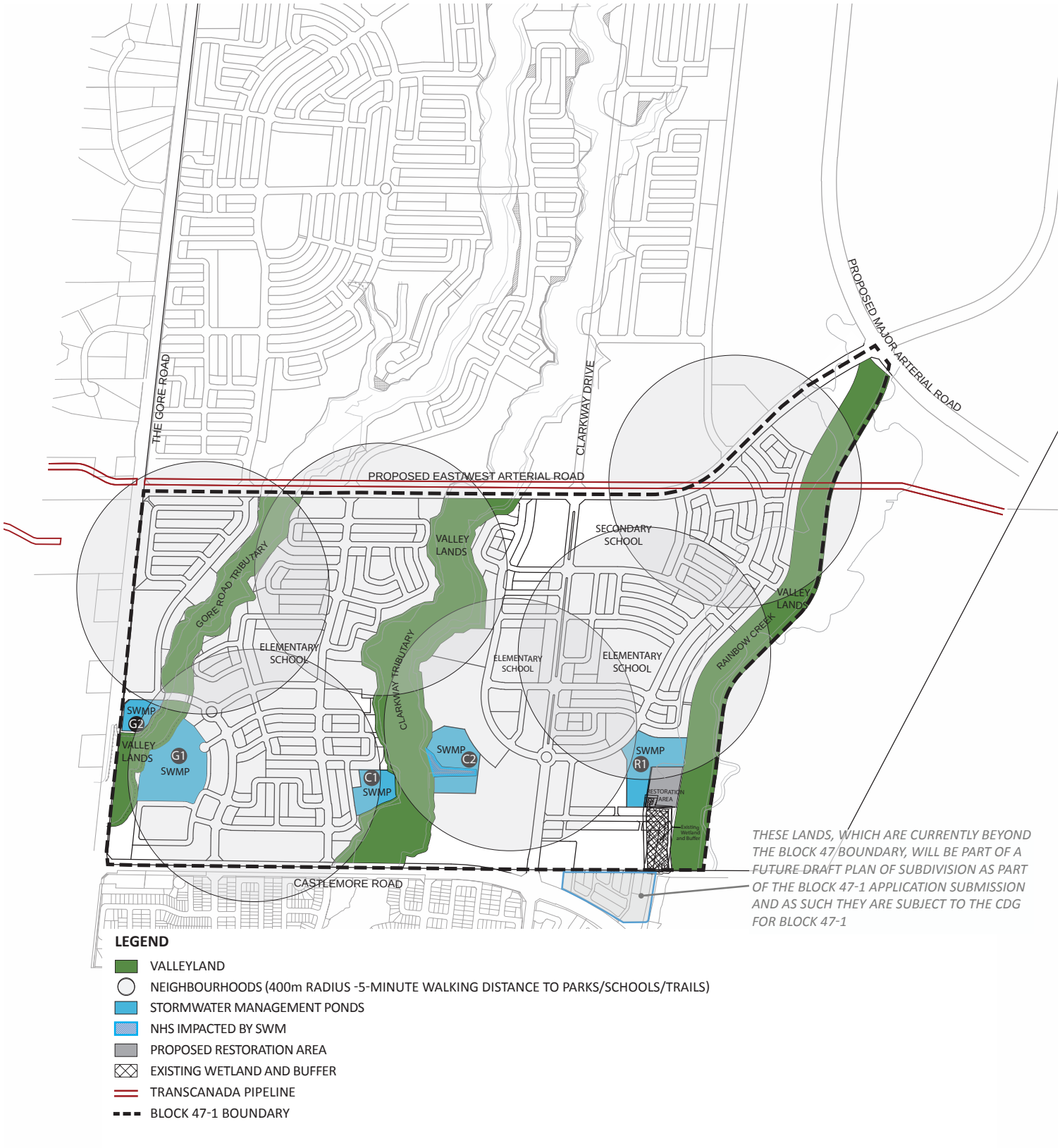


Figure 2-54: Stormwater Management Pond Map

STORMWATER MANAGEMENT POND G1

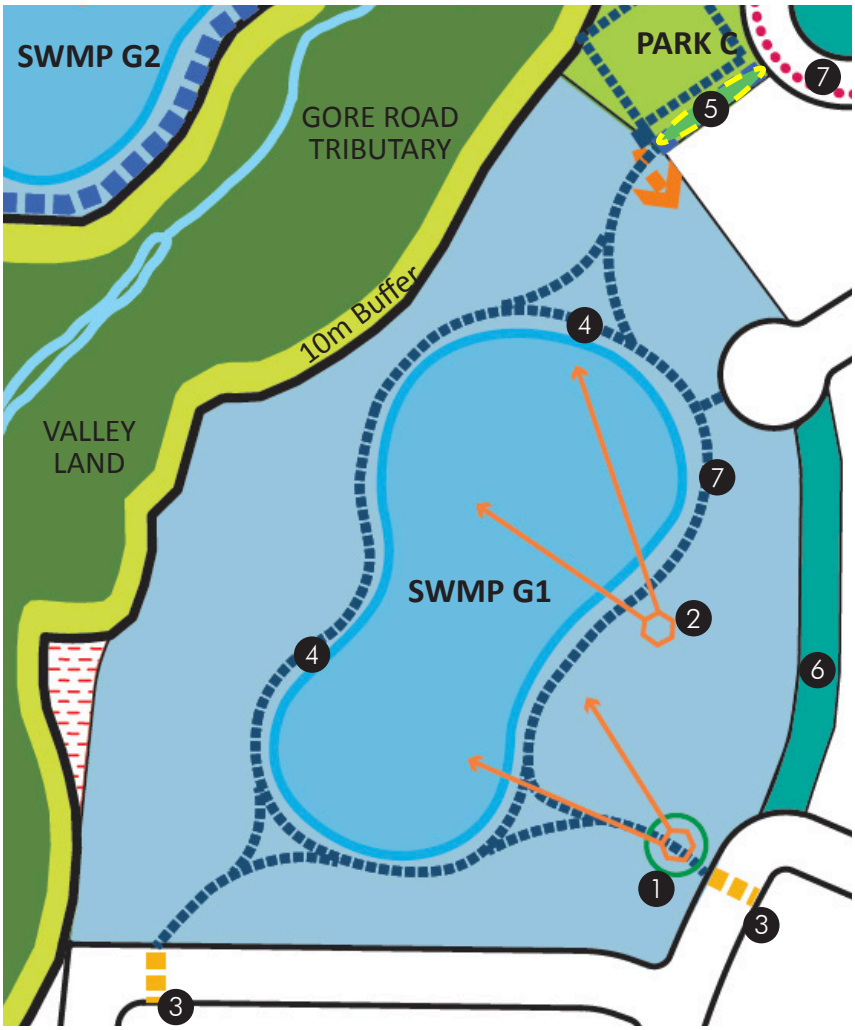
SWM POND G1 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1B

Size: 3.92 ha (9.69 ac)

**Note: The design and details of the Lookout / Community Entry Feature / Seating Area will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Lookout with Seating Area
2. Lookout
3. Conceptual Pedestrian Crossing
4. Internal Gravel Trail/Maintenance Access Road
5. Woonerf Living Street within Park C
6. Pedestrian Boardwalk
7. Bike Lane (on Road)

Figure 2-55: SWM Pond G1

STORMWATER MANAGEMENT POND G2

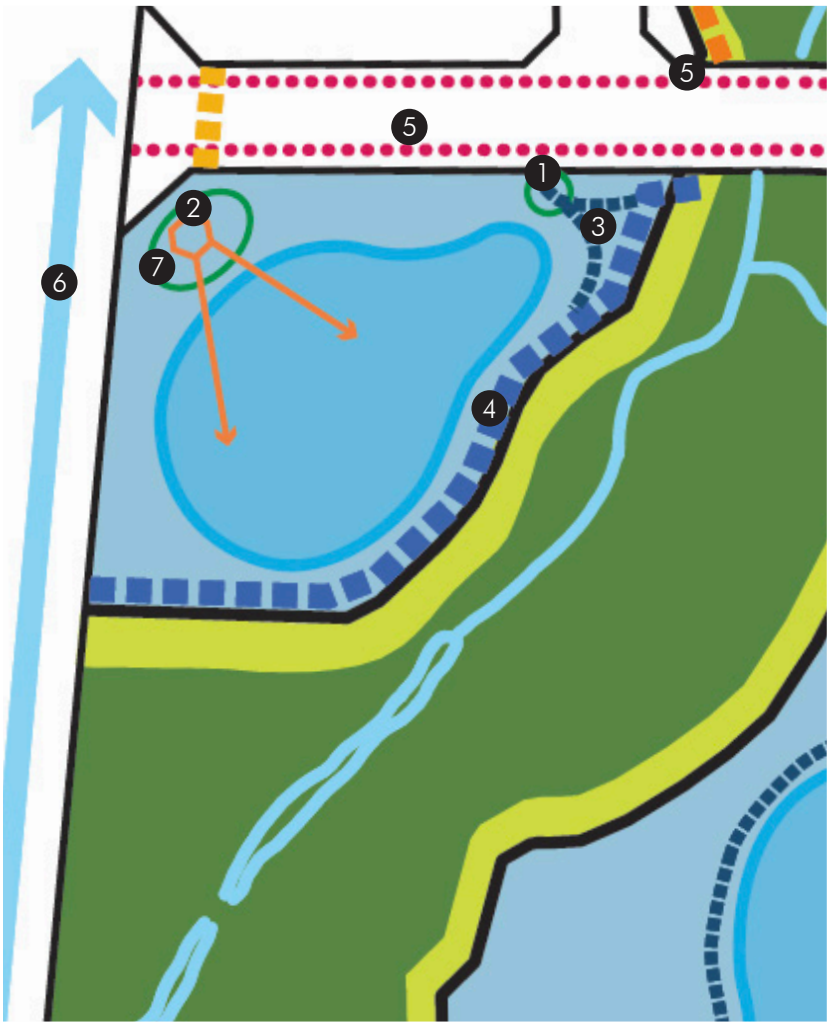
SWM POND G2 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1B

Size: 1.03 ha (2.55 ac)

**Note: The design and details of the Lookout / Seating Area will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Trail Head
2. Lookout with Seating Area
3. Internal Gravel Trail/Maintenance Access Road
4. Trail within SWM Facility
5. Bike Lane (on Road)
6. Multi-Use Path
7. Community Entry Feature

Figure 2-56: SWM Pond G1

STORMWATER MANAGEMENT POND C1

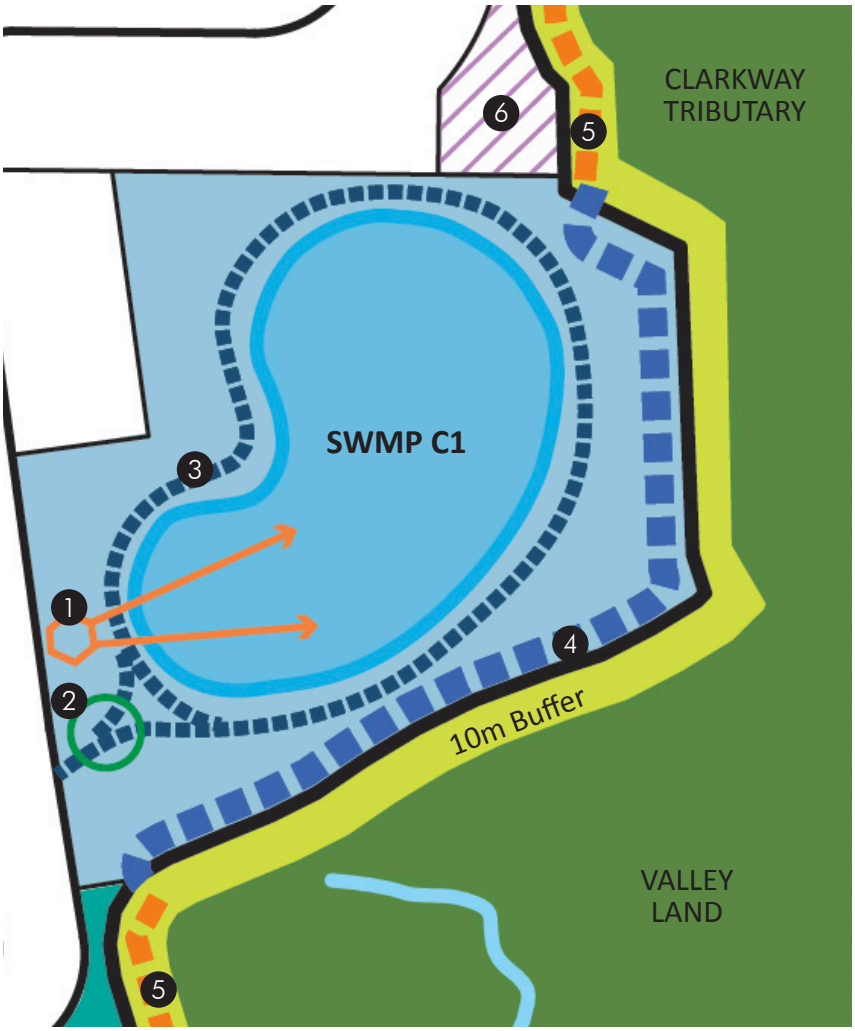
SWM POND C1 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1B

Size: 1.40 ha (3.46 ac)

**Note: The design and details of the Lookout will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Lookout
2. Trail Head
3. Internal Gravel Trail/Maintenance Access Road
4. Trail within SWM Facility
5. Trail within NHS Valleyland
6. Proposed NHS Compensation Area

Figure 2-57: SWM Pond C1

STORMWATER MANAGEMENT POND C2

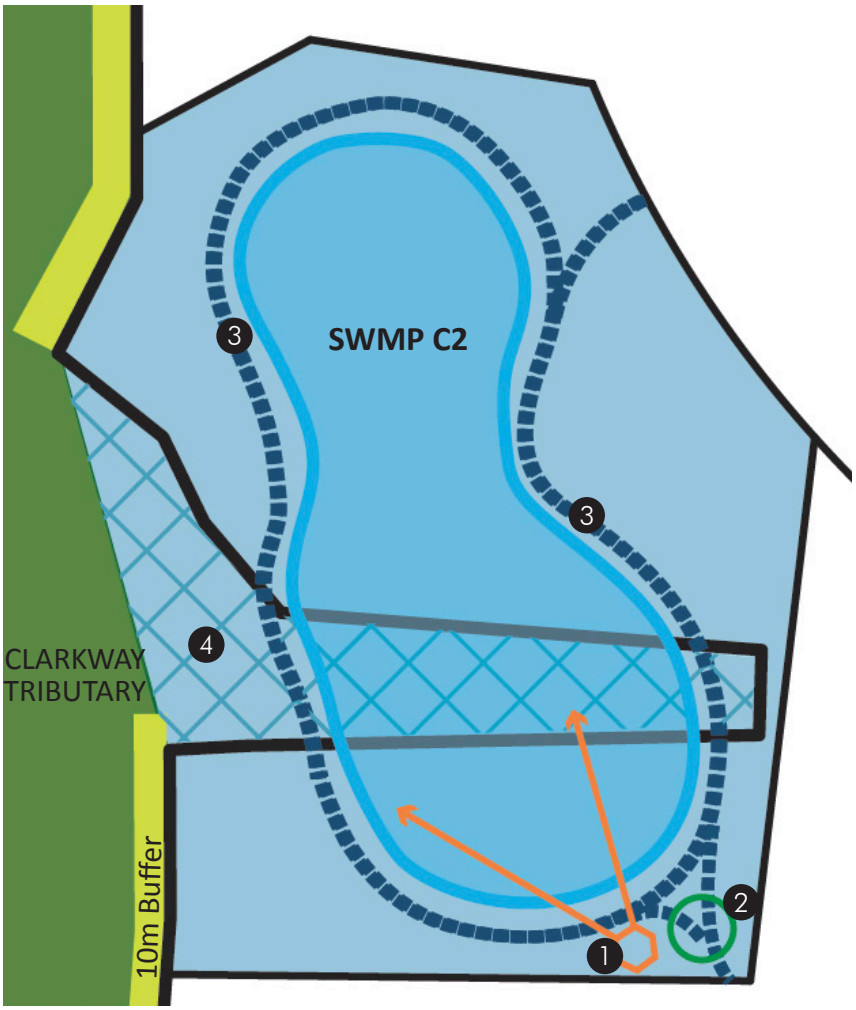
SWM POND C2 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1D

Size: 2.78 ha (6.87 ac)

**Note: The design and details of the Lookout will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Lookout
2. Trail Head
3. Internal Gravel Trail/ Maintenance Access Road
4. NHS impacted by SWM Facility

Figure 2-58: SWM Pond C2

STORMWATER MANAGEMENT POND R1

SWM POND R1 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 1D

Size: 2.65 ha (6.55 ac)

**Note: The design and details of the Lookout / Seating Area will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. Trail alignment is subject to further review and assessment at a detailed design stage.*

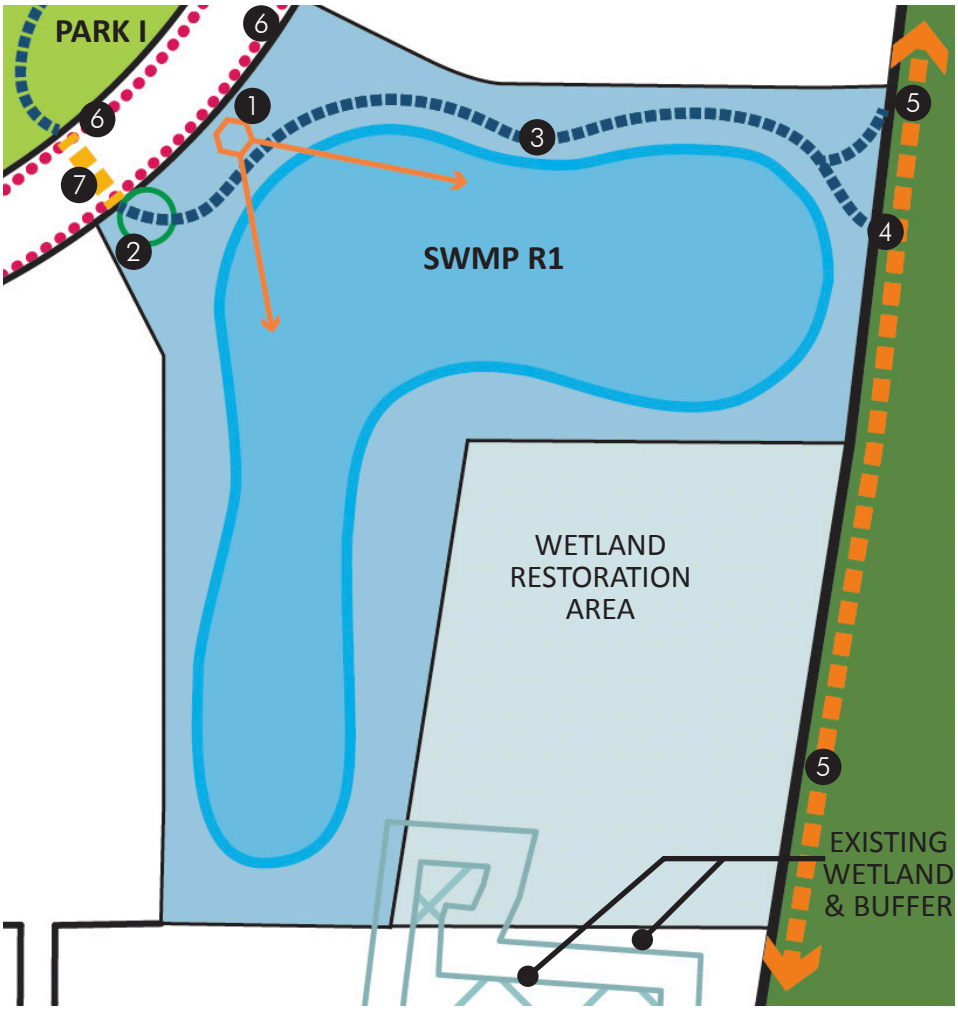


Figure 2-59: SWM Pond R1

5.3.11 TransCanada Pipeline

- Integrate the pipeline easement with the open space network by extending a multi-use trail to provide opportunities for alternative transportation connections to land west of Block 47-2;
- Provide a strong active transportation link to the Community Park, proposed at the north-east corner of Clarkway Drive and the East/West Arterial Road;
- Provide access to trails within The Gore Road Tributary, the Clarkway Tributary and Rainbow Creek;
- Limit planting to low-growing groundcover, such as grass, within the easement boundary; and
- Provide safe pedestrian crossing where trails intersect with roadways, which shall be designed as per OTM Book 15.

Figure 2-60: Example of a TransCanada Trail (Caledon Trailway)

5.3.12 Community Fencing

- Ensure a coordinated and consistent image for fencing that is visible from the public realm by installing the same design or set of complimentary fence designs, colours and materials;
- Coordinate fencing design with gateway design for a complementary character and appearance; and
- Coordinate noise attenuation fences with the overall fencing design throughout the community to ensure a similar palette of details, materials and colours.

PROPOSED FENCE TYPES IN BLOCK 47-1

- 1.8 metre high masonry wall;
- 2.2 metre high acoustic fence on earth berm;
- 2.0 metre high light duty acoustic fence;
- 1.8 metre high potential privacy fence;
- 1.2 metre high decorative metal fence;
- 1.8 metre high chain link fence; and
- 1.2 metre high chain link fence.

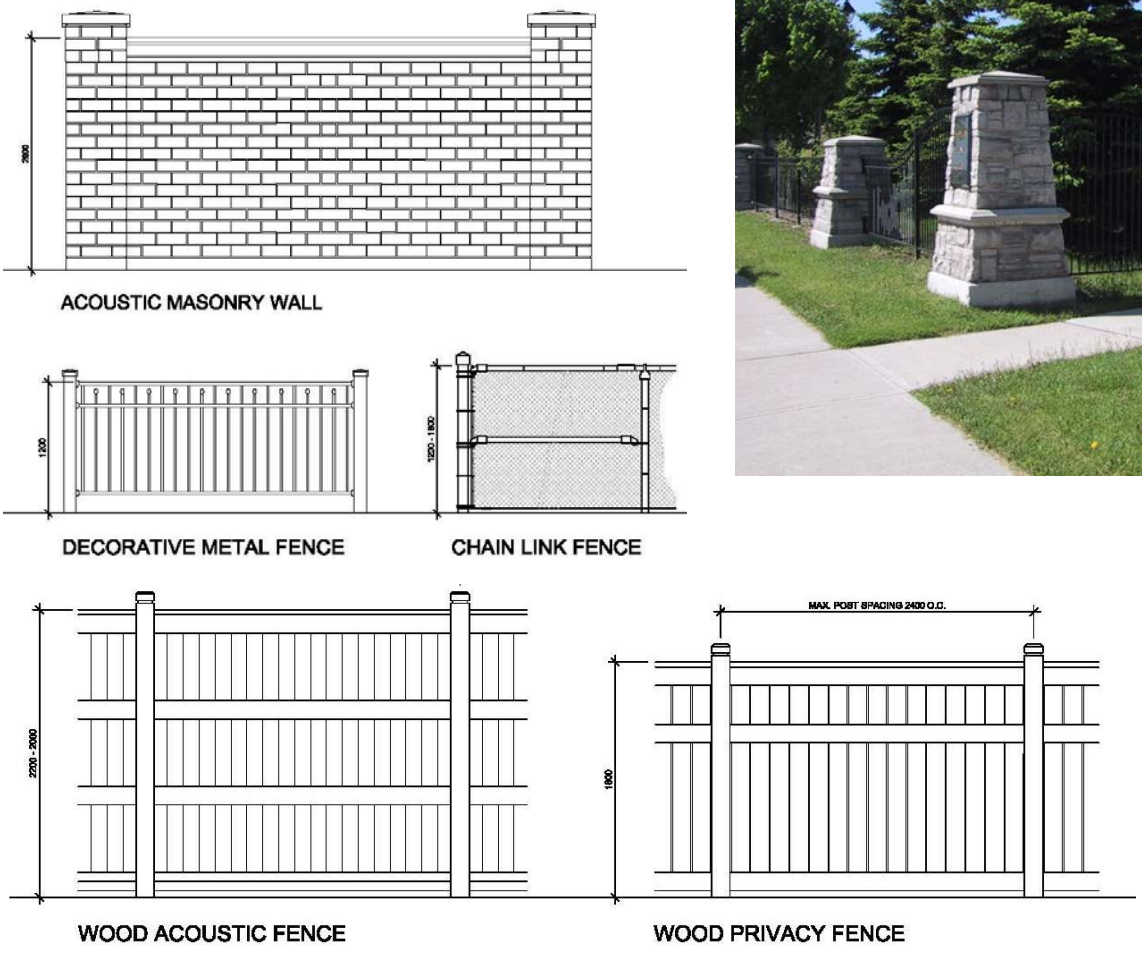


Figure 2-61: Fencing Conceptual Design

5.3.13 Street Tree Planting

An effective street tree planting strategy creates aesthetically pleasing environments and comfortable streetscapes with year round interest and protection from weather elements. Street trees help to improve microclimate conditions and reduce the urban heat island effect. Street tree selection should reflect the road hierarchy, the hardiness of the particular species, the desired canopy within the streetscape envelope, and opportunities for seasonal variety.

- Locate street trees on both sides of the road throughout Block 47-1;
- As per the City initiative to increase the urban tree canopy, a double staggered row of boulevard/ street trees will be planted on arterial roads.
- Avoid planting the same street tree species over a large area, however similar tree species are acceptable along local roads;
- Plant street trees with contrasting colour or foliage in areas of interest to enhance visual appeal and interest;
- Coordinate the placement of above ground utility boxes and light fixtures, where possible; and
- Where possible, plant species from the suggested lists below:
    - Street trees with coarse canopy textures – Maple species, Oak species, Linden species, and Japanese Lilac trees; and
    - Street trees with fine / medium canopy textures – Honeylocust species, Maidenhair trees (Ginkgo), Ornamental Pear species, Elm species, and Zelkova species.
- Selection of plant material will conform to the approved City of Brampton plant list.
- Street trees sizes will conform to the City of Brampton standards.

Figure 2-62: Street Tree Planting Examples

5.4 Built Form Guidelines

The Block 47-1 community will consist of a high quality, attractive and mixed built form. The built form for the proposed mix of uses and building types should be designed to reinforce the character and vision of Block 47-1. The design objectives and guidelines provided in this section of the Community Design Guideline document are intended to achieve the envisioned character and image as described in the Community Design Framework for Area 47, new Brampton 2040 Planning Vision document (May 2018) and in Section 1.3 of this document. The design guidelines shall be read in conjunction with the Council approved Architectural Control Guidelines for Ground-Related Residential Development (ACGGRRD) and the City-wide Development Design Guidelines (DDG's). The built form guidelines shall conform to Chapter 7 of the Development Design Guidelines`Transit Supportive Townhouse Design Guidelines and the Draft Transit Supportive Mid-Rise Development Guidelines. Further design guidance will also be provided for proposed built form typologies that are not covered in the ACGGRRD and the DDG's. All references to dimensions are preliminary and will be finalized, to the satisfaction of the City, in the final approved Zoning By-law.

5.4.1 Built Form Character and Distribution

Block 47-1 has a predominantly residential character that is supported by district retail and commercial uses along an established corridor and identified nodes, as shown on Figure 2-63. The proposed mix of land uses is intended to allow residents to meet their daily needs without relying on a private automobile. This objective is reinforced by providing compact development and community form, which results in reasonable walking distances between residential uses and neighbourhood amenities or employment and commercial opportunities.

The overall design objectives for built form in the Block 47-1 community are:

- Provide a range of building heights, densities, forms and land uses that are located strategically to emphasize gateways, community amenities, key nodes and corridors, such as the Town Centre, East-West Pedestrian Connection, Clarkway Drive, arterial edges, the district retail and commercial nodes;
- Provide a range of housing types to accommodate people at various stages in their lives;
- The predominant form of residential buildings will be single-detached, semi-detached, townhouses and low rise apartment buildings;
- The plan also provides for high rise apartments, live-work, commercial and institutional buildings such as schools;
- Low density residential development is disbursed throughout the majority of the neighbourhoods;
- Medium density residential development is strategically located along arterial and collector roads and in key areas where they support retail and community functions;
- High density residential development will be located along arterials roads;

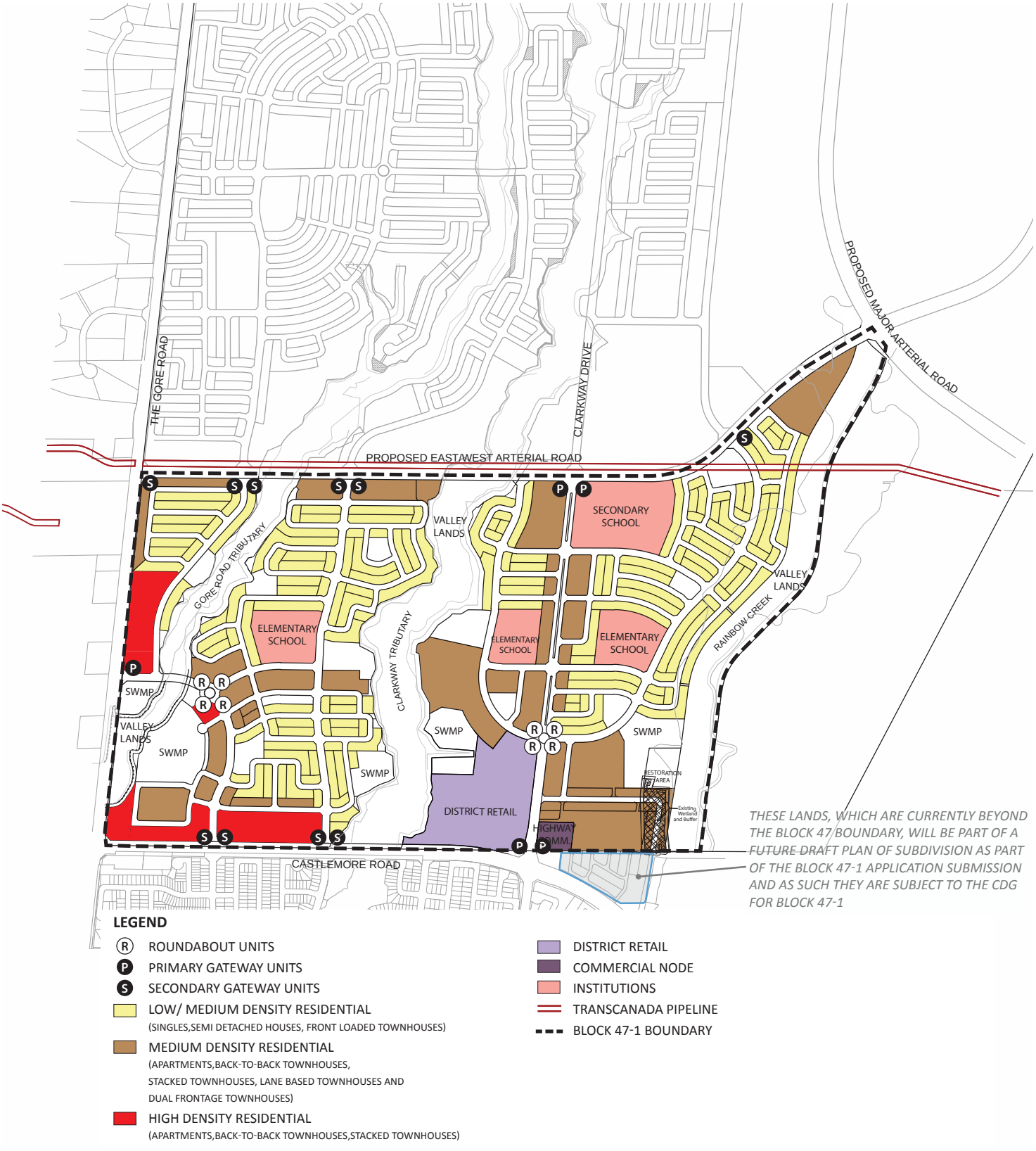


Figure 2-63: Block 47-1 Built Form

Figure 2-64: Examples of Proposed Built Form

- Consolidate accesses to high density buildings;
- Live/work units will be strategically located along the Clarkway Drive special character area;
- The relationship between built form and the street will be pedestrian scaled and reinforce the pedestrian nature of the community;
- The architecture of buildings should promote diversity, interest and pedestrian scale;
- Ground related buildings will be designed to address adjacent streets and will meet CEPTED objectives and will promote natural surveillance;
- Encourage physical activity and promote overall heath and wellbeing of community residents by designing compact and walkable developments;
- Provide attractive and comfortable environments with variety and interest in the built form;
- Protect and complement cultural heritage assets that are to be conserved within the community; and
- Provide adequate parking to support live/work units.

5.4.2 Built Form Typologies

Figure 2-63 on page 113 illustrates the distribution of the proposed built form within Block 47-1. A variety of building typologies are proposed and include: single-detached units, semi-detached units, townhouses, and low to high rise apartment buildings. The majority of these housing forms will be constructed as standard ground-related residential homes and shall comply with the design criteria and architectural control process defined in the ACGGRRD, Part 7 of DDG's. These areas are identified in Figure 1-6 – Block 47-1 Areas of Conformity Plan on page 15, and include the following standard built form typologies:

- Front-loaded single detached dwellings
- Front-loaded semi detached dwellings
- Front-loaded townhouse dwellings

Alternative housing forms have also been proposed within Block 47-1 and require additional design guidelines. These forms are generally located in areas of higher densities, along the edges of the Castlemore Road, The Gore Road, proposed east-west arterial road, both sides of Clarkway Drive, and on strategic locations of proposed collectors.

These housing forms also provides greater opportunity for a mix of uses, including residential, retail, commercial, live-work. More specifically, these buildings types include:

- Non-conventional Townhouses, which may include Back-to-Back Townhouses, Stacked Townhouses, Lane Based Townhouses, and Dual Frontage Townhouses);
- Apartment and Mixed Use Buildings;
- Live-work Units;
- Medium Density along arterial roads and Clarkway Drive Main Street;
- Retail and Commercial Development;
- Institutional Development; and
- Other built forms that may evolve throughout the subdivision design and approval process. An urban design brief shall be required to provide supplementary information for newly proposed non-standard building types.

Design criteria for alternative housing forms is provided in Sections 5.4.5, 5.4.6, 5.4.7, 5.4.8, 5.4.9. and 5.4.10.

5.4.3 Design Criteria for All Ground-Related Housing

The following design guidelines are supplementary to the design criteria and guidelines provided in the Transit Supportive Townhouse Design Guidelines, DRAFT Transit Supportive Mid-Rise Development Guidelines, Architectural Control Guidelines for Ground-Related Residential Development and the City-wide Development Design Guidelines and apply in the areas where ACGGRRD cannot be met:

- Where utility meters for corner lot dwellings cannot be located on interior side yard elevations, they must be installed within a compliant, recessed gas distribution meter box, discreetly integrated into the building design;
- Where a main entry must be located on the long elevation of a corner dwelling, facing a flanking street, provide a walkway from the main entrance directly to the sidewalk and include a passageway or operable gate to permit access from decorative fencing;
- Where front cladding materials differ from material used on side elevations and include masonry bands, plinths and details, provide a minimum 1.2 metre return along the interior side yard (non-public façade);
- Where the house design includes articulation of the interior side wall, including a change in plan at an inside corner of the wall, a wall opening, or a downspout is located more than 1.2 metres along the sidewalk from the front façade of the house, then any masonry bands, plinths, details, etc, shall be extended to such a logical termination point;
- Where the full height stone cladding materials of the exterior front elevation return along the sidewall and transition to brick masonry or stucco side elevations, with no logical termination point to which the material can be extended, install either a downspout or a masonry finger join at the transition point, a minimum of 1.2 metres from the front façade of the house;
- Where a significant portion of the interior sidewall is exposed to the public view, as a result of the siting of adjacent houses or the curvature of the road and residential lot pattern, include masonry bands, plinths and details, at a greater return distance along interior side yards such that material transitions are hidden from the publicly exposed portion of the façade;
- Exposed, poured or parged concrete should not extend more than 250 mm above the finished grade on all exposed elevations, and should be stepped in relation to the grade where required;
- Where two rainwater downspouts are required in closer proximity to one another, for example, to serve upper and porch roofs, group them neatly and incorporate them into the building design;
- Where downspouts are required to cross masonry sills or band details, the sill or band detail should be cut to allow the downspout to be installed straight and flush with the exterior wall face; and
- Where front porch or portico designs employ full height double round or square columns, the columns shall be installed such that the space between the columns complies with OBC guard and rail requirements so that the need for interstitial guard posts is avoided.

5.4.4 Design Criteria for Priority Lots

Refer to Appendix C for a priority lot plan of Block 47-1. The following section should be read in conjunction with chapter 7 of the DDG's.

GATEWAY LOTS

Houses located at the entrances to the community or at special nodes provide special opportunities to emphasize a sense of entry or arrival. Community gateway dwellings occur at the primary and secondary gateway locations. The design of gateway houses should embody the overall community character and have design elements which address their high level of public exposure, including:

- Provide a prominent 2-storey building massing;
- Include distinctive architectural features, such as special chimneys, gable, ends, dormers, wrap around porches or other unique forms; and
- Provide highly articulated flankage elevations and include projecting bays, gables etc.
- Larger lots should be provided at gateway locations to accommodate appropriate landscaping features.

Gateway lot locations are identified in Figure 4-2: Block 47-1 Priority Lot Plan in Appendix C of these guidelines.

Figure 2-65: Example of a Gateway Dwelling

ROUNDABOUT LOTS

The block plan proposes two roundabouts, one within the Town Centre and the second along Clarkway Drive between Castlemore Road and the proposed east-west arterial road. Built form adjacent to the roundabouts include high, medium and low density buildings. The Clarkway Drive roundabout is also flanked by a district retail node on the southwest corner. These units should incorporate special design considerations to celebrate and address the roundabout, including:

- Orient or stagger the front elevation of the building to address the roundabout;
- Provide main entrances to face with the flanking lot line or angled to face and address the roundabout;
- Provide weather protection for main entrances and walkways to connect them to public sidewalks and pedestrian crossings;
- Increase fenestration facing the roundabout;
- Provide a unique façade treatment and elevation design for each dwelling facing the roundabout, while maintaining an architectural compatibility in massing and scale;
- Avoid repetition for dwellings located around the same roundabout, and provide each with a unique colour package;
- Construct dwellings with dominant building massing, at a minimum of 3-storeys, to address the roundabout and present a strong street edge;
- Maintain pedestrian scale at the street level;
- Provide parking access from the rear to minimize traffic impact and focus on main entrances as focal features;
- Provide natural or precast stone accents on all facades exposed to the roundabout and adjacent streets;
- Locate utility metres on the interior side yard elevation, at least 1.2 metres away from the front of the house, and subject to utility company regulations;
- Provide private lot landscaping, detailed by the consulting landscape architect;
- Screen rear yards with enhanced privacy fencing detailed by the consulting landscape architect; and
- Ensure that the urban landscape character is compatible with the design language and theme for entry features.

Figure 2-66: Precedent for Building Entrances and Articulation Addressing Roundabout

Figure 2-67: Example of Medium and High Density Buildings Addressing Roundabout in the Town Centre

CORNER LOTS

- Provide significant architectural features or articulation at the corner;
- Locate the main entrance on the long elevation facing the flanking street to avoid exposed blank elevations;
- Provide elevation treatments at the same level of quality on all exposed façades;
- Have privacy fencing to screen the private outdoor amenity space;
- Include features which are corner specific, such as large windows and gables on exposed side elevations and wrap-around porches;
- Minimize driveway cuts to pedestrian boulevards; and
- Locate garages away from the main entry.

