COUNTRYSIDE VILLAGES
Block Plan 48-1

Community Design Guidelines (CDG) Document

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Prepared for:
Brampton Area 48 Landowners Group Inc – Block 1

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1.0 INTRODUCTION

The planning for the Countryside Villages Community Secondary Plan area 48 began in 2004 resulting in the *Countryside Villages Design Brief* and *Countryside Villages Visions* documents (prepared by the MBTW Group). Building upon previous work, in 2009 STLA Inc. completed the *Countryside Villages Community Design and Open Space Study*. This *Study* derived a set of core community design principles to inform and guide the framework plan.

In 2009 the City of Brampton/BILD undertook a Development Process Review. Through this review process the City revised the terms of reference for the Secondary Plan and Block Plan design documents. The Community Design Framework (CDF) outlines the vision and core principles at the Secondary Plan level and forms the basis for preparation of the Community Design Guidelines (CDG) at the Block Plan level. Since the 2009 *Community Design and Open Space Study* and all preceding documents set forth the vision and core design principles required under the CDF Terms of Reference it has been determined by the City that the 2009 *Study* will form the basis for the *Countryside Villages 48-1 Residential Community Design Guidelines*.

Hereafter whenever a reference is made to the CDF it refers to the 2009 *Countryside Villages Community Design and Open Space Study* by STLA Inc.

1.1 Purpose

The Community Design Guideline document is a critical part of the design process. The CDG provide design guidance to implement the vision and intent of the CDF and Secondary Plan, and becomes a tool in the execution stages of Subdivision(s) and Site Plan(s). The specific design intent, both standard and non-standard, describe the approach of structuring elements and special character areas that build upon the groundwork provided by the Community Design Framework, Development Design Guidelines and other planning tools.

This document conforms to the terms described within the CDF and incorporates specifications and guidelines outlined in the following civic initiatives:

- Official Plan,
- Development Design Guidelines,
- Six Pillars,
- Flower City Initiatives,
- Pathways Master Plan,
- Clean and Green Strategy,
- Accessibility Advisory Committee and Technical Standards

CDG form the foundation of architectural control review process, preparation of detailed landscape drawings and future development. Therefore, the level of details provided through demonstration plans is sufficient to guide detailed landscape design, architectural review process, and completion of Draft Plans of Subdivision and future site plans.

This document is comprised of three supporting elements:

1) Community Design Plan (Section 2.0)
   This section describes the overall structure of the community and Special Character Areas that are guided by the vision.
2) Demonstration Plans
   Demonstration plans help illustrate the specific urban design principles within the special character areas. These plans show the criteria of organization, arrangement and treatment of these vital areas within the public realm.
3) Landscape Guidelines (Section 3.0) and Built Form (Section 4.0)
   These sections relate to specific guidelines that will help shape built form and landscape elements.

1.1.1 Approval Context

The CDG conforms to the principles and general intent of the CDF with numerous updates to the Conceptual Land Use Framework Plan (Figure 9 of CDF) covered in section 1.3 of this document.

Implementation of the CDG is dependent upon the completion of several supporting studies, including, but not limited to environmental, traffic and servicing studies. The final design for the Block Plan will have regard for these studies and will not necessitate amendment to the CDG document. The Community Design Guidelines document may be approved in advance of the approval of supporting studies, including, but not limited to:

- Functional Servicing Report (FSR), prepared by Schaeffers Consulting Engineers;
- Environmental Impact Statement (EIR), prepared by Beacon Environmental; and
- Cultural Heritage Impact Assessment, prepared by Scarlett Janusas Archaeological and Heritage Consulting and Education.

This Community Design Guidelines Document supports an overarching vision and design guidance for the complete Community of Countryside Villages Block 48-1. All development applications shall have regard for the requirements set out in this CDG document. If development applications significantly deviate from the requirements set out in this CDG document, amendments to the CDG will be provided by the applicants, for approval by the City.

All drawings in the CDG document represent the most current Block Plan as of April 2012.

The following common terms used in this document regarding design criteria are: 'shall/will', 'should', and 'encouraged/discouraged/may'. These terms are intended to have the following meaning with respect to compliance:

'Shall'/ 'Will' – Guidelines using the words 'shall' or 'will' are mandatory and must be provided.
'Should' – Guidelines using the word 'should' are intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.
'Encouraged'/ 'Discouraged' / 'May' - Guidelines using the words 'encouraged', 'discouraged' or 'may' are desirable but not mandatory.

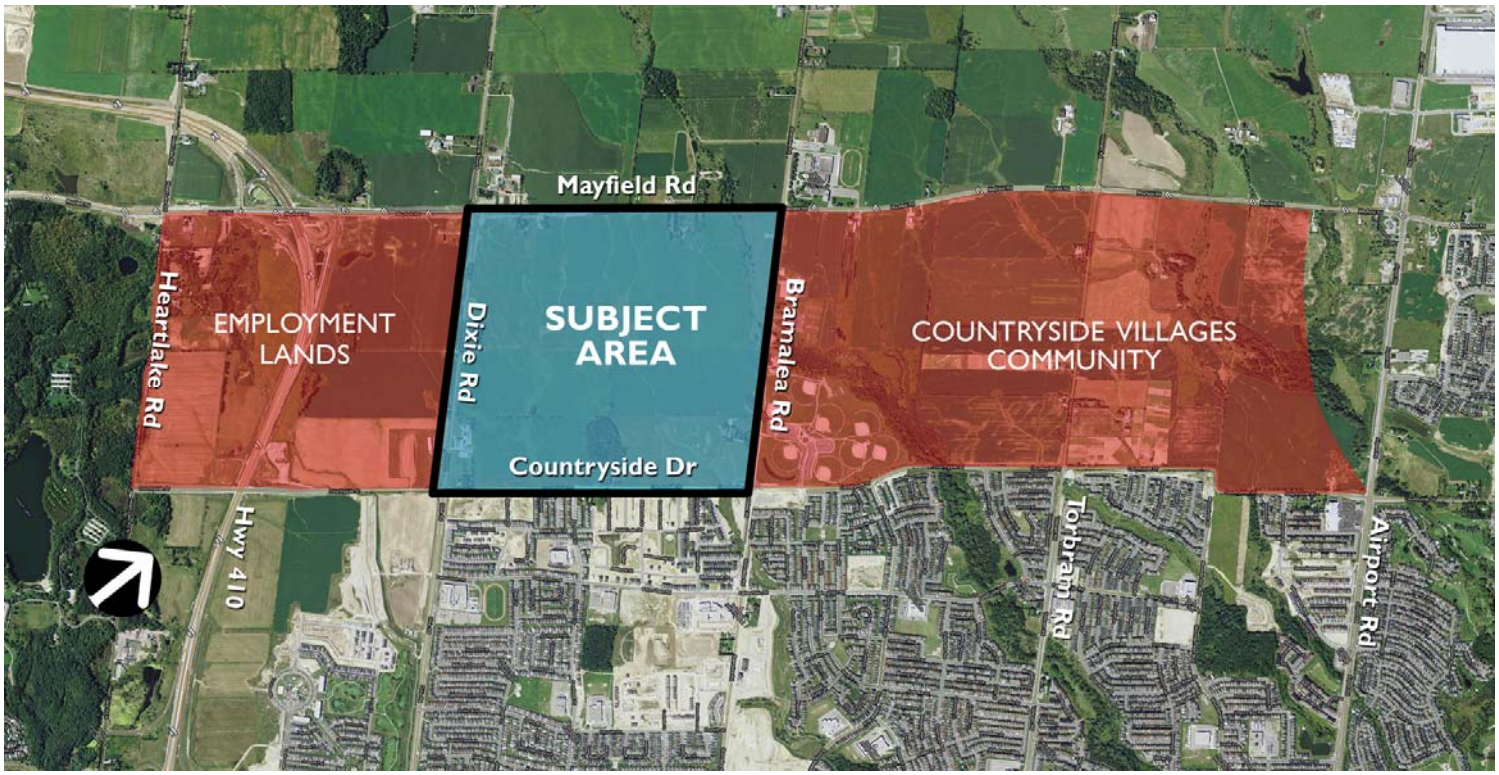


Figure 1 - Site Location

1.2 Study Area Location & Context

Countryside Villages Land Area, also known as Block Plan 48-1, is approximately 159.23ha (393.48ac) of the total approximately 645ha (1,600ac) that comprise the Countryside Villages Community, located in north-central Brampton. The site boundaries are Dixie Road to the West, Bramalea Road to the East, Mayfield Road to the North and Countryside Drive to the South. The Town of Caledon boundary lays to the north, adjacent to Mayfield Road, consisting of primarily agricultural land. The residential area of Sandringham-Wellington comprises the land to the south of Countryside Drive. Block 48-1 of the Countryside Villages Community is located adjacent to the Employment Lands (48-1) East, (immediately west of Dixie Road), and adjacent to a City wide park (Sesquicentennial Pak) east of Bramalea Road.

A variety of natural heritage features are located within this area of Countryside Villages including a valley, a Woodlot/Wetland, and a naturalized channel intersecting the community north to south.

1.2.1 Land Ownership

Figure 2 demonstrates ownership of lands bounded by Block Plan Area 48-1. Majority of the area is owned by Metrus Properties and Neamsby Investment Inc. Hereafter the participating owners will be referred to as Brampton Area 48 Landowners Group Inc – Block 1.

The remaining lands are non-participating properties.