Figure 2-69: Example of "T" Intersection Design

Figure 2-68: Example of Corner Lot Articulation

VIEW TERMINUS DWELLINGS

- Provide distinctive treatments at "T" intersections to address views for extended periods of time;
- Plant coniferous landscaping to screen headlights, where possible;
- Locate garages and driveways to the periphery of the axial view for a larger landscaped area;
- Avoid reverse frontage at this location due to the axial nature of "T" intersections;
- Locate driveways away from the centre of the most common viewpoints;
- Provide additional landscape including trees and low fencing in the centre of the most common viewpoints;
- Provide fenestration on the sides of garages and other solid wall areas which are visible from the right of way; and
- Maintain consistent design, detailing and materials with the front elevation for a dwelling's side elevations that are exposed to public view.

COMMUNITY WINDOW LOTS

- Provide a high degree of detailing and articulation consistent with the architectural style, including large well proportioned windows, projecting bays etc; and
- Main entrances should be located to face the window street.

Figure 2-70: Example of Community Window Street

Figure 2-71: Example of Cul-de-Sac Houses

LOTS ABUTTING OPEN SPACE & PEDESTRIAN LINKS

- Provide increased fenestration to foster casual surveillance;
- Consider constructing upper floor balconies, French windows, and deck terraces in housing that fronts open space and parks to promote casual surveillance;
- Provide architectural detailing and quality that is consistent on all exposed elevations;
- Frame views and provide visual connections to the open space, where possible;
- Housing surrounding parks and parkettes should be sited to face open space and form its visual boundaries;
- Design a complete streetscape that forms a varied and interesting background to open spaces, parks and parkettes;
- Achieve a balance between diversity of the streetscape and continuity of architectural massing; and
- Provide emphasis to the corner of structures and their side elevations, such as corner bay windows, wrap around porches and roof elements at the corner, where possible.

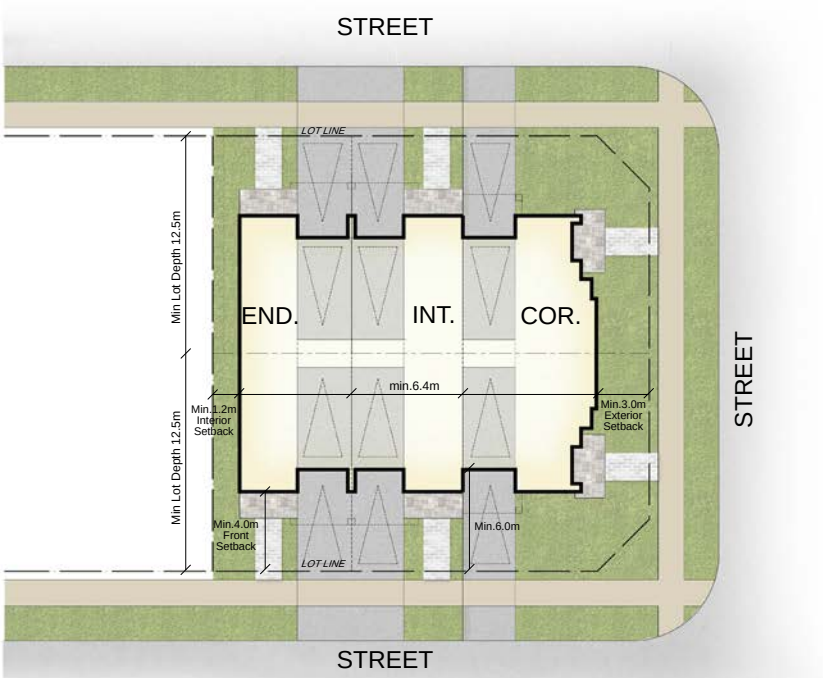
Figure 2-72: Example of Housing Adjacent to Open Space

5.4.5 Design Criteria for Non-Conventional Townhouses

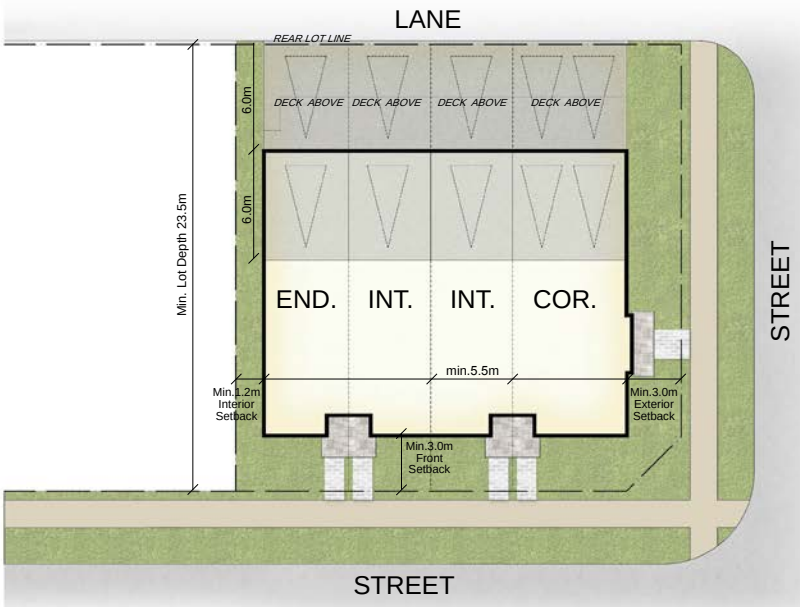
- Provide complementary massing, heights and orientation of non-conventional townhouse blocks to their adjacent buildings;
- Orient buildings to face and address public streets, and locate them close to the street to maintain a strong street edge;
- Townhouse clusters shall have a maximum block of 8 units in a row to allow for midblock connections and visual breaks in the street wall;
- Articulate all publicly exposed façades to provide relief and visual definition through the expression of cornices and other architectural elements and details;
- Provide a high level of architectural quality on all publicly exposed façades;
- Provide private amenity spaces in the form of roof decks or balconies, or provide a terrace/ deck off of the second floor at the back;
- Encourage the pairing of main entrances to increase the width of landscaped areas;
- All public laneways shall meet City of Brampton laneway standards;
- Limit the height of exterior stairs leading to main entrance doors to no greater than 1.5 metres;
- Clearly identify main entrances and orient them to face the street;
- Integrate firewalls, where required, into the overall building design;
- Integrate rainwater downspouts into the building architecture in terms of design and colour, and logically locate within the elevation to coordinate with other façade elements;
- Incorporate the same window treatment on all windows exposed to the public realm, including the same window type, colour, quality and detailing; false windows with black glass are not permitted;
- Incorporate a predominant cladding material that is high quality and low maintenance (i.e. clay brick, stone or precast stone), with additional materials used in accent areas only beyond the tactile range (including stucco and wood siding);
- Where the garage is accessed by rear lane, incorporate materials, colours, and details to match the main building;
- Where the garage is accessed by a public or condo road, provide a variety of front-facing garage locations to minimize the visual impact of the garage in the streetscape.
- Encourage the use of premium roofing materials;
- Install each unit's gas meters within a utility company compliant recessed gas distribution meter box discreetly integrated into the building design; and
- Consolidate hydro meters for all townhouse units and install into either enclosed meter rooms or recessed alcoves, or install individually, incorporating them into the porch design within a recessed area of a masonry wall.

For examples of building siting requirements for various forms of non-conventional building typologies, see Figure 2-74 and 2-75 of these guidelines.

Figure 2-73: Examples of Laneway Townhouses Fronting Park

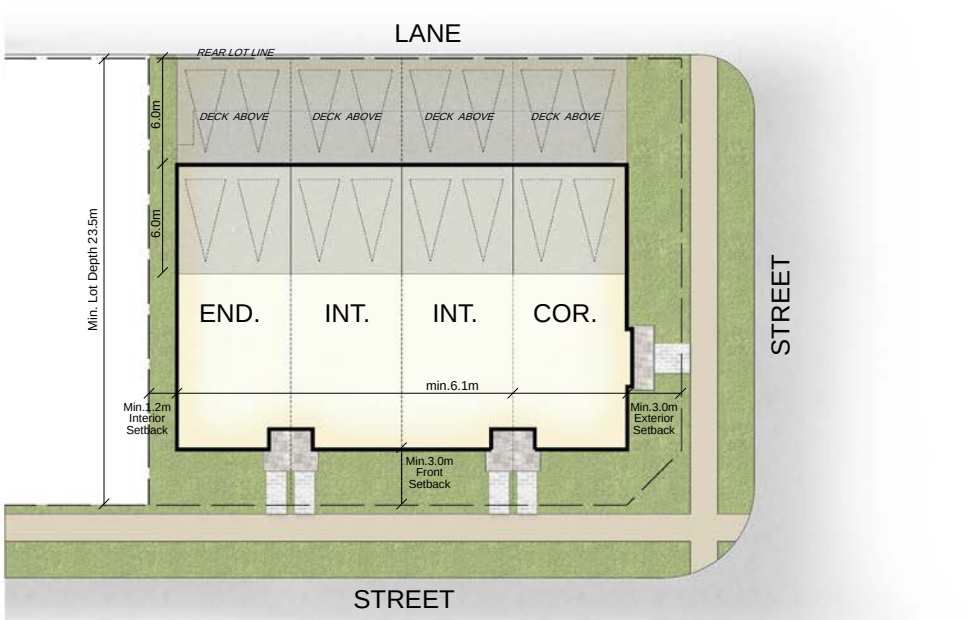


CONCEPT PLAN- BACK-TO-BACK TOWNHOUSE
1CAR GARAGE (2 CAR PARKING)



CONCEPT PLAN- LANEWAY DECKED TOWNHOUSE
1 CAR GARAGE (2 CAR PARKING)
Unit Width: minimum **5.5m**

Figure 2-74: Examples of Building Siting for Various Non-Conventional Townhouse Typologies



CONCEPT PLAN- LANEWAY DECKED /DUAL FRONTAGE TOWNHOUSE
2 CAR GARAGE (4 CAR PARKING)
Unit Width: **6.1m** to **7.5m**

Figure 2-75: Examples of Building Siting for Various Non-Conventional Townhouse Typologies

5.4.6 Design Criteria for Apartment and Mixed Use Buildings

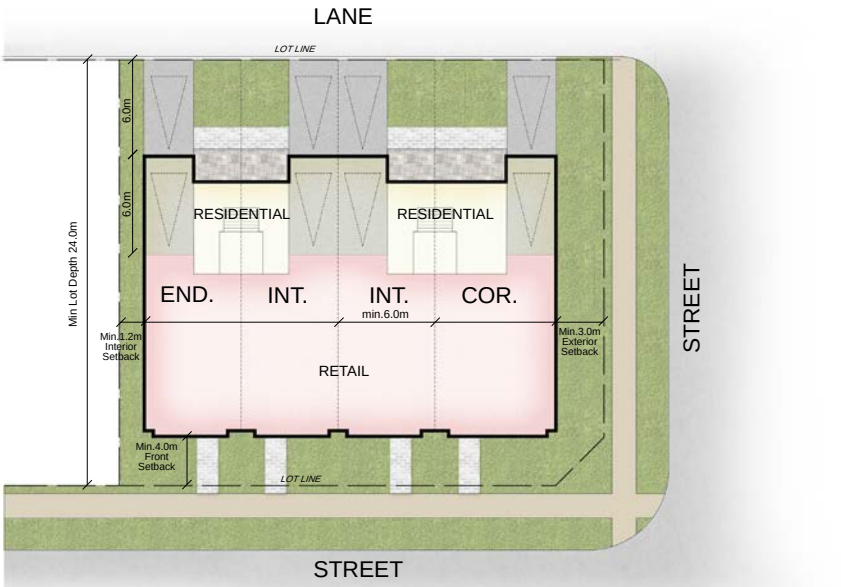
- Orient buildings to face and address public streets, and locate them close to the street to maintain a strong street edge;
- Use colours and materials to clearly define and differentiate the building base (i.e. the commercial component) from the balance of the building and its residential uses, and to convey a sense of scale;
- Step the upper levels of taller buildings back to ensure their appropriateness to the scale of surrounding buildings and maintain a pedestrian scale at the street level;
- Provide a high level of architectural quality on all publicly exposed façades;
- Articulate all publicly exposed façades to provide relief and visual definition through the expression of cornices and other architectural elements and details;
- Provide taller first floors than upper floors, and combine first floor heights with canopies, storefront windows, and details for an animated pedestrian-scaled frontage;
- Clearly identify main entrances and orient them to face the street;
- Clearly define commercial entrances of the building and differentiate them from residential entrances;
- Provide expansive storefront windows for views to activities inside, creating interest for passersby and to serve as a visual connection to the outdoors;
- Encourage projecting storefront windows to enhance visibility of the retail or service space;
- Provide commercial signage that is clearly illuminated with accent lighting complementary to the design of the building; avoid backlit signage;
- Incorporate a predominant cladding material that is high quality and low maintenance, with additional materials used in accent areas only beyond the tactile range;
- Incorporate vents and exhaust elements into the design of building façades so as not to be visually disturbing;
- Screen rooftop mechanical equipment from public view;
- Provide communal outdoor amenity spaces that are easily accessible, highly visible and provide passive recreational opportunities and gathering spaces for residents;
- Avoid or limit surface parking areas between buildings and the street, where possible, and screen from public view if permitted;
- Locate garages away from the public view, screening them with a combination of landscaping and architectural elements that are complementary to the building design;
- Incorporate waste and loading services into the design of the building, where possible, and screen them from adjacent residential or public lands through the strategic placement of buildings, and/or incorporation of architectural screens and year-round landscaping; open, exterior, separate garbage enclosures are not permitted;
- Provide an adequate buffer zone between waste facilities and adjacent developments and public streets; and
- Minimize light distribution onto adjacent residential properties.

Figure 2-76: Examples of Apartment Building Typologies

5.4.7 Design Criteria for Live-Work Units

- Provide an architecture that reflects a "main street" character, locating commercial or retail opportunities at grade, with residential units above and at the back;
- Provide a minimum of three storeys for all live-work developments, with at least two residential storeys;
- Provide wider live/work units at grade to accommodate appropriate retail/commercial uses at grade.
- Promote easy access to retail and commercial units to encourage pedestrian activity on the street;
- Building massing, roof lines and details should be compatible with adjacent ground related housing;
- Integrate large ground floor display windows, at grade glass doors, accent lighting and business signage into the front face of buildings along the commercial edge;
- Provide commercial signage that is compliant with the City of Brampton signage by-law;
- Provide commercial signage directly above the storefront glazing and integrated in the overall design of buildings, where possible;
- Establish a signage design system and encourage individual business identities to be provided within the established system;
- Use accent lighting complementary to building facades for commercial signage; backlit signage is not permitted;
- Provide private amenity spaces in the form of roof decks or balconies, or provide a terrace/deck off of the second floor at the back;
- Provide lay-by parking for commercial and retail units in the front; and
- Provide parking for all residential units in individual driveways/garages, located at the rear or side of the building.

Figure 2-77: Examples of Live-Work Building Typologies



CONCEPT PLAN- LIVE /WORK TOWNHOUSE
1CAR GARAGE (2 CAR PARKING)
Unit Width: **6.0m** to **7.5m**

Figure 2-78: Example of Building Siting for Live-Work Townhouse Typology

5.4.8 Design Criteria for Medium Density Development on Clarkway Drive Main Street

Opportunities for medium density development exist along both the east and west sides of Clarkway Drive, between Castlemore Road and the East-West Arterial Road. The guidelines in this section are intended to assist in the integration of medium density buildings within the Block 47-1 community. Refer to Section 5.4.4 for guidelines specific to roundabout lots.

- Provide an increase in density and variety of uses through a mix of building typologies, such as, mid-rise built form and wider live/work townhouses typologies to accommodate appropriate retail units at grade;
- Orient buildings toward the public street to promote an attractive and pedestrian friendly public space;
- There should be no false frontages along Main Street Character Area;
- Provide complementary built form, in terms of scale, massing and design to adjacent residential built form uses;
- Locate more prominent building design and massing at corners, major intersections, gateway locations and adjacent to open spaces;
- Provide commercial uses at grade, with retail or business units in areas with great public exposure;
- Integrate display windows, at grade glass doors, accent lighting and business signage into the front face of buildings along the commercial edge;
- Provide commercial signage that is compliant with the City of Brampton signage by-law;
- Provide commercial signage directly above the storefront glazing and integrated in the overall design of buildings, where possible;
- Establish a signage design system and encourage individual business identities to be provided within the established system;
- Use accent lighting complementary to building facades for commercial signage; backlit signage is not permitted; and
- Provide communal outdoor amenity spaces that are easily accessible, highly visible and provide passive recreational opportunities and gathering spaces for residents.

Figure 2-79: Examples of Medium Density Development on Clarkway Drive

5.4.9 Design Criteria for Retail & Commercial Development

The guidelines in this section are intended to assist in the integration of retail and commercial buildings with the surrounding lower density housing and mixed-use node. These guidelines will assist in the development of a vision for long term development within the Block 47-1 community.

As these retail and commercial sites are designated retail centres per Schedule A2 - Retail Structure in the Secondary Plan Area 47 (OP 2006-105), all site development must adhere to Policy 11.6 of the amendment. This policy states that all designated retail centres shall be planned as a single entity and must be developed in accordance with the City approved tertiary plan for the entire retail centre.

The following design guidelines are suitable to all the commercial and retail sites within the Block Plan, as applicable, and shall be read in conjunction with the City-wide Development Design Guidelines (DDG's) and will be implemented alongside a City approved site-specific tertiary plan.

a) Integration with Community

Ensure to provide a context sensitive design that provides an opportunity to integrate with the adjoining communities.

b) Integrated Network of Internal Streets & Blocks:

Provide an integrated and continuous street structure that encourages efficient movement of pedestrians, cyclist, transit, and vehicles through the site and the adjoining areas.

Figure 2-80: Example of District Retail Development

c) Site Planning / Access Management:

Ensure that ease of site access for all modes of transportation is essential in creating a safe and continuous flow of traffic to and from within the development.

SITE PLANNING

- Establish an internal street network and block structure that promotes the long-term vision of developing the retail sites into mixed-use nodes;
- Ensure block size and orientation provide required access to the site;
- Locate buildings close to the street edge;
- False building frontages or blank walls are discouraged for built form fronting along the street. Explore alternate orientation of buildings to mitigate this impact;
- Provide adequate room for snow storage; and
- Orient buildings to maintain a street edge and architecturally address intersections.

Figure 2-81: Example of Commercial Development

VEHICULAR ACCESS, PARKING & SERVICING

- Clearly identify major vehicular access points and routes using both ground oriented and upright hard and soft elements;
- Provide bicycle storage racks adjacent to the main building entrances;
- Integrate all waste, storage, and loading service areas into the building envelope, where possible, and adequately buffer and screen them from adjacent residential areas, parks, and open space;
- Locate waste services a sufficient distance from residential lots to avoid creating a nuisance to neighbourhood residents; and
- Integrate utility structures into the design of institutional buildings, where possible, and alternatively, screen them from the surrounding areas through building design, screen walls or landscaping.

PEDESTRIAN CIRCULATION

- Provide landscaping with trees, pedestrian-scaled lighting, seating and gathering areas close to main entrances to create a safe and comfortable pedestrian environment that encourages walkability and interactions;
- Provide safe, attractive, and accessible pedestrian pathways to ensure comfortable walking environments;
- Design pedestrian connections to accommodate high volumes of unencumbered movement at peak times;
- Facilitate access to present and future transit stops;
- Provide a hard surface paving along the fronts of commercial buildings (within limits);

- Facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, waste receptacles, and landscaping treatments; and
- Clearly identify major public access points and routes using both ground oriented and upright hard and soft elements.

d) Mix of Uses and Convertibility:

Promote mix of uses on commercial / retail sites that also provides the flexibility for future adaptability and intensification.

Figure 2-82: Example of Mixed-Use Retail Development

e) Built Form (Orientation, Parking & Servicing Areas):

Promote an appropriate architectural design of built form that is pedestrian-friendly and appropriate to community context and character.

BUILDING MASSING & ROOF LINES

- Buildings located on major street should be a minimum of two full storeys tall;
- Provide a building scale and size that is sensitive to adjacent grade related buildings; and
- Building designs should be sympathetic to their surroundings by providing massing, rooflines, building locations, and exterior colours and materials that are visually compatible with adjacent built form.

BUILDING ELEVATIONS & MATERIALS

- Contribute to the larger streetscape pattern by providing articulated built form elevations and orienting buildings towards the interior of the site to create an internal street structure;
- Construct building elevations with high quality exterior materials which include brick and stone masonry. Other cladding materials will be reviewed for sustainability, and subject to design merit;
- Material transitions occurring at highly visible elevations should be returned to a natural or logical break point, such as a plane change or jog. Alternatively, a material transition could be permitted to occur at other locations within the elevation, subject to design merit;
- Design buildings with purposeful termination of building materials; and
- Respond to and complement significant or desirable characteristics of adjacent buildings in the surrounding neighbourhoods for an appropriate transition.

BUILDING ENTRANCES

- Provide weather protection for all public entries;
- Ensure that all major entrances comply with accessibility standards;
- Allow for ease of movement through all major entrances and include an overflow and waiting space for pedestrians at all major entrances; and
- Provide open exterior areas, suitable for gathering or waiting, in front of all building entrances.

f) Integrated Public Transit and Active Transportation Initiatives

Connecting public transit with commercial / retail mixed-use sites, and providing compact development that is conducive to active transportation initiatives.

g) Placemaking (Public & Private Realms)

Creating meaningful, attractive public places and privately owned public spaces which draw people together and set the stage for celebrations and civic life.

h) Master Plan with Phasing Strategy

Develop a master plan with comprehensive phasing strategies that demonstrates long term intensification.

Figure 2-83: Example of Building Entrances

5.4.10 Design Criteria for Institutional Development

The guidelines in this section are intended to assist in the integration of institutional buildings with surrounding lower density housing and shall be read in conjunction with the City-wide Development Design Guidelines (DDG's).

SITE PLANNING

- Locate buildings close to the street line and orient them to maintain a strong street edge with real openings and main entrances addressing street intersections and maximizing the potential for their location within view corridors from surrounding neighbourhoods;
- Maximize views of the valleylands in instances where buildings are adjacent to open space;
- Clearly identify major vehicular access points and routes using both ground oriented and upright hard and soft elements;
- Provide the required amount of bicycle parking/ storage at the main entrance of the buildings in accordance with the Active Transportation Master Plan;
- Integrate all waste, storage, and loading service areas into the building envelope, where possible, and adequately buffer and screen them from adjacent residential areas, parks, and open space;
- Locate waste services a sufficient distance from residential lots to avoid creating a nuisance to neighbourhood residents;
- Integrate utility structures into the design of institutional buildings, where possible, and alternatively, screen them from the surrounding areas through building design, screen walls or landscaping;
- Provide seating and gathering areas close to main entrances to encourage interactions;
- Encourage lay-by lanes along street edges fronting the institutional building;
- Locate bus pick-up and drop-off areas on-lot and separate them from other traffic;
- Design queuing areas so as to not impede the normal flow of traffic;
- Provide safe direct paths of travel that do not conflict with vehicular movement on site, from municipal sidewalks to main building entrances;
- Provide safe, attractive, and accessible pedestrian pathways to ensure comfortable walking environments;
- Design pedestrian connections to accommodate high volumes of unencumbered movement at peak times;
- Facilitate access to present and future transit stops;
- Facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, waste receptacles, and landscaping treatments; and
- Clearly identify major public access points and routes using both ground oriented and upright hard and soft elements.

BUILDING MASSING & ROOF LINES

- Building scale and size should be compatible with and sensitive to the scale and size of adjacent grade-related buildings and should not dominate adjacent residential areas; and
- Screen all rooftop mechanical units from public view through strategic design of roofscapes.

BUILDING ELEVATIONS & MATERIALS

- Construct building elevations with high quality exterior materials which include brick and stone masonry. Other cladding materials will be reviewed for sustainability, and subject to design merit;
- Provide materials, detail and articulation that is compatible with adjacent residential buildings; and
- Respond to and complement significant or desirable characteristics of adjacent buildings in the surrounding neighbourhoods.

BUILDING ENTRANCES

- Provide weather protection for all public entries;
- Ensure that major entrances comply with accessibility standards;
- Allow for ease of movement through all major entrances and include an overflow and waiting space for pedestrians at all major entrances; and
- Provide open exterior areas, suitable for gathering or waiting, in front of all building entrances.

LIGHTING

- Provide pedestrian-scaled lighting to create a safe and comfortable pedestrian environment;
- Facilitate crime prevention by providing defensible outdoor lighting for users at night;
- Minimize spill light or light trespass onto adjacent properties and the sky;
- Provide dark sky compliant lighting, positioned to minimize glare and improve visibility, providing an efficient source of light; and
- Ensure the style and character or lighting for parking areas reflects the architectural style of the community in scale and in profile.

SIGNAGE

- Provide grade related signage as the preferred type of wayfinding for institutional sites;
- Integrate grade related signage into the site plan and landscaping, and contribute to the overall wayfinding strategy of the site; and
- Ensure that signage is complementary and contributes to the design vision for the building, site and surrounding neighbourhood.

Figure 2-84: Example of a school

PART III – BLOCK 47-2

6.0 Community Design Plan

The Block 47-2 Community Design Plan (Figure 3-1) was established through the identification and delineation of major structuring elements, special character areas, and the overall character, identity and built form of the community.

6.1 Structuring Elements

The structuring elements for Block 47-2 define the overall framework for the site, dictating where various neighbourhoods, land uses and their street networks will be established.

6.1.1 Circulation Networks

The road network within Block 47-2 will be attractive, connected, accessible and pedestrian oriented in design. It will support multiple modes of transportation including pedestrian, bicycle, public transit and automobile traffic. The road network will be based off of external road edges and existing connections to the site, as described below.

6.1.1.1 COMMUNITY EDGES

The Gore Road is a major regional arterial constituting the western edge of Block 47-2. This edge has a residential use, with a distinct estate residential character. New development on the Block 47-2 edge along The Gore Road will consist of predominantly executive housing, in a complementary manner to the west side of the road. The edge should incorporate less formal and urban landscaping to address large scale open space of the estate residential to the west. Other development along The Gore Road Edge includes medium density residential, a portion of valleylands, a fire station, and a convenience retail development.

Countryside Drive is a minor arterial road at the northern edge of the western portion of Block 47-2, where it borders the Historic Hamlet of Wildfield. This edge has exposure to valleylands, a public secondary school and medium density residential uses. Countryside Drive also forms a part of the northern edge of Block 47-2 across and east of the Clarkway Tributary, where the primary use is low / medium density residential.

The Historic Hamlet of Wildfield forms the western edge of Block 47-2, north of Countryside Drive. This edge has a residential use, with characteristic large lots and large trees. New development adjacent to this edge will consist of executive housing to complement the character of the Historic Hamlet, and will transition into low density residential further into the site.

Mayfield Road forms the most-northern edge of Block 47-2, between the Historic Hamlet of Wildfield and the Clarkway Tributary, and is a major regional arterial road. It also forms the northern boundary of the City of Brampton, with lands north of Mayfield Road falling within the jurisdiction of the Town of Caledon. Proposed development along this edge medium density residential, service commercial and neighbourhood retail node at the intersection of Mayfield Road and Clarkway Drive, two blocks of high density residential housing, seniors housing, an existing place of worship, a crossing over The Gore Road Tributary and valleyland. The design of the Mayfield Road edge should be sensitive to transitions between land uses and densities, and should form a cohesive and consistent character throughout the Mayfield frontage.

Figure 3-1: Block 47-2 Community Structure Plan

The Clarkway Tributary forms the eastern edge of Block 47-2, north of Countryside Drive. The proposed uses along this edge consist of low/medium density residential and a stormwater management pond, transitioning to medium density residential and high density residential use block at the southeast corner of Mayfield Road and Clarkway Drive.

The proposed North/South Collector Road east of Clarkway Drive also forms the eastern edge of Block 47-2, south of Countryside Drive. The proposed uses along this edge consist primarily of medium density. A stormwater management pond, a neighbourhood park and the proposed community park also share the frontage along the west side of the Collector Road. This edge is shared by Block 47-3, which will accommodate predominantly employment and industrial uses.

The Proposed East/West Arterial Road forms the southern edge of Block 47-2 and is identified as a minor arterial road in the City of Brampton's Official Plan. The East/West Arterial Road is internal to Secondary Plan Area 47, and forms the boundary between Block 47-2 and Block 47-1 (discussed in Part II of these Community Design Guidelines).

6.1.1.2 ROAD NETWORK

The Block 47-2 road network, illustrated in Figure 3-2, responds to cues from the existing road network surrounding the site and the valleys and topographical features of the two West Humber River Tributaries that intersect the site. The road network is based on a system of interconnected collector and local streets, stemming from the arterial roads that transect and line the Block's edges. The Block 47-2 road network proposes Clarkway Drive as a special character road, between the East/West Arterial Road and Countryside Drive, as it transects the Clarkway Tributary on multiple occasions, providing a scenic and characteristic travel way. As with the overall vision for these lands, all streets throughout Block 47-2 should promote a pedestrian scale and facilitate alternative modes of transportation. Road connections should also be established to provide access to nearby major transportation infrastructure.

A Class Environmental Assessment (EA) is being undertaken by the City of Brampton and Region of Peel on existing and proposed arterial road. The final configuration of arterials will be determined through the EA study.

CLARKWAY DRIVE – SPECIAL CHARACTER ROAD

Clarkway Drive is identified as a minor arterial road in the Brampton Official Plan, and is proposed to be a special character road, as it crosses through the valleylands and is flanked by large homes. This special character road condition occurs between the East/West Arterial Road and Countryside Drive, while the road transitions into a standard minor arterial road north of Countryside Drive.

Design guidelines specific to the Clarkway Drive special character road are provided in Section 6.2.1. The Clarkway Drive special character road will provide:

- A narrow right-of-way of 26 metres to provide a sense of enclosure and minimize disruptions within the tributary;
- A scenic drive through the valleyland as the road passes through the Clarkway Tributary;
- Distinct residential character with preserved heritage homes and low/medium density residential lots flanking either side of the road, in between pockets of green; and
- Built form typology that does not obstruct the public right of way with private residential driveway connections onto Clarkway Drive.

EXISTING MAJOR ARTERIAL ROADS

There are three existing major arterial roads in the Block 47-2 area and along its peripheries; these are The Gore Road, Mayfield Road, and the proposed North/South Arterial Road. These road connections are essential as they provide access to distinct neighbourhoods within the Block that are otherwise divided by the natural heritage system. These arterials also connect Block 47-2 to surrounding neighbourhoods, outside of the Area 47 boundary, and to the Town of Caledon to the north.

Arterial roads should be designed in accordance with the design guidelines presented in *Part V – Block Plan Design Guidelines / Section 3.0 Street Network* of the DDG's.

EXISTING / PROPOSED MINOR ARTERIAL ROADS

The proposed minor arterial roads within Block 47-2 including the East/West Arterial Road and Clarkway Drive (between Mayfield Road and Countryside Drive). Countryside Drive, an existing minor arterial road, also bisects Block 47-2. Minor arterial roads provide significant connections through Area 47 and to other lands, beyond the site. The East/West Arterial Road and Countryside Drive form primary connections between the residential neighbourhoods to the west and the employment uses to the east within Area 47.

PROPOSED COLLECTOR ROADS

Collector roads will connect neighbourhood centres and amenities to the network of arterial roads at the peripheries of the community and to the commercial opportunities that are scattered at significant intersections in Block 47-2. Major collector roads have a general right-of-way width of 26.0 metres and include the north south connector at the eastern edge of Block 47-2. The general right-of-way for minor collector roads in Block 47-2 should be 21.5 metres, 23.0 metres and 24.0 metres and should be designed in accordance with the design guidelines presented in *Part V – Block Plan Design Guidelines / Section 3.0 Street Network* of the DDG's. Where possible, parks, open spaces, and schools should have significant views or street frontage on collector roads.

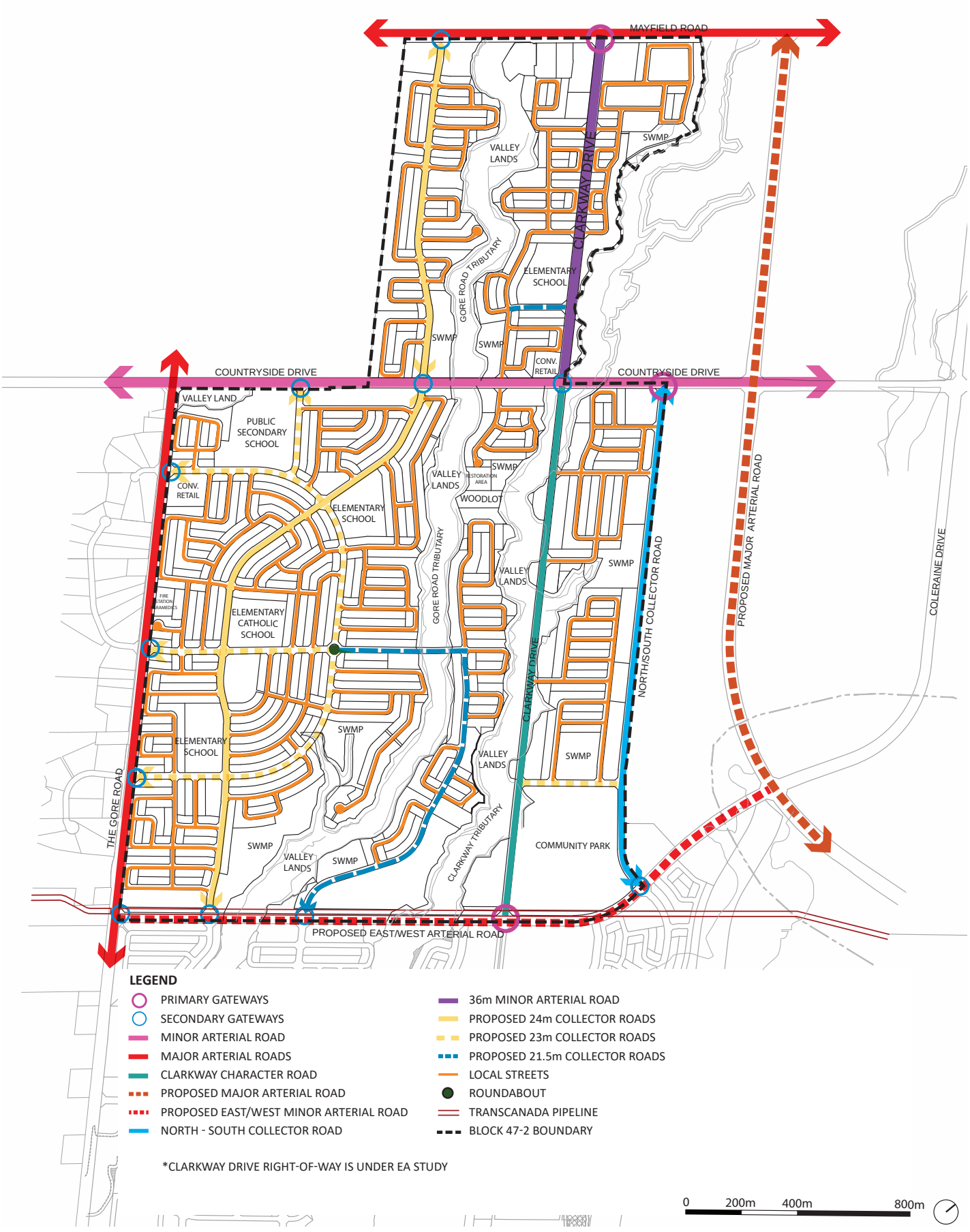


Figure 3-2: Block 47-2 Road Network

PROPOSED LOCAL STREETS

Local streets within Block 47-2 should be designed to provide a safe, pedestrian scaled environment that fosters healthy and active lifestyles. These streets should respond to local natural features, provide visually diverse and attractive streetscapes, and promote natural wayfinding, accessibility and traffic calming. Local streets in Block 47-2 should be designed in accordance with the design guidelines presented in *Part V – Block Plan Design Guidelines / Section 3.0 Street Network* of the DDG's.

PRIVATE LANEWAYS

A significant number of medium density non-conventional townhouse blocks are proposed in Block 47-2 and therefore the opportunities for laneways should be reviewed the draft plan and/or site plan level:

- Along proposed east-west arterial road
- Along Countryside Drive
- Along Mayfield Road
- Along North-South collector road (eastern edge of the Block 47-2)

The proposed typical right-of-ways for private laneways within non-conventional townhouse blocks is 7 metres. If private laneways are proposed, they shall be constructed as per City of Brampton standards and shall be one way. Parking shall be restricted on all private laneways.

6.1.1.3 TRANSIT NETWORK

The transit network for streets within Block 47-2 has been identified in Schedule C of the City's Official Plan, and consists of a secondary transit corridor along The Gore Road. A transit route is also proposed along the 21.5 m collector road between The Gore Road and Clarkway Tributaries. Due to its designation as a Special Character Road, bus transit will be unable to operate on Clarkway Drive between the proposed East/West Arterial Road and Countryside Drive. Secondary transit corridors, Mayfield Road, and the East/West Arterial Road, provide direct access to neighbourhoods that are located deeper within Block 47-2 and Area 47 at large.

Streets and built form within Block 47-2 should be developed in a transit-supportive manner and should integrate the transit system at the earliest stages of planning. These routes and stop locations should be coordinated with pedestrian and bicycle routes and grouped with community facilities where possible. Transit stop locations and design should be coordinated with streetscape elements, such as seating, trash receptacles and vending boxes, and should maintain clear site lines for pedestrian and vehicular safety. Design guidelines for transit systems are provided in *Part V – Block Plan Design Guidelines / Section 3.3 Transit System* of the DDG's.

6.1.1.4 TRAILS & ACTIVE TRANSPORTATION CONNECTIONS

Trails and pathways in Block 47-2 will provide alternative options to automobile travel, and should encourage residents and visitors to walk and cycle. This network of trails and pathways should be integrated with the community's open space features and proposed road system and should provide opportunities for safe and accessible recreation and commuter travel.

Trails and pathways, illustrated in Figure 3-3, should provide connections to natural heritage features, stormwater management ponds, public parks, schools, the Clarkway Drive special character road, major arterial roads, and public transit connections. A major pedestrian linkage will be established along the TransCanada Pipeline corridor. Neighbourhood centres and special public spaces should generally be within a 5 minute walking distance to residents within Block 47-2. Pedestrian connections should also be established from arterial roads to window streets through pathways to ensure more direct access from neighbourhoods to primary and rapid transit routes on these roads.

A pedestrian and pathway network will be provided in the following hierarchy:

- 1: MULTI-USE PATH (IN BOULEVARD)
    - USERS: Cyclists, pedestrians, in-line skaters
    - PROPOSED LOCATION: Major and Minor Arterials, including The Gore Road, Countryside Drive and Mayfield Road
- 2: TRAIL WITHIN NHS VALLEYLAND (LOW CONSTRAINT)
    - USERS: Cyclists, pedestrians, in-line skaters
    - PROPOSED LOCATION: The Gore Road Tributary and Clarkway Tributary.
- 3: TRAIL WITHIN SWM FACILITY, PUBLIC PARK, OR ON STREET SIDEWALK
    - USERS: Cyclists, pedestrians, in-line skaters
    - PROPOSED LOCATION: swm ponds, public parks, sidewalks on collectors and local streets.
- 4: BIKE LANE (ON ROAD)
    - USERS: Cyclists
    - PROPOSED LOCATION: All 24.0 - 24.5 metre collectors

For an overview of trail & pathway locations for Block 47-2, please refer to Figure 3-3 and Appendix D for a comprehensive Active Transportation Map. Further design guidance for trail systems within Block 47-2 is provided in *Part V – Block Plan Design Guidelines / Section 2.3 Multi-Use Trail Systems* of the DDG's.

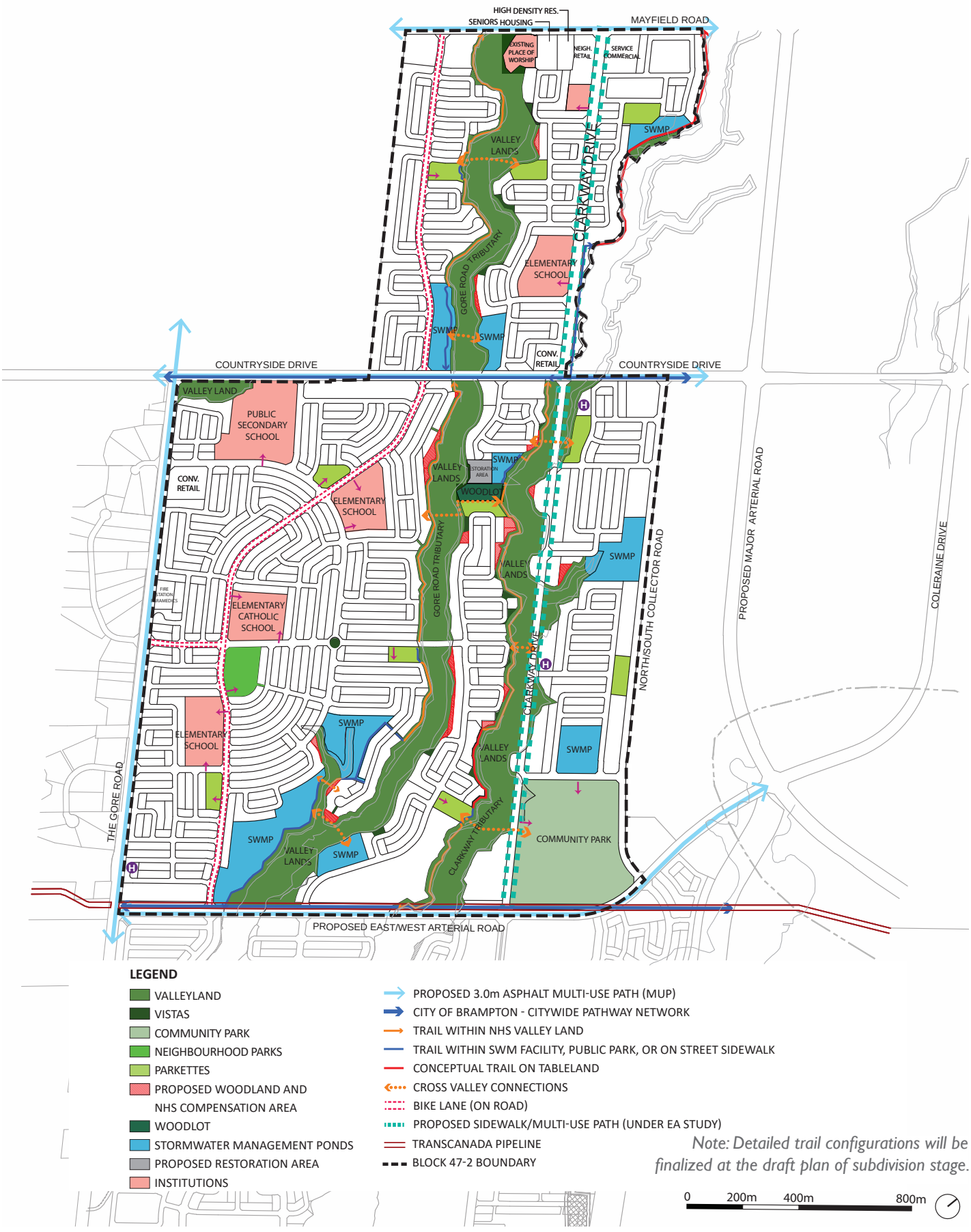


Figure 3-3: Block 47-2 Open Space and Active Transportation Connections Network

6.1.2 Open Space Network

The open space network within Block 47-2 is a major structuring element to the Community Design Plan. The topographic features and existing ecology provide significant benefits to the proposed communities and must be preserved. Combined with new parks, schools, and stormwater management facilities, these areas provide opportunities for active and passive recreational activities.

6.1.2.1 NATURAL HERITAGE SYSTEM

The Block 47-2 natural heritage system includes two Tributaries of the Humber River and their associated valleylands. These Tributaries will provide opportunities for enhanced passive recreation by providing trails along the natural heritage system. They also provide a natural aesthetic relief from the surrounding built form, and views of the natural heritage features are encouraged. These Tributaries are:

- The Gore Road Tributary east of The Gore Road extending north to Mayfield Road; and
- The Clarkway Tributary, traversing Clarkway Drive in the floodplains between the TransCanada Pipeline and Countryside Drive.

Further design guidance for natural heritage features is provided in *Part V – Block Plan Design Guidelines / Section 2.4 Natural Features* of the DDG's.

6.1.2.2 COMMUNITY AND NEIGHBOURHOOD PARKS

The proposed Community Design Plan includes a 16.0 hectare community park and 11 neighbourhood parks, ranging in size from 0.60 hectares to 1.95 hectares. These parks are generally located along collector roads and / or adjacent to the natural heritage system and proposed stormwater management ponds. A hierarchy of parks is identified in *Part V – Block Plan Design Guidelines / Section 2.1 Parks* of the DDG's, followed by design guidelines for each type of park. In accordance with these guidelines, neighbourhood parks should:

- Be the centre of proposed neighbourhoods, and where possible, they should be campused with schools;
- Be designed to reinforce the urban relationship between open space and built form;
- Provide key recreational and social gathering space for residents;
- Provide safe and accessible playgrounds to encourage active play for children; and
- Provide trail connections and access to recreational facilities to and from neighbourhoods and adjacent to schools and open space.

The programming of neighbourhood parks will be determined through consultation with City of Brampton Staff. Strategic distribution of recreational facilities is recommended to ensure a balance and equal opportunities for access across all areas of Block 47-2. Landscape guidelines for the community park can be found in Section 6.3.7 and guidelines for the neighbourhood parks can be found in Section 6.3.8.

Figure 3-4: Open Space & Park Elements

6.1.2.3 STORMWATER MANAGEMENT PONDS

The Block 47-2 Area proposes the integration of nine stormwater management facilities, located along the banks of the Gore Road and Clarkway Tributaries. These facilities will be naturalized and will help to treat stormwater runoff, prior to introducing it into the Tributaries. This process will help to sustain the environmental quality and integrity of the natural heritage systems. Stormwater management ponds promote sustainability and improve ecological habitat. They may also act as educational tools for schools within close proximity.

Stormwater management ponds also act as extensions to public parks as they provide opportunities for passive recreation through extended trail networks and connections to the natural heritage system. Further design guidance for stormwater management ponds is provided in *Part V – Block Plan Design Guidelines / Section 2.5 Stormwater Management Facilities* of the DDG's. Detailed landscape guidelines for stormwater ponds that lie within Block 47-2 can be found in Section 6.3.9.

6.1.2.4 TRANSCANADA PIPELINE

The TransCanada Pipeline (TCPL) runs along the northern edge of the East/West Arterial Road in Block 47-2, and continues beyond the southern boundary of the Block as it extends east of Clarkway Drive (in Block 47-1). The TransCanada Pipeline will provide a pedestrian pathway and will allow for major connections into the Humber River Tributaries. It will also serve as a major east-west ecological linkage corridor. Design guidance for trail systems is provided in *Part V – Block Plan Design Guidelines / Section 2.3 Multi-Use Trail Systems* of the DDG's.

Additional guidance on the TransCanada Pipeline can be found in Section 6.3.10 of these guidelines.

Figure 3-5: Precedents for Stormwater Management Ponds

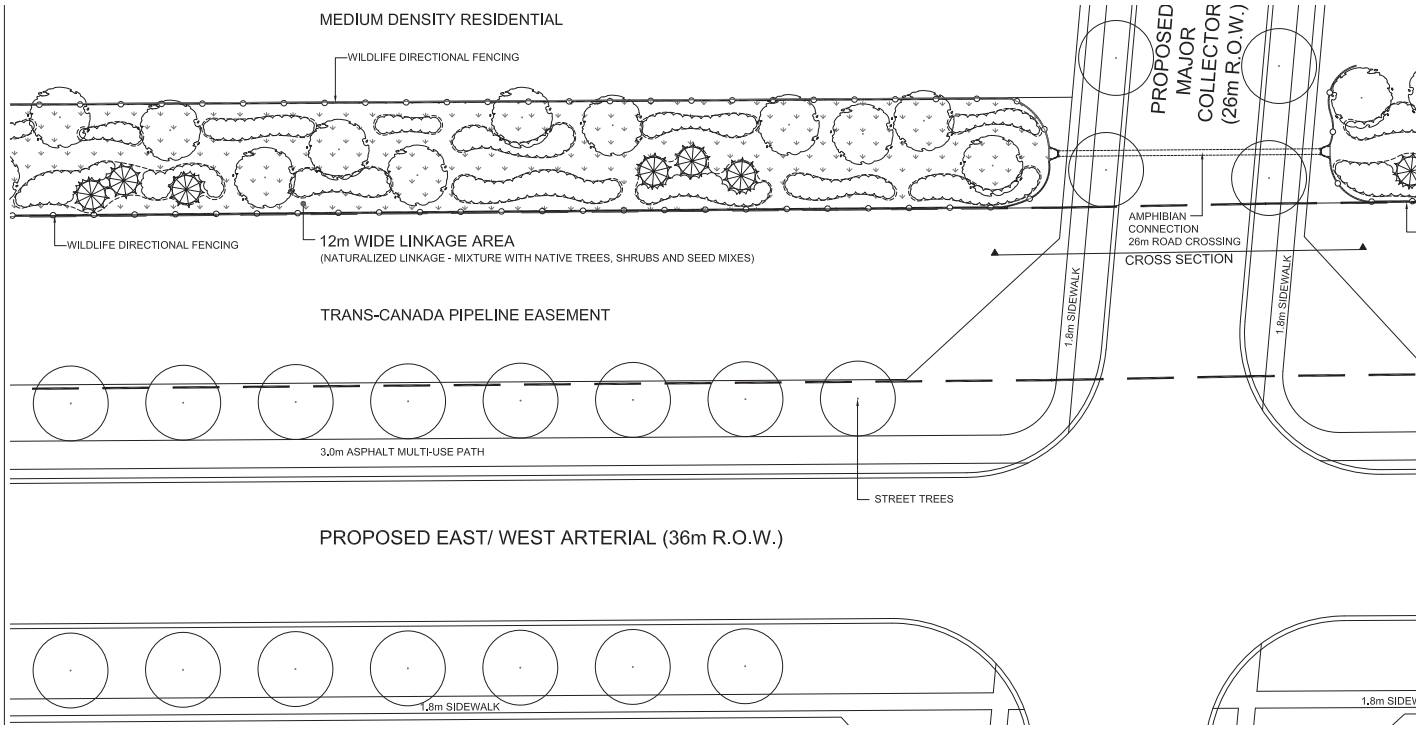


Figure 3-6: Conceptual Design of the Ecological Linkage Corridor

6.1.3 Neighbourhoods

There are ten proposed neighbourhoods in the Block 47-2 area, as shown in Figure 3-7. These neighbourhoods are primarily structured by the protected natural heritage features and proposed arterial and collector road system. Each of these neighbourhoods aims to capture neighbourhood-oriented amenities within a 400 metre walking radius (an approximate 5 minute walking distance). Neighbourhood-oriented amenities include parks, schools, transit stops, stormwater management ponds, open space and pathway networks, commercial blocks, and neighbourhood and convenience retail stores. Further design guidance for neighbourhoods is provided in *Part V – Block Plan Design Guidelines / Section 1.0 Community Structure* of the DDG's.

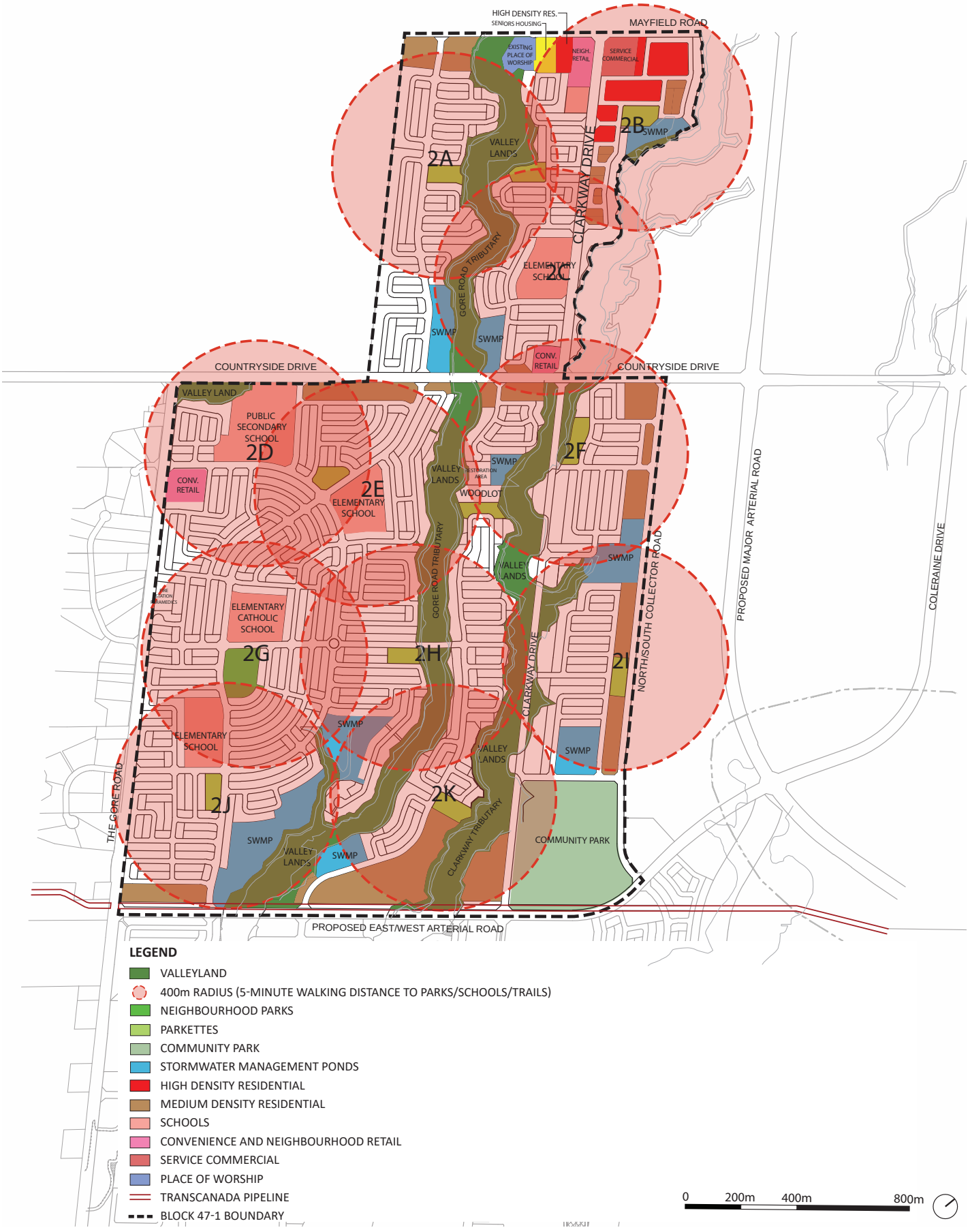


Figure 3-7: Block 47-2 Neighbourhoods

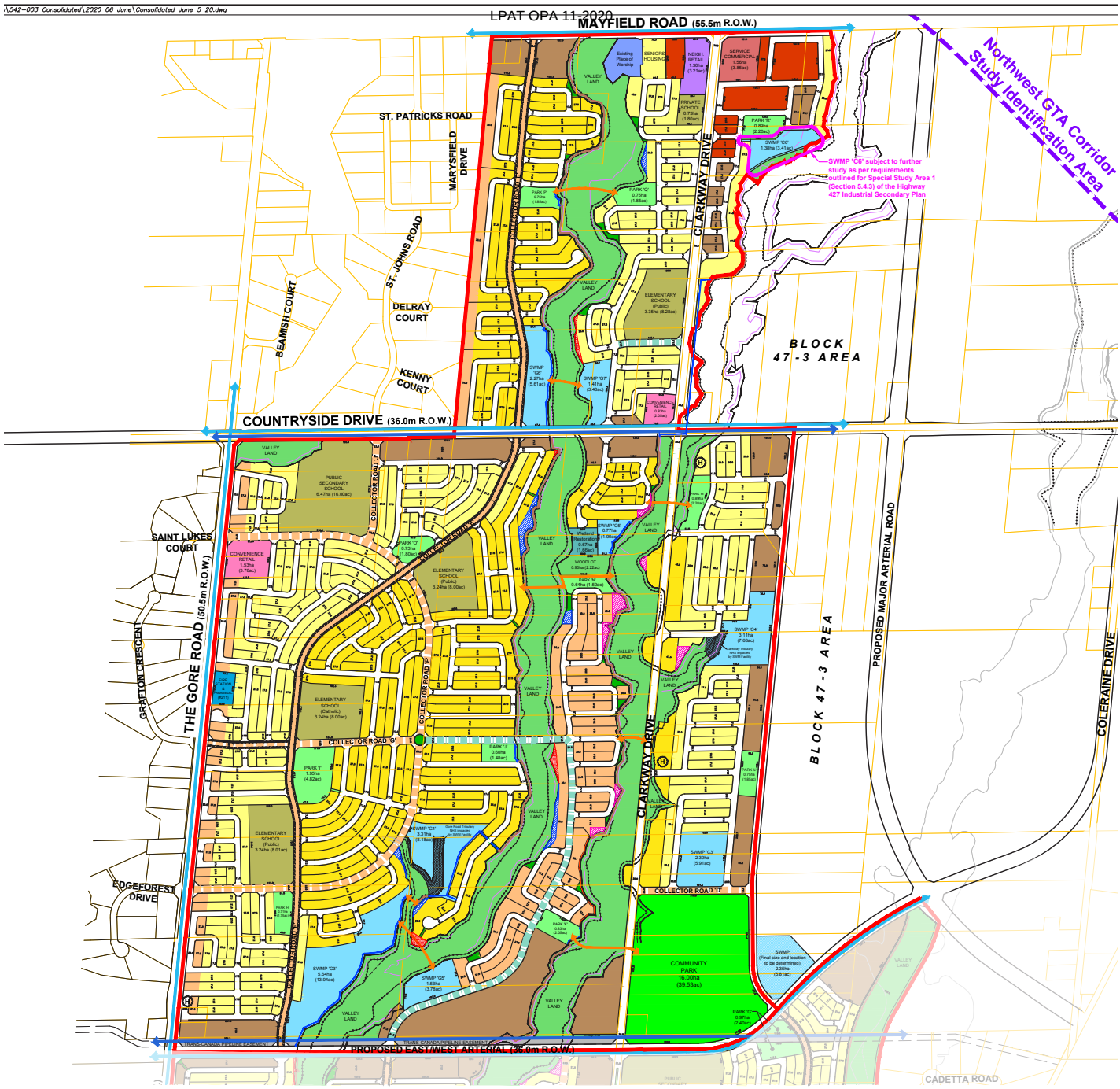
6.1.4 Land Use Mix and Distribution

Proposed Block 47-2 has a predominantly low density, low/medium density and executive residential use, with a mix of medium and high density, retail, commercial, institutional, and green space as shown in Figure 3-8. The residential uses within the Community Design Plan will provide a mix of housing options to accommodate people at various stages of their life cycle, including larger areas for executive housing, similar in size to existing residences west of Block 47-2. These residential areas are mixed with a distribution of institutional uses (schools) and parks, stormwater management facilities and open spaces.

More dense forms of housing are provided at the eastern edge of Block 47-2, with encouragement for mixed-use / live-work typologies within the medium density blocks located directly along the street, providing a transition to the proposed employment uses in the adjacent Block 47-3.

Furthermore, three medium density development blocks are proposed north of the proposed East-West Arterial Road. One is located between The Gore Road and the proposed North-South collector. Another is situated between The Gore Road and Clarkway tributaries. The third is at the northwest corner of the Clarkway Drive and the proposed East-West Arterial Road. Additionally, high density and seniors housing blocks are proposed at the northern extent of Block 47-2 on Mayfield Road, between The Gore Road tributary and Clarkway Drive.

A number of smaller convenience retail and mixed use commercial developments are proposed at predominant intersections within Block 47-2. These include the intersection of The Gore Road with a minor collector road, the northwest corner of Countryside Drive and Clarkway Drive, and both sides of the Clarkway Drive and Mayfield Road intersection.



SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Legend

- Executive Residential
- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- District Retail
- Convenience Retail
- Neighbourhood Retail
- Highway Commercial
- Service Commercial
- Elementary / Secondary Schools
- Place of Worship
- Community Park
- Park
- Vista Block
- Valley Land
- SWM Ponds
- Wetland Restoration Area
- Regional Floodline
- Top of Bank (as per Site walks)
- Proposed Limit of Development (10.0m offset from constraint)
- Existing Wetland and Buffer
- Cultural Heritage Resources
- Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)
- Proposed 24.0 - 24.5m Collector
- Proposed 23.0m Collector
- Proposed 21.5m Collector
- Northwest GTA Corridor Study Identification Area
- Cross Valley Connection
- Existing Region of Peel 3.0m Multi-Use Path in Boulevard
- Proposed 3.0m Asphalt Multi-Use Path (MUP)
- City of Brampton Citywide Pathway Network
- Bike Lane (on Road)
- Trail within NHS Valley Land (low constraint)
- Trail within SWM Facility or Public Park
- Conceptual Trail on tableland
- Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)
- Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)
- Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)

NOTES:
-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.
-SWM Pond configuration and Active Transportation infrastructure are conceptual only.

Scale 1:6000
(24" x 36")
June 5, 2020

GSAI

NOTE: The vista blocks as is stated on the approved Block Plan should be referred to as 'Vistas' only.

Figure 3-8: Extract of the LPAT Approved Block Plan for Block 47-2

6.1.5 Cultural Heritage

Block 47-2 contains a number of cultural heritage resources on the site that are identified in Figure 3-9, and include:

- 10955 Clarkway Drive* (HIA required);
- 10644 Clarkway Drive (HIA required);
- 10671 Clarkway Drive (lost to fire);
- 10484 Clarkway Drive (damaged by fire and demolished); and
- 10431 The Gore Road (HIA required).

* Most Significant

Significant buildings and associate landscapes provide an important link between the past and the present, act as focal points within the community, and assist in establishing a 'sense of place'.

The Community Design Plan will integrate significant cultural heritage resources into the new proposed residential community. Commemorative feature incorporating salvaged material and/or a heritage plaque may be established for those cultural heritage resources that do not warrant designation and are approved for demolition. The design aims to optimize view to heritage homes, to enhance the feel and cultural value of the community.

Block Plan 47-2 contains one of the most significant and picturesque cultural heritage resources in the Area 47 Secondary Plan – the Pinebrook Farm at 10955 Clarkway Drive. A landmark property at the corner of Clarkway and Countryside Drives, the Pinebrook Farmhouse and associated landscape will be the showpiece of the Clarkway Drive Character Road.

As such, special attention must be given to development surrounding this heritage resource, ensuring appropriate buffers, sympathetic design and enhanced landscape treatments that respect and reflect the rural character.

The following recommended design guidelines are proposed to emphasize the opportunities for the Block:

- Conserve existing trees and landscapes, where possible, and develop an interpretation strategy for the area;
- Neighbouring recreational uses should be compatible with the heritage house;
- Provide sufficient site area around heritage buildings to allow for potential additions and to ensure that the general character of the landscape features surrounding the building are maintained;
- Design street and block patterns to accommodate the buildings and reinforce their visual prominence and focal role within the community;
- All development adjacent to, or incorporating a heritage building, must be respectful of the heritage building by having appropriate regard for height, scale, massing, orientation, setbacks, building material, and design themes and features;
- Where it has been determined that a heritage building may not feasibly remain in its existing location, relocate the building(s) to a suitable location within the immediate community in consultation with the City staff and Brampton Heritage Board; and
- Ensure the location and siting of re-located heritage buildings support their prominence and historical role within the community.

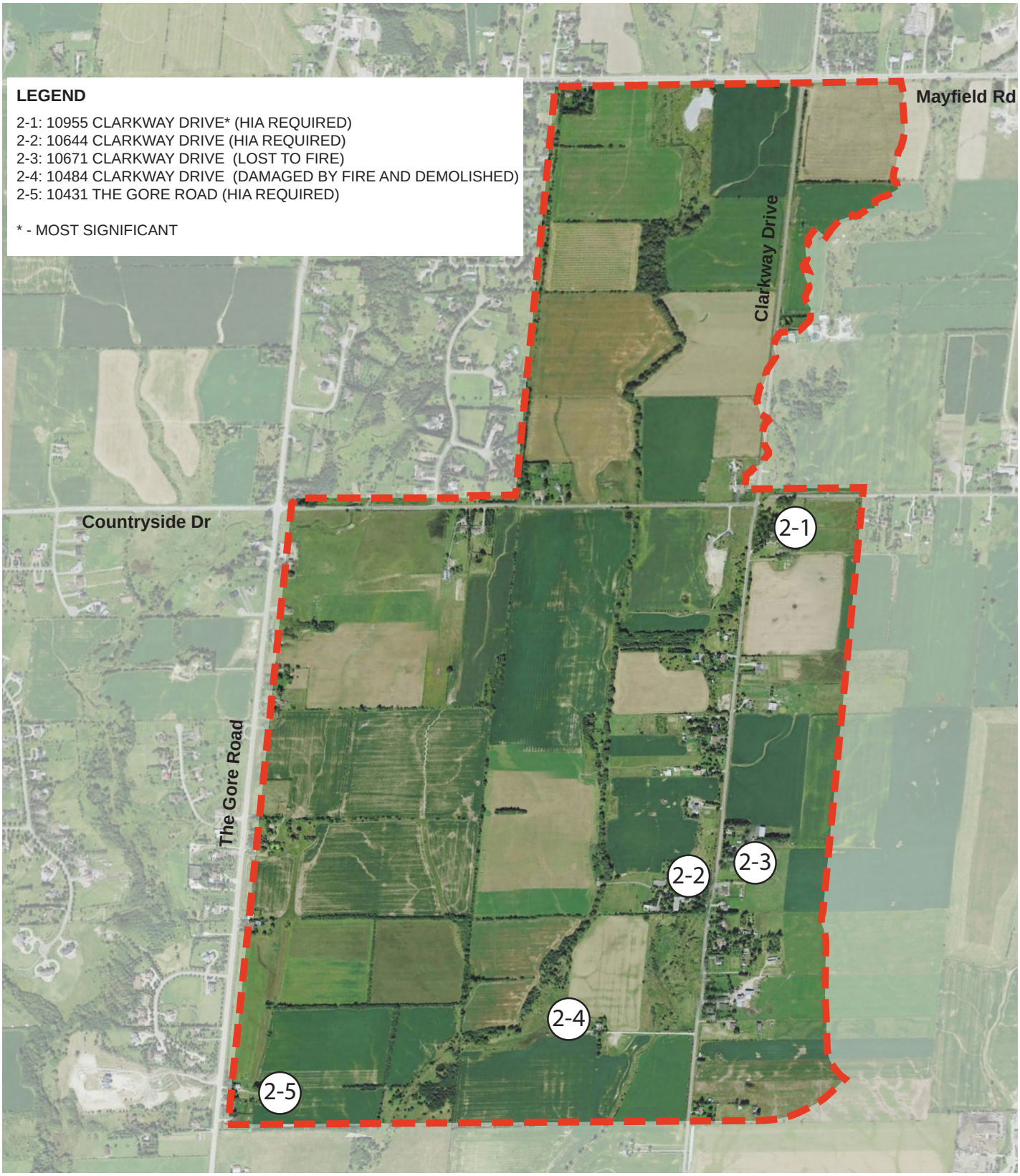


Figure 3-9: Block 47-2 Cultural Heritage Assets

6.2 Special Character Areas

The character and identity of Block 47-2 should be strengthened through the design of special character areas throughout the community. These areas will be explored in further detail below, and are identified on Figure 3-11.

These Special Character Areas are:

1. Clarkway Character Road
2. Intensification Node
3. Proposed East-West Arterial Road
4. Executive Residential Neighbourhoods

Figure 3-10: Pinebrook Farm at 10955 Clarkway Drive

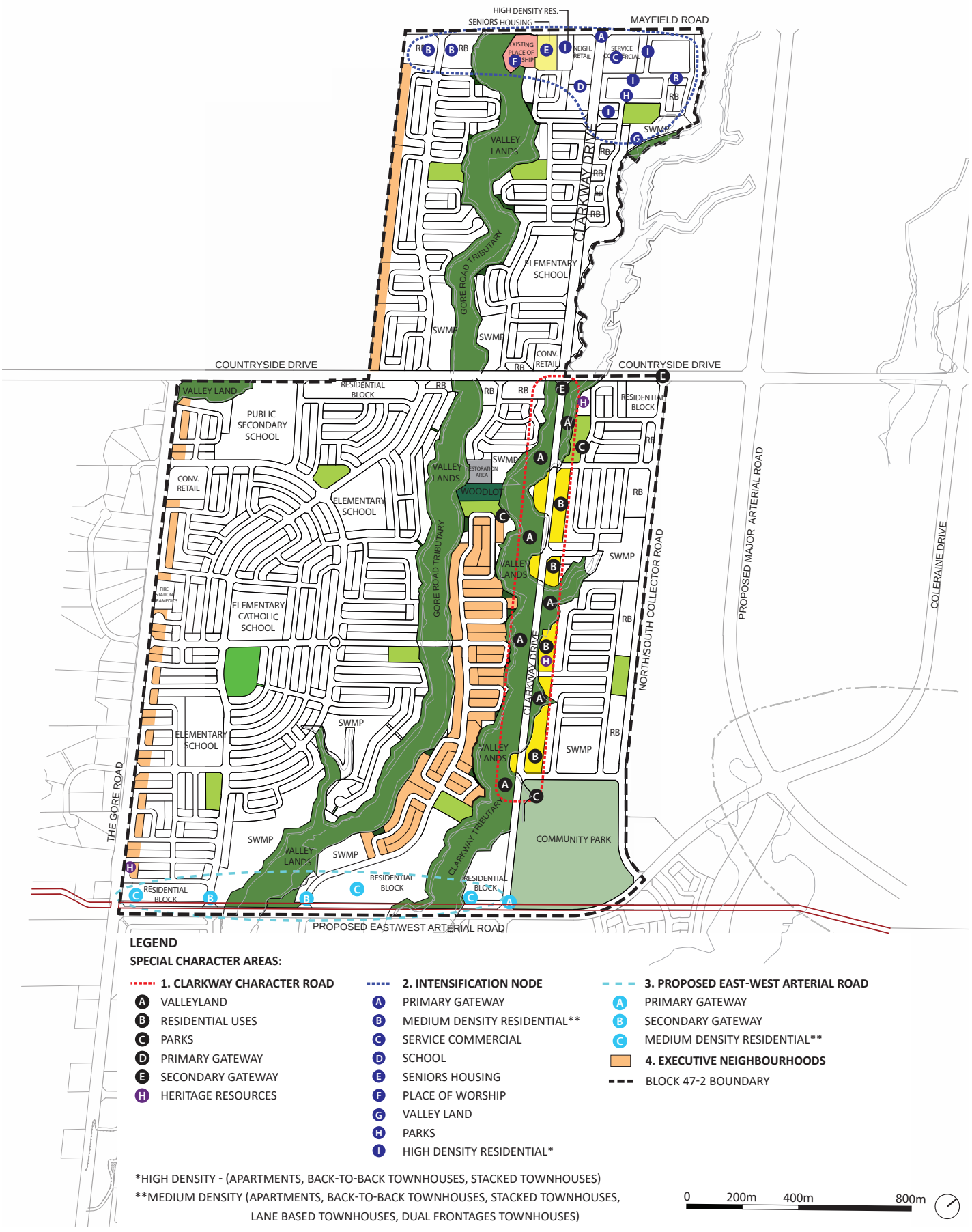


Figure 3-11: Block 47-2 Special Character Areas

6.2.1 Clarkway Character Road

Clarkway Drive is identified as a character road between Countryside Drive and the TransCanada Pipeline corridor (Figure 3-12). The road's narrow right-of-way and its path through the Clarkway Tributary flood plain provide it with a unique character within the Block 47-2 area. The following design objectives will ensure that the intended vision for this stretch of Clarkway Drive is achieved:

- Provide a lot pattern and built form that conserves, contributes to and maintains the rural residential character of the roadway while minimizing traffic, this includes the introduction of some larger lots;
- Provide scenic views into the Clarkway Tributary and its associated valleylands; and
- Provide pedestrian connections from Clarkway Drive to the proposed city-wide trail along the Clarkway Tributary.

More detailed landscape design guidelines for the Clarkway Character Road are provided in Section 6.3.1 of these Community Design Guidelines.

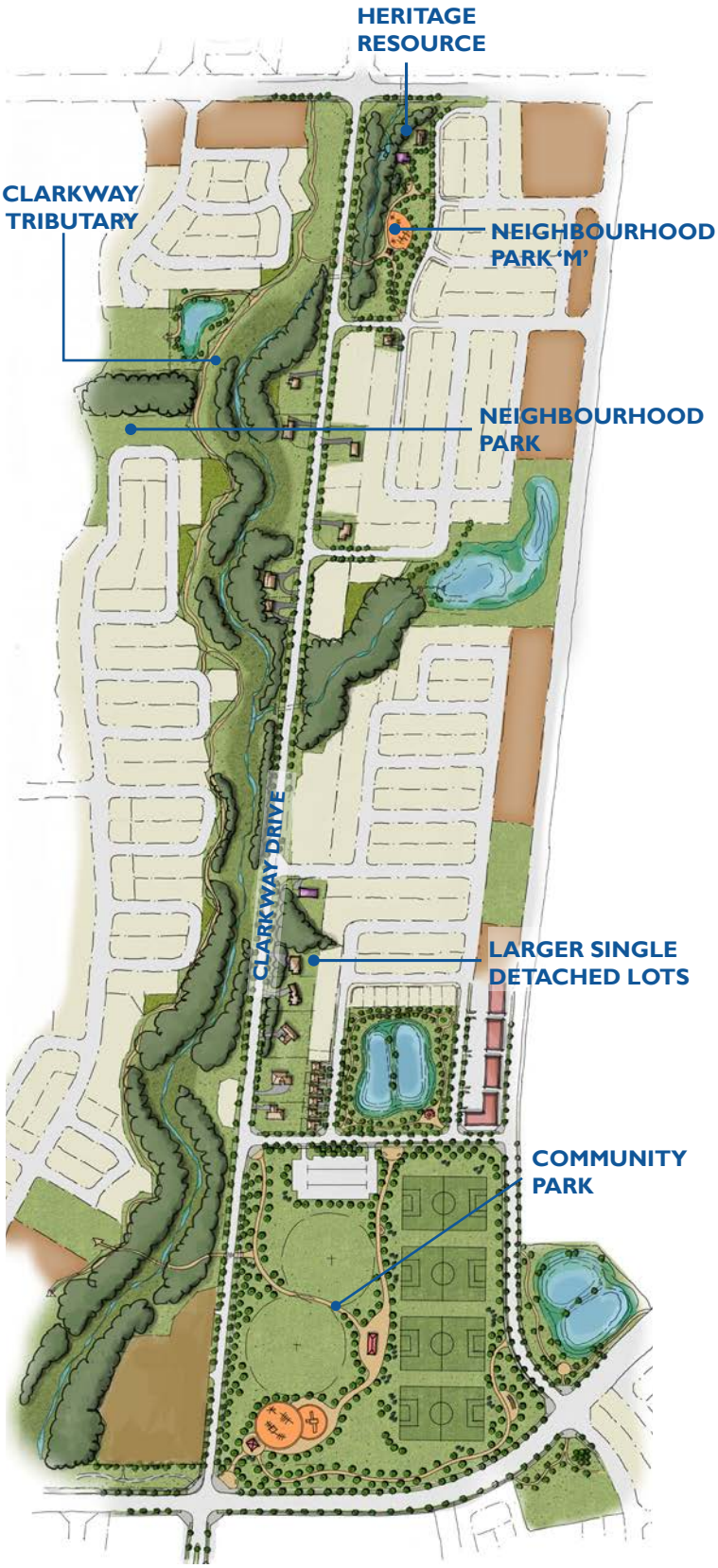


Figure 3-12: Block 47-2 Clarkway Character Road Vignette

6.2.1.1 10955 CLARKWAY DRIVE

As a result of the Cultural Heritage Study, a part of the Pinebrook Farm property at 10955 Clarkway Drive has been identified as the most significant cultural heritage property in Area 47. Due to it's cultural significance, this site is subject to a Heritage Impact Assessment during the Draft Plan of the Subdivision Stage in accordance with the Cultural Heritage Study and the City of Brampton's heritage policies and procedures.

This property is distinguished as a cultural focal point within the Block 47-2 community. To assist in establishing a 'sense of place', a neighbourhood park (Park M) has been located in a linear north-south manner adjacent to the southern edge of the property. This park, located along the valleyland edge, will provide enhanced views of the cultural heritage property and associated cultural landscape. Design Guidelines for 10955 Clarkway Drive include:

- Neighbouring recreational uses in Park M should be compatible with the heritage property at 10955 Clarkway Drive;
- Neighbouring built form shall respect the architecture, height, massing, scale, building material and features of the 10955 Clarkway Drive property;
- Conserve trees and landscapes, where possible, to preserve the natural heritage landscape and prominent views of the property; and
- Locate and site re-located heritage buildings associated with the 10955 Clarkway Drive property to accurately reflect and support their historic role.

6.2.2 Intensification Node

The proposed intensification node consist of a variety of land uses including: low, medium and high density buildings, neighbourhood retail and service commercial uses as well as a seniors home, private school, park and an existing place of worship. The retail and commercial uses will flank Clarkway Drive and Mayfield Road to create a vibrant district serviced by major transit networks, pedestrian connections and the potential for public streets.

A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, shall be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.

Figure 3-13: Example of a Medium Density Development With Retail At-Grade.