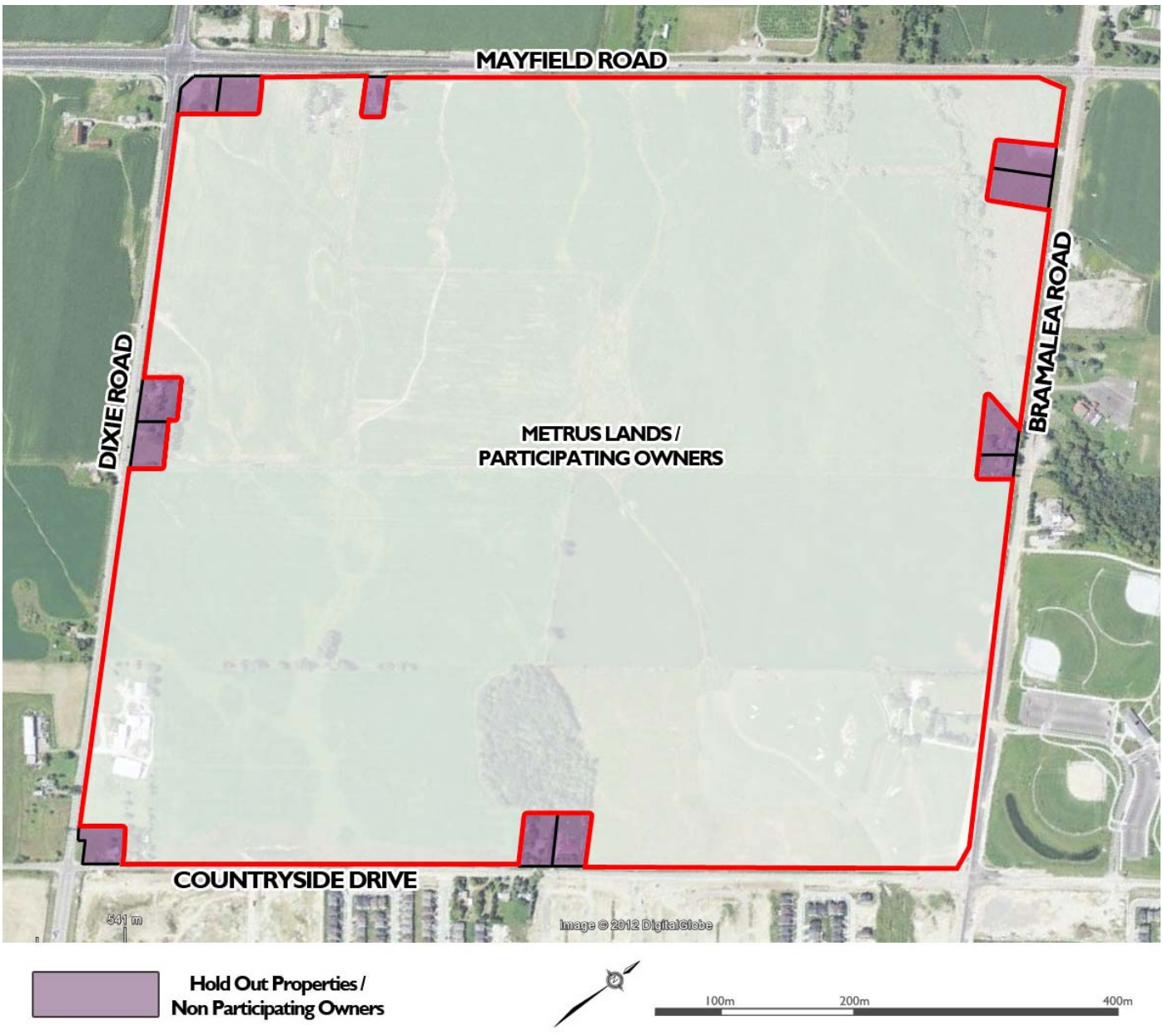


Figure 2 - Land Ownership Map

1.2.2 Cultural Heritage

The Countryside Villages Block Plan 48-1 Contains four properties that exhibit cultural heritage value (refer to Figure 3) and they include:

a. 4585 Mayfield Road (a farmstead)
b. 1115 Dixie Road (a barn complex)
c. A farmstead along Mayfield Rd. with no street address and
d. 1544 Countryside Drive (a residents)

A Cultural Heritage Impact Assessment for Block Plan 48-1 was prepared by E.R.A. Architects Inc. and Scarlett Janusas Archeological and Heritage Consulting and Education (March 2012). Based on this report and the accompanying recommendation made by City Heritage staff, Council approved the following (refer to Council Resolution HB043-2012):

- Retention of the house at 4585 Mayfield Road in-situ and designation under Part IV of the Ontario Heritage Act
- Removal/demolition of the structures located on 1544 Countryside Drive, 1115 Dixie Road and the farmstead on Mayfield Road
- Reuse of salvaged materials into commemorative features
- Reuse of vestigial farming equipment located on the subject site as a public art feature
- Installation of heritage interpretive signage near Mayfield Road and Dixie Road commemorating the former village Mayfield
- Naming of local streets and public assets after the early settlers associated with the area

The final site plan is subject to site plan review and approval.

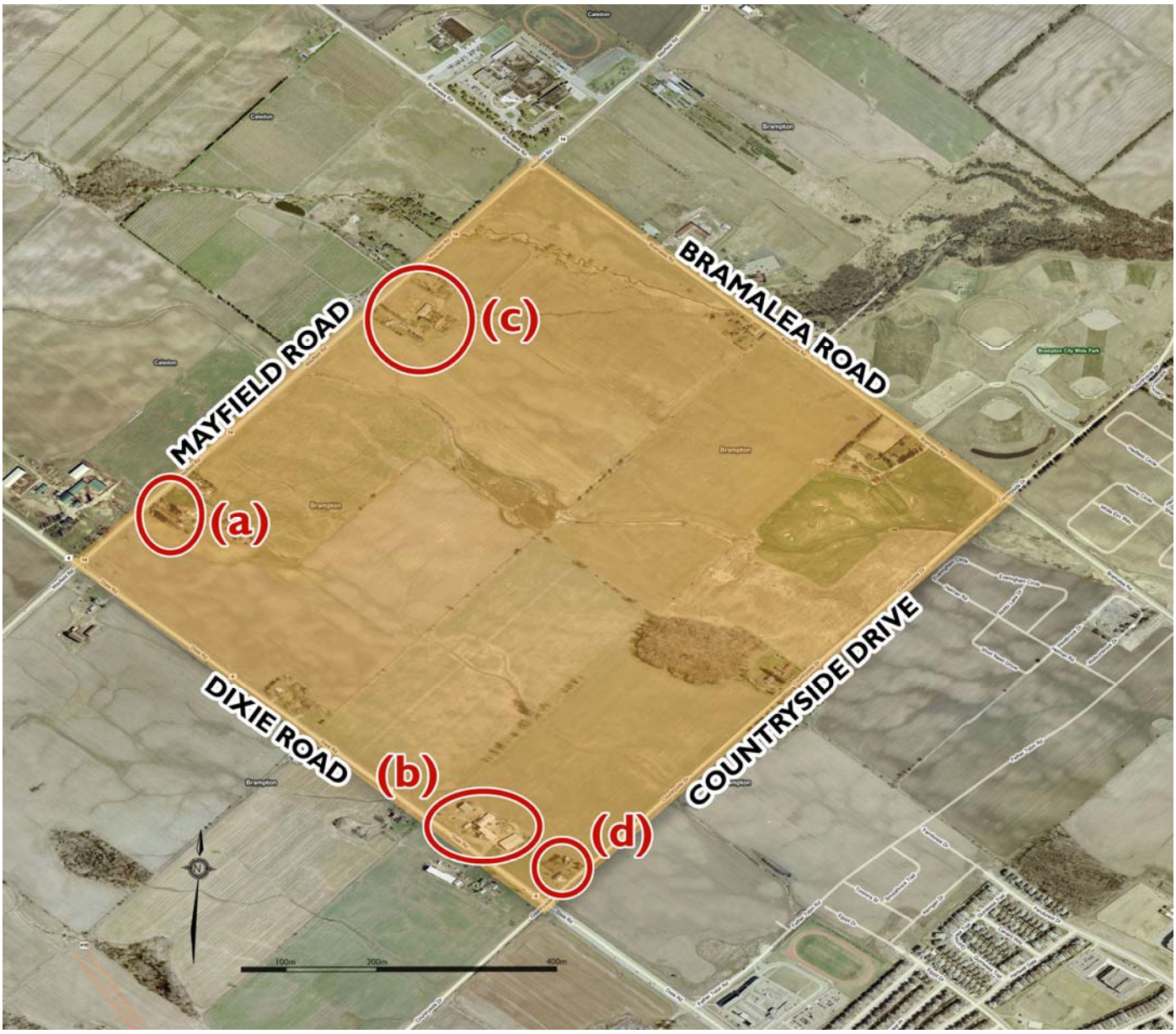


Figure 3 - Subject Site Showing the Location of the Heritage Resources. Source: Cultural Heritage Impact Assessment (April 2012)

Cultural heritage resources 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'.

Brief Summary of 4585 Mayfield Road Heritage Resource:

Heritage Status: Listed on the City of Brampton's Municipal Register of Cultural Heritage Resources and is being designated under Part IV of the *Ontario Heritage Act*..

The house at 4585 Mayfield Road is a one-and-a-half storey Gothic Revival farmhouse constructed between 1860 and 1880. It is characterized by a central-gabled dormer with decorative bargeboard, a finial, returned eaves, polychromatic brickwork, brick transoms, quoins and keystones. The property is located within an agricultural setting consisting of ploughed fields to the rear and mature trees at the front.

The property exhibits historical/associative value due to its association with the Archdekin family. Thomas Archdekin was one of the first settlers in Mayfield, arriving in the area in 1829. The 1877 Historical Atlas of Peel County indicates that the property was owned by his son, Peter Archdeacon. The family remained in the area for many years, farming and pursuing other forms of business. The house is also a remaining vestige of the area once known as Mayfield Village, located at the intersection of the 3rd Line of Bramalea Road and Mayfield Road. In 1877 it contained 50 inhabitants, a brick schoolhouse, a general store, a post office, a blacksmith shop and a hotel.