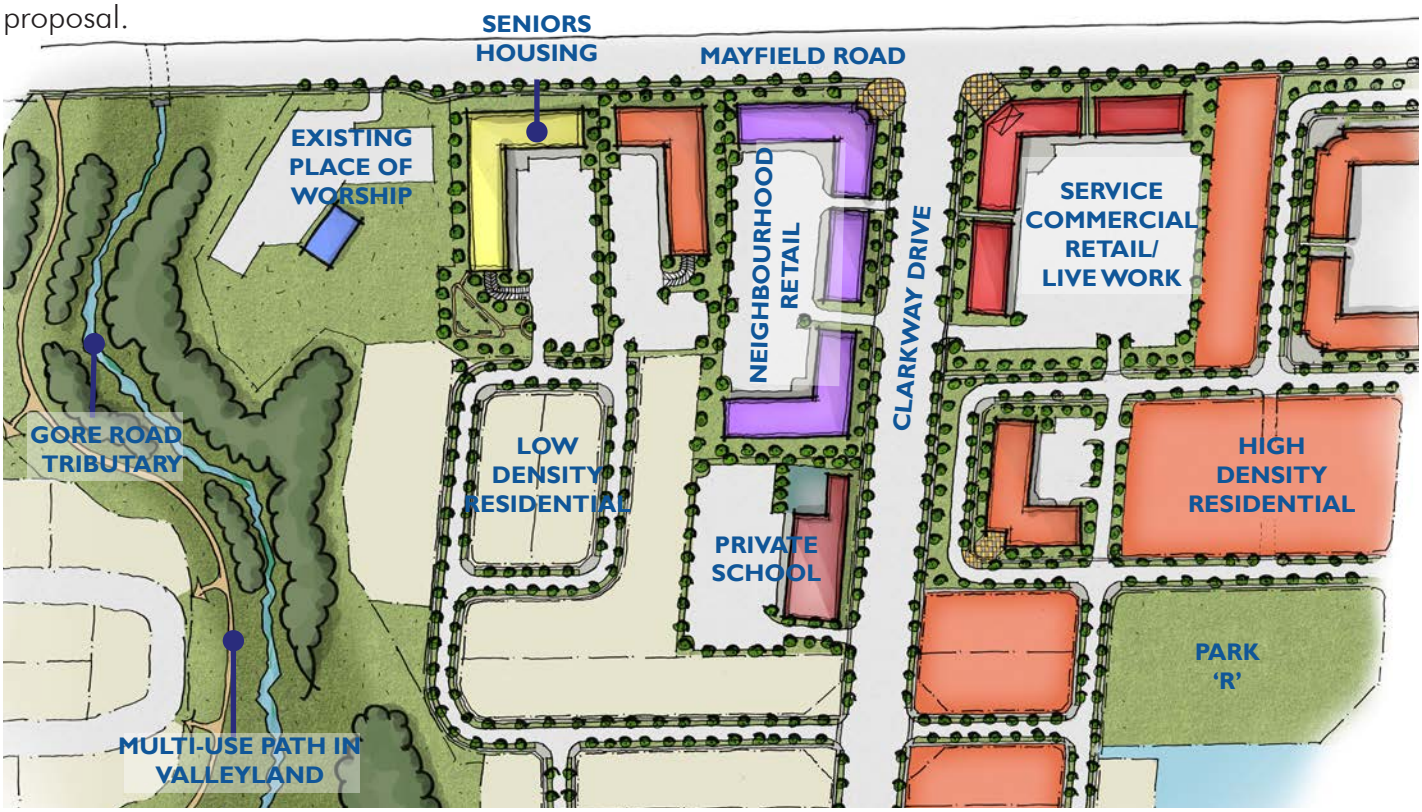


Figure 3-14: Intensification Node at Clarkway Drive and Mayfield Road

6.2.3 Proposed East-West Arterial Road

The proposed East-West Arterial Road character area begins at The Gore Road and ends at the Clarkway Drive. The East-West Arterial Road provides an important interface and connection between Blk 47-2 and Blk 47-1. It encompasses the Gore Road Tributary and comprises of medium density uses that primarily front onto the proposed East-West Arterial Road. This special character area will have a primary gateway at the Clarkway Drive and East-West Arterial Road intersection, which is adjacent to the proposed community park. This primary gateway will welcome residents to this segment of Clarkway Drive and the community park and establish a sense of place. Secondary gateways are proposed along the collector streets that intersect with the East-West Arterial Road. Refer to Section 6.3.5 for design guidelines for gateways.

The East-West Arterial Road connection will provide active transportation modes by introducing a proposed 3.0m asphalt multi-use path, which will encourage active east - west movement and facilitate cycling and walking modes of transportation. The proposed multi-use path is subject to the City's EA study. The connection will utilize CPTED principles through the provision of adequate site lines, lighting, a mix of uses that will encourage activity and natural surveillance and wayfinding features.

General design principles for the East-West Arterial Road include:

- Design medium density built form with high quality materials and articulated building facades to create visual interest from the public realm and streetscape;
- Site and mass buildings so they frame the streetscape while providing sufficient space for the proposed multi-use pathway;
- Encourage porches and balconies along publicly exposed building facades to foster natural surveillance;
- Provide a barrier-free multi-use pathway with safe crossings, wayfinding, lighting and areas for rest;
- Encourage connections and integration between the proposed multi-use pathway and the trails within the NHS valley through the provision of safe and accessible crossings, wayfinding signage, lighting and furnishings;
- Create distinct and high quality gateways that are inviting and create a sense of place; and
- Provide lighting, street furniture, signage, and planting along the streetscape to encourage pedestrian activity and provide for an enhanced, safe, and comfortable pedestrian environment.

Figure 3-15: Example of a Medium Density Development and Public Realm Fronting the East-West Arterial Road

6.2.4 Executive Residential Neighbourhoods

The City of Brampton Official Plan allocates a approximately 600 executive housing units within Secondary Plan Area 47. The majority of executive housing will be provided in various locations throughout Block 47-2 including the following areas:

- Between The Gore Road and Clarkway Tributaries north of the medium density residential block and south of the woodlot/park
- Along the entire length of the eastern edge of The Gore Road; and
- Along almost the entire eastern edge of the Wildfield Community at the north-west corner of the Block 47-2, providing a transition from the existing community.

Design guidelines for executive housing include:

- Provide large lots with a minimum 15 metre frontage to maintain the upscale character of executive neighbourhoods;
- Allow for the provision of single detached dwellings and upscale semi-detached and townhouse dwellings that have a distinct executive character and subject to appropriate architecture and design;
- Maximize the physical and visual connections to valleylands, parks, open spaces and stormwater management ponds where possible;
- Provide attractive, green streetscapes with prominent boulevard trees;
- Avoid the use of noise barriers, where possible;
- Place utilities underground where possible, or at flankages; alternatively utility boxes must be screened from all sides to the extent possible in keeping with utility operational access requirements; and
- Sidewalks will be provided as per City of Brampton standards.

Refer to the City of Brampton's *Design Workbook for Brampton's Upscale Executive Special Policy Areas* for more guidance on executive neighbourhoods.

Figure 3-16: Example of Executive Neighbourhoods

6.3 Landscape Guidelines

The guidelines provided in this section identify a standard of landscape and open space design that will reinforce the identity and intended character of the Block 47-2 community. These guidelines are prepared with the guiding principles of conservation, preservation and integration of the existing ecology and natural heritage systems within the community. They will form the basis for landscape control, and provide the foundation for subsequent stages of development, including Draft Plan Approval, Draft Plan of Subdivision, and Site Plan Approval. The landscape design guidelines are consistent with the City of Brampton's vision to achieve an "environmentally sustainable and healthy community with distinctive, liveable neighbourhoods, integrated and connected green spaces, efficient transportation and transit system, and employment opportunities", and should be read concurrently with the Development Design Guidelines (DDG's) and the Sustainable Community Development Guidelines (SCDG's) prepared by the City of Brampton.

6.3.1 Clarkway Character Road

- Provide barrier free sidewalks on one or two side of the street, subject to further studies;
- Establish a planting strategy that supports the identity and theme of the Character Road;
- Plant deciduous street trees that are consistent in form and high crown;
- Incorporate low impact development practices or other sustainable design measures along the boulevard;
- Coordinate street furnishing to strengthen the identity and theme of the Character Road;
- Provide street furnishing at strategic locations to accommodate pedestrian and bicycle needs, including bicycle parking, bollards, vendor boxes, benches, and garbage receptacles;
- Avoid guardrails through safe grading and management of adjacent slopes, in accordance with the City of Brampton transportation and landscaping requirements, and provide guardrails where they are required to meet vehicle safety standards; and
- Screen utility boxes along the open space edge with landscaping and landscape structures.
- Incorporate public art where feasible.
- As per the City initiative to increase the urban tree canopy, a double staggered row of boulevard/ street trees will be planted on arterial roads.
- Landscape buffer treatments, widths, and sizes will conform to City of Brampton standards.
- Selection of plant material will conform to the approved City of Brampton plant list.

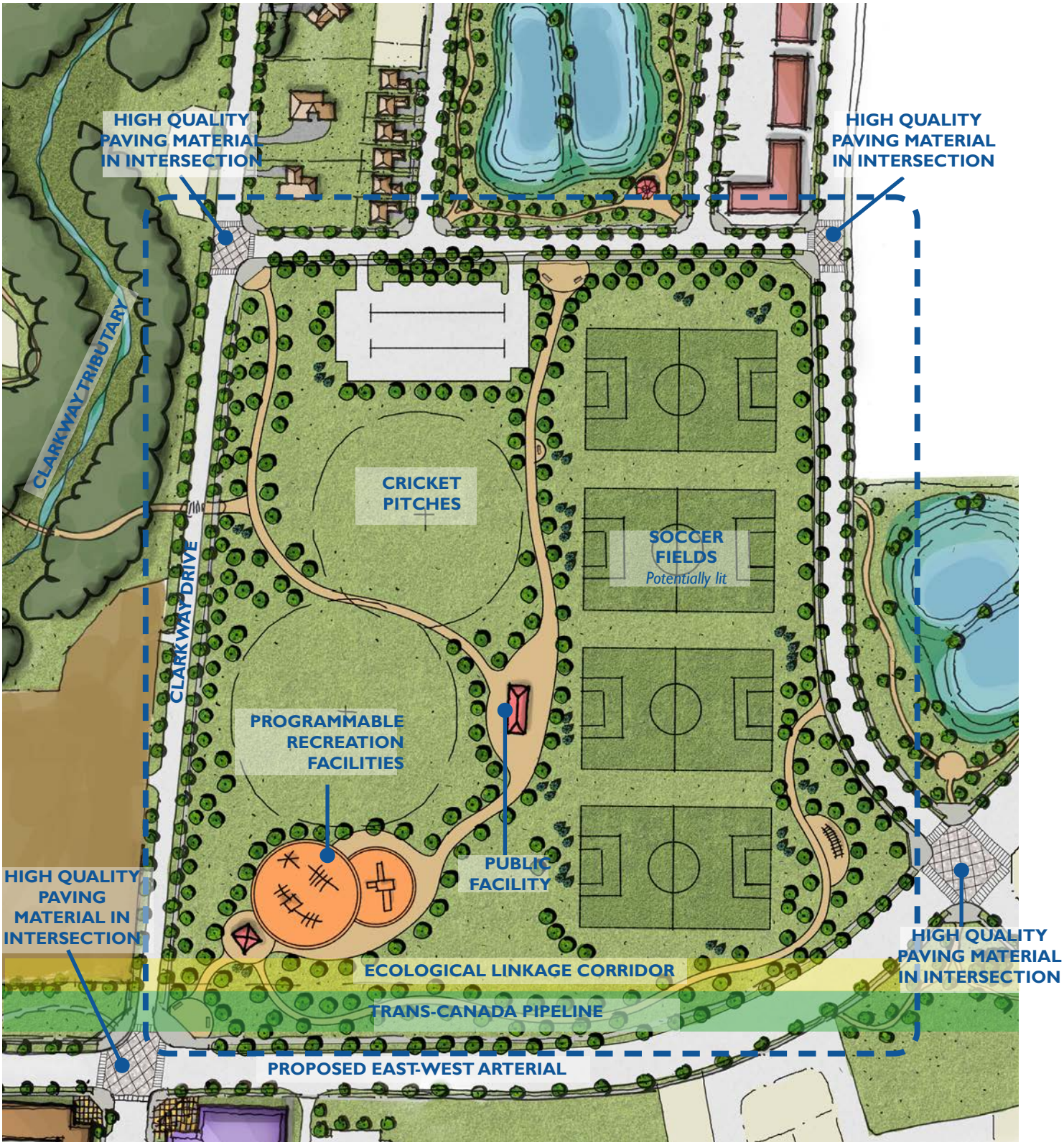


Figure 3-17: Block 47-2 Conceptual Community Park Vignette

Note: The design of the Community Park is conceptual only and will be finalized during the detailed design review at the Subdivision Review Stage.

6.3.2 Natural Heritage

ENVIRONMENTAL INTEGRITY AND ACCESS

- Protect and enhance the environmental integrity of the natural heritage systems within Block 47-2;
- Protect and enhance ecological systems and habitats of the natural heritage system;
- Design unique communities that integrate and preserve natural and cultural heritage;
- Reinforce natural qualities of the natural heritage system, especially along urban edges;
- Provide valleyland buffer to help protect, enhance and restore the ecological functions of the natural corridor and associated valleylands;
- Provide chain link fencing, with no gates permitted, within lot line of private properties backing onto the valleylands;
- Where trails are proposed within NHS buffers near sensitive ecological areas, provide a 15m buffer to accommodate the trail system with minimized encroachment impacts;
- Design trails and pathways to afford long views for better surveillance from crossings and/or abutting streets; and
- Provide natural aesthetic relief from the surrounding built form.

Figure 3-18: Images of existing Natural Heritage taken from EIS

ENVIRONMENTAL BUFFERS

- Employ a planting approach that creates visual privacy for abutting residential amenity areas without blocking opportunities for casual surveillance;
- Incorporate interpretive signage where view to adjacent streets and open space features are available; and
- Integrate pedestrian trails within the buffer along Gore Road Tributary, Clarkway Tributary, and Rainbow Creek, where grading permits, subject to the City of Brampton and EIS / FSR approval.

Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of the City of Brampton and the TRCA as per the standards during the subdivision development review and construction stages.

Figure 3-19: Example of a Valleyland Lookout

VALLEYLAND DESIGN GUIDELINES

- As per the approved MESP (May 2016), the trail alignment will generally be located within the valleyland system where there are no identified significant natural features or functions occurring, or where restoration initiatives have not been proposed;
- Where the trail is proposed in the valleyland, it should be located away from migrating meanders, outside of all wetlands, natural woodlands, riparian planting areas and should also avoid significant woodland,wetland and NHS compensation areas;
- Provide chain link fencing, with no gates permitted, within the residential lot line of homes backing onto valleylands;
- Planting should consist of native vegetation along the entirety of the valleyland and conform with the approved City of Brampton plant list;
- Incorporate valley crossings where possible, feeding into pedestrian and bicycle networks and contributing to the passive recreational opportunities within Block 47-2;
- Incorporate City of Brampton design treatments in the detailed design of pedestrian bridge crossings, including end piers, City of Brampton logo, rail types, colours and parapet wall finishes and treatments;
- Provide a coordinated and consistent design language with elements from within the Block 47-2 community, including fencing, columns, colours and materiality; and
- Plant species adjacent to the crossing that provide a seamless and complementary transition to natural plantings along the valleyland.

Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of the City of Brampton and the TRCA as per the standards during the subdivision development review and construction stages.

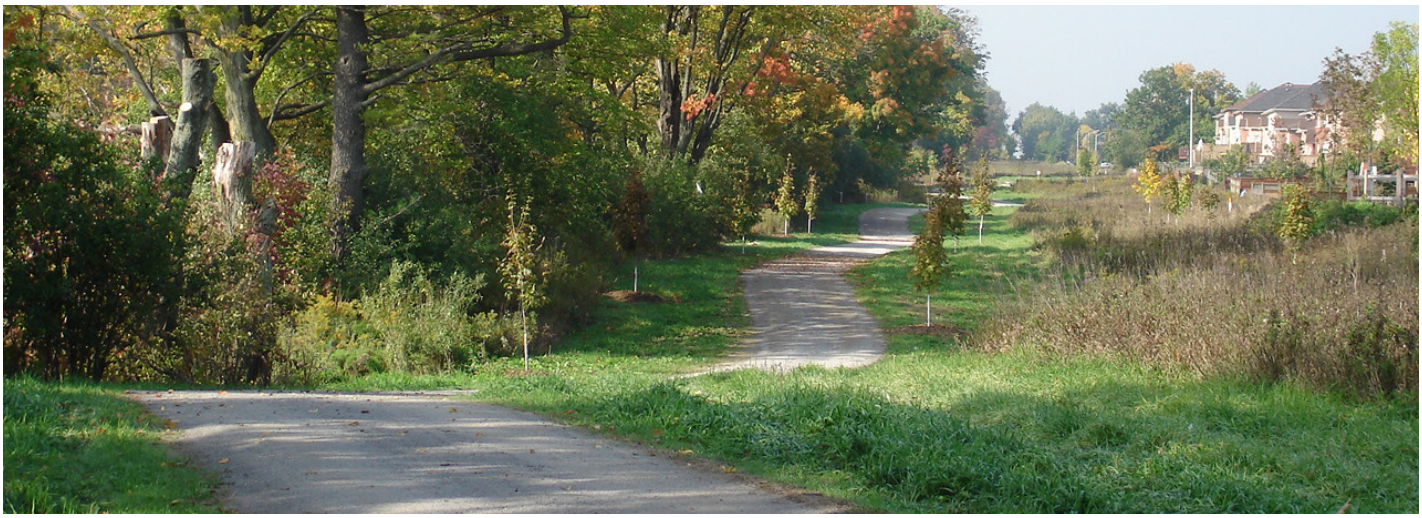


Figure 3-20: Precedent for a Pedestrian Pathway along a Natural Corridor

6.3.3 Trails and Pathways

TRAIL HEADS

- Locate trail heads at entry points to pedestrian paths and coordinate these locations with maintenance roads for stormwater management ponds, neighbourhood parks, parkettes and open space blocks (final locations will be determined by a field walk with the City of Brampton, TRCA and the landowner team);
- Provide wayfinding signage at trail heads that provides educational information or helps orient users. Wayfinding signage shall adhere to the COB guidelines.
- Provide low columns that flank the trail head to distinguish its function as an entrance to a larger network of pedestrian trails and pathways;
- Integrate decorative hard surface areas with benches at trail heads to provide viewing opportunities;
- Garbage receptacles should be placed at all trail entrances; and
- Design masonry features using a consistent and coordinated toolkit of masonry features with other design elements within the Block 47-2 community.

CROSS-VALLEYLAND CONNECTIONS

- Provide pedestrian linkages through the NHS by connecting the interior sidewalk network and trails within the park or SWM ponds to the proposed valleyland recreational trails and cross-valley connections;
- Plantings adjacent to crossings should seamlessly complement the native planting of the natural heritage system;
- Ensure all connections are accessible for various modes of transportation and users of all ages and abilities; and
- Where the opportunity exists, coordinate the cross-valleyland connections with design elements from the Block 47-1 community.

BRIDGES AND TRAILS

- Bridges and trails shall provide pedestrian linkages through the natural heritage system and throughout the valleyland;
- Tableland trails should be located as close to the rear lots as City permits thereby maximizing the planting area for the tableland buffer;
- All trails and bridges shall be accessible for various modes of active transportation and users of all ages and abilities;
- Provide information on interpretive way finding signage;
- Garbage receptacles should be placed at all entrances and at suitable distances along the trail;

The bridge and trail locations depicted in the current Block Plans are not final, and are subject to change based on further analysis; detailed review of each trail and its location adjacent to the NHS and associated features will be provided at the future stage of the development.

Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of the City of Brampton and the TRCA as per the standards during the subdivision development review and construction stages.

Figure 3-21: Trails and Connections Map

BRIDGE AND TRAIL AREA 2-1

BRIDGE AND TRAIL AREA 2-1 HIGHLIGHTS

Location: Between Neighbourhood 2A & 2B

Amenities: Valleylands, Gore Road Tributary, Park T Park U, Pedestrian Bridge, Trail within NHS Valleyland, Trail within Public Park, Buffer Planting, Restoration Planting

Intention: To provide linkages between Park 'T' in Neighbourhood 2A (west of The Gore Road Tributary) and Park 'U' in Neighbourhood 2B (east of The Gore Road Tributary)

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

**Note: Street names are temporarily used only for the purposes of context.*

1. Trail within Public Park
2. Proposed Pedestrian Bridge
3. Cross Valley Connection
4. Dedicated Bike Lanes (On Road)
5. Conceptual Pedestrian Crossing
6. Connection to Trail within NHS Valleyland

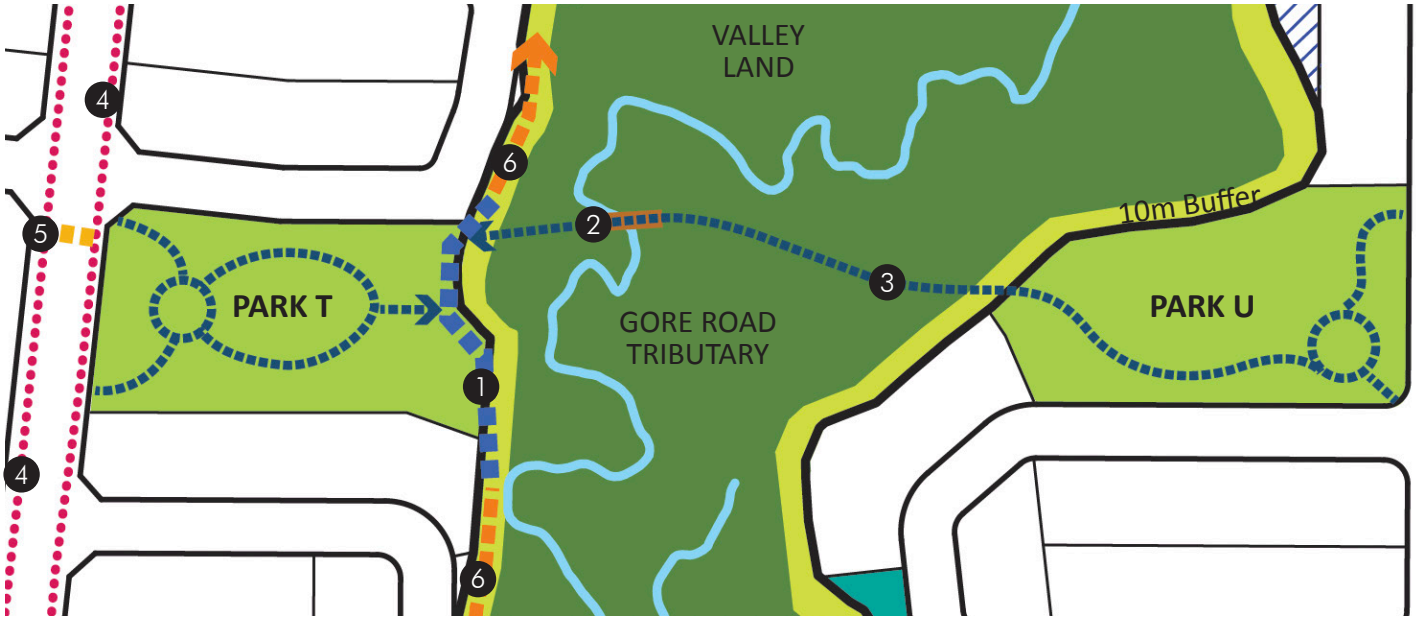


Figure 3-22: Bridge and Trail Area 2-1

BRIDGE AND TRAIL AREA 2-2

BRIDGE AND TRAIL AREA 2-2 HIGHLIGHTS

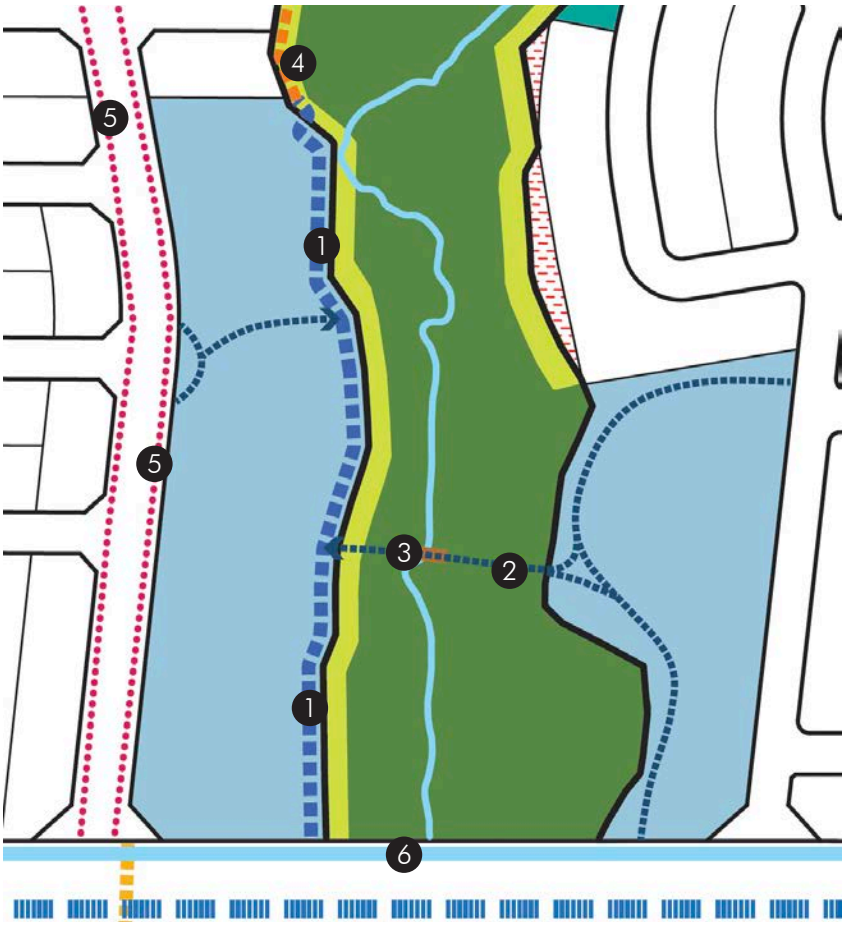
Location: Neighbourhood 2C

**Note: Street names are temporarily used only for the purposes of context.*

Amenities: Valleylands, Gore Road Tributary, Stormwater Management Pond G6, Stormwater Management Pond G7, Pedestrian Bridge, Trail within SWM Pond G6, Buffer Planting, Restoration Planting

Intention: To provide linkages within Neighbourhood 2C between SWM G6 (west of The Gore Road Tributary) and SWM G7 (east of The Gore Road Tributary)

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Trail within SWM Pond G6
2. Cross Valley Connection
3. Proposed Pedestrian Bridge
4. Connection to Trail within NHS Valleyland
5. Bike Lanes (on Road)
6. Proposed Multi Use Path

Figure 3-23: Bridge and Trail Area 2-2

BRIDGE AND TRAIL AREA 2-3

BRIDGE AND TRAIL AREA 2-3 HIGHLIGHTS

Location: Neighbourhood 2F

**Note: Street names are temporarily used only for the purposes of context.*

Amenities: Valleyland, Clarkway Tributary, Park 'S', SWM pond 'C5', Open Space Block, Pedestrian Bridge, Trail within NHS Valleyland, Buffer Planting, Restoration Planting, Clarkway Drive

Intention: To provide a linkage within Neighbourhood 2F between SWM Pond C5 (west of Clarkway Tributary) and Park 'S' (east of Clarkway Tributary)

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*

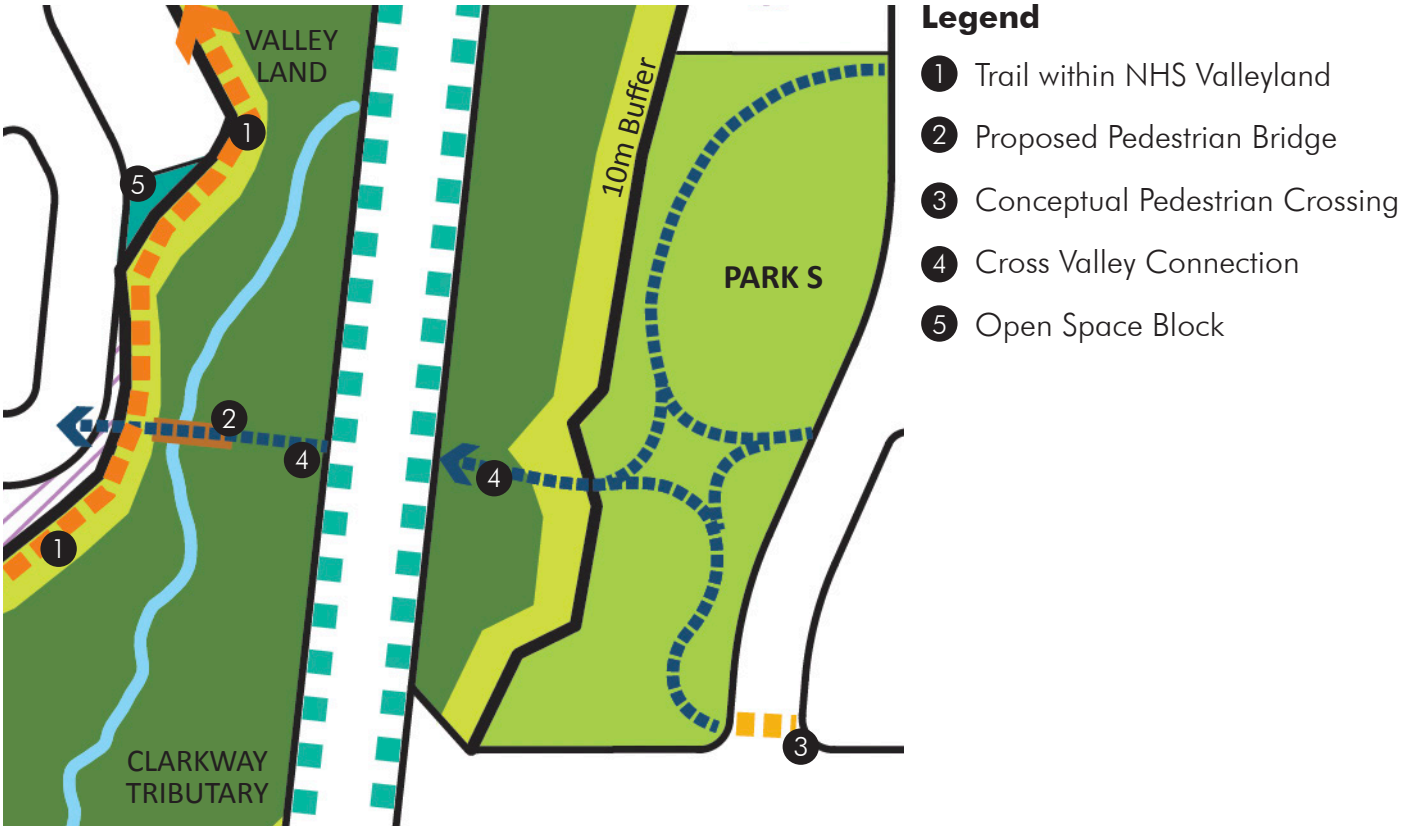


Figure 3-24: Bridge and Trail Area 2-3

BRIDGE AND TRAIL AREA 2-4

BRIDGE AND TRAIL AREA 2-4 HIGHLIGHTS

Location: Between Neighbourhood 2E & 2F

**Note: Street names are temporarily used only for the purposes of context.*

Amenities: Valleylands, Gore Road Tributary, Clarkway Tributary, Park 'R', Woodlot, Pedestrian Bridge, Trails within NHS Valleyland, Open Space Block, Buffer Planting, Restoration Planting, SWM pond 'C5'

Intention: To provide linkages between a Local Street in Neighbourhood 2E (west of The Gore Road Tributary) Park 'R' in Neighbourhood 2F (east of The Gore Road Tributary) and Trail within NHS Valleyland.

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Trail within NHS Valleyland
2. Proposed Pedestrian Bridge
3. Woodlot
4. Cross Valley Connection
5. Connection to Trail within NHS Valleyland

Figure 3-25: Bridge and Trail Area 2-4

BRIDGE AND TRAIL AREA 2-5

BRIDGE AND TRAIL AREA 2-5 HIGHLIGHTS

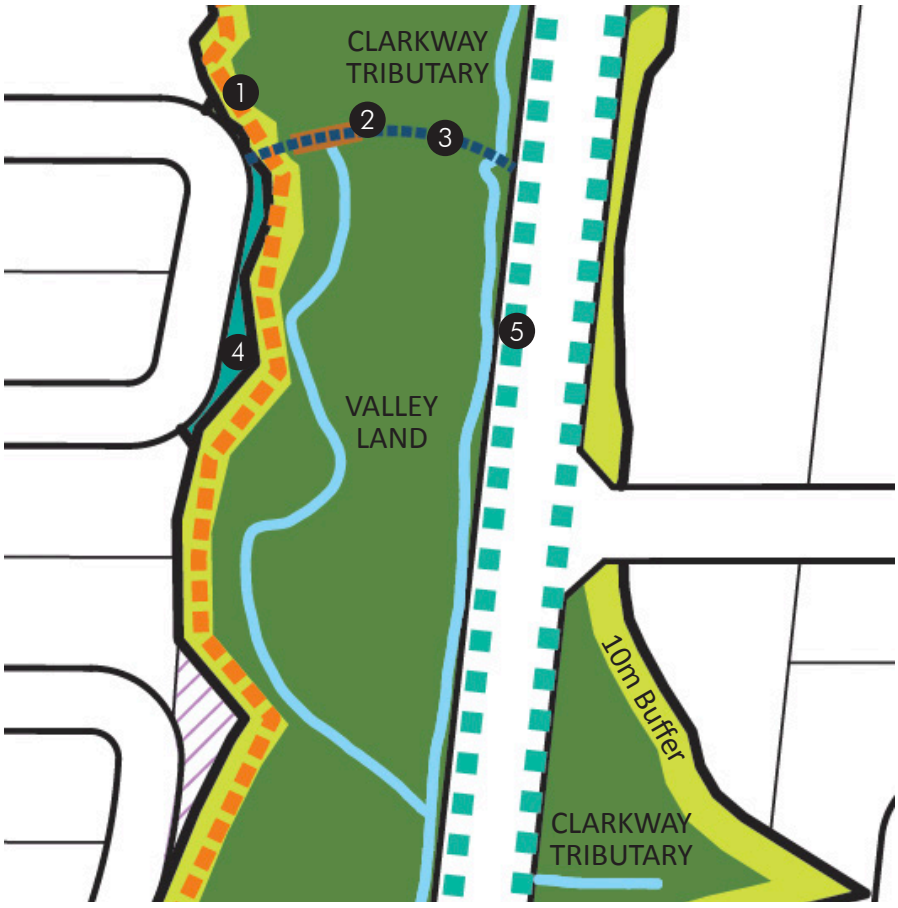
Location: Neighbourhood 2H

**Note: Street names are temporarily used only for the purposes of context.*

Amenities: Valleyland, Clarkway Tributary, Open Space Block, Pedestrian Bridge, Trail within NHS Valleyland, Buffer Planting, Restoration Planting, Clarkway Drive

Intention: To provide a linkage from Neighbourhood 2G and 2H

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Trail within NHS Valleyland
2. Proposed Pedestrian Bridge
3. Cross Valley Connection
4. Open Space Block
5. Multi-use Path/Sidewalk Subject to EA Study

Figure 3-26: Bridge and Trail Area 2-5

BRIDGE AND TRAIL AREA 2-6

BRIDGE AND TRAIL AREA 2-6 HIGHLIGHTS

Location: Neighbourhood 2I and 2J

**Note: Street names are temporarily used only for the purposes of context.*

Amenities: Valleyland, Gore Road Tributary, Compensation Area, Stormwater Management Pond G3, Stormwater Management Pond G5, Pedestrian Bridge, Trail within SWM Facility, Trail within NHS Valleyland, Buffer Planting, Restoration Planting

Intention: To provide linkages within Neighbourhood 2I and 2J, between Stormwater Management Pond G3 (west of The Gore Road Tributary) and Stormwater Management Pond G5 (east of The Gore Road Tributary)

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Trail within SWM Facility
2. Proposed Pedestrian Bridge
3. Cross Valley Connection
4. Trail within NHS Valleyland
5. Bike Lane (On Road)
6. Compensation Area

Figure 3-27: Bridge and Trail Area 2-6

BRIDGE AND TRAIL AREA 2-7

BRIDGE AND TRAIL AREA 2-7 HIGHLIGHTS

Location: Neighbourhood 2J

**Note: Street names are temporarily used only for the purposes of context.*

Amenities: Valleyland, Clarkway Tributary, Park 'K', Community Park, Pedestrian Bridge, Trail within NHS Valleyland, Buffer Planting, Restoration Park

Intention: To provide linkages within Neighbourhood 2J between Park 'K' (west of Clarkway Tributary) and the Community Park (east of Clarkway Drive)

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. Additional study work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Trail within NHS Valleyland
2. Trail within Public Park
3. Cross Valley Connection
4. Proposed Pedestrian Bridge

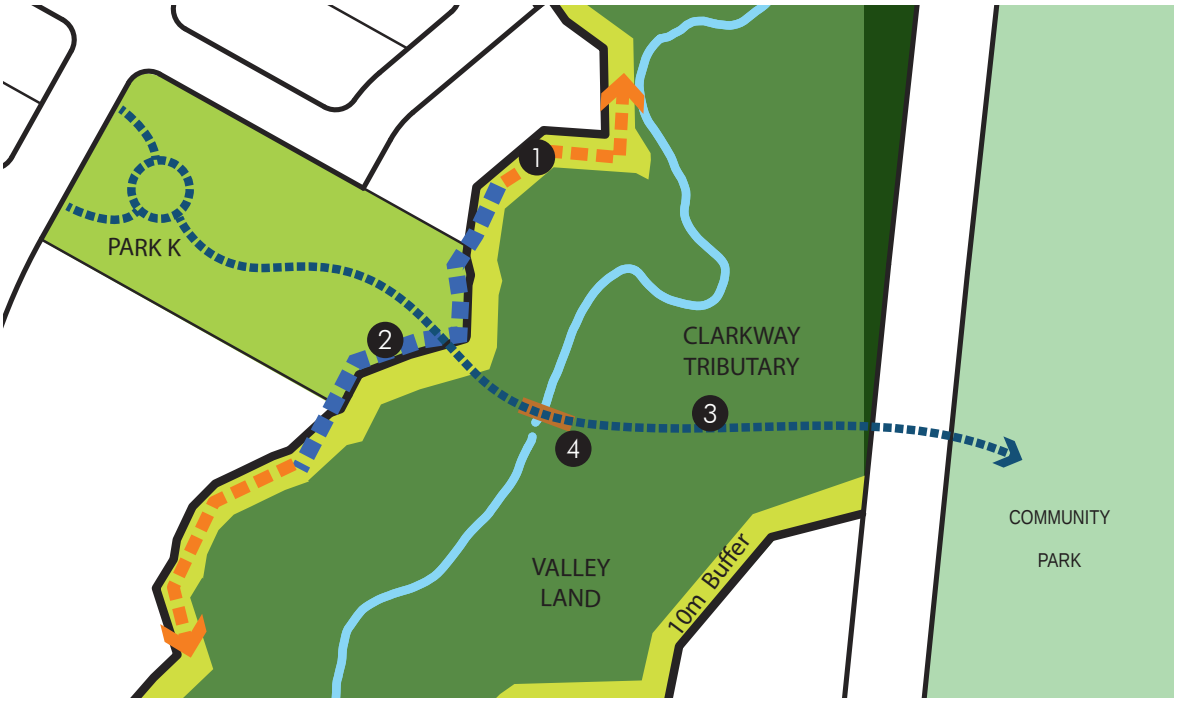


Figure 3-28: Bridge and Trail Area 2-7

6.3.4 Walkways

- Walkway blocks leading to the valleyland shall be 9.0m in width. The 9.0m walkway block consists of a 3.0 m asphalt walkway with 3m of planting area on either side;
- Walkway blocks leading to parks and open space shall be 9.0m in width. The 9.0 m walkway block consists of a 3.0 m asphalt walkway with 3m of planting area on either side;
- Ensure all walkways are accessible for various modes of active transportation and users of all ages and abilities;
- Coordinate the design language of the walkway features with the character and design elements of the Block 47-2 community;
- Link pedestrian and active transportation users to recreational opportunities in the park through the local street network; and
- Locate these walkway blocks at mid-block locations to increase pedestrian permeability and connectivity with the valleyland, parks and open space, where feasible.

Refer to Figure 2-39 on page 84 for guidance on the design of walkway blocks.

Figure 3-29: Precedent Images of Walkways

6.3.5 Gateways

Gateways are provided to signify entry into Block 47-2 and are the first elements to establish a distinctive character and design image. The character and design vision for primary and secondary gateways will be established and coordinated with trail heads and other masonry elements within Block 47-2, as illustrated in the Masonry Kit in Figure 3-30 and 3-31 on pages 178-179. The masonry elements in the proposed kit include columns at varying heights and landscape walls. These elements are used in different locations for a variety of purposes, to demarcate entries and pathways, as ornamental or decorative elements, and as screening or buffering methods, among others.

Primary and Secondary Gateway features are identified in Figure 3-1 Road Network on page 137.

GENERAL GATEWAY DESIGN

- Incorporate landscaping that provides year-round interest;
- Respect the City of Brampton's Gateway Beautification Program and Flower City Initiatives;
- Provide low evergreen shrubs and perennials in front of the masonry wall facing arterial roads, where applicable; and
- Provide large flowering shrubs between the wall and columns on each end, where applicable.

DESIGN GUIDELINES FOR MASONRY KITS:

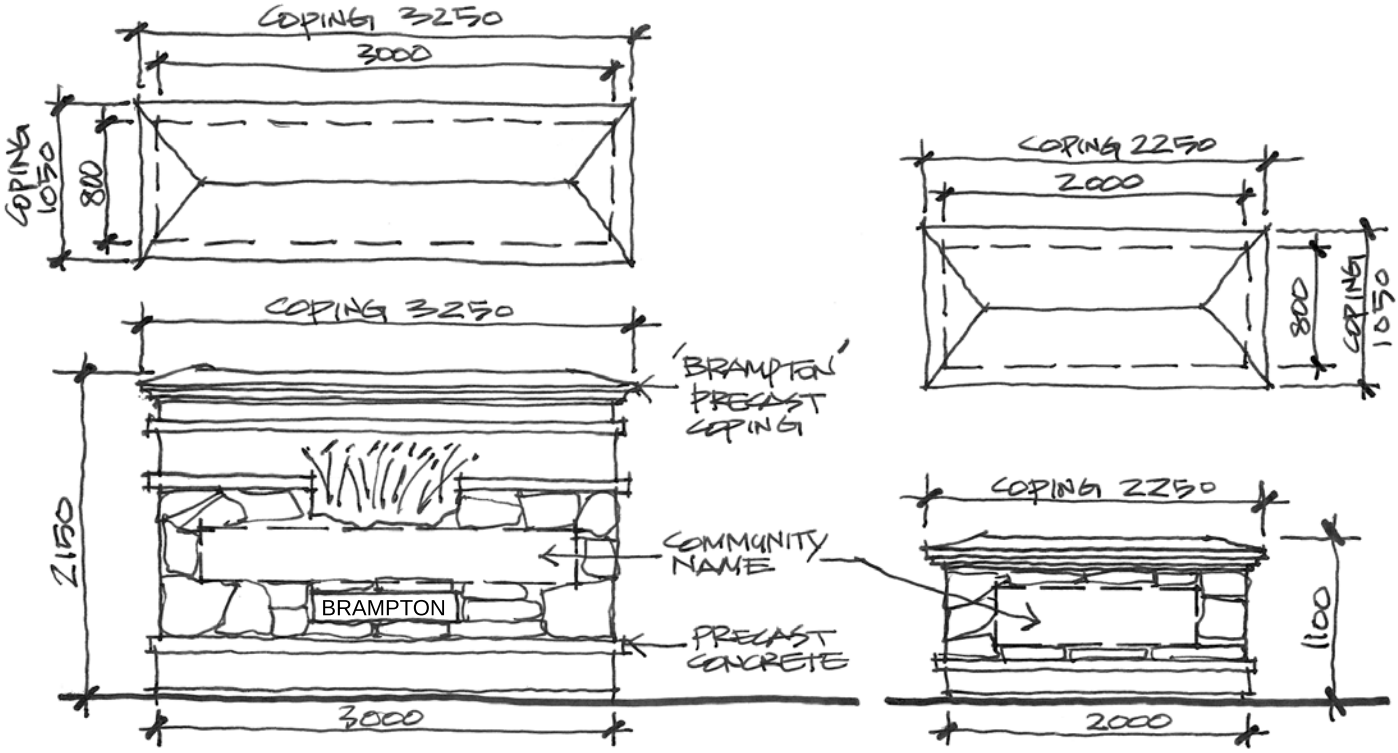
- Coordinate the design language of masonry features in Block 47-2 with the masonry features in Block 47-1;
- Construct all masonry features using a combination of precast concrete coping, stone facing, a stone band, a granite band, and a concrete base;
- Incorporate the corporate identifier for the City of Brampton, the 'rose' plaque, into the wall feature;
- Incorporate the City of Brampton's logo into entry feature;
- Ensure the review and approval of selected font types and scales, as well as the final design of the masonry features by a Landscape Architect at the Site Plan / Subdivision Plan Stage; and
- All gateway features shall not impede sight lines.

PRIMARY GATEWAYS

- Coordinate primary gateways with the design form, materials and colours of primary gateways of Area 47;
- Provide a masonry gateway feature wall with two tall masonry columns to frame the wall, from the Masonry Toolkit (Figure 3-30), as the standard design within primary gateway blocks at prime locations; and
- Provide enhanced architectural treatment at Primary Gateway corner lots.

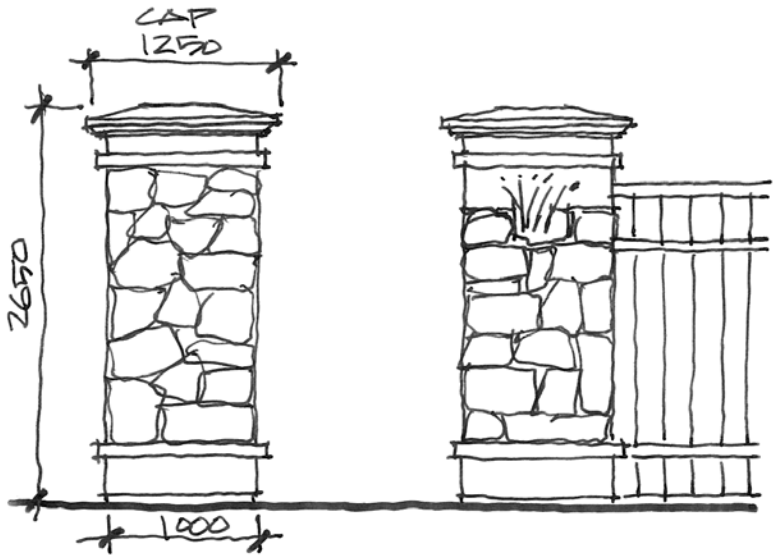
SECONDARY GATEWAYS

- Coordinate secondary gateways with the design form, materials and colours of secondary gateways in Block 47-1;
- Provide a medium sized masonry landscape wall with two medium masonry columns to frame the wall, from the Masonry Toolkit (Figure 3-30 and Figure 3-31), as the standard design within secondary gateway blocks at prime locations; and
- Provide enhanced architectural treatment at Secondary Gateway corner lots.



GATEWAY FEATURE WALL

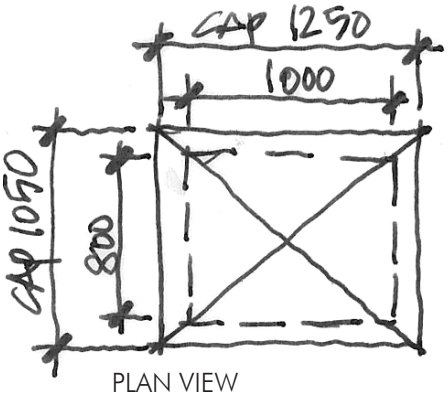
LOW WALL- Median & Round- About



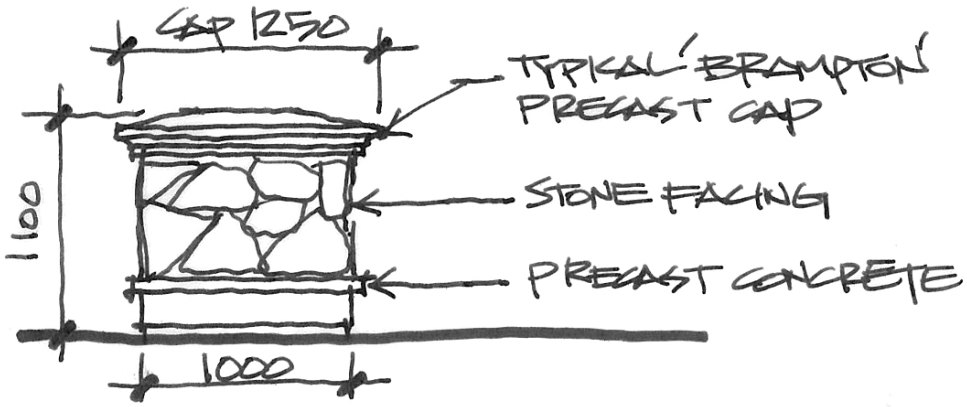
TALL COLUMN

TALL COLUMN- in combination with Wood Acoustic Fence

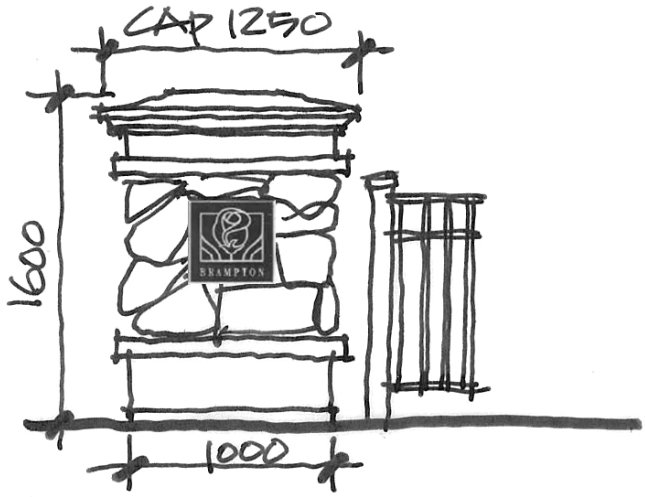
Figure 3-30: A Toolkit of Masonry Features for Area 47



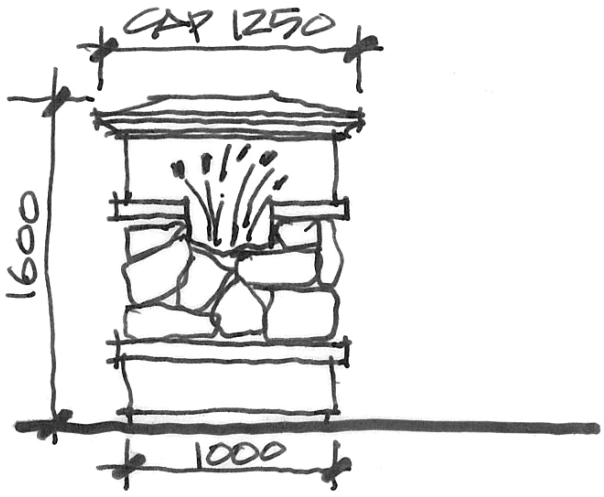
PLAN VIEW



LOW COLUMN



MEDIUM COLUMN- in combination with Decorative Metal Fence



MEDIUM COLUMN- Trail Head

Figure 3-31: A Toolkit of Masonry Features for Area 47

6.3.6 Community Edges & Window Streets

COMMUNITY EDGES

- Employ effective visual screen and acoustic protection for residential lots along community edges;
- Integrate acoustic and / or decorative fencing with tall decorative piers in accordance with City standards;
- Provide a 4.5 metre landscape buffer at rear and flankage lot locations along arterial roads;
- Plant coniferous species and bulbs, in accordance with City initiatives, along buffer edges on flankage lots;
- Provide an acoustic fence with a tall masonry pier on either side along flanking lot lines; and
- Incorporate the City of Brampton's Flower City Strategy by planting strong flowering bulb displays within the landscape buffers along community edges.
- As per the City initiative to increase the urban tree canopy, a double staggered row of boulevard/ street trees will be planted on arterial roads, where feasible.

WINDOW STREETS

- Provide a 3.0 metre landscape buffer at window streets, 3.0 metre buffer to be outside of road right-of-way;
- Plant coniferous species along the buffer for year-round screening;
- Provide a minimum of one pedestrian walkway connection to the public sidewalk from the arterial road at each window street and in proximity to transit stops;
- Provide one precast column on either end of the pedestrian walkway connection; and
- Provide a 1.2 metre high black decorative metal fence to separate the local street and the arterial road.

Figure 3-32: Precedents for Architectural Treatment for Window Streets

6.3.7 Community Park

- Design the Community Park as a focal point for the community, located at the intersection of arterial roads or major thoroughfares;
- Ensure significant frontage of the park on adjacent streets and promote views to reinforce their focal nature;
- Design streetscapes to signify adjacent streets as primary streets;
- Locate entry and access points conveniently and incorporate civic design theming;
- Minimize exposure of on-site parking to the street;
- Define and articulate activity areas, circulation, entry points, seating and gathering areas through the careful integration of hard and soft landscape elements; and
- Coordinate the design vocabulary of soft and hard landscape elements with the identity of the community, surrounding houses and other open space elements, including the proposed Masonry Kit in Section 6.3.5.

The proposed Community Park will serve as a community and regional destination for outdoor active recreation. The final program for the park will be concluded by the City of Brampton having regard for the directions set forth in the Parks and Recreation Master Plan and having regard for current needs. Public consultation will form part of the design exercise. It's expected that the program and design will be finalized 1-2 years prior to initiation of construction. It is expected the park will accommodate lit sports fields, combined with neighbourhood-oriented recreational elements. The 'destination' nature of the park, combined with sports field lighting can be expected to create some minor nuisance for those residents living closest to the park. Design of the surrounding residential neighbourhoods should have regard for this possibility. Further, it 's recommended that warning clauses be included in all Purchase and Sale Agreements surrounding the park.

COMMUNITY PARK HIGHLIGHTS

Location: Neighbourhoods 2K

Size: 16.0 ha (39.53 ac)

Type: Community Park

Street Frontage: Four corners, four street frontages

Amenities: N/A

Linkages: To the Community; Block 47-3c

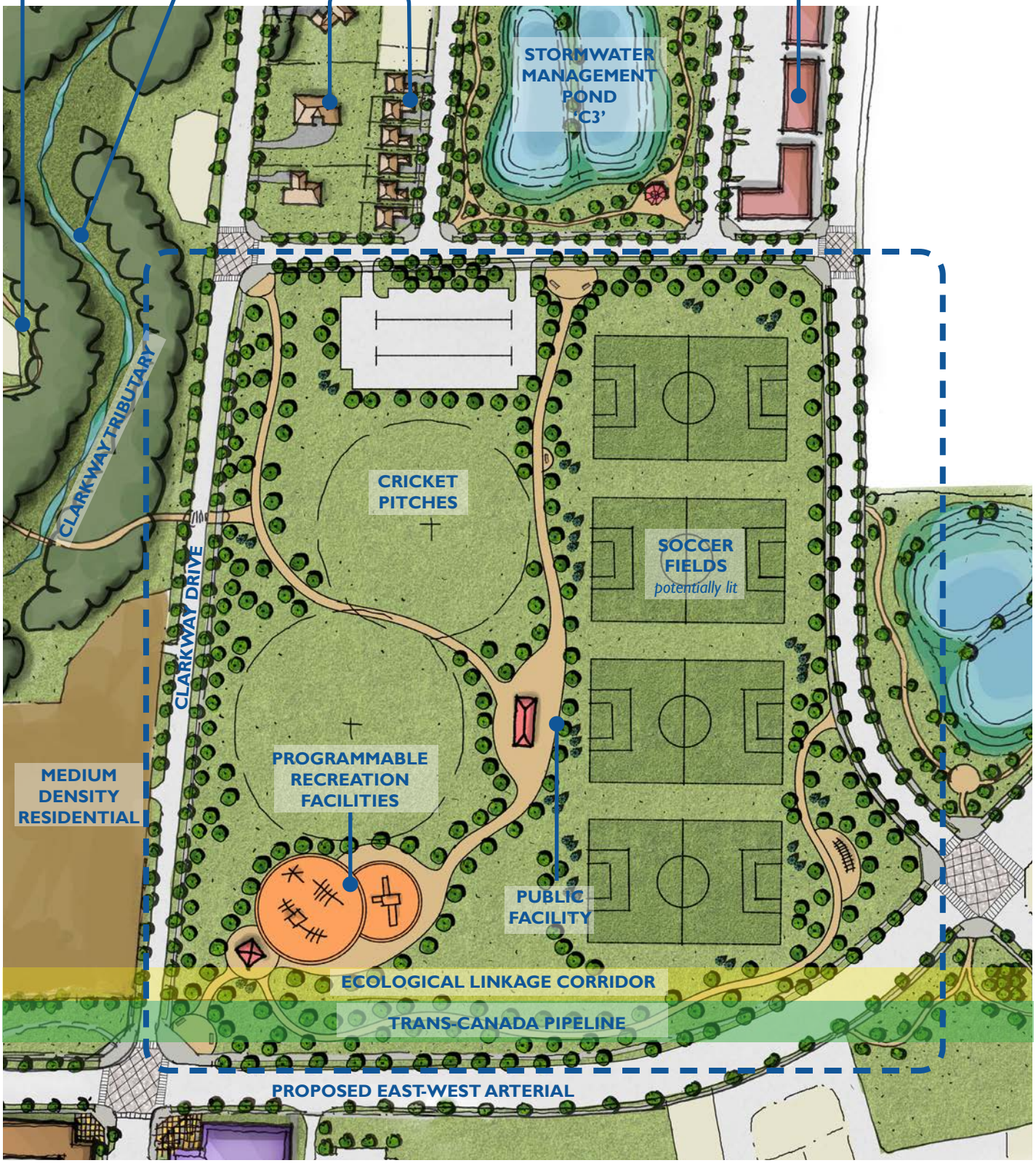


Figure 3-33: Community Park Design Concept

Note: The design of the Community Park is conceptual only and will be finalized during the detailed design review at the Subdivision Review Stage.

6.3.8 Neighbourhood Parks

- Design parks with intention by incorporating guiding principles of Eco Parks, as per the Brampton Eco Park Strategy (2019) report;
- Design neighbourhood parks so they enhance and maintain existing, healthy natural systems and processes, where possible;
- Encourage innovative, new and sustainable types of building materials, methods of design, construction, management, and green technology into the design of parks;
- Locate neighbourhood parks at the corner of two streets, and design them as focal points for the neighbourhood;
- Design neighbourhood centres to create special public spaces that are easily accessible from adjacent neighbourhoods within a 5-10 minute walking distance;
- Ensure parks and parkettes have significant frontage on adjacent streets in order to promote views and reinforce their value as a focal point;
- Design streetscapes to signify adjacent streets as primary streets;
- Provide opportunities for meaningful interactions and experiences between people and nature;
- Provide opportunities for passive, social, recreational, health and cultural/community activities, programs and/or services;
- Design playgrounds as major focal elements within parks;
- Avoid on-site parking;
- Define and articulate activity areas, circulation, entry points, seating and gathering areas through the careful integration of hard and soft landscape elements and through the integration of natural features or materials;
- Any pedestrian road crossings to park shall be part of the park design; and
- Coordinate the design vocabulary of soft and hard landscape elements with the identity of the existing natural environment, community, surrounding houses and other open space elements, including the proposed Masonry Kit in Section 6.3.5;

Note: The design of all parks, including walkway, play equipment, etc. are conceptual only and will be finalized during the detailed design review at the Subdivision Review Stage.

Figure 3-34: Precedent for a Neighbourhood Park

Figure 3-35: Map of Neighbourhood Parks in Block 47-2

PARK SUMMARY TABLE

	Park Type	Neighbourhood	Total Area	Street Edges	Proposed Facilities
Park L	Parkette	2J	0.71 ha (1.75 ac)	2	Playground, Formal Entry with Seating Area, Two (2) Free Play Areas
Park M	Parkette	2K (adjacent to the valley)	0.83 ha (2.05 ac)	2*	Playground, Shade Structure with Seating Area, Two (2) Open Play Areas, Trail within Public Park, Connection to Valleyland Crossing, Connection to Trail on Tableland, Park Adjacent to Valley
Park N	Parkette	2I	0.75 ha (1.85 ac)	2	Playground, Shade Structure with Seating Area, Free Play Area
Park O	Parkette	2H (adjacent to the valley)	0.60 ha (1.48 ac)	2*	Playground, Trail within Public Park, Connection to Trail within NHS Valleyland, Park adjacent to Valleyland
Park P	Neighbourhood Park	2G	1.95 ha (4.82 ac)	2	Two (2) Playgrounds, Two (2) Free Play Areas, Shade Structure with Seating Area, Junior Soccer Field, Walkway Block Connection
Park Q	Parkette	2D & 2E	0.73 ha (1.80 ac)	4	Playground, Shade Structure with Seating Area, Two (2) Free Play Areas
Park R	Parkette	2E & 2F (adjacent to the valley)	0.64 ha (1.59 ac)	1*	Playground, Two (2) Formal Entries with Seating Areas, Connection to Valleyland Crossing, Connection to Woodlot, Connection to Trail within NHS Valleyland
Park S	Parkette	2F (adjacent to the valley)	0.89 ha (2.20 ac)	2*	Playground, Look Out with Shade Structure and Seating Area, Formal Entry with Seating Area, Free Play Area, Connection to Valleyland Crossing, Connection to Heritage Property, Park adjacent to Valleyland
Park T	Parkette	2A (adjacent to the valley)	0.75 ha (1.85 ac)	2*	Playground, Shade Structure with Seating Area, Free Play Area, Connection to Valleyland Crossing
Park U	Parkette	2A & 2B & 2C (adjacent to the valley)	0.75 ha (1.85 ac)	2*	Playground, Shade Structure with Seating Area, Free Play Area, Connection to Valleyland Crossing
Park V	Parkette	2B	0.89 ha (2.20 ac)	3	Playground, Shade Structure, Free Play Area, Connection to SWM C6
	Community Park	2K	16.0 ha (39.53 ac)	4	Playground, Shade Structure and Seating Areas, Four (4) Soccer Fields, Cricket Pitch, Baseball Pitch, Internal Walkway Paths, Surface Parking Lot
Totals	Ten (10) Parkettes, One (1) Neighbourhood Park and One (1) Community Park				
Grand Total:					
Total Project Population					**N/A**
Total Neighbourhood Park Dedication					**25.49 ha (62.98 ac)**
All calculations are rounded up to the nearest 0.01 of a hectare or acre					

*NOTE: * Indicates parks that are adjacent to the natural heritage system and has both physical and visual exposure to the public realm through the trail network.*

The Community Park will provide amenities and services for both Blk 47-1 and Blk 47-2.

PARK L

PARK L DESIGN GUIDELINES

1. One (1) formal entry and seating area shall be provided at safe pedestrian location at the intersection of Collector road 'A' and Collector road 'B' and the entry will be clearly identifiable to both pedestrian and vehicular traffic;
2. The playground will be centrally located and surrounded by two (2) free play areas;
3. The Park's main circulation route will be lined with deciduous trees, round in form and incorporate night lighting; and
4. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK L HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2I

Size: 0.71ha (1.75 ac)

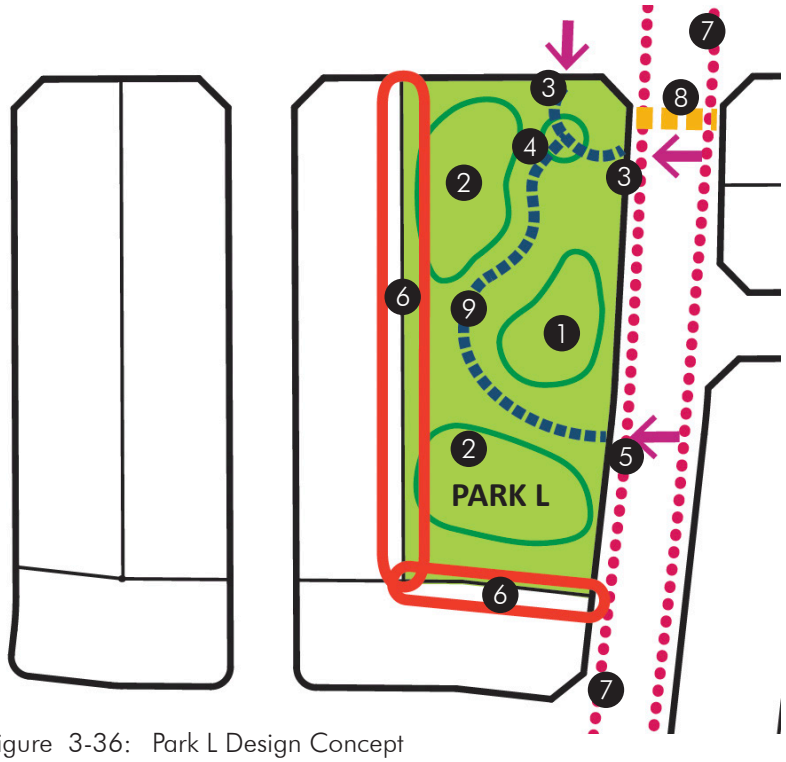
Type: Parkette

Street Frontage: One street corner frontage, Two street frontages

Amenities: Playground, Formal Entry with Seating Area, Two (2) Free Play Areas

Linkages: To the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Playground
2. Free Play Area
3. Formal Entry with Seating Area at Safe Pedestrian Locations
4. Seating Area
5. Entrance to Park
6. Residential / Park Interface
7. Bike Lane (On Road)
8. Conceptual Pedestrian Crossing
9. Conceptual Pedestrian Pathway

Figure 3-36: Park L Design Concept

PARK M

PARK M DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided in the centre of the park in front of the intersection of Street X and Street X;
2. The Park's main circulation route will be lined with deciduous trees, round in form;
3. The main pathway will incorporate pedestrian-scaled night lighting and connect with the valleyland crossing connection;
4. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence.

PARK M HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2K

Size: 0.83 ha (2.05 ac)

Type: Neighbourhood Park

Street Frontage: Two street side frontages

Amenities: Playground, Shade Structure with Seating Area, Two (2) Open Play Areas, Trail within Public Park, Connection to Valleyland Crossing, Connection to Trail within NHS Valleyland, Connection to Trail on Tableland, Park Adjacent to Valley

Linkages: To the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Legend

1. Playground
2. Open Play Area
3. Shade Structure with Seating Area
4. Entrance to Park
5. Residential / Park Interface
6. Connection to Valleyland Crossing
7. Conceptual Pedestrian Pathway
8. Conceptual Trail on Tableland
9. Valley / Park Interface
10. Trail within Public Park
11. Trail within NHS Valleyland

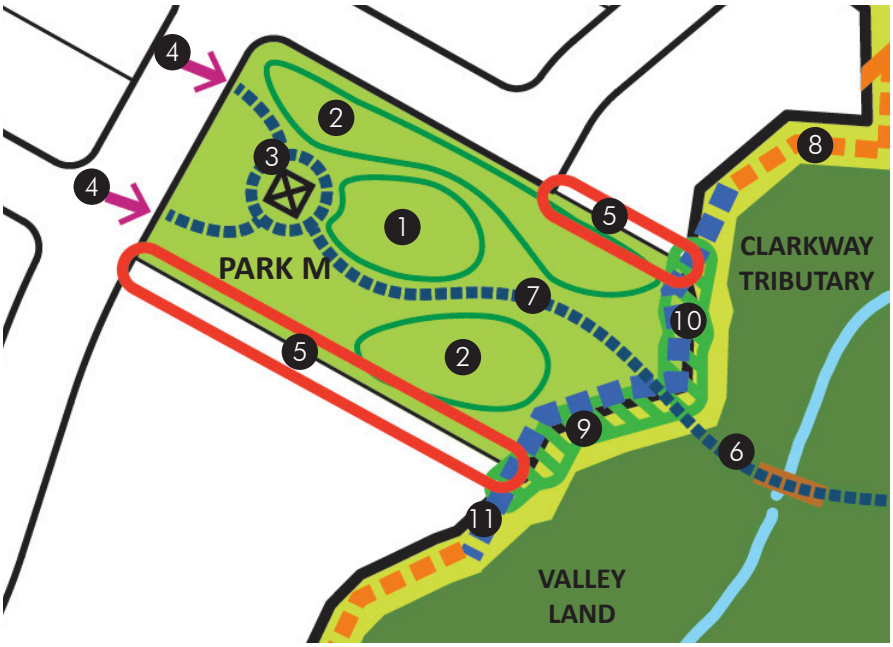


Figure 3-37: Park M Design Concept

PARK N

PARK N DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided in the centre of the park in front of the intersection of Street X and Street X;
2. Locate the playground facility centrally and with access to the free play area and shade structure;
3. The Park's main circulation route will be lined with deciduous trees, round in form and pedestrian-scaled night lighting;
4. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence.

PARK N HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 21

Size: 0.75 ha (1.85 ac)

Type: Parkette

Street Frontage: Two street frontages

Amenities: Playground, Shade Structure with Seating Area, Free Play Area

Linkages: To the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Legend

1. Playground
2. Free Play Area
3. Shade Structure with Seating Area
4. Entrance to Park
5. Residential / Park Interface
6. Conceptual Pedestrian Pathway

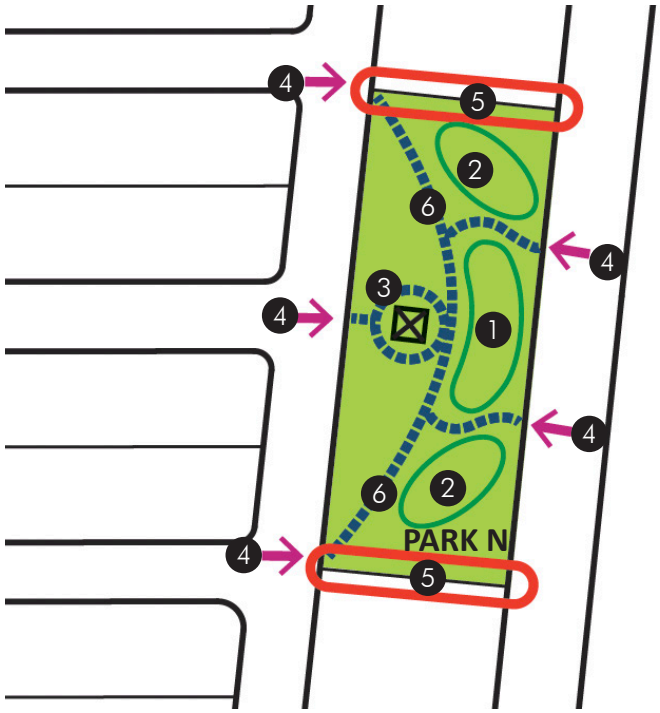


Figure 3-38: Park N Design Concept

PARK O

PARK O DESIGN GUIDELINES

1. The playground will be centrally located and surrounded by the pedestrian pathway for separation from the Collector road and Street 'A';
2. The Park's main circulation route will be lined with deciduous trees, round in form and incorporate night lighting; and
3. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK O HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2H

Size: 0.60 ha (1.48 ac)

Type: Parkette

Street Frontage: Two street frontages

Amenities: Playground, Trail within Public Park, Connection to Trail within NHS Valleyland, Park adjacent to Valleyland

Linkages: To the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review

Legend

1. Playground
2. Entrance to Park
3. Residential / Park Interface
4. Connection to Trail within NHS Valleyland
5. Valley / Park Interface
6. Conceptual Pedestrian Crossing to be part of Park Design
7. Conceptual Pedestrian Pathway
8. Trail within NHS Valleylands
9. Trail within Public Park

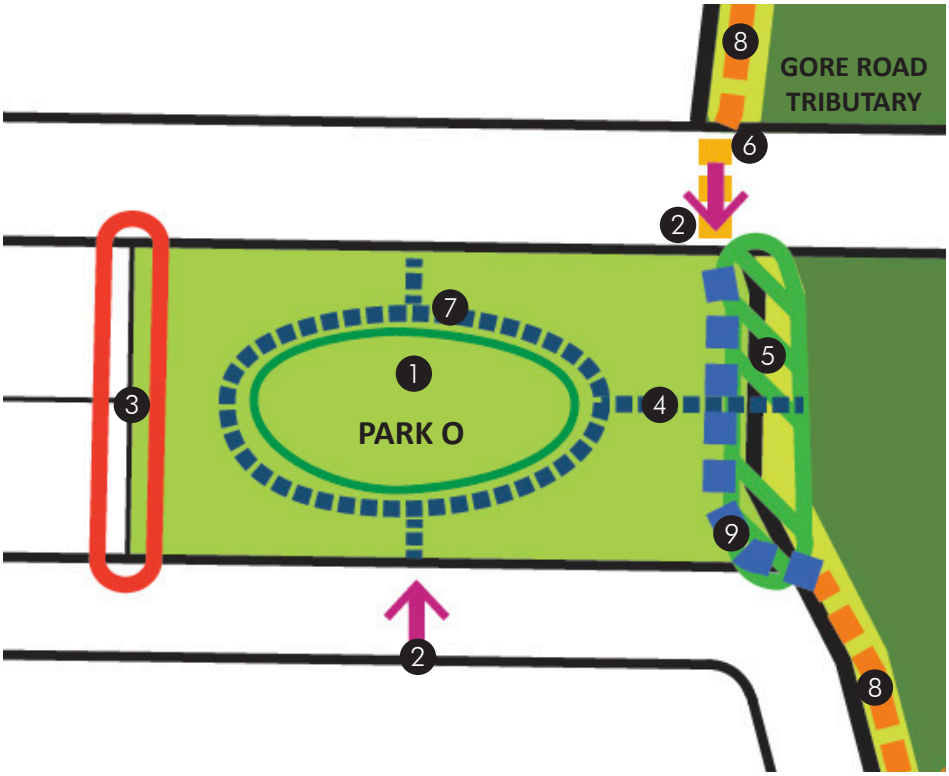


Figure 3-39: Park O Design Concept

PARK P

PARK P DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided between the southern playground, southern free play area and junior soccer field;
2. Two (2) free play areas and two (2) playgrounds will be located adjacent to the pedestrian pathway and near the shade structure;
3. The Park's main circulation route will be lined with deciduous trees, round in form and incorporate night lighting; and
4. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).

PARK P HIGHLIGHTS

Location: Neighbourhood 2G

Size: 1.95 ha (4.82 ac)

Type: Neighbourhood Park

Street Frontage: One corner, two street frontages

Amenities: Two (2) Playgrounds, Two (2) Free Play Areas, Shade Structure with Seating Area, Junior Soccer Field, Walkway Block Connection

Linkages: To a Walkway Block (Refer to Figure 3-20 on page 165) to the Community and Elementary School

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

**Note: Street names are temporarily used only for the purposes of context.*

Legend

1. Playground
2. Free Play Area
3. Shade Structure with Seating Area
4. Junior Soccer Field (47m x 82m)
5. Entrance to Park
6. Residential / Park Interface
7. Walkway Block Connection
8. Bike Lane (On Road)
9. Conceptual Pedestrian Crossing
10. Conceptual Pedestrian Pathway

Figure 3-40: Park P Design Concept

PARK Q

PARK Q DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided in the centre of the park in front of the intersection of Street X and Street X;
2. Locate the playground facility centrally and with access to the two (2) free play areas and shade structure;
3. The Park's main circulation route will be lined with deciduous trees, round in form and pedestrian-scaled night lighting;
4. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence.

PARK Q HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2D & 2E

Size:0.73 ha (1.80 ac)

Type: Parkette

Street Frontage: Three street corner frontage, Four street side frontages

Amenities: Playground, One (1) Shade Structure with Seating Area

Linkages: To the Community and to the Elementary School

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Legend

1. Playground
2. Free Play Area
3. Shade Structure with Seating Area
4. Entrance to Park
5. Residential / Park Interface
6. Bike Lane (On Road)
7. Conceptual Pedestrian Pathway
8. Conceptual Pedestrian Crossing

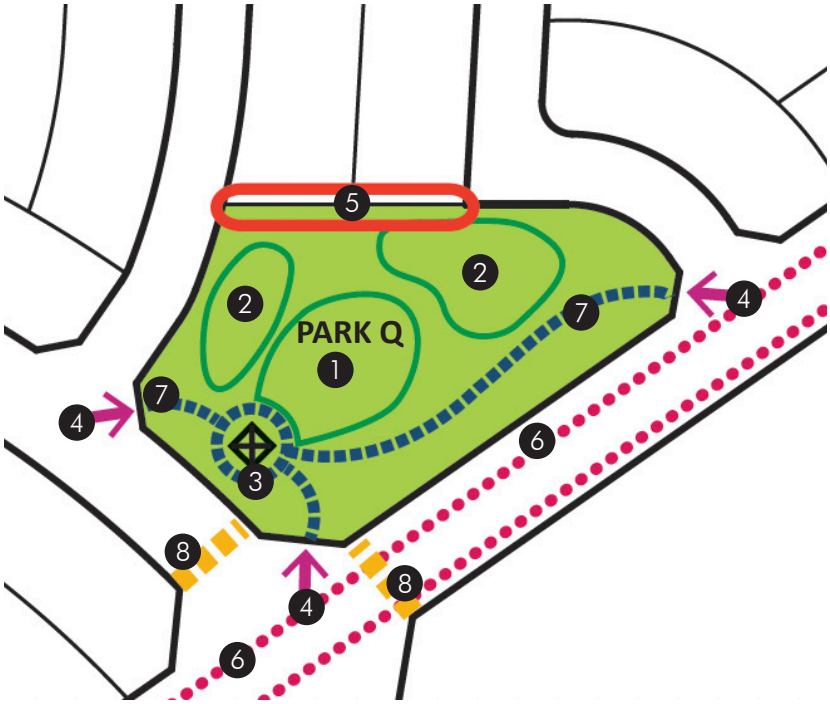


Figure 3-41: Park Q Design Concept

PARK R

PARK R DESIGN GUIDELINES

1. One (1) formal entries with seating areas will be located along Street X;
2. The playground will be located centrally within the park between the formal entries and seating areas;
3. The Park's main circulation route will be lined with deciduous trees, round in form;
4. The main pathway will incorporate pedestrian-scaled night lighting and connect with the valleyland crossing connection and woodlot; and
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence.