1.3 Updates to the Community Design Framework

Conclusions from the CDF:
Community Framework defined the following eleven (11) key structural elements making up the community of Countryside Villages Block Plan 48-1(per Figure 9 of CDF):

- Main Street (Community Spine)
- Neighbourhood Centres (Parks)
- Gateways
- Village Centre
- Neighbourhood Retail
- Convenience Retail
- Mixed Use Blocks
- Medium Density Blocks
- Schools
- Stormwater Management Ponds
- Valleyland, Woodlot/Wetland and Channel

The CDF and the vision for Countryside Villages called for the distribution of neighbourhood areas comprised of quadrants within each concession block. Each neighbourhood will be characterized by a neighbourhood centre (village square or a local park) located within a 400 meters (5 minutes) walk to neighbourhood residents. Similarly, schools to be located within each quadrant adjacent to village squares or parks to further define the individual neighbourhoods.

Updates to Community Design Framework (Updates to Figure 9 of CFD):

1. Shifting of Neighbourhood Retail to the south-east corner of Mayfield Road and Dixie Road, and shifting of Motor Vehicle Centre (MVC) to future employment lands west of Dixie Road. Remaining area (south of Main Street, East of Dixie Road) is designated residential.
2. Addition of Mixed Use Blocks (live-work) along Main Street, west of Bramalea Road and east of Dixie Road.
3. Addition of Medium Density Block; along Bramalea Road, immediately south of the Valleyland, and two blocks north of Main Street, east and west of the Channel.
4. Addition of Medium Density blocks along Bramalea Road, west of the City-wide Community Park (immediately north of the Stormwater Management pond).
5. Shifting of gateway locations and scale (primary and secondary).
6. Addition of an interpretation plan and/or a plaque commemorating the location of the former crossroads of Mayfield (at Mayfield Road and Dixie Road).
7. Four Neighbourhood areas are defined with the Block Plan:
    a. North-west neighbourhood: north of Main Street and west of Channel;
    b. South-west neighbourhood: south of Main Street and west of Collector Road;
    c. South-east neighbourhood: south of Main Street and east of Collector Road; and
    d. North-east neighbourhood: north of Main Street and east of Channel.

1.4 Design Vision & Design Objectives

Key Principles:

- Countryside Villages Community is intended to be a visually attractive, pedestrian-oriented and new urbanism complex of neighbourhoods within the City of Brampton.
- Support sustainable community design principles (such as smart location and reduced automobile dependence, school proximity and open spaces, compact development, and walkable streets).
- Densities that are consistent with the provincial "Places to Grow" Act and a variety of housing types are included within the Villages, resulting in a gradual transition of higher densities and suitable built form located closer to major intersections and lower densities located within traditional neighbourhood areas.
- The production of strong community character and a unique identity of the Village through the relationship between balanced mixed land uses and well connected, animated streetscapes.
- Special character areas are enhanced through the provision of modern transportation systems including a connective road network that supports public transit, and trails that facilitate greater pedestrian accessibility.
- The integration and compatibility of various architectural and landscape components of the Countryside Villages structure recognizes, preserves and enhances the natural heritage features within the community including the Woodlot/Wetland and Valleyland.
- Other open space features such as neighbourhood parks, parkettes, and open space blocks, encourage outdoor activity and provide residents with public space for recreational use, within a five minute walk from their home.

Design Objectives:

- Establish a sense of place and character through the development of special character areas;
- Create a well connected and functional community that is considerate of and coordinated with adjacent land uses;
- Develop an integrated and linked open space system;
- Establish pedestrian scaled streetscapes with ease of access to community amenities and facilities;
- Preserve and enhance natural features such as the Woodlot/Wetland, Valleyland, and Channel; and
- Design a transit-supportive community with a central transit spine within walking distance to majority of homes, commercial uses, schools and parks.

Figure 4 - Community Vision Images

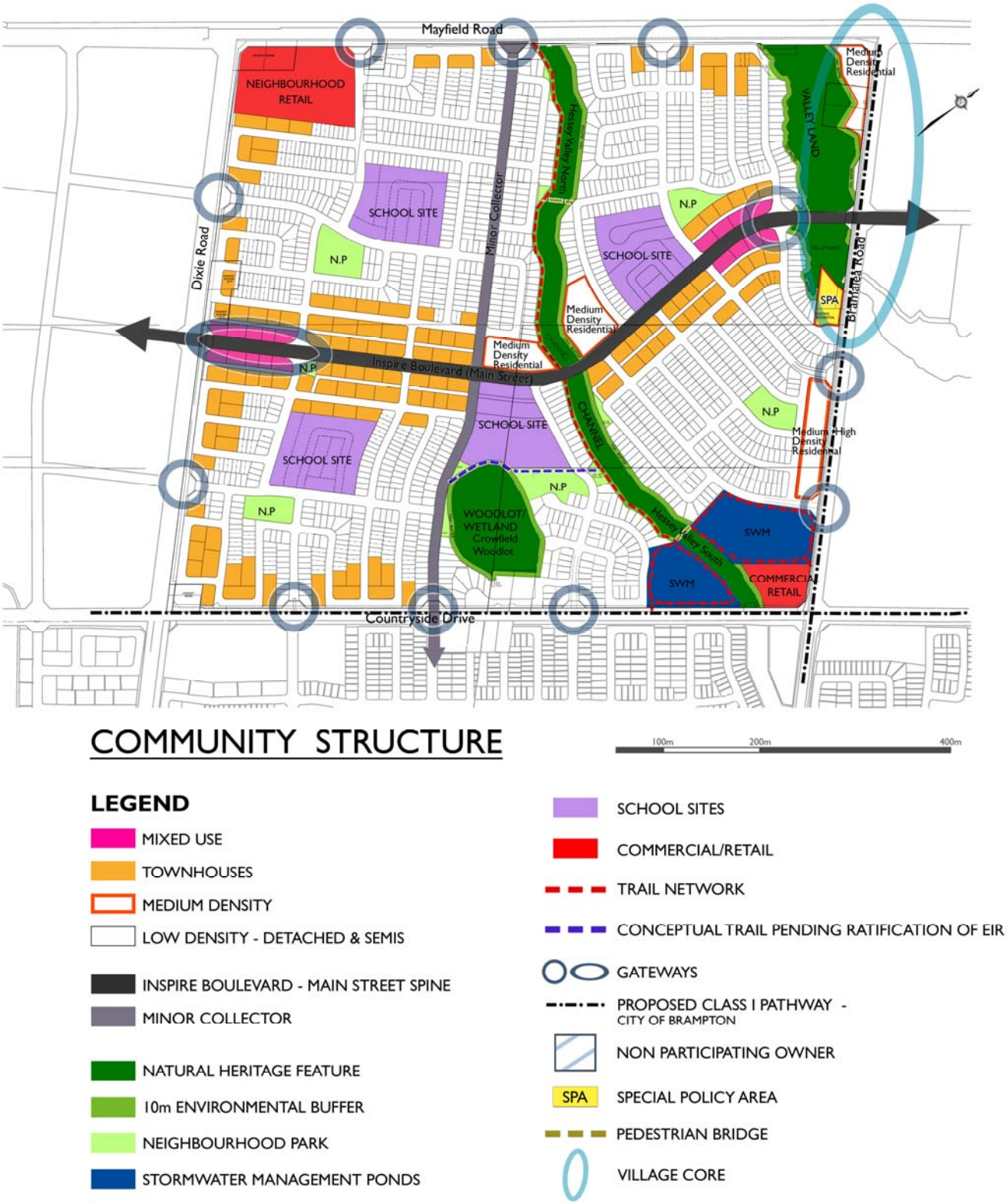


Figure 5 – Community Structure Plan

1.5 CONFORMITY TO DEVELOPMENT DESIGN GUIDELINES

Community Design Guidelines Area of Applicability

In keeping with the City of Brampton Development Design process, the plan meets all applicable parameters to guide development as outlined in the Development Design Guidelines Manual (CDGs) and also serve as a supplement to the Architectural Control Guidelines (ACG) for Ground Related Residential Development. **All guidelines found in this document are additional to the City's DDG and are intended to improve or enhance the overall design of the plan.**

A. Areas that conform to the Development Design Guidelines include:

- The entirety of the Countryside Villages Community will conform to the Development Design Guidelines for the City of Brampton.

B. Areas subject to the Community Design Guidelines include:

- Main Street, hereafter referred to as Inspire Boulevard
  - Main Street Gateways
  - Live-work Areas
  - Roundabouts
  - Urban Parkette
- Neighbourhood Parks
- Natural Heritage Areas
  - Channel
    - Pedestrian Crossings
    - Environmental Buffer Trail
  - Woodlot/Wetland
  - Valleyland
- Village Core & City Park (Bramalea Road Edge)

C. *Areas of Site Plan Approval include:

- Areas of medium density
- School sites
- Neighbourhood retail
- Community retail

Figure 6 – Areas of Conformity

2.0 COMMUNITY DESIGN PLAN

The Community Design Plan is intended to describe/guide the overall structuring framework and indicate areas of special character that will make Countryside Villages a complete community.

2.1 Structuring Elements

2.1.1 Transportation Network

The transportation network is used to define the physical structure and hierarchy of movement throughout the community. Roads are also proposed to create view connections to significant community focal points that will be reinforced by streetscape design and site planning of built form in adjacent areas.

Alternative Design Standards for road-right-ways for block 48-1 have been approved by the City of Brampton and engineering cross sections are found in Appendix B of this document. Block 48-1 will accommodate the movement of vehicles, transit services, cyclists and pedestrians within reduced right-of-way widths. Reduced ROW widths may be a traffic calming feature, encourage a compact urban form and are more appropriate for a pedestrian-scaled environment.

2.1.1.1 Street Network (See Figure 7 and Appendix B)

Collector Roads (Approved Alternative Design Standards)

- Countryside Transit Spine Collector Road (Appendix B, Dwg. No. 202C) – Inspire Boulevard will develop as an enhanced pedestrian spine with alternative transportation methods through the provision of two lay-by parking lanes, two bike lanes, public transit, two sidewalks and two tree-lined boulevards. The Transit Spine Collector Road ADS provides for a shared ROW by integrating multi-modal movement in a reduced, 29.0m ROW, with two lanes of traffic and a turning lane.
- Minor Collector Road (DWG. No. 202A) – In addition to accommodating two travel lanes, a turning lane, two sidewalks and two tree-lined boulevards, the Minor Collector Road will support public transit and on-street parking within a 10.0m pavement width and a reduced, 21.5m ROW.

Local Roads (Approved Alternative Design Standards)

- Local Road (Appendix B, Dwg. No. 201A) – Two travel lanes, on-street parking, two sidewalks and two tree-lined boulevards are proposed to be developed within an 18.0m ROW and a 7.5m pavement width. The Local Road will accommodate vehicular travel and pedestrian movement within a reduced ROW.
- Minor Local Road (Appendix B, DWG. No. 200A) – Two travel lanes, on-street parking, a single sidewalk, and two tree-lines boulevards will be accommodated with a reduced ROW of 16.5m and pavement width of 7.5m.
- Buffer Road (Appendix B, Dwg. No. 201B) – Two travel lanes, a sidewalk, two tree-lined boulevards and a buffer make up the 18.5m ROW. Unique to Buffer Roads is the landscaped buffer strip dedicated to screening residential blocks from Arterial Roads.

Rear Laneways (Approved Alternative Design Standard)

Laneways (Appendix B, Dwg. No.219A) help reduce the visual presence of garages and vehicles, eliminate the need for individual driveways, and enhance the pedestrian streetscape. The most prominent use of laneways within Countryside Villages occurs parallel to Inspire Boulevard Special Character Area, and may also be located west of Bramalea Road, immediately north of the Stormwater Management pond. Laneways are proposed on an 8.0m ROW and a 6.0m concrete pavement width.

2.1.1.2 Pedestrian Network Design Guidelines

- Maximize connections and accessibility within the community.
- Provide sidewalks on both sides of the street on collector roads, and on majority of local roads.
- Provide connections from arterial roads to window streets (Buffer Roads) through walkways, as well as trails and pathways through neighbourhood parks and designated natural features to maximize pedestrian movement and convenience.
- Channel system to provide open space opportunities to connect with sidewalks on adjacent roads.

2.1.1.3 Cycling Network Design Guidelines

- Provide dedicated bike lanes on both sides of the road along the Community Collector road (Inspire Boulevard, Main Street Spine), at 1.5m in width.
- Link the Main Street/Spine Road bike lanes to the City of Brampton Proposed Class I Pathway network, running along Bramalea Road and Countryside Drive (see Figure 7).

ROAD HIERARCHY

100m 200m 400m

LEGEND

- ARTERIAL ROADS
- INSPIRE BOULEVARD (MAIN STREET)
- MINOR COLLECTOR ROAD
- LOCAL ROADS
- BUFFER ROADS
- MINOR LOCAL ROADS
- LANEWAYS
- ROUNDABOUTS
- MAJOR GATEWAYS
- MINOR GATEWAYS
- DEDICATED BIKE LANES - BOTH DIRECTIONS
- PROPOSED CLASS I PATHWAY - CITY OF BRAMPTON
- NON PARTICIPATING OWNER

Figure 7 – Street Network

2.1.2 The Open Space System

The open space system is an important structuring element used to enhance and balance the built environment by offering areas for passive and active recreational activity while preserving the existing ecological communities.

The setting and orientation of the open space system is shown in Figure 8. Areas that comprise the open space system are listed below and are described in further detail in this document:

- Woodlot/Wetland (the EIR identified a Wetland in the Woodlot area)
- Valleyland
- Channel
- Five neighbourhood parks and one urban parkette
- Four schools and related amenity space (Subject to Site Plan Approval)
- Two Stormwater Management ponds
- Trails

Open Space Design Objectives:

- Encourage the use of open space facilities and amenities to promote social interaction by providing a well connected community.
- Create smooth transitions between public and private space through a highly integrated open space system.
- Emphasize a pedestrian-oriented community through the provision of outdoor amenity spaces that create neighbourhood focal points that build community character. Neighbourhood parks will represent these focal points.
- Preserve and enhance natural heritage features (the Woodlot/Wetland and Valleyland) and associated ecological communities.
- Differentiate between private spaces and public realm with landscaping treatments, architectural detailing, and other physical queues.

Existing Woodlot/Wetland

Existing Valleyland

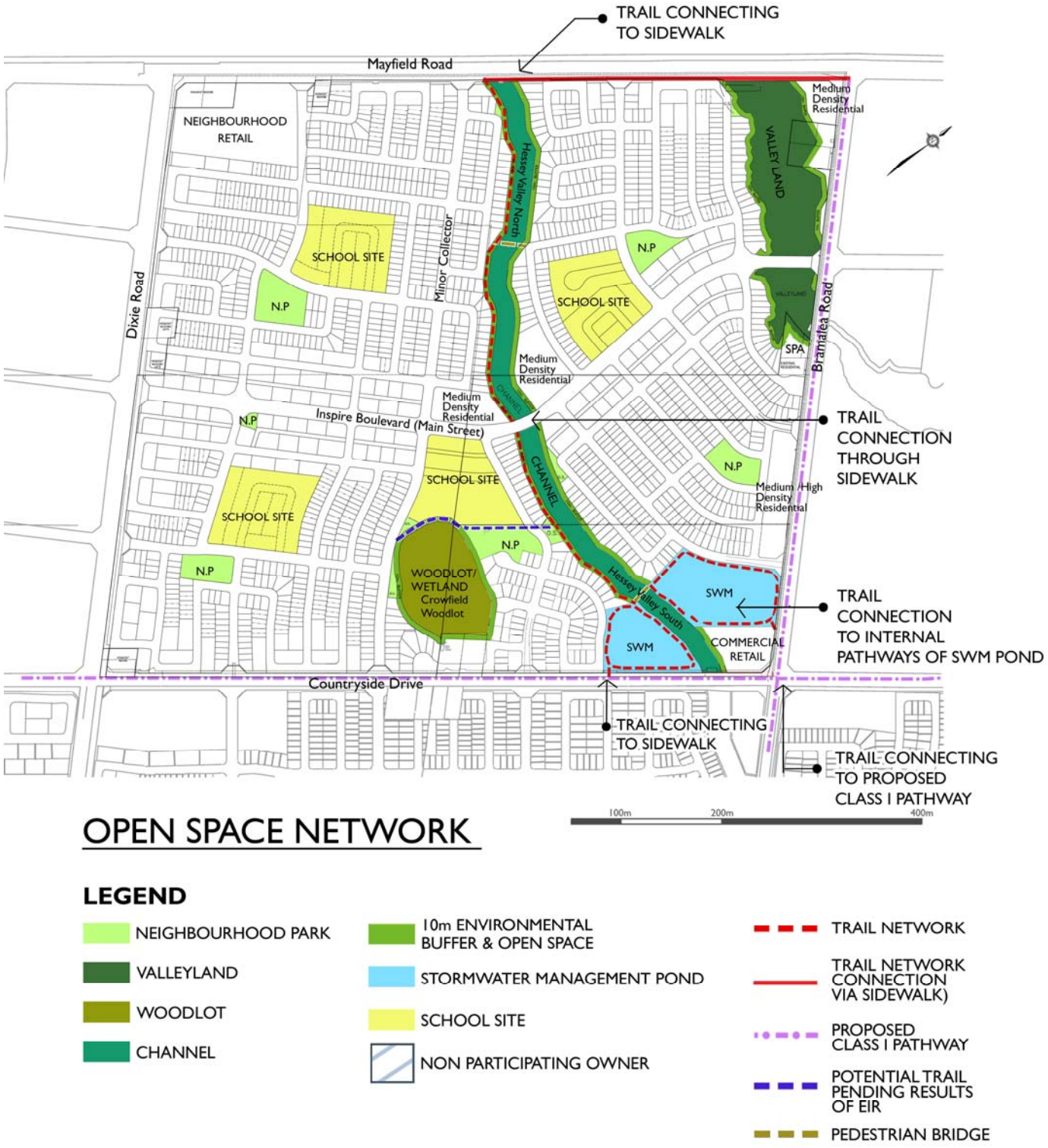


Figure 8 – Open Space & Trails

2.1.3 Neighbourhoods

The Countryside Villages Block Plan 48-1 community is made up of four neighbourhoods. Each neighbourhood is defined by:

- A neighbourhood park (a Neighbourhood Centre), and
- A school.

The development of a walkable community supports the design of a compact urban form and the use of short urban blocks to maximize connections and accessibility to desired destinations. Neighbourhood parks are centered within a 400m radius and school blocks are centered within an 800m radius of all dwellings, and are designated as special character areas and areas of site plan approval, respectively.

Figure 9 illustrates the proposed four neighbourhoods defined by schools and neighbourhood parks.