PARK R HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhoods 2E & 2F

Size: 0.64 ha (1.59 ac)

Type: Parkette

Street Frontage: One street side frontage

Amenities: Playground, Two (2) Formal Entries / Seating Areas, Connection to Valleyland Crossing, Connection to Woodlot, Connection to Trail within NHS Valleyland

Linkages: To the Valleylands, to the Woodlot and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Legend

1. Playground
2. Formal Entries with Seating Area at Safe Pedestrian Locations
3. Residential / Park Interface
4. Connection to Valleyland Crossing
5. Valley / Park Interface
6. Conceptual Pedestrian Pathway
7. Connection to Trail within NHS Valleyland
8. Trail within NHS Valleyland

Figure 3-42: Park R Design Concept

PARK S

PARK S DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided in the centre of the park in front of the intersection of Street F and Street D;
2. The playground will be located centrally within the park near pedestrian pathways and the look out and seating area;
3. The Park's elements will reflect the architecture of the Heritage Property (10955 Clarkway Drive) and respect the cultural and natural heritage of the site;
4. The Park's main circulation route will be lined with deciduous trees, round in form; and
5. The main pathway will incorporate pedestrian-scaled night lighting and connect with the valleyland crossing connection;

PARK S HIGHLIGHTS

Location: Neighbourhood 2F

Size: 0.89 ha (2.20 ac)

Type: Neighbourhood Park

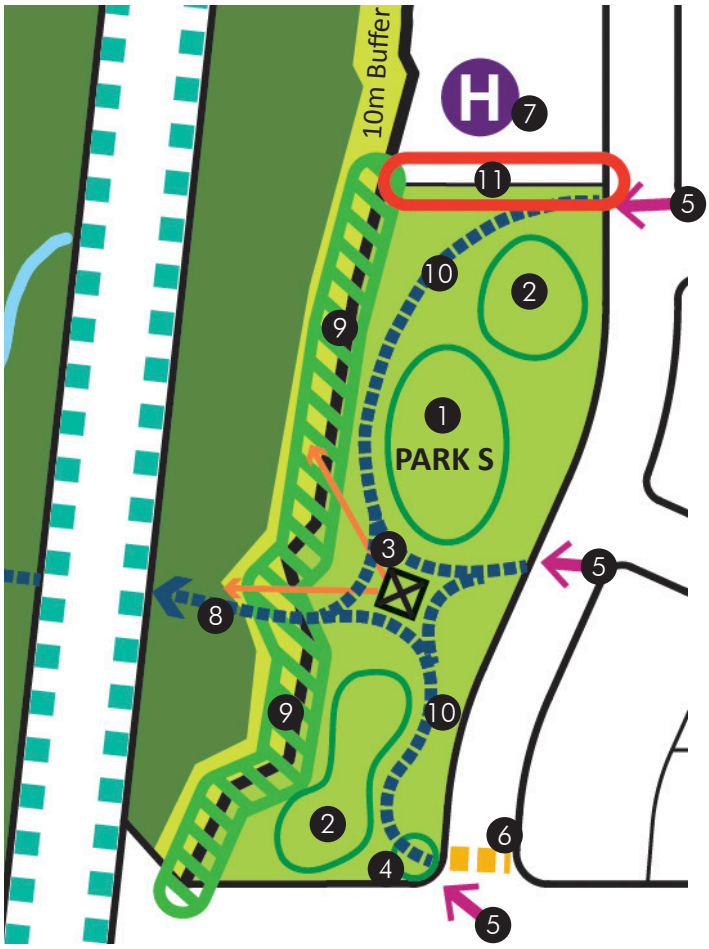
Street Frontage: One street corner frontage, two street side frontages

Amenities: Playground, Look Out with Shade Structure and Seating Area, Formal Entry / Seating Area, Seating Area, Free Play Area, Connection to Heritage Property, Park adjacent to Valleyland

Linkages: To the Heritage Property (10955 Clarkway Drive), to the Community and to the Valleyland

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

**Note: Street names are temporarily used only for the purposes of context.*



Legend

1. Playground
2. Free Play Area
3. Lookout with Shade Structure and Seating Area
4. Formal Entry with Seating Area at Safe Pedestrian Locations
5. Entrance to Park
6. Conceptual Pedestrian Crossing
7. Heritage Property (10955 Clarkway Drive)
8. Connection to Valleyland Crossing
9. Valley / Park Interface
10. Conceptual Pedestrian Pathway
11. Residential / Park Interface

Figure 3-43: Park S Design Concept

PARK T

PARK T DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided centrally near the Street X frontage;
2. Locate the playground facility centrally and with access to the free play area and shade structure;
3. The Park's main circulation route will be lined with deciduous trees, round in form;
4. The main pathway will incorporate pedestrian-scaled night lighting and connect with the valleyland crossing connection;
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence.

PARK T HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2A

Size: 0.75 ha (1.85 ac)

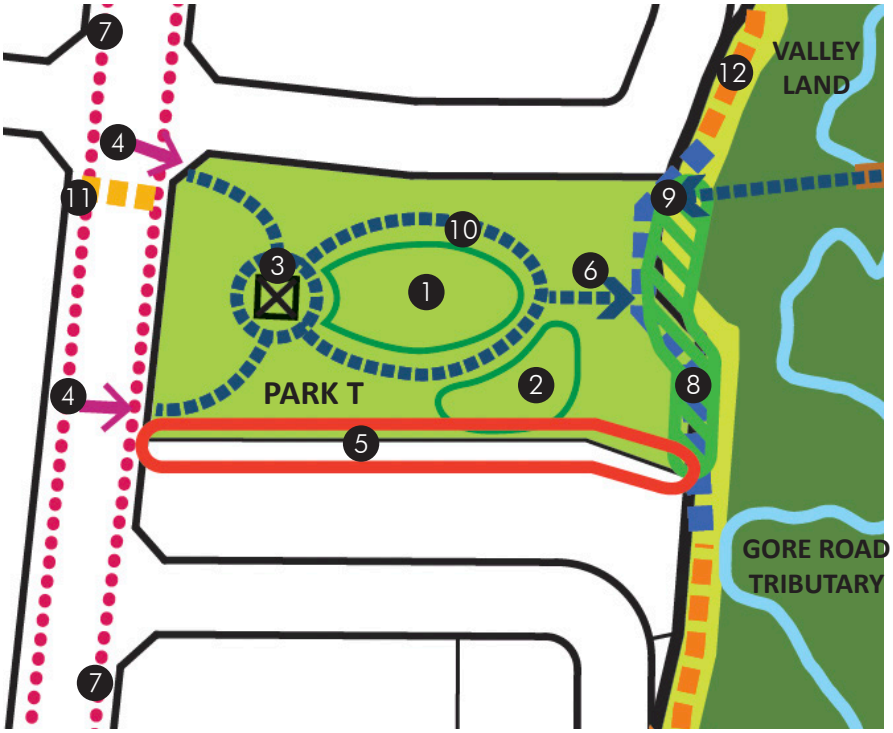
Type: Parkette

Street Frontage: One street corner frontage, Two street side frontages

Amenities: Playground, One (1) Shade Structure with Seating Area, Free Play Area, Connection to Valleyland Crossing

Linkages: To the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.



Legend

1. Playground
2. Free Play Area
3. Shade Structure with Seating Area
4. Entrance to Park
5. Residential / Park Interface
6. Connection to Valleyland Crossing
7. Bike Lane (On Road)
8. Valley / Park Interface
9. Trail within Public Park
10. Conceptual Pedestrian Pathway
11. Conceptual Pedestrian Crossing
12. Connection to Trail within NHS Valleyland

Figure 3-44: Park T Design Concept

PARK U

PARK U DESIGN GUIDELINES

1. One (1) shade structure with seating will be provided near the intersection of Street X and Street X;
2. Locate the playground facility centrally and with access to the free play area and shade structure;
3. The Park's main circulation route will be lined with deciduous trees, round in form;
4. The main pathway will incorporate pedestrian-scaled night lighting and connect with the valleyland crossing connection;
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence.

PARK U HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhoods 2A & 2B

Size: 0.75 ha (1.85 ac)

Type: Parkette

Street Frontage: One street corner frontage, two street side frontages

Amenities: Playground, Shade Structure with Seating Area, Free Play Area, Connection to Valleyland Crossing

Linkages: To the Valleyland and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Legend

1. Playground
2. Free Play Area
3. Shade Structure with Seating Area
4. Entrance to Park
5. Residential / Park Interface
6. Connection to Valleyland Crossing
7. Valley / Park Interface
8. Conceptual Pedestrian Pathway

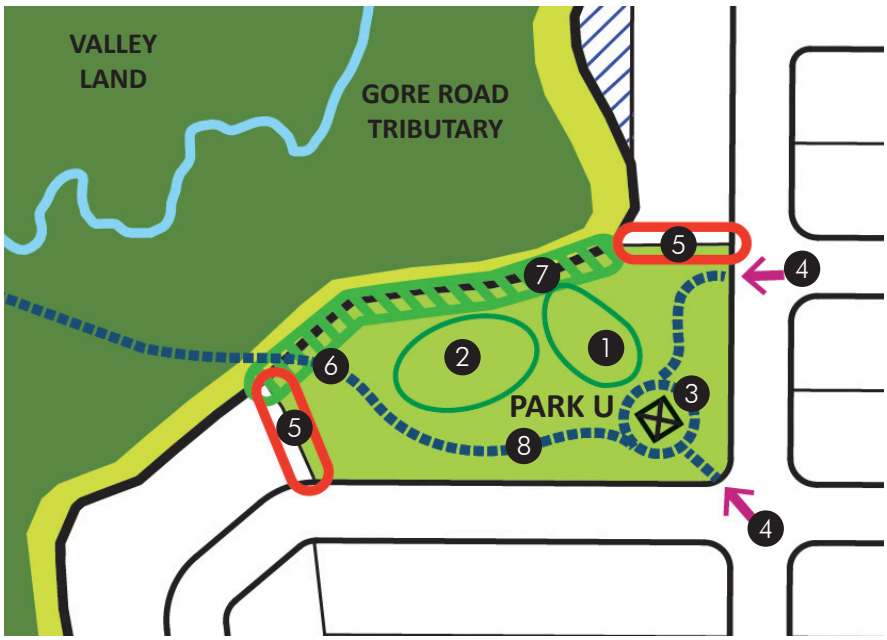


Figure 3-45: Park U Design Concept

PARK V

PARK V DESIGN GUIDELINES

1. One (1) shade structure will be provided near the intersection of Street X and Street X;
2. Locate the playground facility centrally and with access to the free play area and shade structure;
3. The Park's main circulation route will be lined with deciduous trees, round in form;
4. The main pathway will incorporate pedestrian-scaled night lighting and connect with the pedestrian pathway in Stormwater Management Pond C6;
5. Residential-park interfaces will also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence.

PARK V HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2B

Size: 0.89 ha (2.20ac)

Type: Neighbourhood Park

Street Frontage: Two corners, three street frontages

Amenities: Playground, Shade Structure, Free Play Area, Connection to Stormwater Management Pond C6

Linkages: To Stormwater Management Pond C6 and to the Community

Note: Design, programming and facility fit of park is conceptual only and subject to further review and assessment at the detailed design stage during the Subdivision Design Review.

Legend

1. Playground
2. Free Play Area
3. Shade Structure with Seating Area
4. Entrance to Park
5. Connection to SWM Pond C6
6. Conceptual Pedestrian Pathway

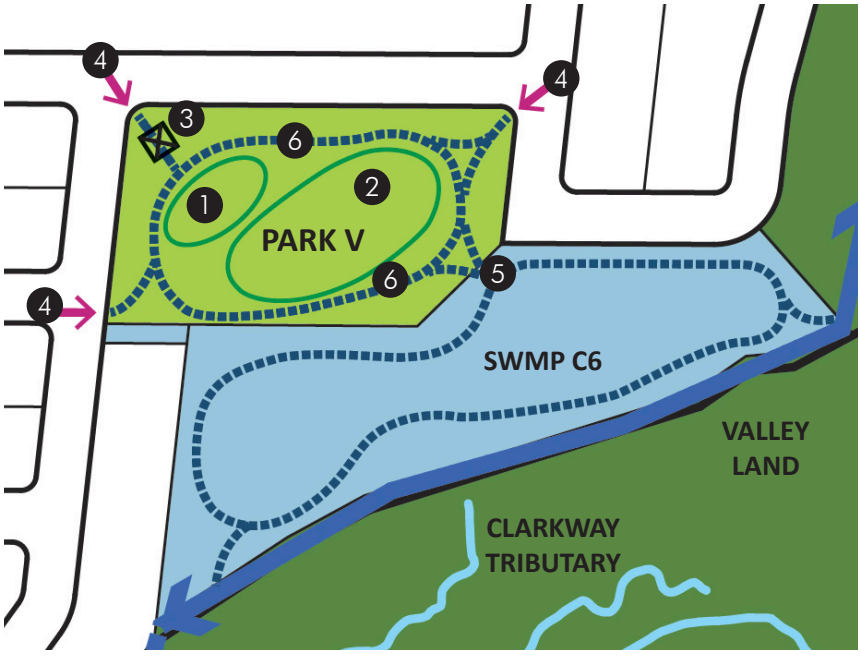


Figure 3-46: Park V Design Concept

6.3.9 Stormwater Management Ponds

Nine stormwater management ponds are located along the edges of the two Humber River Tributaries within the Block 47-2 community area, and adjacent to the Community Park. These ponds are provided to assist with the treatment of stormwater run-off from within the development, and they provide a visual amenity space at key intersections. Opportunities for passive recreation should be considered where safety and accessibility conditions do not pose significant constraints.

- Design and plant stormwater management facilities in conformity with the TRCA and City of Brampton guidelines for site design, species mix, sizing, and spacing requirements;
- Design stormwater management ponds in accordance with the City of Brampton's stormwater management pond standards;
- Provide slopes at a maximum grade 3:1, providing variation according to operational requirements as determined by the City of Brampton;
- Provide a stormwater facility maintenance access road that includes a pedestrian gravel trail as per the City of Brampton standards;
- Arrange tree and shrub planting in groups to frame views of the pond from amenity areas;
- Incorporate concentrated bulb planting and / or natural species with flower bulbs into the pond area, and consider structural interest and good fall colour;
- Integrate a strong presence of the daffodil flower in visible areas, such as on upper slopes and tablelands of the pond embankment, in accordance with the City of Brampton's Flower City Strategy; and
- Include fast growing wetland species of trees and shrubs to encourage rapid naturalization along pond edges (this may include black willows, silver and red maples, alders, grey dogwoods, among other species).

Figure 3-47: Examples of Stormwater Management Ponds

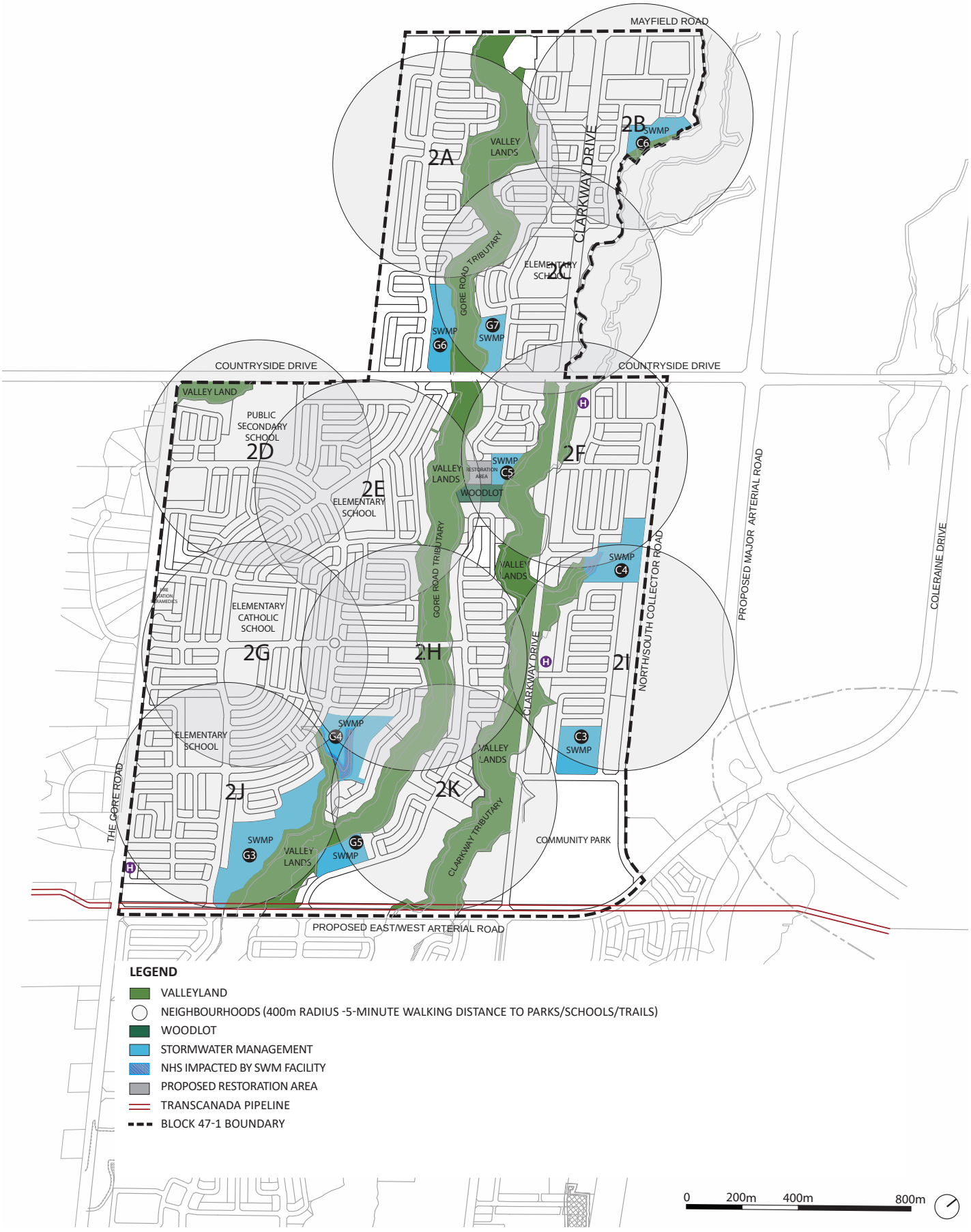


Figure 3-48: Stormwater Management Pond Map

STORMWATER MANAGEMENT POND G3

SWM POND G3 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2I

Size: 5.64ha (13.94ac)

**Note: The design and details of the Lookout / Seating Area / Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Lookout with Trail Head and Seating Area
2. Internal Gravel Trail/ Maintenance Access Road
3. Connection to Valleyland Crossing
4. Trail within SWM Facility
5. Dedicated Bike Lanes (On Road)
6. City of Brampton Citywide Pathway
7. Entry Feature

Figure 3-49: SWM Pond G3

STORMWATER MANAGEMENT POND G4

SWM POND G4 HIGHLIGHTS

Location: Neighbourhood 2J

Size: 3.28ha (8.11ac)

**Note: The design and details of the Lookout / Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Lookout with Trail Head & Seating
2. Internal Gravel Trail/Maintenance Access Road
3. NHS Impacted by SWM Facility
4. Trail within SWM Facility
5. Connection to Proposed Multi-Use Trail
6. Trail within NHS Valleyland
7. Walkway

Figure 3-50: SWM Pond G4

STORMWATER MANAGEMENT POND G5

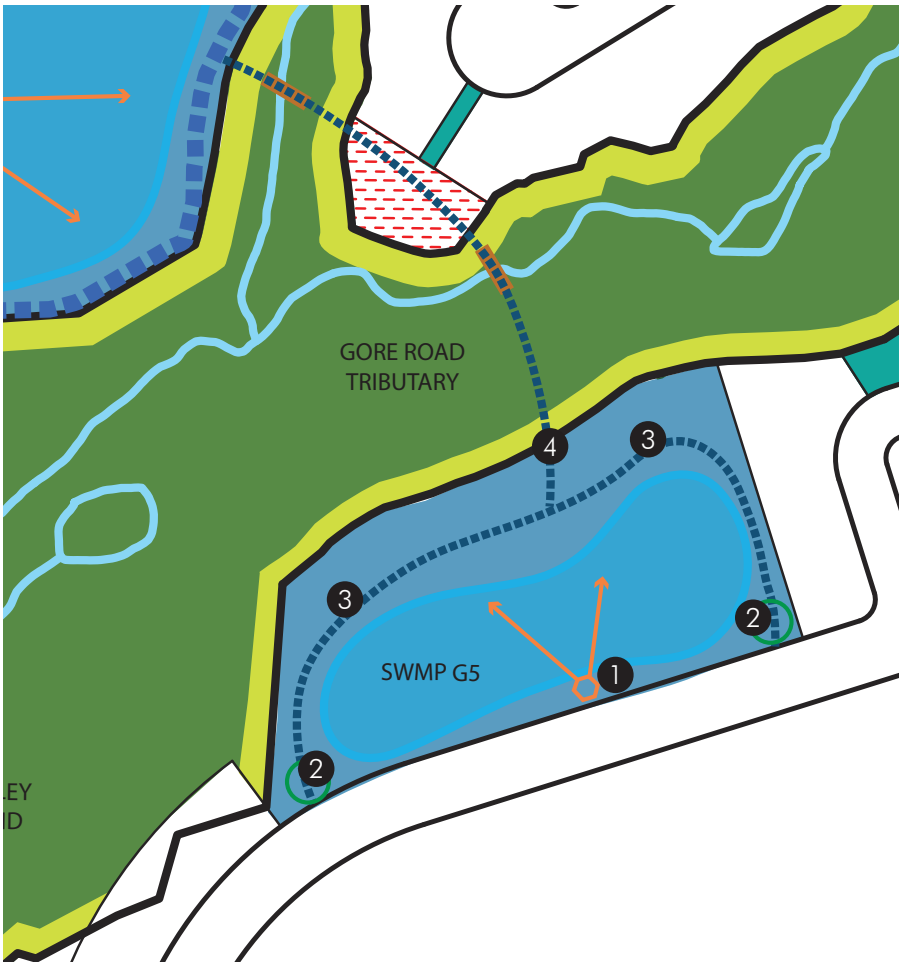
SWM POND G5 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2G & 2J

Size: 1.53ha (3.78ac)

**Note: The design and details of the Lookout / Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Lookout
2. Trail Head
3. Internal Gravel Trail/ Maintenance Access Road
4. Connection to Valleyland Crossing

Figure 3-51: SWM Pond G5

STORMWATER MANAGEMENT POND G6

SWM POND G6 HIGHLIGHTS

Location: Neighbourhood 2C

Size: 2.27ha (5.61ac)

**Note: The design and details of the Lookout / Seating Area / Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*

**Note: Street names are temporarily used only for the purposes of context.*

Legend

1. Lookout with Seating Area
2. Trail Head
3. Entry Feature
4. Internal Gravel Trail/Maintenance Access Road
5. Connection to Valleyland Crossing
6. Trail within SWMP Facility
7. Proposed Multi-Use Path
8. Connection to Trail within NHS Valleyland
9. Dedicated Bike Lanes (On Road)

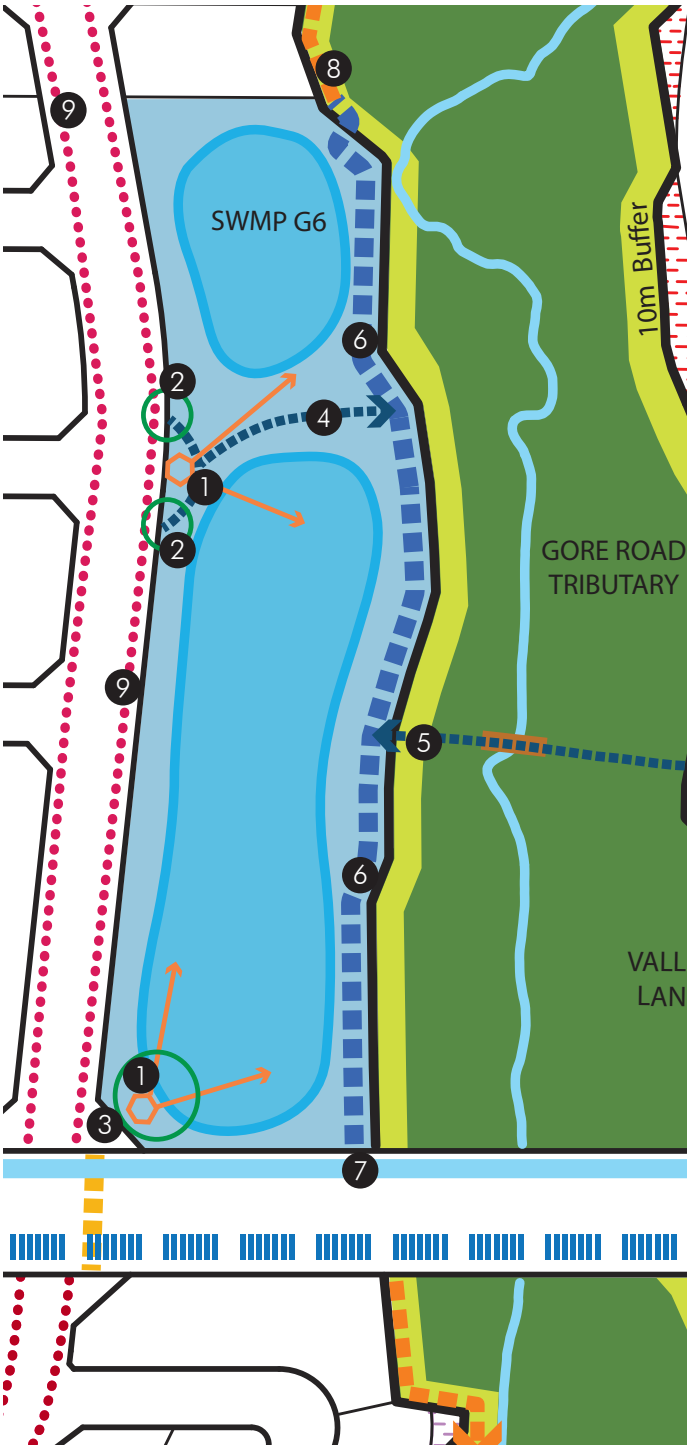


Figure 3-52: SWM Pond G6

STORMWATER MANAGEMENT POND G7

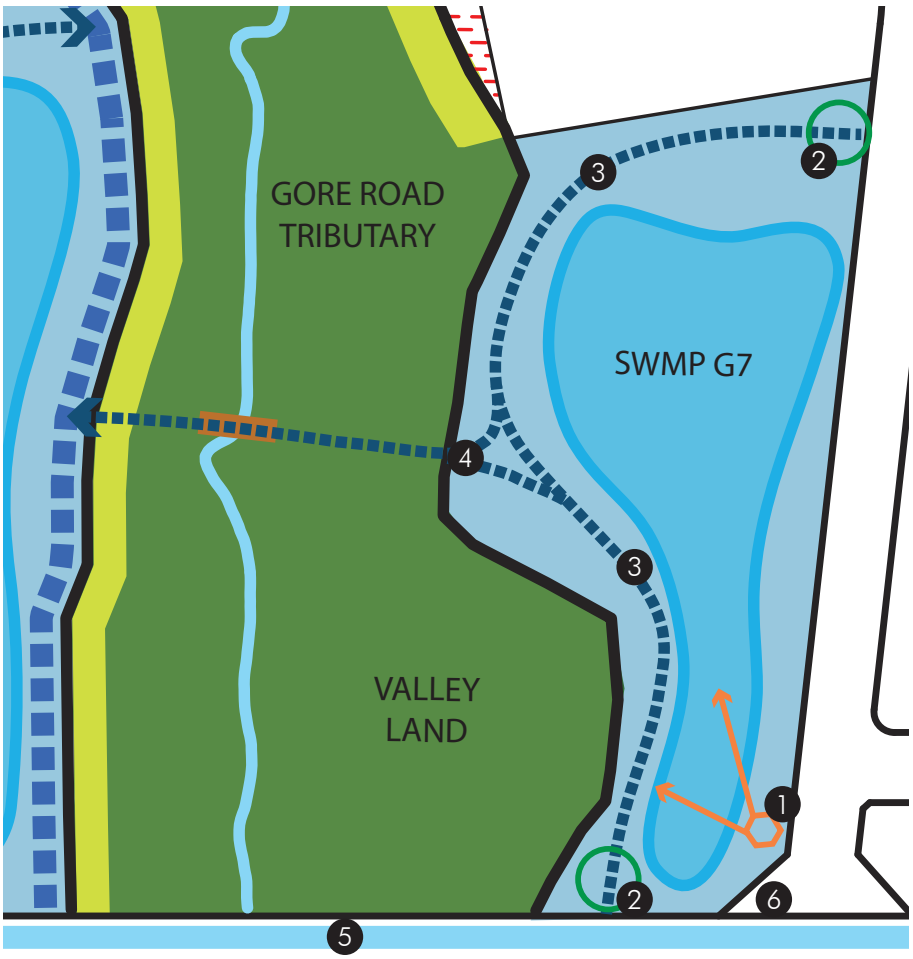
SWM POND G7 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2C

Size: 1.79ha (4.42ac)

**Note: The design and details of the Lookout / Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and crossings are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Lookout
2. Trail Head
3. Internal Gravel Trail/ Maintenance Access Road
4. Connection to Valleyland Crossing
5. Proposed Multi-Use Path
6. Entry Feature

Figure 3-53: SWM Pond G7

STORMWATER MANAGEMENT POND C3

SWM POND C3 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2H

Size: 2.21ha (5.46ac)

**Note: The design and details of the Lookout / Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards.*

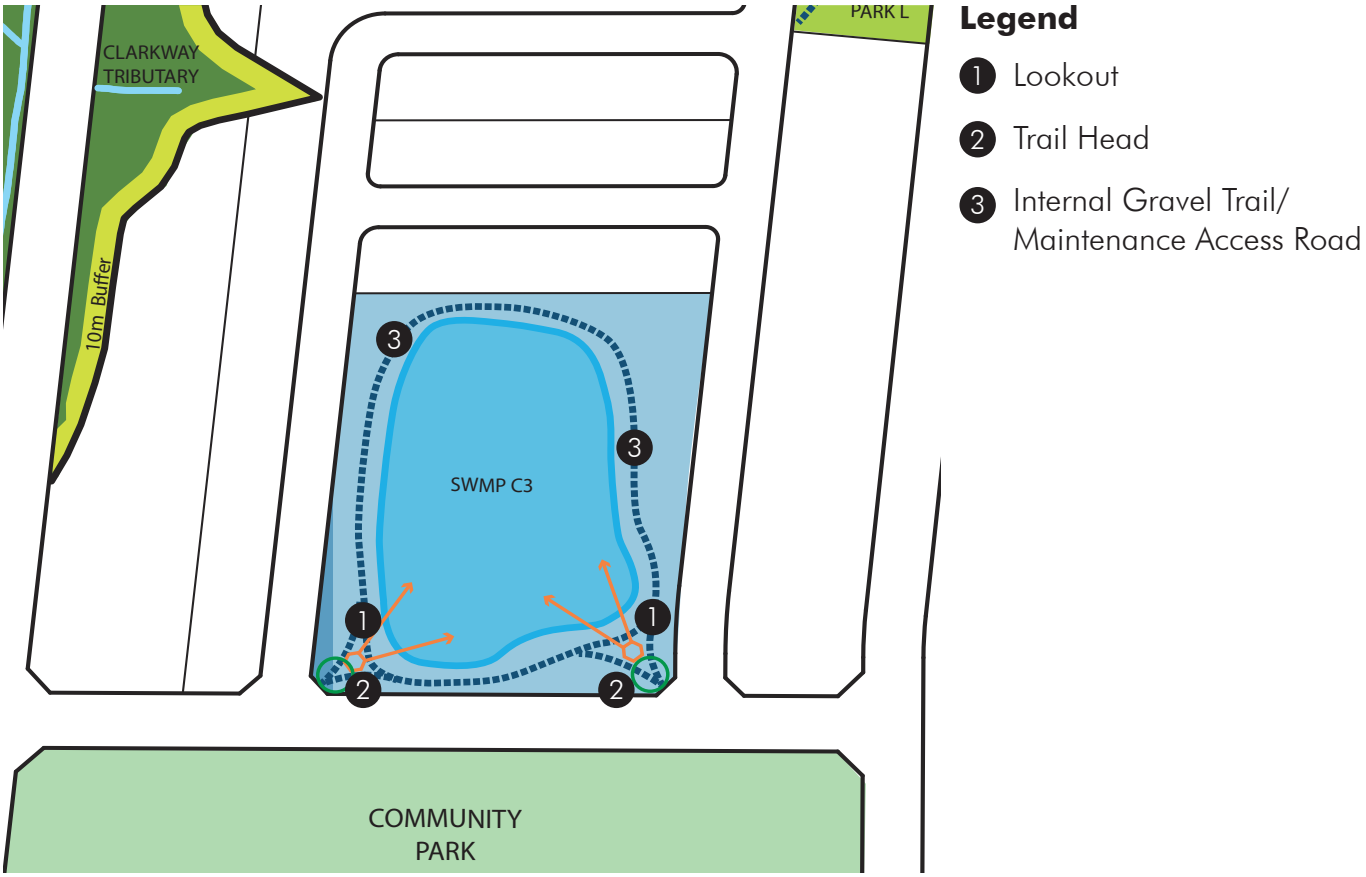


Figure 3-54: SWM Pond C3

STORMWATER MANAGEMENT POND C4

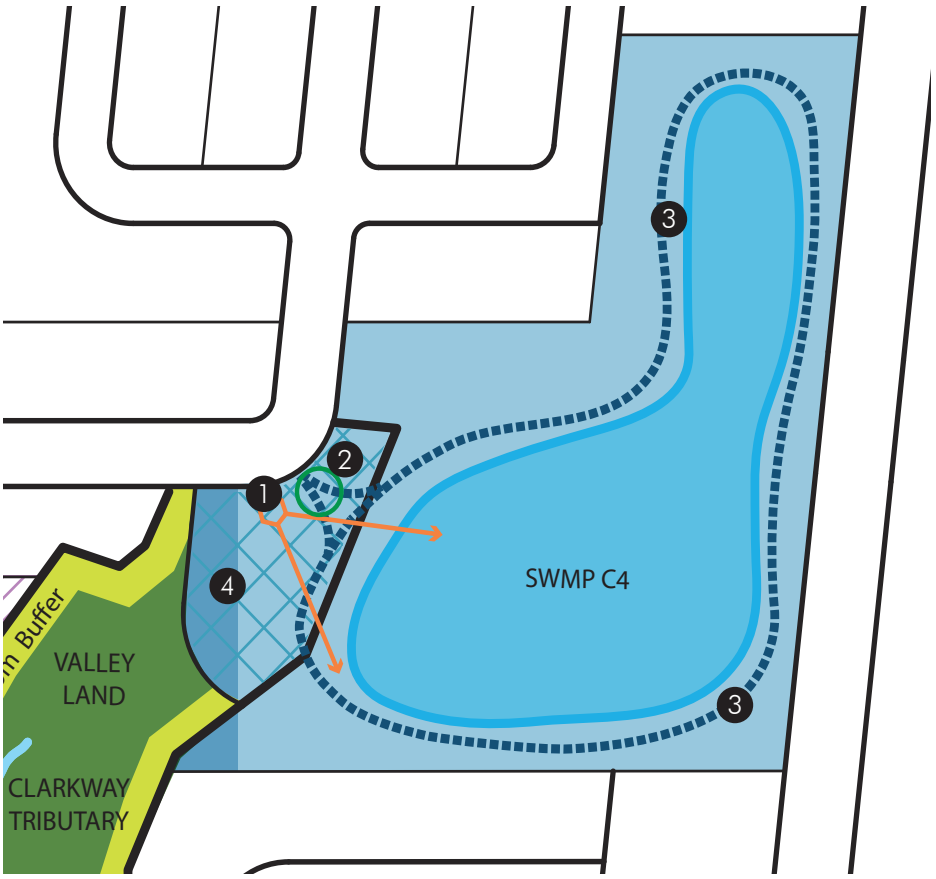
SWM POND C4 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2F

Size: 3.121ha (7.10ac)

**Note: The design and details of the Lookout / Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards.*



Legend

1. Lookout
2. Trail Head
3. Internal Gravel Trail/ Maintenance Access Road
4. NHS Impacted by SWM Facility

Figure 3-55: SWM Pond C4

STORMWATER MANAGEMENT POND C5

SWM POND C5 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2F

Size: 0.78ha (1.93ac)

**Note: The design and details of the Trail Head will be reviewed through the Draft Plan of Subdivision process. The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland, woodlot and trail connections are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*

Legend

1. Trail Head
2. Internal Gravel Trail/ Maintenance Access Road
3. Connection to Trail within NHS Valleyland
4. Trail within SWM Facility
5. Connection to Woodlot

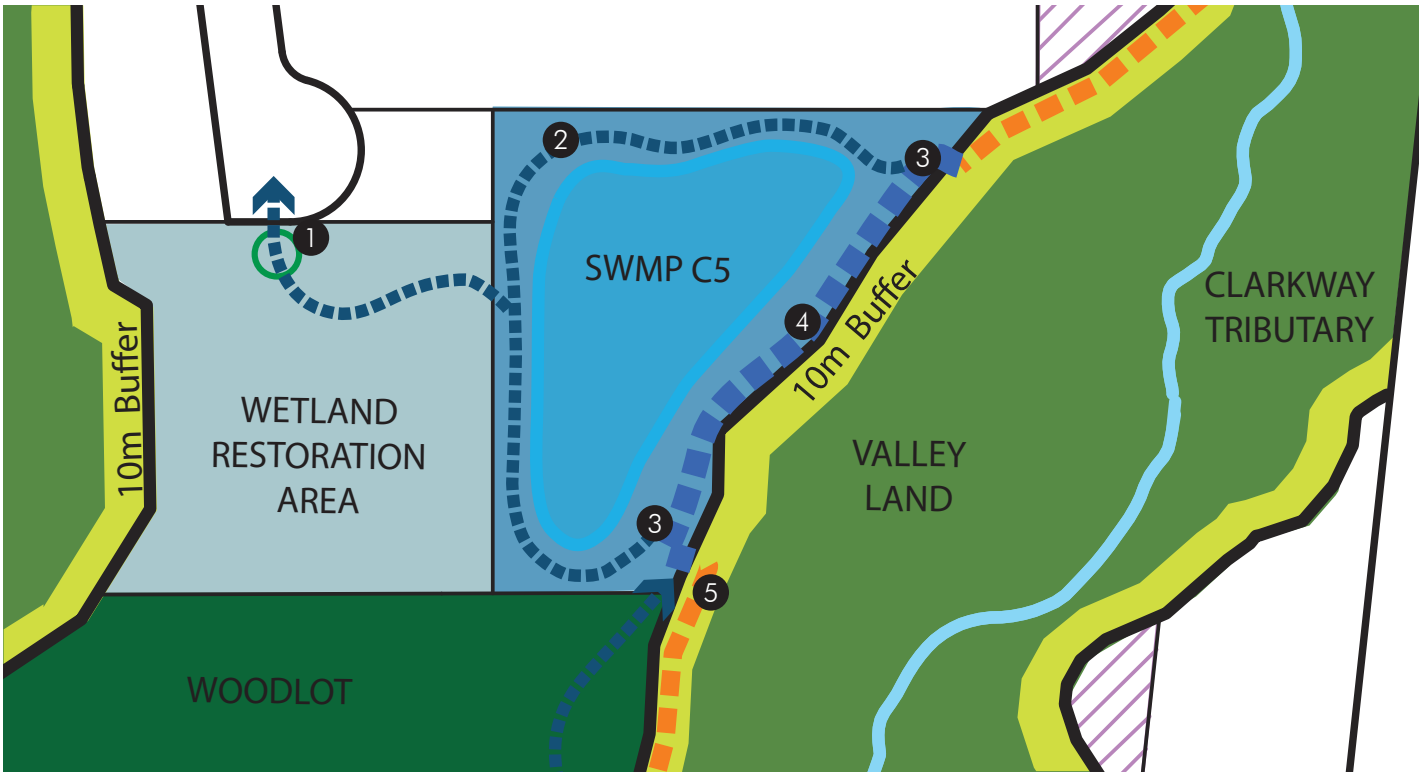


Figure 3-56: SWM Pond C5

STORMWATER MANAGEMENT POND C6

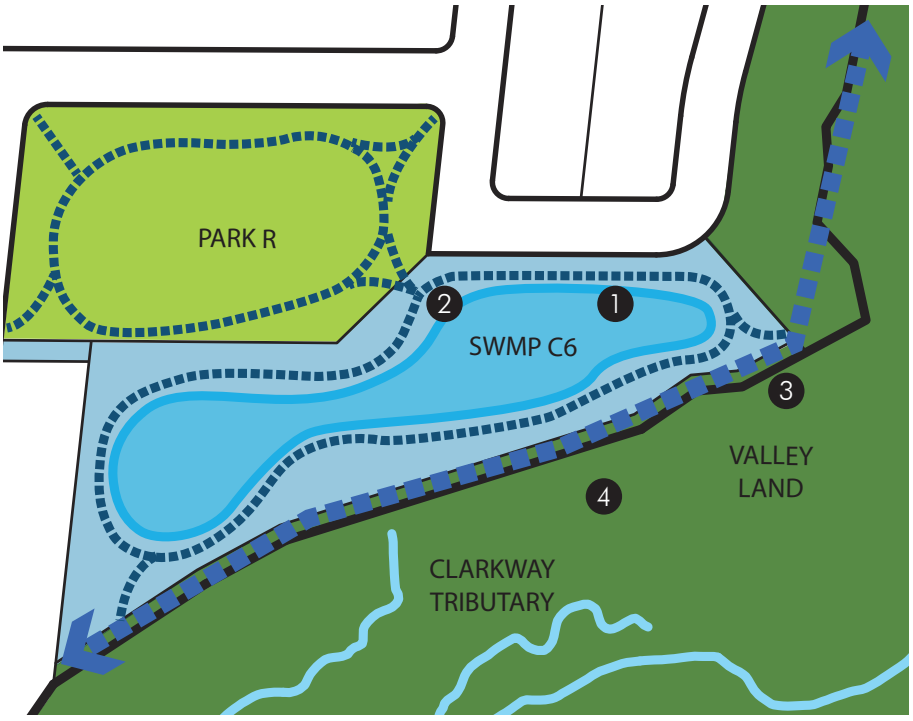
SWM POND C6 HIGHLIGHTS

**Note: Street names are temporarily used only for the purposes of context.*

Location: Neighbourhood 2B

Size: 1.53ha (3.78ac)

**Note: The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards. The location of the valleyland and trail connections are conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm the final location and design. Trail alignment is subject to further review and assessment at a detailed design stage.*



Legend

1. Internal Gravel Trail/ Maintenance Access Road
2. Connection to Park R
3. Connection to Conceptual Trail on Tableland
4. Conceptual Trail on Tableland

Figure 3-57: SWM Pond C6

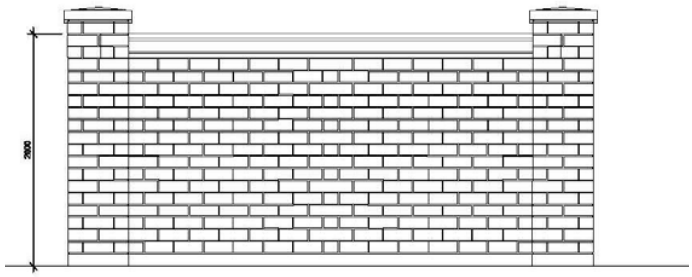
6.3.10 TransCanada Pipeline

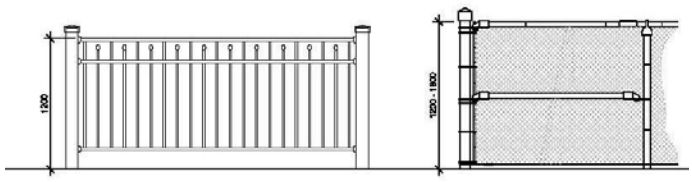
- Integrate the pipeline easement with the open space network by extending a multi-use trail to provide opportunities for alternative transportation connections to land west of Block 47-2;
- Provide a strong active transportation link to the Community Park, proposed at the north-east corner of Clarkway Drive and the East/West Arterial Road;
- Provide access to trails within The Gore Road Tributary, the Clarkway Tributary and Rainbow Creek; and
- Limit planting to low-growing groundcover, such as grass, within the easement boundary.