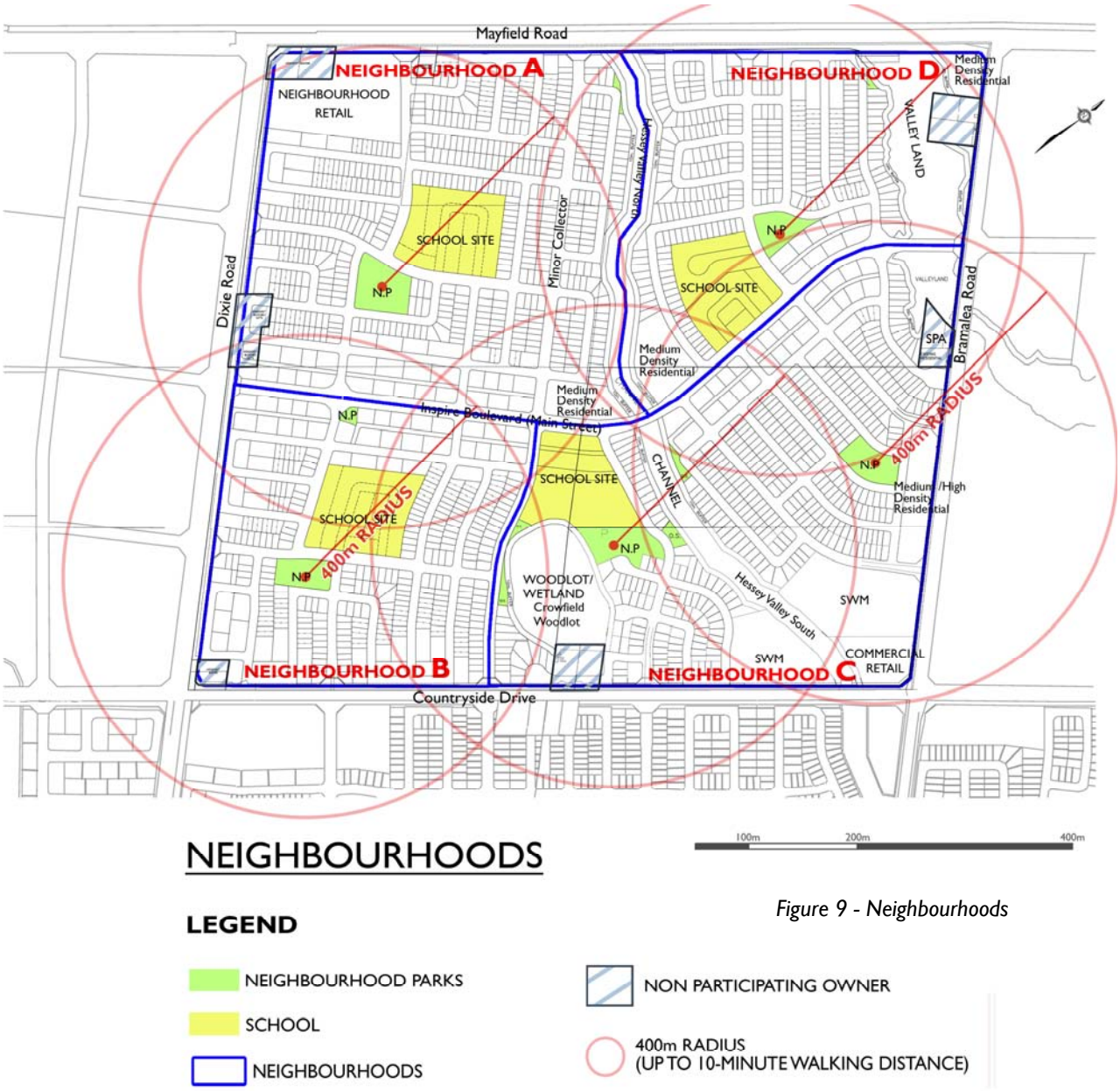


Figure 9 - Neighbourhoods

2.1.4 Land Use Mix & Distribution

Proposed Land Uses:

- Residential
    - Low Density
    - Townhouses
    - Medium Density
- Mixed Use
- Commercial - Retail
- Institutional – Schools Sites

Residential neighbourhoods form the majority of land use within this portion of Countryside Villages. A gradual transition from low to medium density will help promote on-street activity closer to key public nodes. Key public nodes are:

- Neighbourhood Retail at the intersection of Mayfield Road and Dixie Road;
- Convenience Retail at the intersection of Bramalea Road and Countryside Drive, opposite the City wide Park, and adjacent to laneway townhouses along Bramalea Road;
- A medium density residential block located between the Valleyland and Bramalea Road; and
- Other areas of medium density residential and live-work units are located along Inspire Boulevard to distinguish the residential community's transit spine.

These nodes define the Countryside Villages community character.

Medium density units are also located along the perimeter of the Block Plan to support a strong street edge along Arterial Roads, and higher density development along future transit routes.

Figure 10 – Land Use Distribution

2.2 Special Character Areas

The Countryside Villages Community is intended to be a visually attractive, sustainable, and pedestrian-oriented complex of neighbourhoods within the north central quadrant of the City of Brampton. This character is developed through a series of distinctive Special Character Areas that are considered to be key nodes for public activity and the foundation sites that will project the intended character and quality of the community (see Figure 11).

Special Character Areas within Countryside Villages are the following:

2.2.1 Inspire Boulevard (Main Street Spine)

2.2.1.1 Primary Gateways
2.2.1.2 Live-work Areas
2.2.1.3 Roundabouts
2.2.1.4 Urban Parkette
2.2.1.5 Vehicular & Pedestrian Crossings

2.2.2 Neighbourhood Parks

2.2.3 Natural Heritage Features

2.2.3.1 Channel
  2.2.3.1.1 Pedestrian Crossings
2.2.3.2 Woodlot/Wetland
2.2.3.3 Valleyland

2.2.4 Village Core

Figure 11 – Special Character Areas

2.2.1 Inspire Boulevard (Main Street Spine)

Mixed uses and open space areas help define Main Street as a special character area. The residential portions of Inspire Boulevard will include built form typologies consisting of laneway decked townhouses, live-work laneway units, and medium density housing. Other lane based products including semis and singles opportunities may be incorporated as well.

Higher densities (e.g. townhouses and mid-rise apartments) along primary routes such as Inspire Boulevard, concentrate movement within key nodal areas that support an active streetscape, while laneway based products reduce the visual impact of garages and driveways within the streetscape. Live-work units located east of Dixie Road and west of the Valleyland act as community nodes and develop convenient mixed use, service and retail opportunities at the community's primary entrances. The street right-of-way in these areas will accommodate lay-by parking to afford convenient parking for the work units and increased levels of pedestrian use. Bike lanes on either side of the street will also be provided. An Alternative Design Standard road cross section for Inspire Boulevard was approved by the City of Brampton.

Where Inspire Boulevard crosses the Valleyland (immediately west of Bramalea Road) and the Channel, a vehicular bridge and a culvert, respectively, are envisioned to accommodate the crossings (subject to EIR/FSR review and approval). A trail that runs along the west side of the Channel will also connect to Inspire Boulevard.

2.2.1.1 Primary Gateways

Two primary gateways are envisioned along Inspire Boulevard, these mark the primary entrances to the Countryside Villages Community. These access points are intended to create a sense of arrival and form the initial character impression when entering the community. The first gateway, the West Gateway is located west of Dixie Road along Inspire Boulevard. The second gateway, the East Gateway, is located west of Bramalea Road and the Valleyland, along Inspire Boulevard.

The **West Gateway** is a sequence of landscape and built form features envisioned to create an urban streetscape experience. West Gateway General Guideline (east of Dixie Road):

- Distinguish the gateway by providing an extended sidewalk corner treatment and live-work units with architectural detail that honours a pedestrian oriented street corner.
- Incorporate signage within the roundabout marking the name of the community.
- Landscape and architectural treatment should reflect the East Gateway.

For landscape and built form specific guidelines refer to Sections 3 and 4.

The **East Gateway** is located along Inspire Boulevard, west of Bramalea Road to accentuate the Valleyland as the central character feature. By locating the East Gateway features further west along Inspire Boulevard the built form and streetscape elements (i.e. roundabout) become the dominant community identifiers. East Gateway General Guidelines (west of Bramalea Road):

- Distinguish the gateway by providing an extended sidewalk corner treatment and live-work units with architectural detail that honours a pedestrian oriented street corner.
- Landscape and architectural treatment should reflect the West Gateway.

- To distinguish the East Gateway as the gateway adjacent to the Valleyland, incorporate plant material suggestive of a Valleyland landscape.

For landscape and built form guidelines refer to Sections 3 and 4

2.2.1.2 Live-Work Areas

The live-work areas are located along Inspire Boulevard adjacent to the West and East Primary Gateways; these areas are intended to provide convenience services and shopping for residents, enhance street-side activity along Inspire Boulevard (Main Street Spine) and act as mixed use transitional areas to compliment adjacent community land uses.

Live-work Example

Live-work Areas Site General Guidelines:

- Provide an enhanced pedestrian streetscape, including wider sidewalks, lay-by parking, and attractive store-front facades, to encourage pedestrian use and lend an identifiable character for the community.
- Retail, service based, and office uses shall be located at grade and line both sides of the street.
- Encourage pavement material from back of curb to building face, allowing for soft landscaping by way of planters and trees in grates.
- Incorporate themed street furnishings to accommodate transit/pedestrian needs, i.e. bollards, newspaper boxes, transit shelters, etc., a private patio should be considered as well.
- All hard features such as bollards, newspaper boxes and patio furniture shall be located outside the road clear zone to meet safety requirements, including sight lines.

For landscape and built form specific guidelines refer to Sections 3 and 4.

2.2.1.3 Roundabout

Roundabouts are multi-purpose traffic calming features that provide great visual landmarks and landscaping opportunities within the transportation network to develop streetscape character. These important community structuring elements aid wayfinding and street orientation by developing identifiable key intersections that generate a sense of a special neighbourhood. Design fundamentals must include pedestrian and vehicle safety interface principles.

Roundabout Adjacent to a Parkette, Images are used to illustrate siting approach only, disregard surrounding built form.

West Roundabout *is located where Inspire Boulevard transitions from an urban commercial live-work to a residential street fronted by townhouses.* In the south-east quadrant of the roundabout is a small urban park/plaza. Both the roundabout and the parkette serve as transitions to the residential uses. The landscape design for both spaces must be considered as one mutually supportive element.

Westerly Roundabout General Guidelines:

- Both the roundabout and parkette should be designed with formally arranged hard and soft landscape elements and an appropriate selection of trees, shrubs and perennials plantings.
- A gateway feature shall be provided within the roundabout to complete the West Gateway vision.

East Roundabout *General Guidelines (Located where Inspire Boulevard transitions from the Valleyland crossing context to a dense urban form of live-work units along Inspire Boulevard):*

- An informal landscape treatment is encouraged for the East roundabout

For landscape and built form specific guidelines refer to Sections 3 and 4.

2.2.1.4 Park 6

An urban parkette (park 6) is situated on the southeast corner of the Westerly Roundabout. The design provides a pedestrian node and rest area that will compliment the live-work area. The parkette provides separation, privacy, a landmark, and a meeting place. Materials, design solutions, and landscape elements must address all roles equally, as well as, provide for comfortable year round use and the possibility for transit/pedestrian needs furnishing and seasoned, festive and special event uses.

Example of a Seating Area/ Rest Area to be provided within the Urban Parkette Block.

For landscape and built form specific guidelines refer to Sections 3 and 4.

2.2.1.5 Vehicular Bridge Crossings

Two natural feature crossings are proposed along Inspire Boulevard. The first crossing is at the Valleyland, a typical vehicular bridge crossing with sidewalks. The second crossing is a culvert with vehicular access and sidewalk across the channel. Both the bridge crossing and the culvert are to be built to City of Brampton typical standards if bridge crossing is recommended and approved by City staff, the TRCA.

2.2.2 Neighbourhood Parks

Neighbourhood Parks are located centrally within each neighbourhood are to be recognized as focal areas. The purpose of these spaces is to provide public and passive recreation needs that promote social and active street activity. Park spaces also provide opportunity to plant larger classic deciduous shade tree species. A second row of street trees can also be located in parks along street frontages.

Neighbourhood Park Example

General Park Design Guidelines:

- Where residential lots flank a park, provide a 1.2m high chain link fence along the property lines adjacent to the park;
- Provide a minimum of two street frontages onto the park; and
- Housing will front onto these parks to promote the park as the neighbourhood node and provide visually attractive 'edges'.

Parks are key facilitators of community social interaction and should provide comfortable seating (tables and benches) to encourage conversation and gathering. Park elements should be strategically located to reinforce community identity, and character. For landscape specific guidelines for parks 1 through 5 refer to Section 3.

2.2.3 Natural Heritage Features

Existing natural heritage features such as the Valleyland, Channel, and Woodlot/Wetland are considered significant landscape features that necessitate protection and enhancement within the community plan. Unique opportunities for outdoor experiences, recreation, and wildlife viewing within these areas, require special design treatment to protect and enhance ecological function and health of existing vegetation. Sections 2.2.3.1-2.2.3.3 list key design principles for each natural features. These principles form the landscape design guidelines found in Section 3 of the document.

Trail located in a 10m Environmental Buffer

2.2.3.1 Channel

Design Principles:

- Provides opportunities for a community trail within the 10m Environmental Buffer, forming an important corridor and a quality naturalized open space.
- Protect and enhance the current state of the Channel and facilitate habitat enhancement while developing a large complex of green connections.
- Design trail pathway to afford long views for user safety and surveillance from crossing or abutting streets.

For landscape specific guidelines refer to Sections 3.

2.2.3.1.1 Channel Pedestrian Bridges

Two pedestrian Channel bridge crossings are proposed at the northern and southern portions of the Block Plan linking neighbourhoods A and D and neighbourhoods B and C across the Channel.

Pedestrian bridges shall be designed and constructed to City of Brampton Standards, and are subject to review and approval by City staff, the TRCA, and EIR/FSR supporting studies.

2.2.3.2 Woodlot/Wetland

Design Principles:

- Where Open Space blocks and Park 3 abut the Woodlot/Wetland provide for planting opportunities to extend the Woodlot/Wetland vegetation.
- Incorporate appropriate vegetation planting in the 10m Environmental Buffer and the open space blocks abutting the Minor Collector Road and the Woodlot/Wetland to naturalize and support the Woodlot/Wetland, and be seen as part of the Woodlot/Wetland area.
- Incorporate a trail on the northern portion of the Woodlot/Wetland environmental buffer to link to Park 3 and the pedestrian bridge across the Channel.

For landscape specific guidelines refer to Section 3.

2.2.3.3 Valleyland

Design Principles:

- Protect and enhance the Valleyland with the possibility of residences backing onto the natural feature.
- Restore the Valley/Bramalea Road interface to reinforce the natural qualities of the Valley.
- Design the medium density development at the corner of Mayfield Road and Bramalea Road to be sensitive to the Valleyland feature.

For landscape guidelines refer to Sections 3 and 4.

Valleyland, View from Bramalea Road, Source: Google Earth

2.2.4 Village Core

The CDF plan envisioned the Village Core as a strategically located community centre with important connections to Mayfield Road, the Springdale Community and central Brampton. Development east of Bramalea Road will consist of a commercial block, preserved natural heritage features, an existing church and a City-wide park. The CDF further states that commercial development opposite to the park (north-west corner of Bramalea Road and Countryside Drive) will serve Park users and will result in a better integration of the park with the Community (CDF, page 30).

In keeping with the principles set out in the CDF, development west of Bramalea Road is an important Special Character Area because it establishes a visual and a physical connection between Countryside Villages 48-1 Community, the City Park (Sesquicentennial Park) future Commercial Development to the east, and support the vision for a Village Core for the greater community of Countryside Villages.

Development West of Bramalea Road Design Principles:

- The Village Core and City Park are envisioned as city-wide destinations supporting the provision of diversity of land uses at higher intensity with gateways and open space amenity areas.
- Locate medium density development in the form of mid-rise buildings, and/or laneway townhouses opposite future Neighbourhood Retail, (east of Bramalea Road, and south-west of Bramalea Road), future medium density (east of Bramalea Road) and existing City-wide Park to support a vibrant community destination.
- Establish pedestrian connections to existing and proposed development to the east by linking the Stormwater Management pond with the City-wide Park and neighbourhood retail.

For landscape specific guidelines refer to Section 3 (Stormwater Management ponds, Trail and Trailheads, Edges and Gateways) for Built Form Guidelines refer to Section 4 (4.5 Laneway Townhouses on Bramalea Road, Medium Density Residential, and 4-storey Flats).

Figure 12 –Village Core and City Park Interface

3.0 LANDSCAPE GUIDELINES

The Landscape Guidelines section of this document includes a standard of open space design that will reinforce the intended character of the Countryside Villages 48-1 Community and respect the existing natural and cultural heritage of the area. These guidelines will form the foundation for subsequent stages of development such as Draft Plan Approval, Draft Plan of Subdivision, Site Plan Approval, and the basis for landscape control. This section should be read concurrently with the Development Design Guidelines outlined by the City of Brampton.

3.1 Inspire Boulevard (Main Street Spine)

Main Street (referred to as Inspire Boulevard in Block Plan 48-1) is the internal spine road that connects the entirety of Countryside Villages Community (Area 48). Land uses along this spine road address medium density housing, mixed use live-work units, laneway townhouses, schools, open space and natural heritage features. As such, Inspire Boulevard delivers a special and unique character for the community and streetscape guidelines vary to respond to the respective flanking land uses.

3.1.1 Inspire Boulevard at the Live-work Blocks (at Dixie Road and west of the Valleyland)

The live-work blocks are envisioned to incorporate elements that will create a visually rich and detailed urban streetscape. An urban environment animated with paving colour and texture, street furniture and of complementary style and colour to the street architecture. The following guidelines shall apply:

- Curbside lay-by parking shall be provided to ensure convenience and accessibly, with appropriate signage indicating parking hours and locations.
- Decorative pavement (hard surface) should be encouraged from curb to building face (subject to City of Brampton Works and Transportation department).
- A decorative cross walk is encouraged (printed cross walk), subject to City of Brampton Works and Transportation department.
- Tree lined boulevards with tree grates and an entry features shall be provided to create an urban shopping experience.
- Tree grates with street trees shall be provided to animate the streetscape and demarcate entrances.
- All street trees shall be consistent in form.
- Street furniture shall be provided within the street ROW.
- Rain protection features are encouraged (e.g. building awning).
- Generous provision of themed street furnishing to accommodate transit/pedestrian needs, i.e. bollards, newspaper boxes, transit shelters, etc. are encouraged.