Figure 3-58: Example of a TransCanada Pipeline Trail in Brampton

6.3.11 Community Fencing

- Ensure a coordinated and consistent image for fencing that is visible from the public realm by installing the same design or set of complimentary fence designs, colours and materials;
- Coordinate fencing design with gateway design for a complementary character and appearance; and
- Coordinate noise attenuation fences with the overall fencing design throughout the community to ensure a similar palette of details, materials and colours.





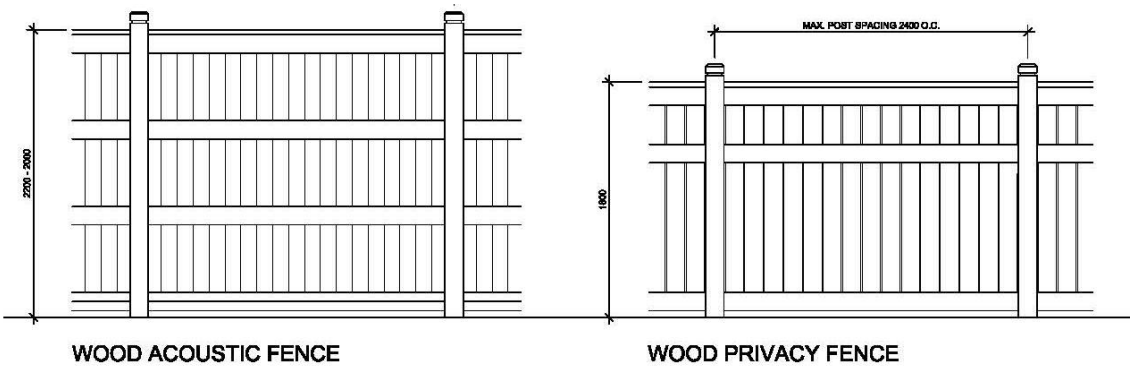


Figure 3-59: Fencing Conceptual Design

PROPOSED FENCE TYPES IN BLOCK 47-2

- 1.8 metre high masonry wall on an earth berm;
- 1.8 metre high masonry wall;
- 2.2 metre high acoustic fence on earth berm;
- 2.0 metre high light duty acoustic fence;
- 1.8 metre high potential privacy fence;
- 1.2 metre high decorative metal fence;
- 1.8 metre high chain link fence; and
- 1.2 metre high chain link fence.

6.3.12 Street Tree Planting

An effective street tree planting strategy creates aesthetically pleasing environments and comfortable streetscapes with year round interest and protection from weather elements. Street trees help to improve microclimate conditions and reduce the urban heat island effect. Street tree selection will reflect the road hierarchy, the hardiness of the particular species, the desired canopy within the streetscape envelope, and opportunities for seasonal variety.

- Locate street trees on both sides of the road throughout Block 47-2;
- Avoid planting the same street tree species over a large area, however similar tree species are acceptable along local roads;
- Plant street trees with contrasting colour or foliage in areas of interest to enhance visual appeal and interest;
- Coordinate the placement of above ground utility boxes and light fixtures, where possible; and
- Selection of plant material will conform to the approved COB plant list.
- Plant species from the suggested lists below:
  - Street trees with coarse canopy textures – Maple species, Oak species, Linden species, and Japanese Lilac trees; and
  - Street trees with fine / medium canopy textures – Honeylocust species, Maidenhair trees (Ginkgo), Ornamental Pear species, Elm species, and Zelkova species.
- Street trees sizes will conform to the COB standards.
- As per the City initiative to increase the urban tree canopy, a double staggered row of boulevard/ street trees will be planted on arterial roads.

Figure 3-60: Example of Street Tree Planting on Both Sides of the Street

6.4 Built Form Guidelines

The Block 47-2 community will consist of a high quality, attractive and mixed built form. The built form for the proposed mix of uses and building types should be designed to reinforce the character and vision of Block 47-2. The design objectives and guidelines provided in this section of the Community Design Guideline document are intended to achieve the envisioned character and image as described in the Community Design Framework for Area 47, and in Section 1.3 of this document. The design guidelines shall be read in conjunction with the Council approved Architectural Control Guidelines for Ground-Related Residential Development (ACGGRRD) and the City-wide Development Design Guidelines (DDG's). The built form guidelines shall conform to Chapter 7 of the Development Design Guidelines`Transit Supportive Townhouse Design Guidelines and the Draft Transit Supportive Mid-Rise Development Guidelines. Further design guidance will also be provided for proposed built form typologies that are not covered in the ACGGRRD and the DDG's. All references to dimensions are preliminary and will be finalized, to the satisfaction of the City, in the final approved Zoning By-law.

6.4.1 Built Form Character and Distribution

Block 47-2 has a predominantly residential character that is supported by mixed use, retail, and commercial uses along an established corridor and identified nodes. The proposed mix of land uses is intended to allow residents to meet their daily needs without relying on a private automobile. This objective is reinforced by providing compact development and community form, which results in reasonable walking distances between residential uses and neighbourhood amenities or employment and commercial opportunities.

The overall design objectives for built form in the Block 47-2 community are:

- Create a complete community by introducing a mix of uses such as residential, commercial, and institutional that meet the needs of residents;
- Provide a range of building heights, densities, forms and land uses that are located strategically to emphasize gateways, community amenities, key nodes and corridors, such as the eastern edge of Block 47-2, adjacent to the proposed employment uses in Block 47-3, and along the Mayfield Road frontage to the north;
- Provide a range of housing types, sizes and tenures to accommodate a wide range of people including different ages, housebound types, abilities and income levels;
- The predominant form of residential buildings will be single-detached, semi-detached, townhouses and low rise apartment buildings;
- Encourage transit-oriented development by strategically locating medium and high density built form in close proximity to commercial built form and active transportation nodes;

Figure 3-61: Block 47-2 Built Form

- Low density residential development is disbursed throughout the majority of the neighbourhoods;
- Medium density residential development is strategically located along arterial and collector roads and in key areas where they support retail and community functions;
- High density residential development will be located along arterials roads;
- The relationship between built form and the street will be pedestrian scaled and reinforce the pedestrian nature of the community;
- The architecture of buildings should be of high quality and promote diversity, interest and pedestrian scale;
- Ground related buildings will be designed to address adjacent streets and will meet CEPTED objectives and will promote natural surveillance;
- Encourage physical activity and promote overall heath and wellbeing of community residents by designing compact and walkable developments;
- Provide attractive and comfortable environments with variety and interest in the built form; and
- Protect and complement cultural heritage assets that are to be conserved within the community.

Figure 3-62: Precedent Images of Built Form Typologies

6.4.2 Built Form Typologies

Figure 3-61 illustrates the proposed building types and their locations within Block 47-2. A variety of building typologies are proposed and include: executive residential units, single and semi-detached units, townhouses, and low to high rise apartment buildings. The majority of these housing forms will be constructed as standard ground-related residential homes and shall comply with the design criteria and architectural control process defined in the ACGGRRD, Part 7 of DDG's. These areas are identified in v 1-7 – Block 47-2 Areas of Conformity Plan on page 16, and include the following housing types:

- Front-loaded Single Detached Dwellings;
- Front-loaded Semi Detached Dwellings;
- Front-loaded Townhouse Dwellings; and
- Executive Housing.

Figure 3-63: Example of Single Detached Typology

Alternative housing forms have also been proposed within Block 47-2 and require additional design guidelines. These forms are generally located adjacent to arterial and collector roads such as Mayfield Road, the Gore Road and the Proposed East-West Arterial Road.

These housing forms provide greater opportunity for a mix of uses, including residential, retail, commercial, live-work. More specifically, these buildings types include:

- Non-conventional Townhouses, which may include Back-to-Back Townhouses, Stacked Townhouses, Lane Based Townhouses, and Dual Frontage Townhouses);
- Apartment and Mixed Use Buildings;
- Live-work Units;
- Retail & Commercial Development;
- Institutional Development;
- Other building forms that may evolve throughout the subdivision design and approval process. An urban design brief shall be required to provide supplementary information for newly proposed non-standard building types.

6.4.3 Design Criteria for All Ground-Related Housing

The following design guidelines are supplementary to the design criteria and guidelines provided in the ACGGRRD and the DDG's, and apply in areas where the ACGGRRD cannot be met:

- Where a main entry must be located on the long elevation of a corner dwelling, facing a flanking street, provide a walkway from the main entrance directly to the sidewalk and include a passageway or operable gate to permit access from decorative fencing;
- Houses are to be clad with a single dominant material, but may feature other materials as accents;
- Where elevations may have material combinations, special care and attention shall be given and the design will be reviewed on individual design merit with respect to maintaining consistency of detail; avoiding the occurrence of false-fronting; and respecting the integrity of a proposed architectural style;
- Where the house design includes articulation of the interior side wall, including a change in plan at an inside corner of the wall, a wall opening, or a downspout is located more than 1.2 metres along the sidewalk from the front façade of the house, then any masonry bands, plinths, details, etc, shall be extended to such a logical termination point;
- Where the full height stone cladding materials of the exterior front elevation return along the sidewall and transition to brick masonry or stucco side elevations, with no logical termination point to which the material can be extended, install either a downspout or a masonry finger join at the transition point, a minimum of 1.2 metres from the front façade of the house;
- Where a significant portion of the interior sidewall is exposed to the public view, as a result of the siting of adjacent houses or the curvature of the road and residential lot pattern, include masonry bands, plinths and details, at a greater return distance along interior side yards such that material transitions are hidden from the publicly exposed portion of the façade;
- Exposed, poured or parged concrete should not extend more than 250 mm above the finished grade on all exposed elevations, and should be stepped in relation to the grade where required;
- Where two rainwater downspouts are required in closer proximity to one another, for example, to serve upper and porch roofs, group them neatly and incorporate them into the building design;
- Where downspouts are required to cross masonry sills or band details, the sill or band detail should be cut to allow the downspout to be installed straight and flush with the exterior wall face; and
- Where front porch or portico designs employ full height double round or square columns, the columns shall be installed such that the space between the columns complies with OBC guard and rail requirements so that the need for interstitial guard posts is avoided.

Figure 3-64: Example of Ground-Related Typology

6.4.4 Design Criteria for Priority Lots

Refer to Appendix C for a priority lot plan of Block 47-2. The following section should be read in conjunction with Chapter 7 of the DDG's.

GATEWAY LOTS

Houses located at the entrances to the community or at special nodes provide special opportunities to emphasize a sense of entry or arrival. Community gateway dwellings occur at the primary and secondary gateway locations. The design of gateway houses should embody the overall community character and have design elements which address their high level of public exposure, including:

- Provide a prominent 2-storey building massing; and
- Provide highly articulated flankage elevations and include projecting bays, gables etc.

Gateway lot locations are identified in Figure 4-3: Block 47-2 Priority Lot Plan in Appendix C of these guidelines.

Figure 3-65: Examples of Housing at Gateway Lots

CORNER LOTS

- Provide significant architectural features or articulation at the corner;
- Provide elevation treatments at the same level of quality on all exposed façades;
- Minimize driveway cuts to pedestrian boulevards; and
- Locate garages away from the main entry.

Figure 3-66: Examples of Housing on Corner Lots

VIEW TERMINUS LOTS

- Provide distinctive treatments at "T" intersections to address views for extended periods of time;
- Plant coniferous landscaping to screen headlights, where possible;
- Locate garages and driveways to the periphery of the axial view for a larger landscaped area;
- Avoid reverse frontage at this location due to the axial nature of "T" intersections;
- Locate driveways away from the centre of the most common viewpoints;
- Provide additional landscape including trees and low fencing in the centre of the most common viewpoints;
- Provide fenestration on the sides of garages and other solid wall areas which are visible from the right of way; and
- Maintain consistent design, detailing and materials with the front elevation for a dwelling's side elevations that are exposed to public view.

Figure 3-67: Example of Treatment at Terminus Lots

Figure 3-68: Example of Housing on Elbow Lots

COMMUNITY WINDOW LOTS

- Provide a high degree of detailing and articulation consistent with its' architectural style, including large well proportioned windows, projecting bays etc; and
- Have roof forms which feature gable ends facing the front.

HOUSING ABUTTING OPEN SPACE & PEDESTRIAN LINKS

- Provide increased fenestration to foster casual surveillance;
- Consider constructing upper floor balconies, French windows, and deck terraces in housing that fronts open space and parks to promote casual surveillance;
- Frame views and provide visual connections to the open space, where possible;
- Housing surrounding parks and parkettes should be sited to face open space and form its visual boundaries;
- Design a complete streetscape that forms a varied and interesting background to open spaces, parks and parkettes;
- Achieve a balance between diversity of the streetscape and continuity of architectural massing; and
- Provide emphasis to the corner of structures and their side elevations, such as corner bay windows, wrap around porches and roof elements at the corner, where possible.

Figure 3-69: Example of Housing on Elbow Lots

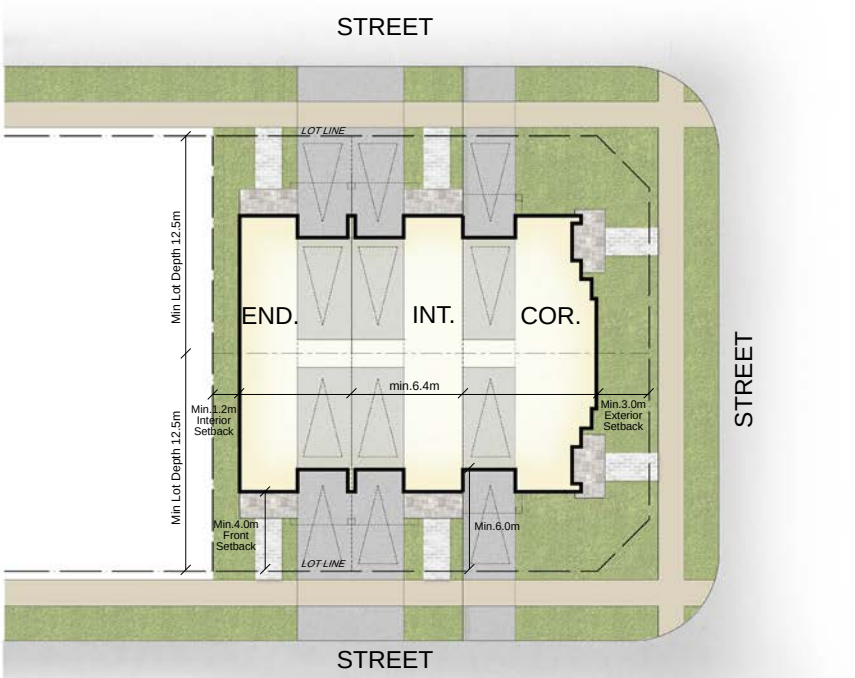
Figure 3-70: Example of Housing Abutting Open Space

6.4.5 Design Criteria for Non-Conventional Townhouses

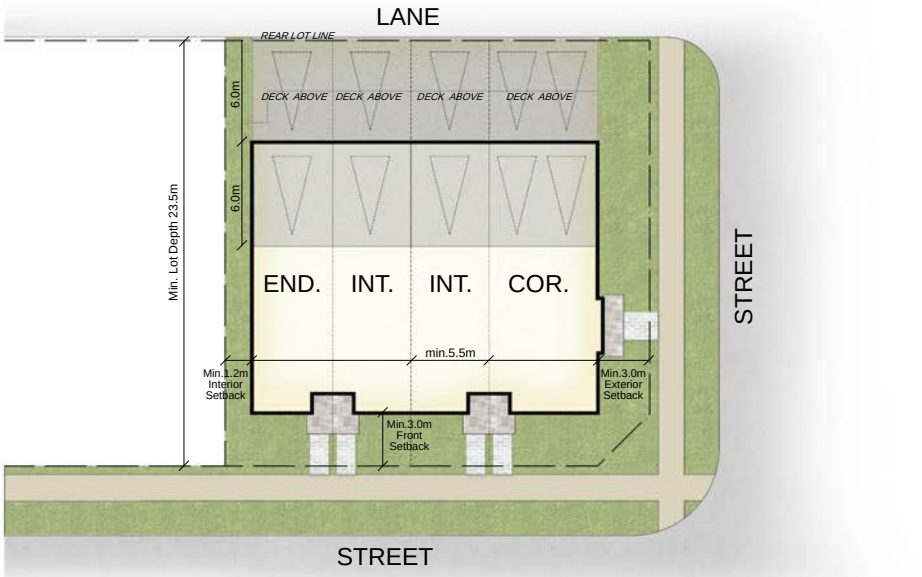
- Provide complementary massing, heights and orientation of condominium townhouse blocks to their adjacent buildings;
- Orient buildings to face and address public streets, and locate them close to the street to maintain a strong street edge;
- Townhouse clusters shall have a maximum block of 8 units in a row to allow for midblock connections and visual breaks in the street wall;
- Articulate all publicly exposed façades to provide relief and visual definition through the expression of cornices and other architectural elements and details;
- Provide a high level of architectural quality on all publicly exposed façades;
- Provide private amenity spaces in the form of roof decks, balconies, or provide a terrace/ deck off of the second floor at the back;
- Encourage the pairing of main entrances to increase the width of landscaped areas;
- All public laneways shall meet City of Brampton laneway standards;
- Limit the height of exterior stairs leading to main entrance doors to no greater than 1.5 metres;
- Clearly identify main entrances and orient them to face the street;
- Integrate firewalls, where required, into the overall building design;
- Integrate rainwater downspouts into the building architecture in terms of design and colour, and logically locate within the elevation to coordinate with other façade elements;
- Incorporate the same window treatment on all windows exposed to the public realm, including the same window type, colour, quality and detailing; false windows with black glass are not permitted;
- Incorporate a predominant cladding material that is high quality and low maintenance (i.e. clay brick, stone or precast stone), with additional materials used in accent areas only beyond the tactile range (including stucco and wood siding);
- Where the garage is accessed by rear lane, incorporate materials, colours, and details to match the main building;
- Where the garage is accessed by a public or condo road, provide a variety of front-facing garage locations to minimize the visual impact of the garage in the streetscape.
- Encourage the use of premium roofing materials;
- Install each unit's gas meters within a utility company compliant recessed gas distribution meter box discreetly integrated into the building design; and
- Consolidate hydro meters for all townhouse units and install into either enclosed meter rooms or recessed alcoves, or install individually, incorporating them into the porch design within a recessed area of a masonry wall.

For examples of building siting requirements for various forms of non-conventional building typologies, see Figure 3-72 and 3-73 of these guidelines.

Figure 3-71: Example of Non-Conventional Townhouses

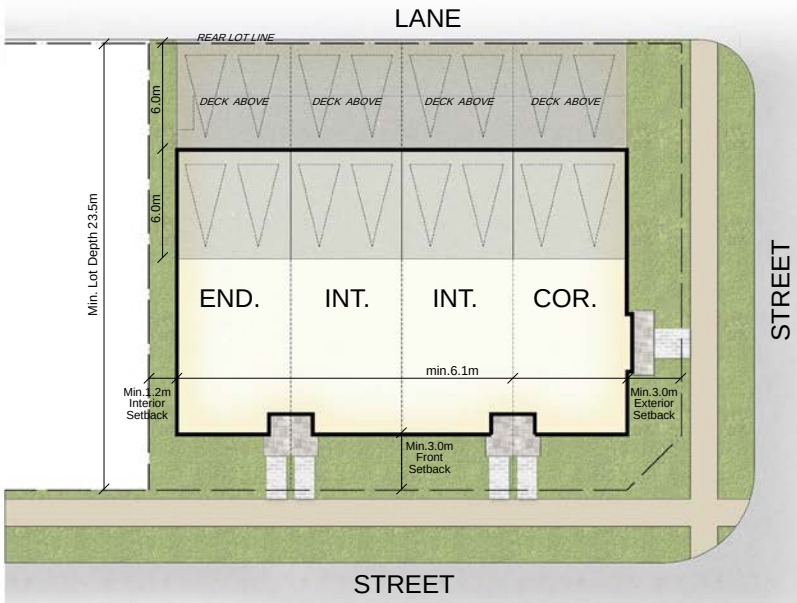


CONCEPT PLAN- BACK-TO-BACK TOWNHOUSE
1CAR GARAGE (2 CAR PARKING)



CONCEPT PLAN- LANEWAY DECKED TOWNHOUSE
1 CAR GARAGE (2 CAR PARKING)
Unit Width: **5.5m**

Figure 3-72: Examples of Building Siting for Various Non-Conventional Townhouse Typologies



CONCEPT PLAN- LANEWAY DECKED /DUAL FRONTAGE TOWNHOUSE
2 CAR GARAGE (4 CAR PARKING)
Unit Width: **6.1m** to **7.5m**

Figure 3-73: Example of Building Siting for Various Non-Conventional Townhouse Typology (top) and Precedent Image of Laneway Decked Townhouse

6.4.6 Design Criteria for Apartment and Mixed Use Buildings

- Orient buildings to face and address public streets, and locate them close to the street to maintain a strong street edge;
- Use colours and materials to clearly define and differentiate the building base (i.e. the commercial component) from the balance of the building and its residential uses, and to convey a sense of scale;
- Provide taller first floors than upper floors, and combine first floor heights with canopies, storefront windows, and details for an animated pedestrian-scaled frontage;
- Step the upper levels of taller buildings back to ensure their appropriateness to the scale of surrounding buildings and maintain a pedestrian scale at the street level;
- Provide a high level of architectural quality on all publicly exposed façades;
- Articulate all publicly exposed façades to provide relief and visual definition through the expression of cornices and other architectural elements and details;
- Clearly identify main entrances and orient them to face the street;
- Clearly define commercial entrances of the building and differentiate them from residential entrances;
- Provide expansive storefront windows for views to activities inside, creating interest for passersby and to serve as a visual connection to the outdoors;
- Encourage projecting storefront windows to enhance visibility of the retail or service space;
- Provide commercial signage that is clearly illuminated with accent lighting complementary to the design of the building; avoid backlit signage;
- Incorporate a predominant cladding material that is high quality and low maintenance, with additional materials used in accent areas only beyond the tactile range;
- Incorporate vents and exhaust elements into the design of building façades so as not to be visually disturbing;
- Screen rooftop mechanical equipment from public view;
- Provide communal outdoor amenity spaces that are easily accessible, highly visible and provide passive recreational opportunities and gathering spaces for residents;
- Avoid or limit surface parking areas between buildings and the street, where possible, and screen from public view if permitted;
- Locate garages away from the public view, screening them with a combination of landscaping and architectural elements that are complementary to the building design;
- Lay-by parking locations will be required to meet minimum spacing requirements from intersections;
- Incorporate waste and loading services into the design of the building, where possible, and screen them from adjacent residential or public lands through the strategic placement of buildings, and/or incorporation of architectural screens and year-round landscaping; open, exterior, separate garbage enclosures are not permitted;
- Provide an adequate buffer zone between waste facilities and adjacent developments and public streets; and
- Minimize light distribution onto adjacent residential properties.

Figure 3-74: Example of Apartment and Mixed Use Buildings

6.4.7 Design Criteria for Live-Work Units

- Provide an architecture that reflects a "main street" character, locating commercial or retail opportunities at grade, with residential units above and at the back;
- Provide a minimum of three storeys for all live-work developments, with at least two residential storeys;
- Promote easy access to retail and commercial units to encourage pedestrian activity on the street;
- Building massing, roof lines and details should be compatible with adjacent ground related housing;
- Integrate large ground floor display windows, at grade glass doors, accent lighting and business signage into the front face of buildings along the commercial edge;
- Provide commercial signage that is compliant with the City of Brampton signage by-law;
- Provide commercial signage directly above the storefront glazing and integrated in the overall design of buildings, where possible;
- Establish a signage design system and encourage individual business identities to be provided within the established system;
- Use accent lighting complementary to building facades for commercial signage; backlit signage is not permitted;
- Provide private amenity spaces in the form of roof decks or balconies, or provide a terrace/ deck off of the second floor at the back;
- Provide lay-by parking for commercial and retail units in the front;
- Provide parking for all residential units in individual driveways/garages, located at the rear or side of the building; and
- Supplementary surface parking shall be considered for live-work units not associated with individual units.

Figure 3-75: Example of a Live-Work Development

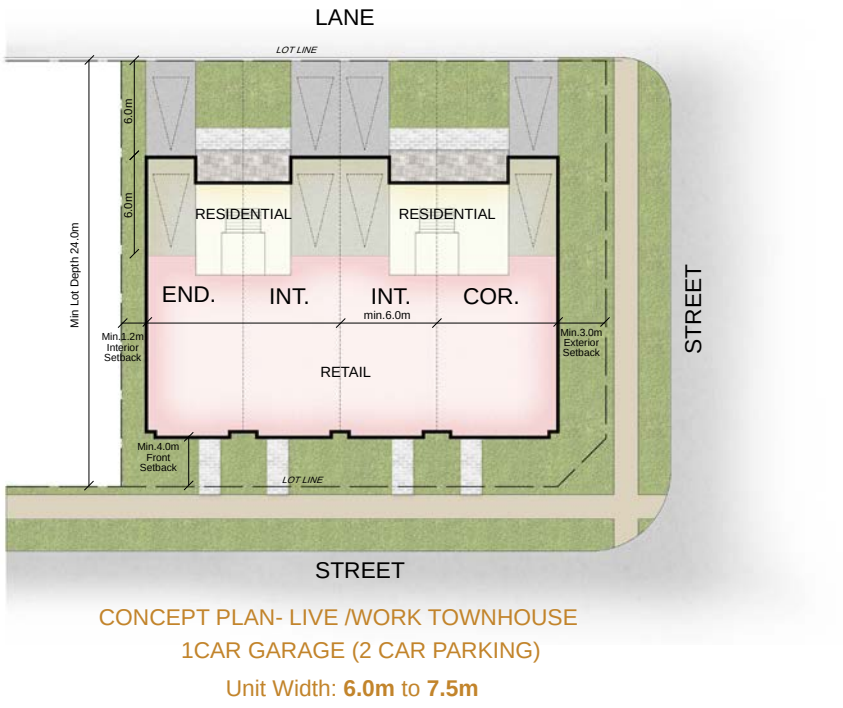


Figure 3-76: Example of a Live-Work Development

6.4.8 Design Criteria for Development on Clarkway Character Road

- Maintain the rural residential character of the roadway to minimize traffic;
- Provide larger lots to reflect the character of existing heritage buildings;
- Locate garages at the rear or set back from the main building façade to maintain the rural streetscape character, where possible;
- Minimize the use of guardrails along the road through safe grading and management of adjacent slopes in accordance with the City of Brampton's transportation and landscaping requirements and provide guardrails where they are required to meet vehicular safety standards; and
- Provide accessible sidewalks with street planting to enhance the pedestrian environment.

Figure 3-77: Existing Rural Residential Character on Clarkway Drive

6.4.9 Design Criteria for Institutional Development

The guidelines in this section are intended to assist in the integration of institutional buildings with surrounding lower density housing and shall be read in conjunction with the City-wide Development Design Guidelines (DDG's).

SITE PLANNING

- Locate buildings close to the street line and orient them to maintain a strong street edge, with real openings and main entrances addressing street intersections and maximizing the potential for their location within view corridors from surrounding neighbourhoods;
- Maximize views of the valleylands in instances where buildings are adjacent to open space
- Clearly identify major vehicular access points and routes using both ground oriented and upright hard and soft elements;
- Provide bicycle storage racks adjacent to the main building entrances;
- Integrate all waste, storage, and loading service areas into the building envelope, where possible, and adequately buffer and screen them from adjacent residential areas, parks, and open space;
- Locate waste services a sufficient distance from residential lots to avoid creating a nuisance to neighbourhood residents;
- Integrate utility structures into the design of institutional buildings, where possible, and alternatively, screen them from the surrounding areas through building design, screen walls or landscaping.
- Provide seating and gathering areas close to main entrances to encourage interactions;

- Encourage lay-by parking lanes along street edges fronting the institutional building, where possible;
- Locate bus pick-up and drop-off areas on-lot and separate them from other traffic;
- Design queuing areas so as to not impede the normal flow of traffic.
- Provide safe direct paths of travel that do not conflict with vehicular movement on site, from municipal sidewalks to main building entrances;
- Provide safe, attractive, and accessible pedestrian pathways to ensure comfortable walking environments;
- Design pedestrian connections to accommodate high volumes of unencumbered movement at peak times;
- Facilitate access to present and future transit stops;
- Facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, waste receptacles, and landscaping treatments; and
- Clearly identify major public access points and routes using both ground oriented and upright hard and soft elements.

BUILDING MASSING & ROOF LINES

- Building scale and size should be compatible with and sensitive to the scale and size of adjacent grade-related buildings and should not dominate adjacent residential areas; and
- Screen all rooftop mechanical units from public view through strategic design of roofscapes.

BUILDING ELEVATIONS & MATERIALS

- Construct building elevations with high quality exterior materials which include brick and stone masonry. Other cladding materials will be reviewed for sustainability, and subject to design merit;
- Provide materials, detail and articulation that is compatible with adjacent residential buildings; and
- Respond to and complement significant or desirable characteristics of adjacent buildings in the surrounding neighbourhoods.

Figure 3-78: Example of a School Building

BUILDING ENTRANCES

- Provide weather protection for all public entries;
- Ensure that major entrances comply with accessibility standards;
- Allow for ease of movement through all major entrances and include an overflow and waiting space for pedestrians at all major entrances; and
- Provide open exterior areas, suitable for gathering or waiting, in front of all building entrances.

LIGHTING

- Provide pedestrian-scaled lighting to create a safe and comfortable pedestrian environment as per City standards and current regulations;
- Facilitate crime prevention by providing defensible outdoor lighting for users at night;
- Minimize spill light or light trespass onto adjacent properties and the sky;
- Provide dark sky compliant lighting, positioned to minimize glare and improve visibility, providing an efficient source of light; and
- Ensure the style and character or lighting for parking areas reflects the architectural style of the community in scale and in profile.

SIGNAGE

- Provide grade related signage as the preferred type of wayfinding for institutional sites;
- Integrate grade related signage into the site plan and landscaping, and contribute to the overall wayfinding strategy of the site; and
- Ensure that signage is complementary and contributes to the design vision for the building, site and surrounding neighbourhood.

6.4.10 Design Criteria for Retail & Commercial Development

The guidelines in this section are intended to assist in the integration of commercial buildings with surrounding lower density housing and shall be read in conjunction with the City-wide Development Design Guidelines (DDG's).

As these retail and commercial sites are designated retail centres per Schedule A2 - Retail Structure in the Secondary Plan Area 47 (OP 2006-105), all site development must adhere to Policy 11.6 of the amendment. This policy states that all designated retail centres shall be planned as a single entity and must be developed in accordance to the City approved tertiary plan for the entire retail centre.

The following design guidelines are suitable to all retail sites within the Block Plan, as applicable, and shall be read in conjunction with the City-wide Development Design Guidelines (DDG's) and will be implemented alongside a City approved site-specific tertiary plan.

a) Integration with Community:

Ensure to provide a context sensitive design that provides an opportunity to integrate with the adjoining communities.

b) Integrated Network of Internal Streets Blocks:

Provide an integrated and continuous street structure that encourages efficient movement of pedestrians, cyclist, transit, and vehicles through the site and the adjoining areas.

Figure 3-79: Examples of Commercial Development

c) Site Planning / Access Management:

Ensure that ease of site access for all modes of transportation is essential in creating a safe and continuous flow of traffic to and from within the development.

SITE PLANNING

- Locate buildings close to the street edge;
- Provide adequate room for snow storage; and
- Orient buildings to maintain a street edge and architecturally address intersections.

VEHICULAR ACCESS, PARKING & SERVICING

- Clearly identify major vehicular access points and routes using both ground oriented and upright hard and soft elements;
- Provide bicycle storage racks adjacent to the main building entrances;
- Integrate all waste, storage, and loading service areas into the building envelope, where possible, and adequately buffer and screen them from adjacent residential areas, parks, and open space;
- Locate waste services a sufficient distance from residential lots to avoid creating a nuisance to neighbourhood residents;
- Integrate utility structures into the design of institutional buildings, where possible, and alternatively, screen them from the surrounding areas through building design, screen walls or landscaping;
- Consolidate accesses where possible; and
- Commercial and office blocks shall be designed with adequate street frontage to accommodate access.

PEDESTRIAN CIRCULATION

- Provide safe, attractive, and accessible pedestrian pathways to ensure comfortable walking environments;
- Design pedestrian connections to accommodate high volumes of unencumbered movement at peak times;
- Facilitate access to present and future transit stops;
- Provide a hard surface paving along the fronts of commercial buildings (within limits);
- Facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, waste receptacles, and landscaping treatments; and
- Clearly identify major public access points and routes using both ground oriented and upright hard and soft elements.

d) Mix of Uses and Convertibility:

Promote mix of uses on commercial / retail sites that also provides the flexibility for future adaptability and intensification.

e) Built Form (Orientation, Parking & Servicing Areas):

Promote an appropriate architectural design of built form that is pedestrian-friendly and appropriate to community context and character.

BUILDING MASSING & ROOF LINES

- Buildings located on major street should be a minimum of two storeys tall;
- Provide a building scale and size that is sensitive to adjacent grade related buildings; and
- Consider the collective architectural composition of multiple buildings in terms of their overall massing, roof lines, street relationships, and visual impact on adjacent ground related housing.

BUILDING ELEVATIONS

- Construct building elevations with high quality design;
- Provide materials, detail and articulation that is compatible with adjacent residential buildings;
- Design buildings with purposeful termination of building materials; and
- Respond to and complement significant or desirable characteristics of adjacent buildings in the surrounding neighbourhoods.

BUILDING ENTRANCES

- Provide weather protection for all public entries;
- Ensure that all major entrances comply with accessibility standards;
- Allow for ease of movement through all major entrances and include an overflow and waiting space for pedestrians at all major entrances; and
- Provide open exterior areas, suitable for gathering or waiting, in front of all building entrances.

f) Integrated Public Transit and Active Transportation Initiatives

Connecting public transit with commercial / retail mixed-use sites, and providing compact development that is conducive to active transportation initiatives.

g) Placemaking (Public & Private Realms)

Creating meaningful, attractive public places and privately owned public spaces which draw people together and set the stage for celebrations and civic life.

h) Master Plan with Phasing Strategy

Develop a master plan with comprehensive phasing strategies that demonstrates long term intensification.