Key Map

Metrus

mbtw watchorn

Examples of live-work streetscape treatment with curb-to-building hardscape, trees in grates and minimal setbacks

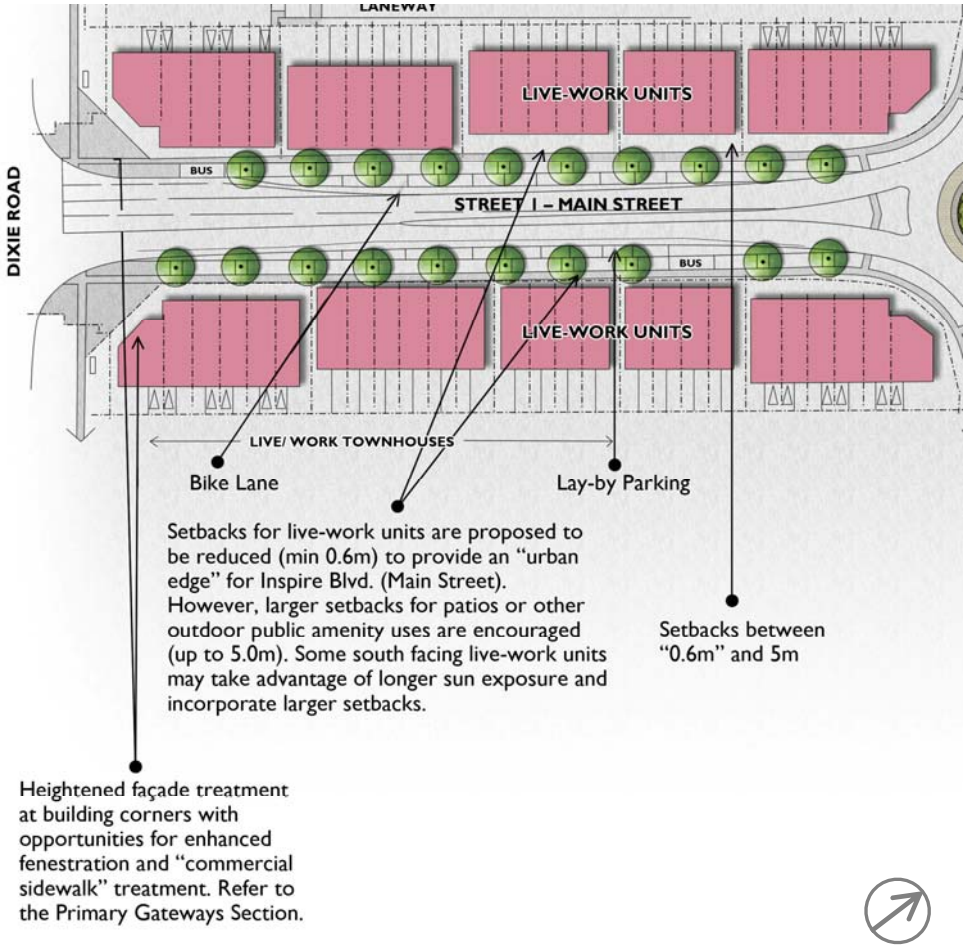


Figure 13 –Rendered Illustration of a Live-work Streetscape at Inspire Blvd. and Dixie Road

3.1.2 Inspire Boulevard (Transit Spine) at Medium Density and Laneway Townhouse Blocks

The stretch of Inspire Boulevard between the east and west live-work blocks is envisioned to be residential in character. This portion of Inspire Boulevard should provide for a safe and comfortable pedestrian environment with ample shade and visibility.

Examples of a Medium Density Apartment Style Development with Minimal Setback

Examples of Laneway Townhouses with a Medium Density Block in the Foreground

- Sidewalks on both sides of the road shall be provided.
- Curbside lay-by parking shall be provided on both sides of the road to ensure convenience and accessibly, with appropriate signage indicating parking hours and locations.
- Dedicated on-road bike lanes shall be provided (in both directions) with appropriate signage, 1.5m in width.
- A minimum setback of 3.0m for the laneway townhouse blocks is encouraged.
- Setbacks for medium density blocks are subject to Site Plan Approval.
- A single row of street trees in sod boulevards shall be provided on either side of the street.
- All street trees should be deciduous, consistent in form and high crown.
- Themed street furnishings will be provided to accommodate transit/pedestrian needs, i.e. bollards, and newspaper boxes, where bus shelters are located, to create a coordinated themed street image.
- Street-facing landscape elements on privately owned townhouse blocks shall be consistent and shall compliment the public streetscape.

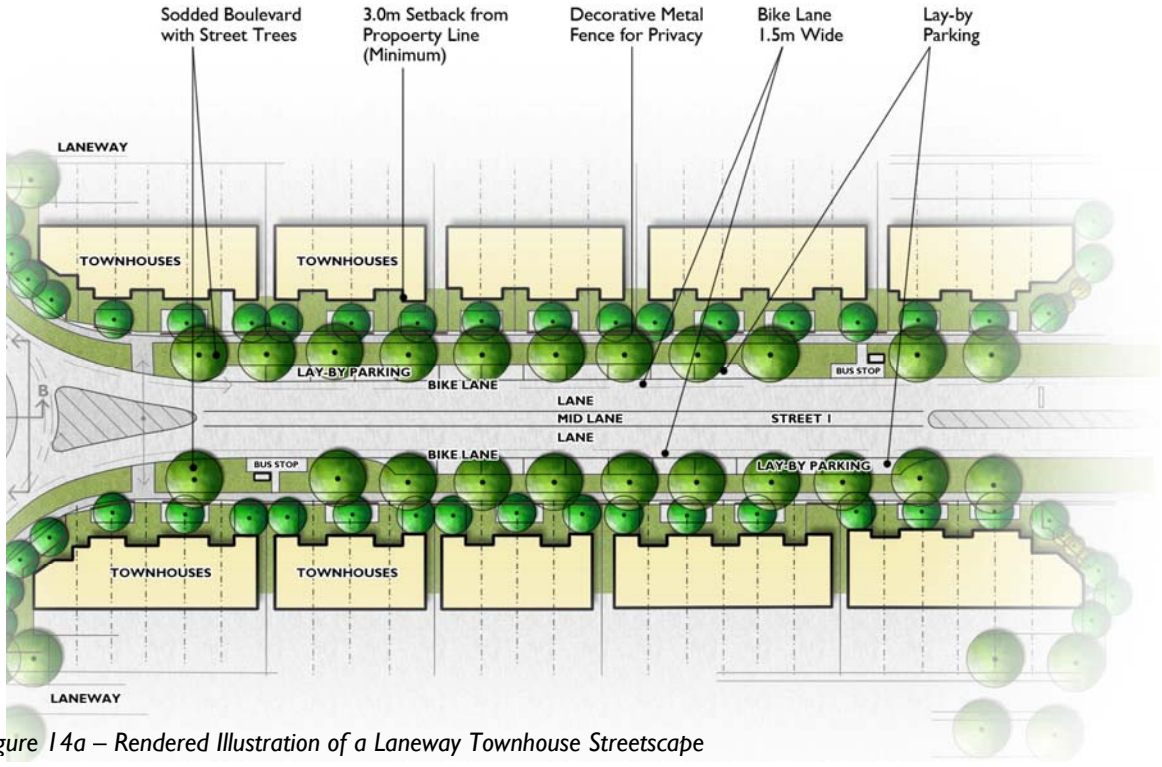


Figure 14a – Rendered Illustration of a Laneway Townhouse Streetscape

3.1.2.1 Design guidelines for the treatment of 4.5m decked townhouses front yard setbacks:

These guidelines are in addition to the guidelines provided in the previous section (3.1.2). These guidelines apply to the private landscape realm.

- The minimum 3.0m front yard setback shall include a front porch with stairs (if required), a pedestrian pathway to the individual units, and a landscape zone.
- The front porch shall encroach a maximum distance of 1.8m into the minimum setback.
- Treatment of the landscape zone is subject to Site Plan Approval and shall include a combination of multi-stem accent shrubs, evergreen shrubs, deciduous shrubs, perennials, ornamental grasses and groundcovers; no sod shall be provided in the front yard setback.
- Where soil volumes permit adequate room for tree growth a single ornamental deciduous tree shall be provided for every two townhouse units.
- Pedestrian pathways to individual corner units should be provided of local roads.
- Landscape treatment of front yard setbacks shall be provided by the builder and maintained by the home owner.