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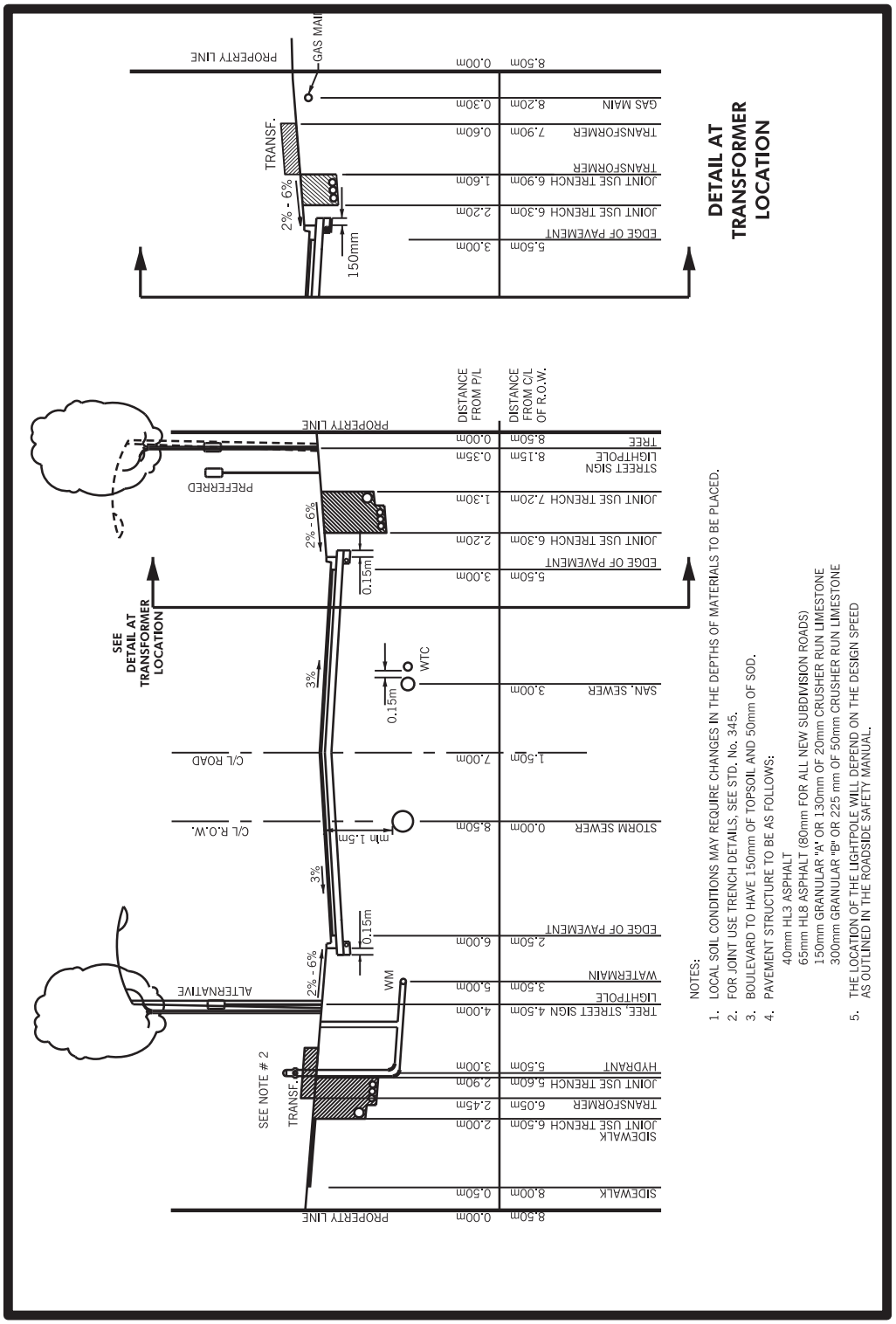
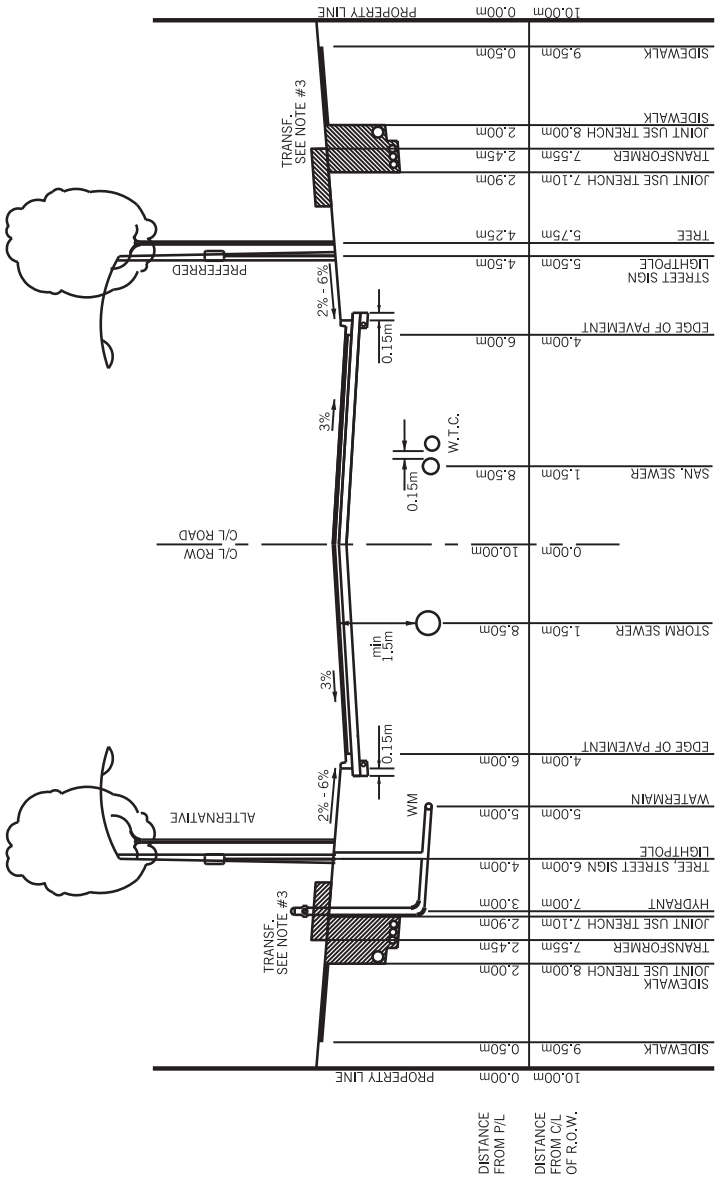
APPENDICES

A: Engineering Cross Sections


DETAIL AT TRANSFORMER LOCATION
PROPERTY LINE
GAS MAIN
TRANSF.
2% - 6%
150mm
DISTANCE FROM P/L
DISTANCE FROM C/L OF R.O.W.
8.50m 0.00m
GAS MAIN 8.20m 0.30m
TRANSFORMER 7.90m 0.60m
JOINT USE TRENCH 6.90m 1.60m
JOINT USE TRENCH 6.30m 2.20m
EDGE OF PAVEMENT 5.50m 3.00m
PREFERRED
ALTERNATIVE
SEE DETAIL AT TRANSFORMER LOCATION
0.15m
WTC
3%
C/L ROAD
C/L R.O.W.
min 1.5m
WM
SEE NOTE # 2
TREE 8.50m 0.00m
STREET SIGN LIGHTPOLE 8.15m 0.35m
JOINT USE TRENCH 7.20m 1.30m
SAN. SEWER 3.00m
1.5m 7.00m
STORM SEWER 0.00m 8.50m
EDGE OF PAVEMENT 2.50m 6.00m
WATERMAIN 3.50m 5.00m
TREE, STREET SIGN 4.50m 4.00m
HYDRANT 5.50m 3.00m
JOINT USE TRENCH 5.60m 2.90m
TRANSFORMER 6.05m 2.45m
SIDEWALK JOINT USE TRENCH 6.50m 2.00m
SIDEWALK 8.00m 0.50m
NOTES:
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
3. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
4. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
40mm HL3 ASPHALT
65mm HL8 ASPHALT (80mm FOR ALL NEW SUBDIVISION ROADS)
150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
300mm GRANULAR "B" OR 225 mm OF 50mm CRUSHER RUN LIMESTONE
5. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.
BRAMPTON
Flower City
brampton.ca
APPROVED: 2013/10/17
REV. 20
MINOR LOCAL
200
ORIGINAL:
8.0m PAVEMENT ON 17.0m R.O.W. 89/09/01
N.T.S



NOTES:

1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
5. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
   - 40mm HL3 ASPHALT
   - 65mm HL8 ASPHALT (80mm FOR ALL NEW SUBDIVISION ROADS)
   - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
   - 300mm GRANULAR "B" OR 225 mm OF 50mm CRUSHER RUN LIMESTONE
6. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.

BRAMPTON Flower City
brampton.ca

APPROVED: 2013/10/17

REV. 20

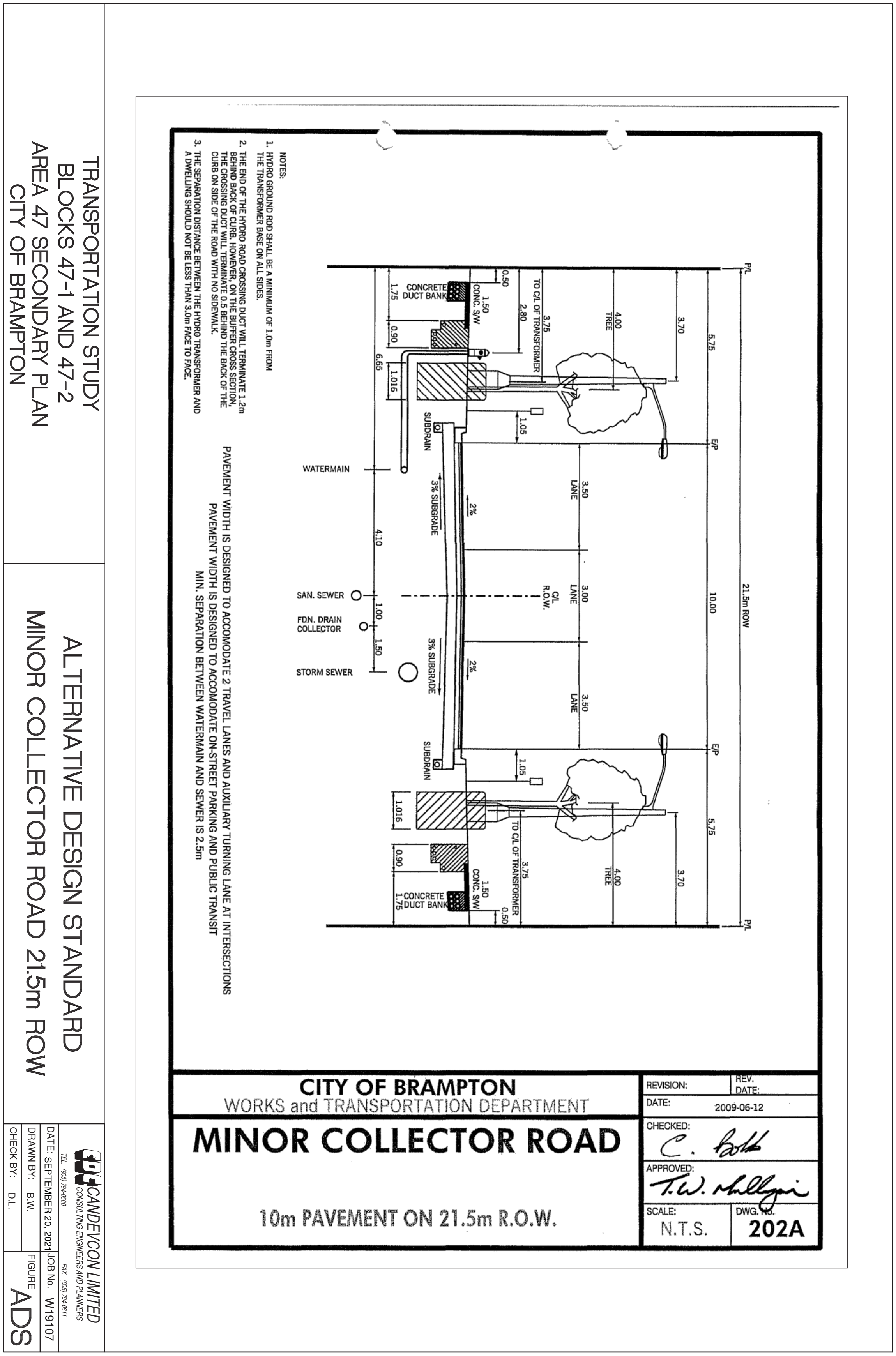
LOCAL ROAD

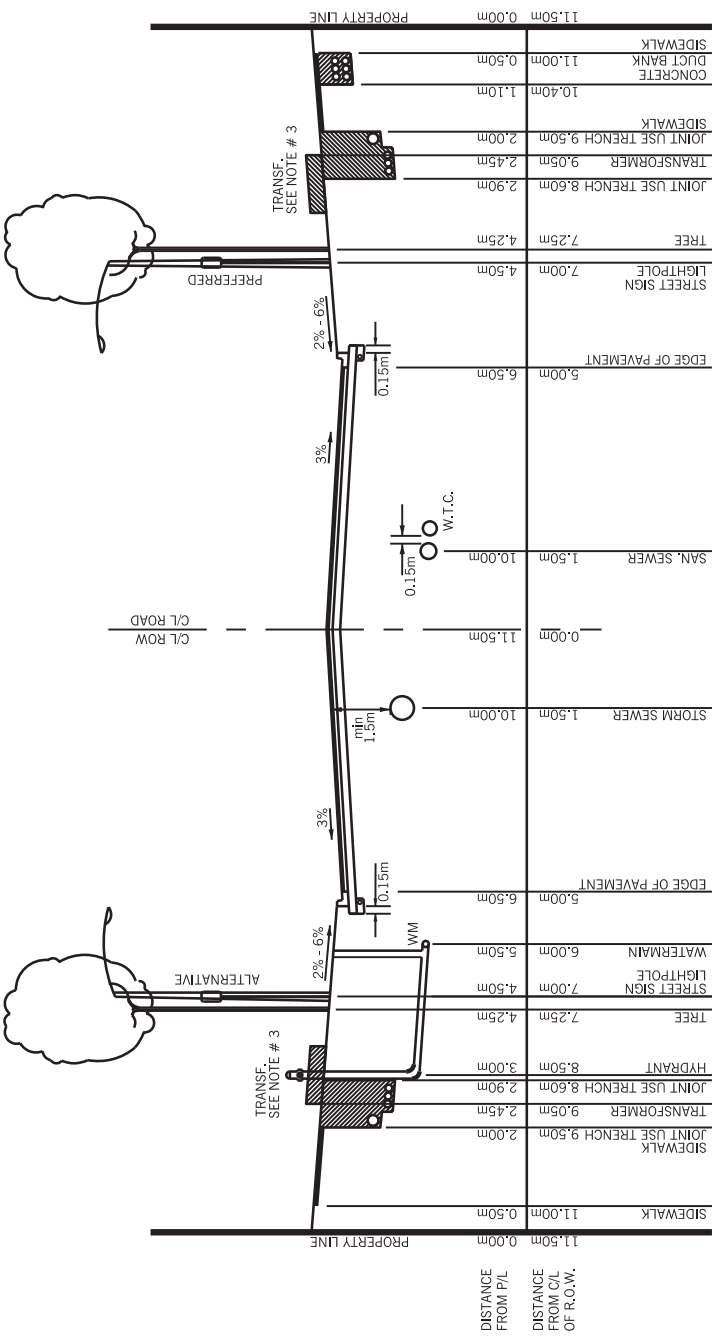
201

8.0m PAVEMENT
ON 20.0m R.O.W.

ORIGINAL: 1989/09/01

N.T.S


TRANSPORTATION STUDY
BLOCKS 47-1 AND 47-2
AREA 47 SECONDARY PLAN
CITY OF BRAMPTON
ALTERNATIVE DESIGN STANDARD
MINOR COLLECTOR ROAD 21.5m ROW
CANDEVCON LIMITED
CONSULTING ENGINEERS AND PLANNERS
DATE: SEPTEMBER 20, 2021
JOB No. W19107
DRAWN BY: B.W.
CHECK BY: D.L.
FIGURE
ADS
NOTES:
1. HYDRO GROUND ROD SHALL BE A MINIMUM OF 1.0m FROM THE TRANSFORMER BASE ON ALL SIDES.
2. THE END OF THE HYDRO ROAD CROSSING DUCT WILL TERMINATE 1.2m BEHIND BACK OF CURB. HOWEVER, ON THE BUFFER CROSS SECTION, THE CROSSING DUCT WILL TERMINATE 0.5 BEHIND THE BACK OF THE CURB ON SIDE OF THE ROAD WITH NO SIDEWALK.
3. THE SEPARATION DISTANCE BETWEEN THE HYDRO TRANSFORMER AND A DWELLING SHOULD NOT BE LESS THAN 3.0m FACE TO FACE.
P/L
E/P
21.5m ROW
10.00
5.75
3.70
4.00 TREE
3.75 TO C/L OF TRANSFORMER
2.80
0.50
1.50 CONC. S/W
CONCRETE DUCT BANK
1.75
0.90
6.65
1.016
1.05
SUBDRAIN
3.50 LANE
3.00 LANE
C/L R.O.W.
3% SUBGRADE
2%
WATERMAIN
4.10
SAN. SEWER
FDN. DRAIN COLLECTOR
STORM SEWER
1.00
1.50
PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE 2 TRAVEL LANES AND AUXILIARY TURNING LANE AT INTERSECTIONS
PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE ON-STREET PARKING AND PUBLIC TRANSIT
MIN. SEPARATION BETWEEN WATERMAIN AND SEWER IS 2.5m
CITY OF BRAMPTON
WORKS and TRANSPORTATION DEPARTMENT
MINOR COLLECTOR ROAD
10m PAVEMENT ON 21.5m R.O.W.
REVISION:
REV. DATE:
DATE: 2009-06-12
CHECKED:
APPROVED:
SCALE: N.T.S.
DWG. No. 202A



NOTES:

1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
5. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
   - 40mm HL3 ASPHALT (High Stability or HL1)
   - 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)
   - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
   - 380mm GRANULAR "B" OR 300 mm OF 50mm CRUSHER RUN LIMESTONE
6. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.

BRAMPTON Flower City
brampton.ca

APPROVED: 2014/05/13

REV. 20

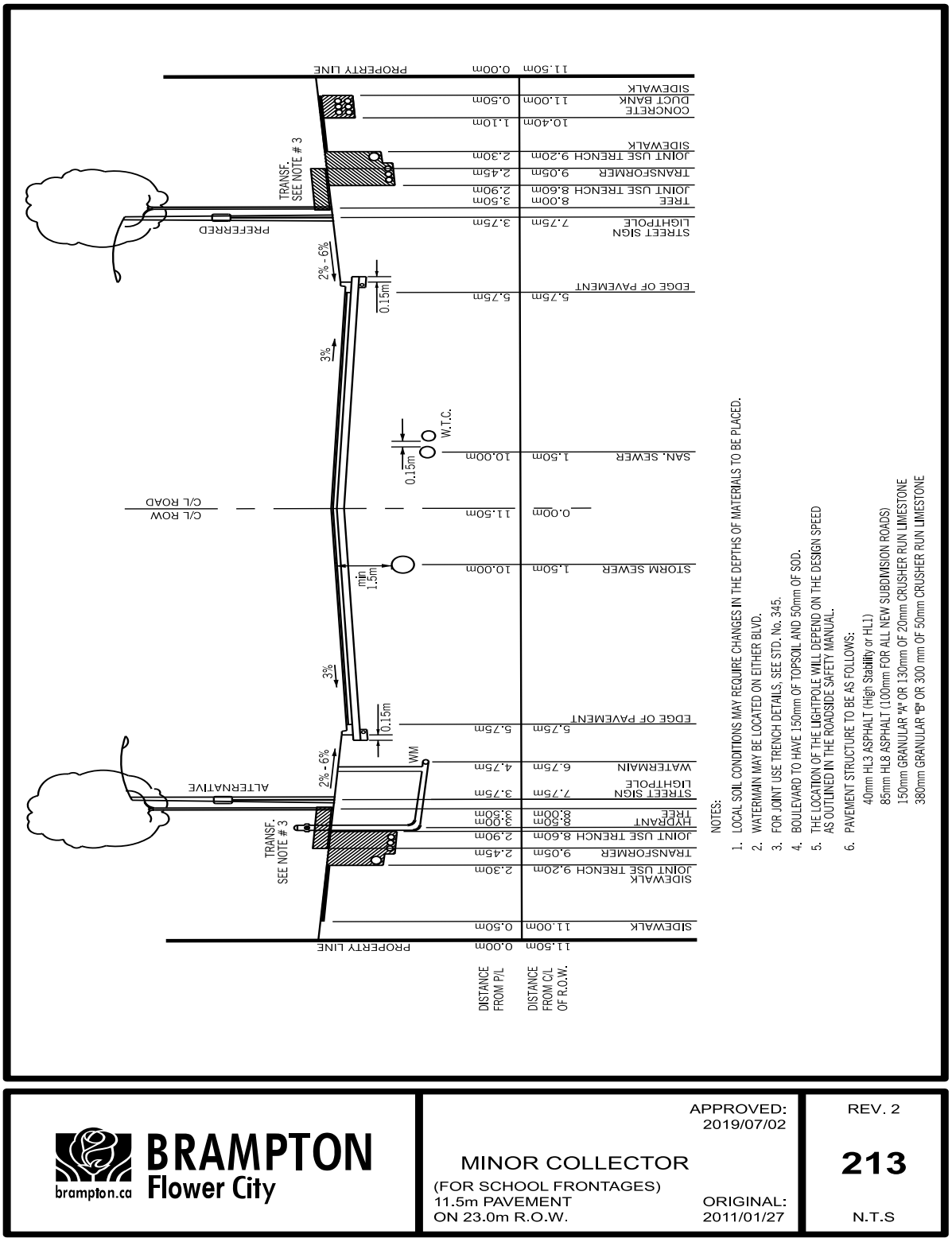
MINOR COLLECTOR

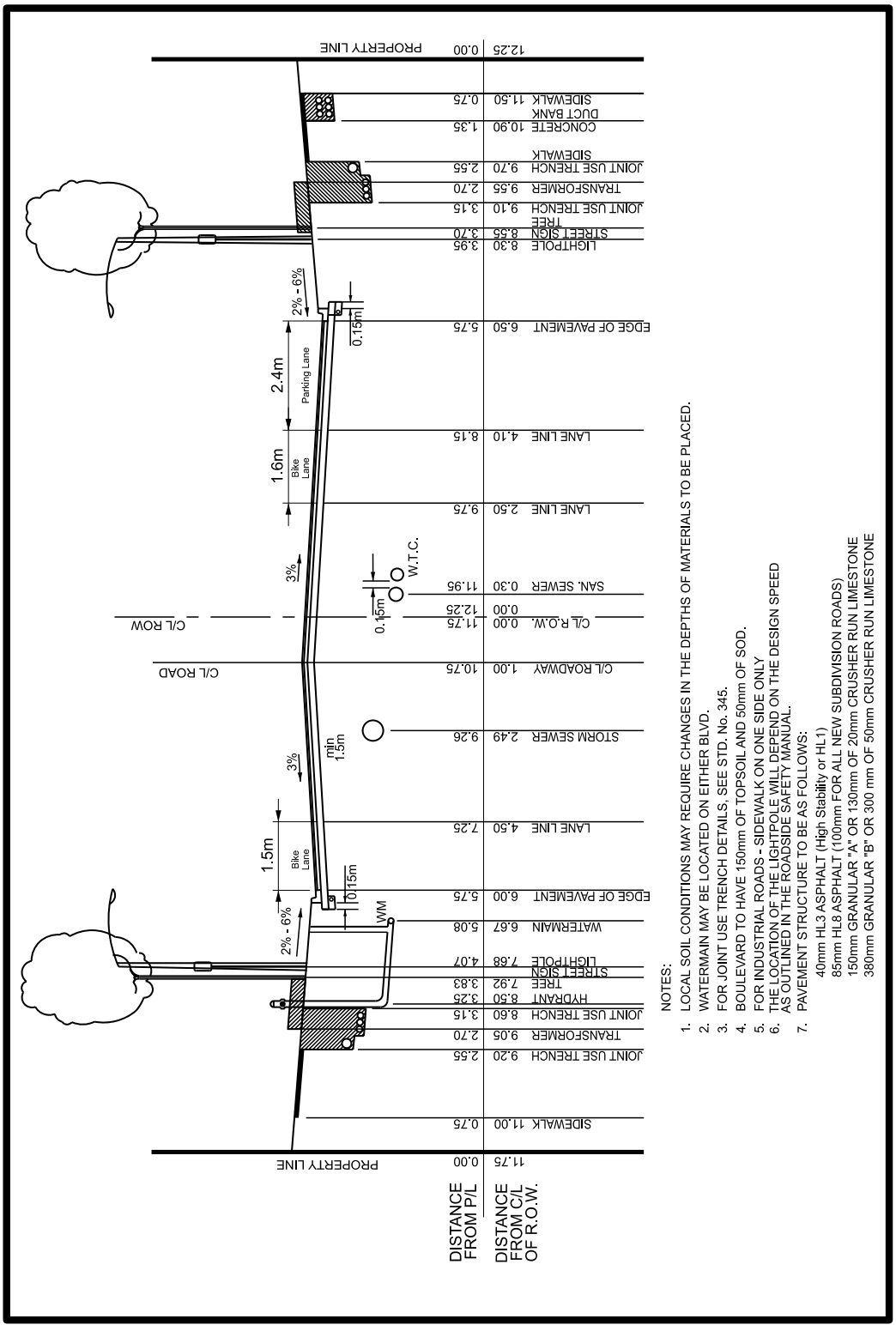
202

10.0m PAVEMENT
ON 23.0m R.O.W.

ORIGINAL: 1999/09/01

N.T.S


PROPERTY LINE
0.00m
11.50m
SIDEWALK
0.50m
11.00m
CONCRETE DUCT BANK
1.10m
10.40m
SIDEWALK
2.30m
JOINT USE TRENCH 9.20m
2.45m
TRANSFORMER 9.05m
2.90m
JOINT USE TRENCH 8.60m
3.50m
TREE 8.00m
3.75m
STREET SIGN LIGHTPOLE 7.75m
TRANSF. SEE NOTE # 3
PREFERRED
2% - 6%
0.15m
5.75m
EDGE OF PAVEMENT
3%
W.T.C.
0.15m
1.50m
10.00m
SAN. SEWER
C/L ROW
C/L ROAD
0.00m
11.50m
STORM SEWER
1.50m
10.00m
min 1.5m
3%
0.15m
EDGE OF PAVEMENT
5.75m
2% - 6%
WM
4.75m
WATERMAIN 6.75m
ALTERNATIVE
3.75m
STREET SIGN LIGHTPOLE 7.75m
0.50m
HYDRANT 8.50m
0.00m
TREE 8.00m
TRANSF. SEE NOTE # 3
2.90m
JOINT USE TRENCH 8.60m
2.45m
TRANSFORMER 9.05m
2.30m
JOINT USE TRENCH 9.20m
0.50m
SIDEWALK 11.00m
PROPERTY LINE
0.00m
11.50m
DISTANCE FROM P/L
DISTANCE FROM C/L OF R.O.W.
NOTES:
1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
5. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.
6. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
40mm HL3 ASPHALT (High Stability or HL1)
85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)
150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
380mm GRANULAR "B" OR 300 mm OF 50mm CRUSHER RUN LIMESTONE
BRAMPTON
Flower City
brampton.ca
APPROVED:
2019/07/02
REV. 2
MINOR COLLECTOR
(FOR SCHOOL FRONTAGES)
11.5m PAVEMENT
ON 23.0m R.O.W.
ORIGINAL:
2011/01/27
213
N.T.S



NOTES:

1. LOCAL SOIL CONDITIONS MAY REQUIRE CHANGES IN THE DEPTHS OF MATERIALS TO BE PLACED.
2. WATERMAIN MAY BE LOCATED ON EITHER BLVD.
3. FOR JOINT USE TRENCH DETAILS, SEE STD. No. 345.
4. BOULEVARD TO HAVE 150mm OF TOPSOIL AND 50mm OF SOD.
5. FOR INDUSTRIAL ROADS - SIDEWALK ON ONE SIDE ONLY
6. THE LOCATION OF THE LIGHTPOLE WILL DEPEND ON THE DESIGN SPEED AS OUTLINED IN THE ROADSIDE SAFETY MANUAL.
7. PAVEMENT STRUCTURE TO BE AS FOLLOWS:
   - 40mm HL3 ASPHALT (High Stability or HL1)
   - 85mm HL8 ASPHALT (100mm FOR ALL NEW SUBDIVISION ROADS)
   - 150mm GRANULAR "A" OR 130mm OF 20mm CRUSHER RUN LIMESTONE
   - 380mm GRANULAR "B" OR 300 mm OF 50mm CRUSHER RUN LIMESTONE

BRAMPTON Flower City
brampton.ca

APPROVED: 2019/07/02

REV. 2

MINOR COLLECTOR

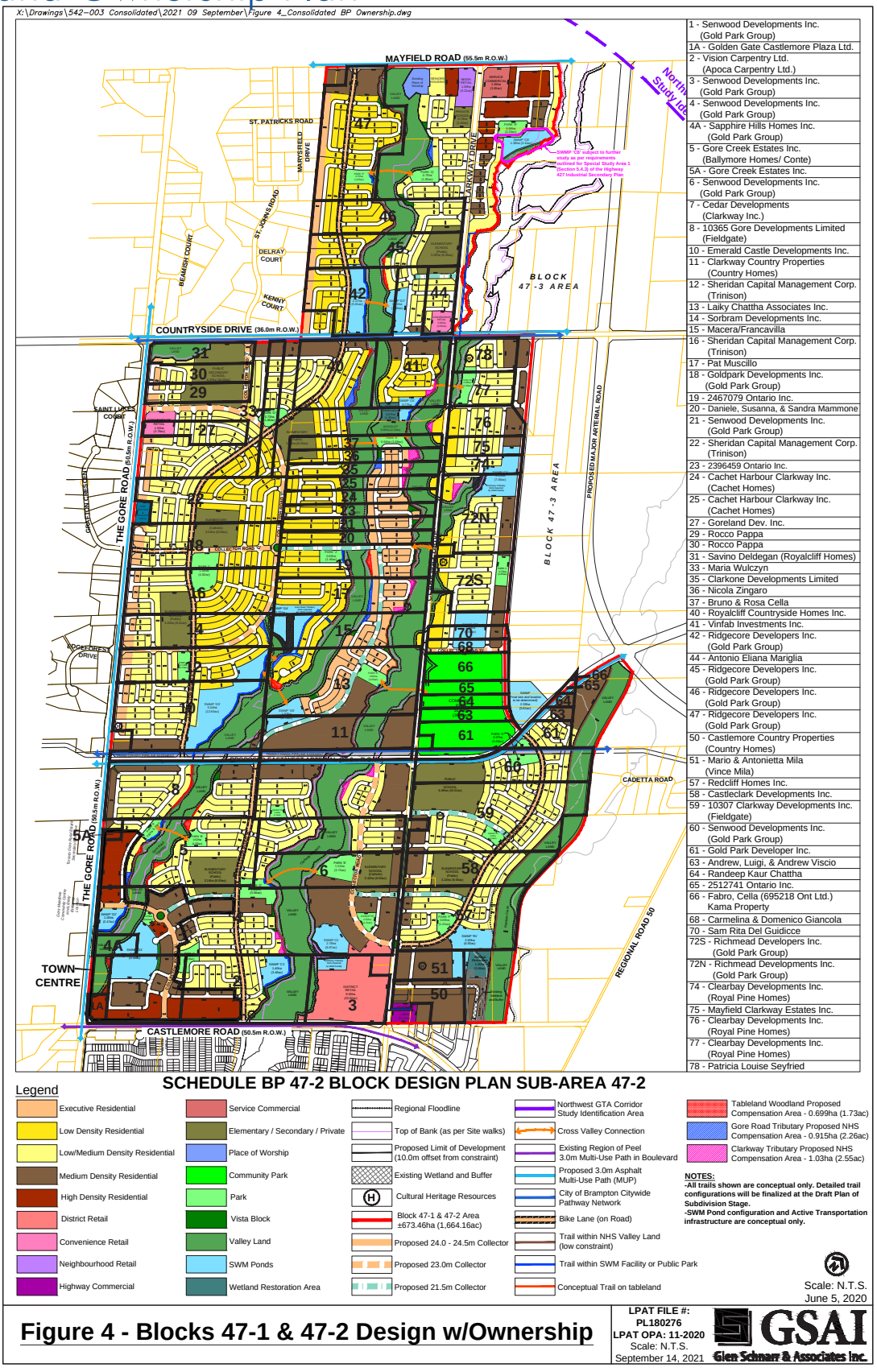
BIKE LANES
& 2.4m PARKING LANE
12.5m PAVEMENT
ON 24.0m R.O.W.

ORIGINAL: 2011/06/07

216

N.T.S

B: Land Ownership Plan



NOTE: The vista blocks as is stated on the approved Block Plan should be referred to as 'Vistas' only.

Figure 4-1: Block 47-1 and Block 47-2 Land Ownership Plan

C: Priority Lot Plans

Figure 4-2: Block 47-1 Priority Lot Plan

Figure 4-3: Block 47-2 Priority Lot Plan

D: Active Transportation Plans

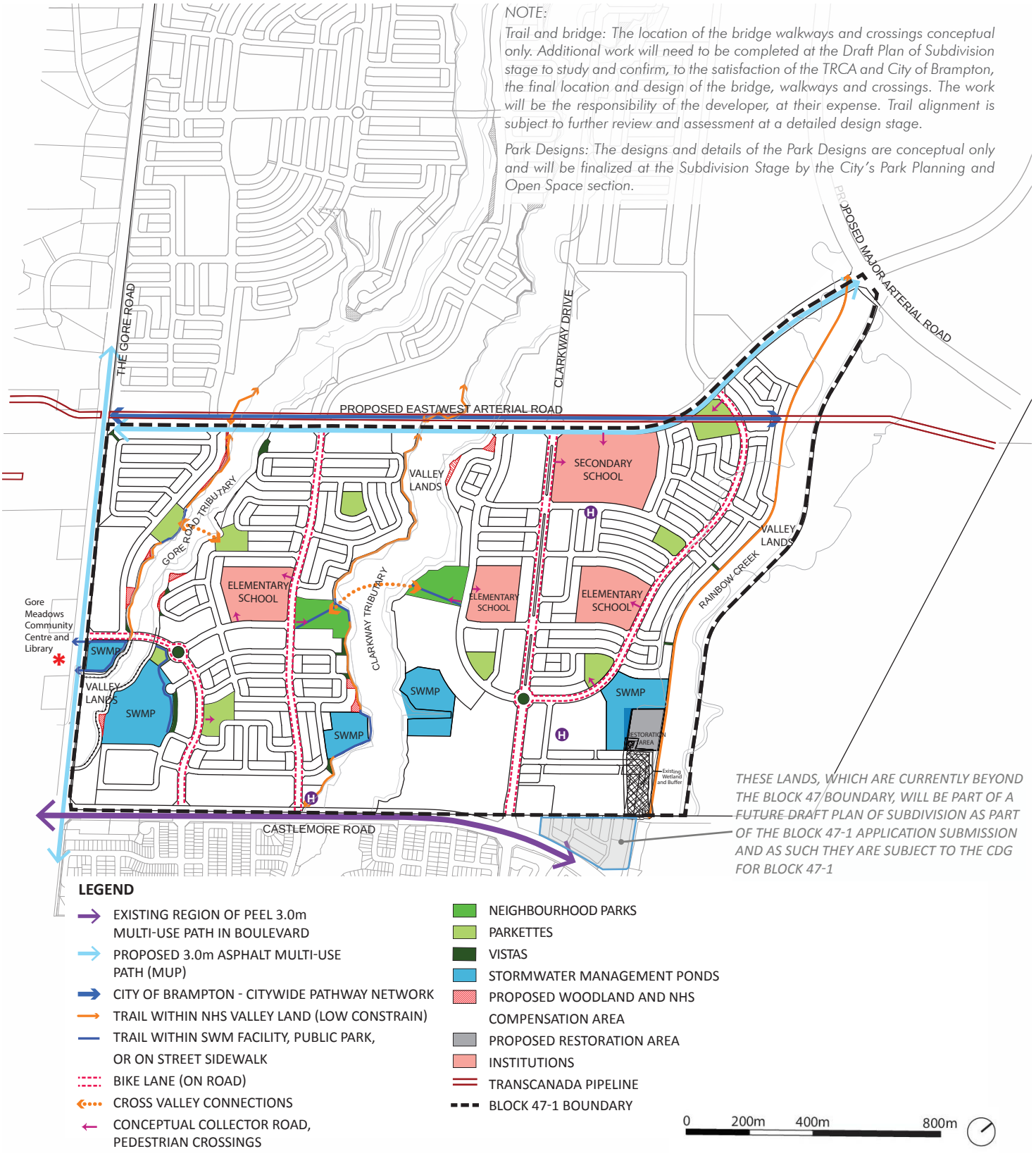


Figure 4-4: Block 47-1 Active Transportation Plan

NOTE:

Trail and bridge: The location of the bridge walkways and crossings conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge, walkways and crossings. The work will be the responsibility of the developer, at their expense. Trail alignment is subject to further review and assessment at a detailed design stage.

Park Designs: The designs and details of the Park Designs are conceptual only and will be finalized at the Subdivision Stage by the City's Park Planning and Open Space section.

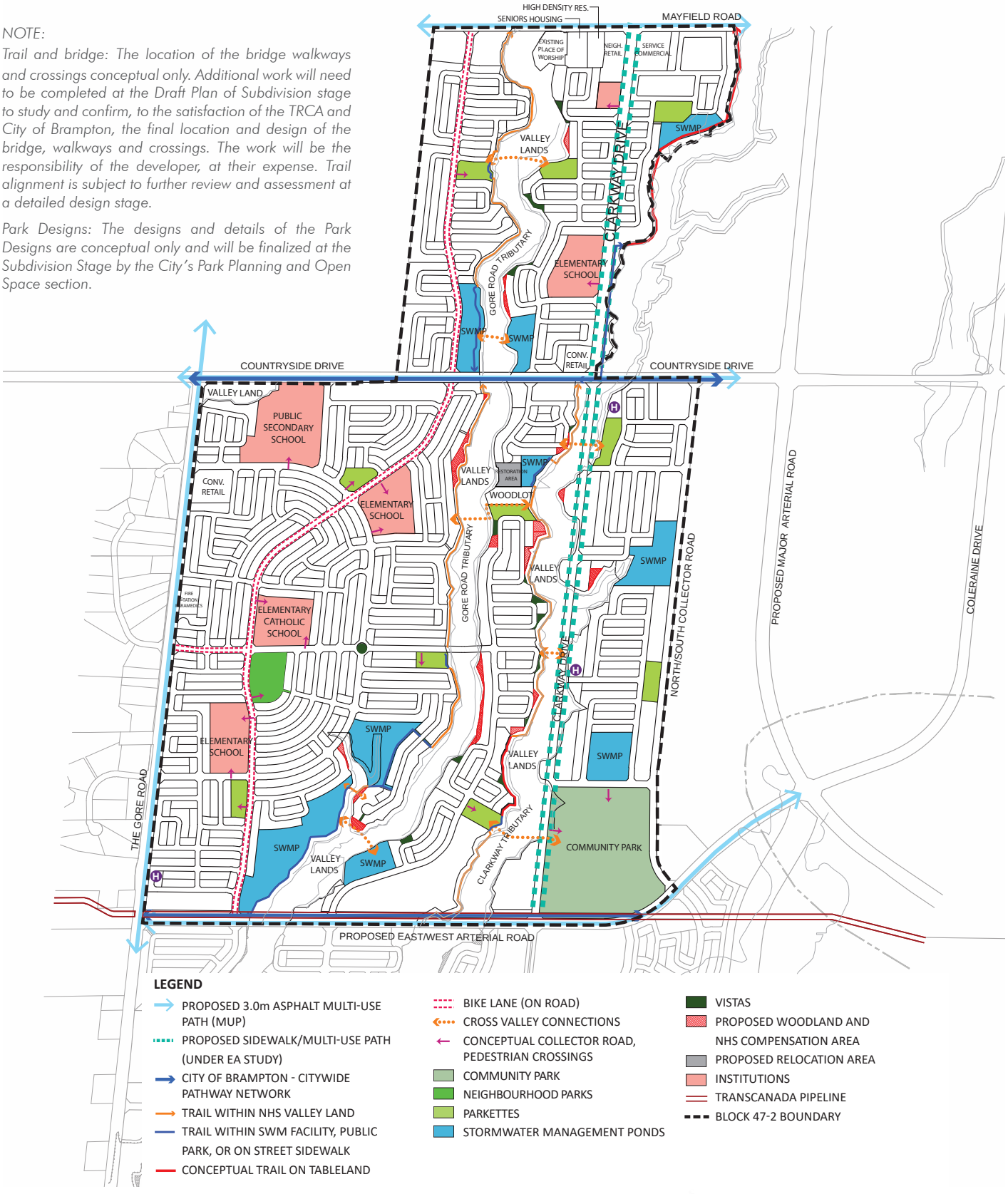


Figure 4-5: Block 47-2 Active Transportation Plan

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Toronto, Ontario, Canada M4H 1G8

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