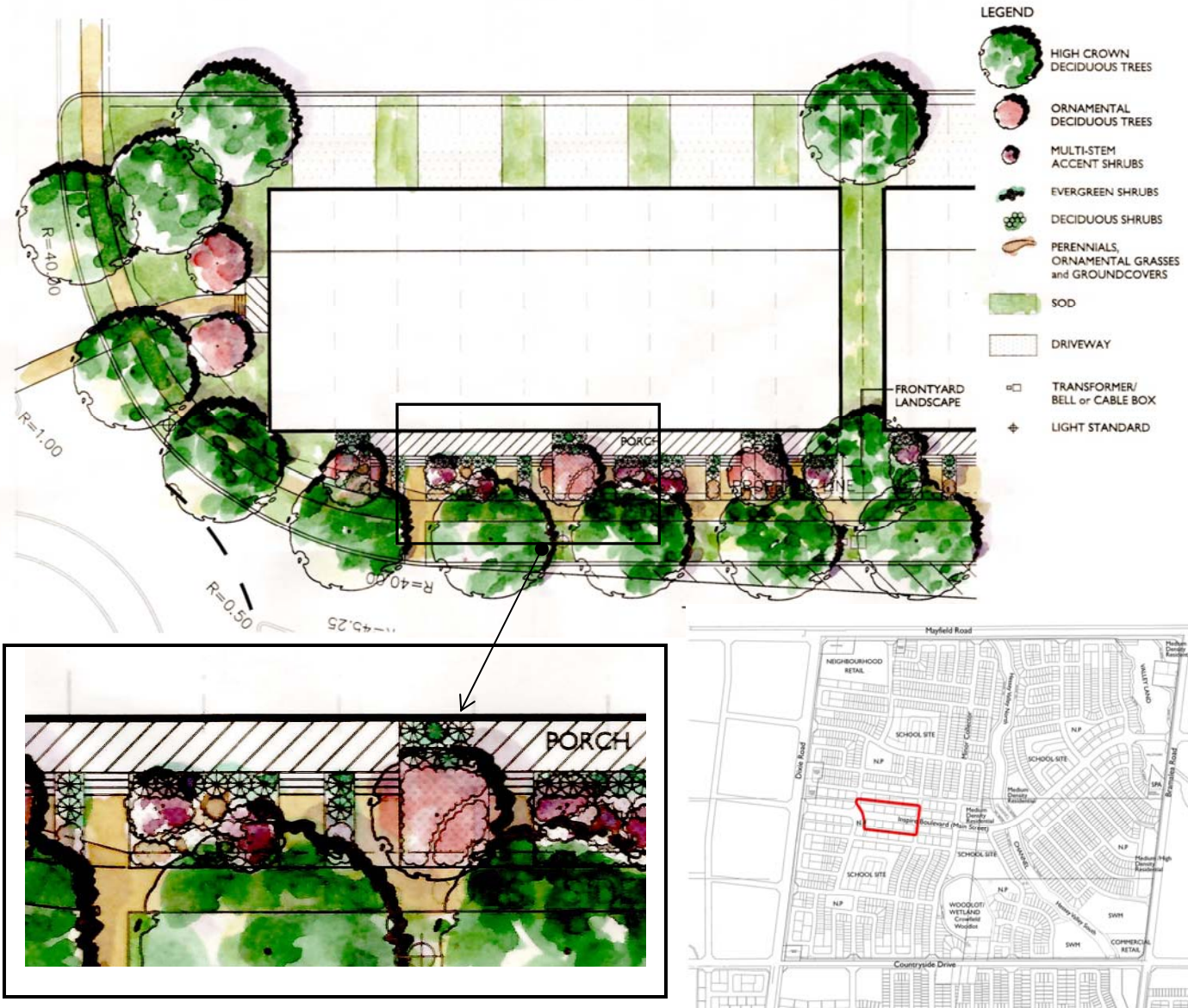


Figure 14b - Front Yard Landscape Treatment of 4.5m Decked Townhouses along Inspire Boulevard

3.2 Gateways

3.2.1 A 'Toolkit' of Masonry Features

Gateways are intended to celebrate a sense of entry to the community through special design considerations that encompass the desired character and image. A toolkit of masonry features are proposed for Countryside Villages Area 48-1. These features are recurring throughout the community at the primary and secondary gateways and trailheads with appropriate landscaping and signage.

Figure 15a and 15b illustrate the proposed masonry features; the 'kit' includes columns and landscape walls. The columns vary in height depending on the location and intended use. A low column is envisioned to demarcate entrances and pathways. Medium columns in combination with ornamental fencing may be used as a decorative feature at window streets. Tall columns in combination with acoustic/screen fencing may be used at buffer blocks. Similarly, three wall heights with two options for thickness are proposed. The low wall is primarily used at roundabouts, designed to allow for views across the roundabout. Medium and tall walls are envisioned at gateway blocks.

- All masonry features are to be constructed using a combination of precast concrete coping, stone facing, a stone band, a granite band, and a concrete base.
- Include a natural fieldstone face reflected in the heritage of the Countryside Villages site.
- The corporate identifier, bronze 'rose' plaques shall be incorporated into the wall feature
- The City of Brampton names shall be incorporated into the entry feature
- Scale and font of lettering on the masonry landscape wall, reading Countryside Villages, is to be reviewed and approved by Landscape Architect at the Site Plan/Subdivision Plan Stage.
- Final design of gateway features is subject to review and approval by a Landscape Architect at the site Plan/Subdivision Plan Stage.

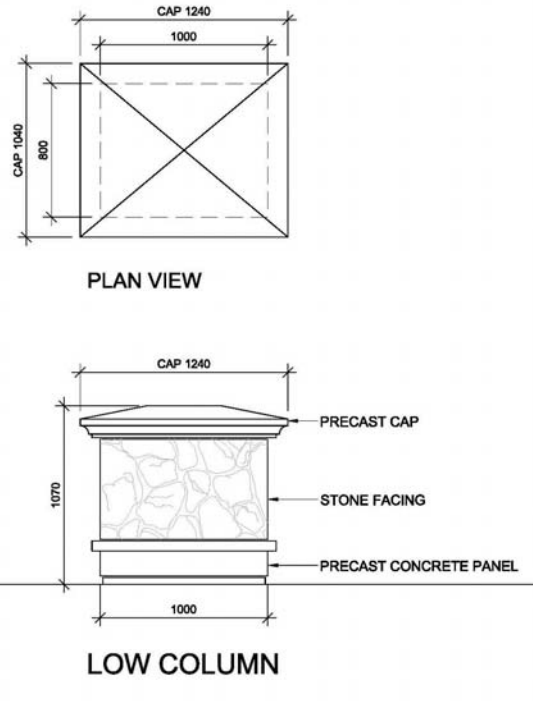


Figure 15a – A Toolkit of Masonry Features for Area 48-1 – Low and Medium Columns

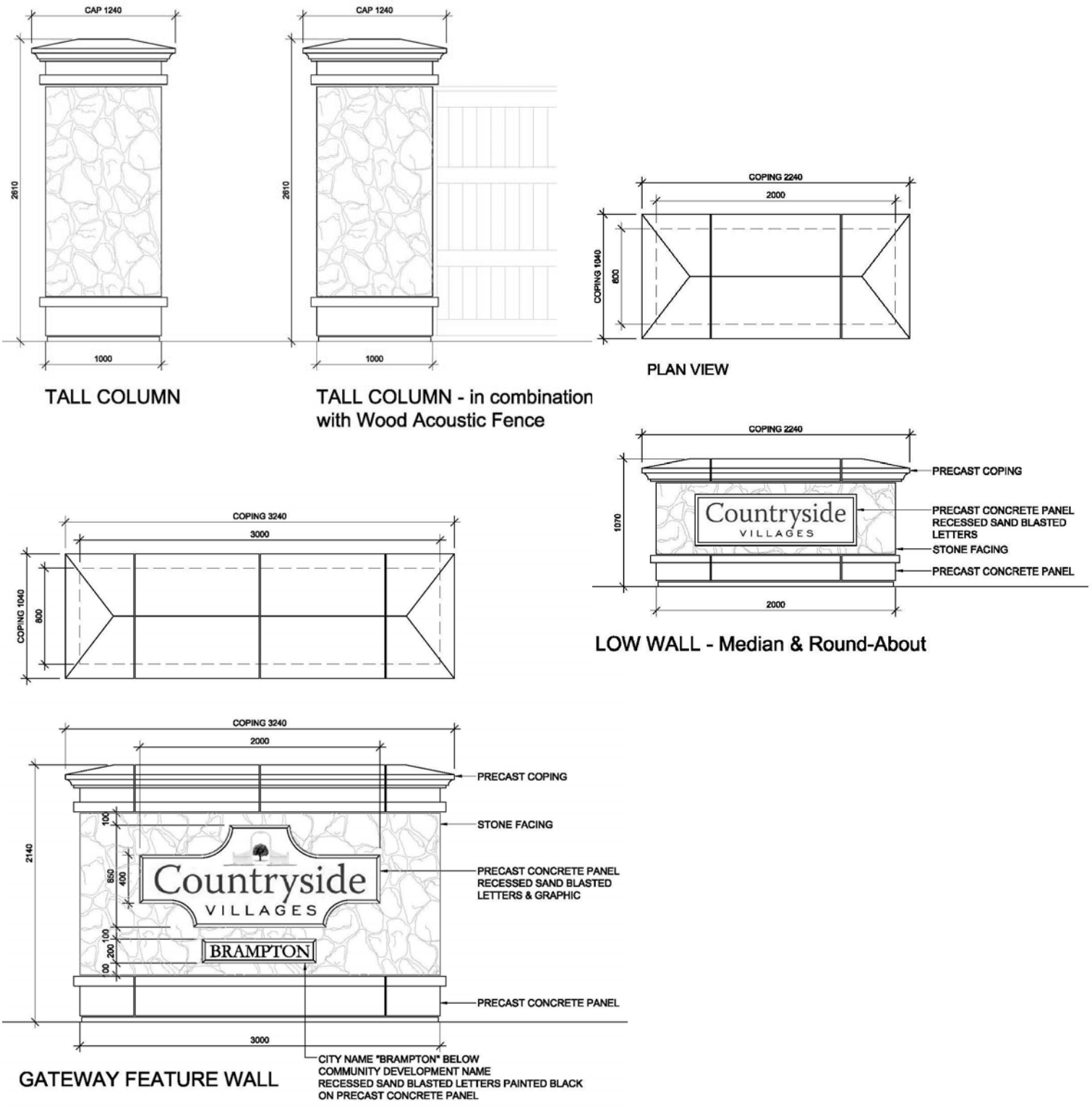


Figure 15b – A Toolkit of Masonry Features for Area 48-1 – Tall Columns and Landscape Walls

3.2.2 Primary Gateways (West & East Gateways)

The primary gateways are made up of a series of sequential landscape and architectural treatments to create the overall heightened gateway character.

***East Gateways Design Guidelines**:*
Landscape and Site Design Guidelines:

- Built form at the corner of Inspire Boulevard and Street 7 and 15 will shape the gateway to the community
- The East Roundabout Treatment will be the gateway to the community

Architectural Design Guidelines:

- For roundabout live-work gateway blocks refer to section 4.2.5

***West Gateways Design Guidelines**:*

Landscape and Site Design Guidelines:

- Daylight triangles at Dixie Road and Inspire Boulevard shall be hardscaped from curb-to-building façade.
- Built form at the corner of Inspire Boulevard and Dixie Road will shape the gateway to the community
- The West Roundabout Treatment will be the gateway to the community

Architectural Design Guidelines:

- For gateway live-work units refer to section 4.2.4

Key Map

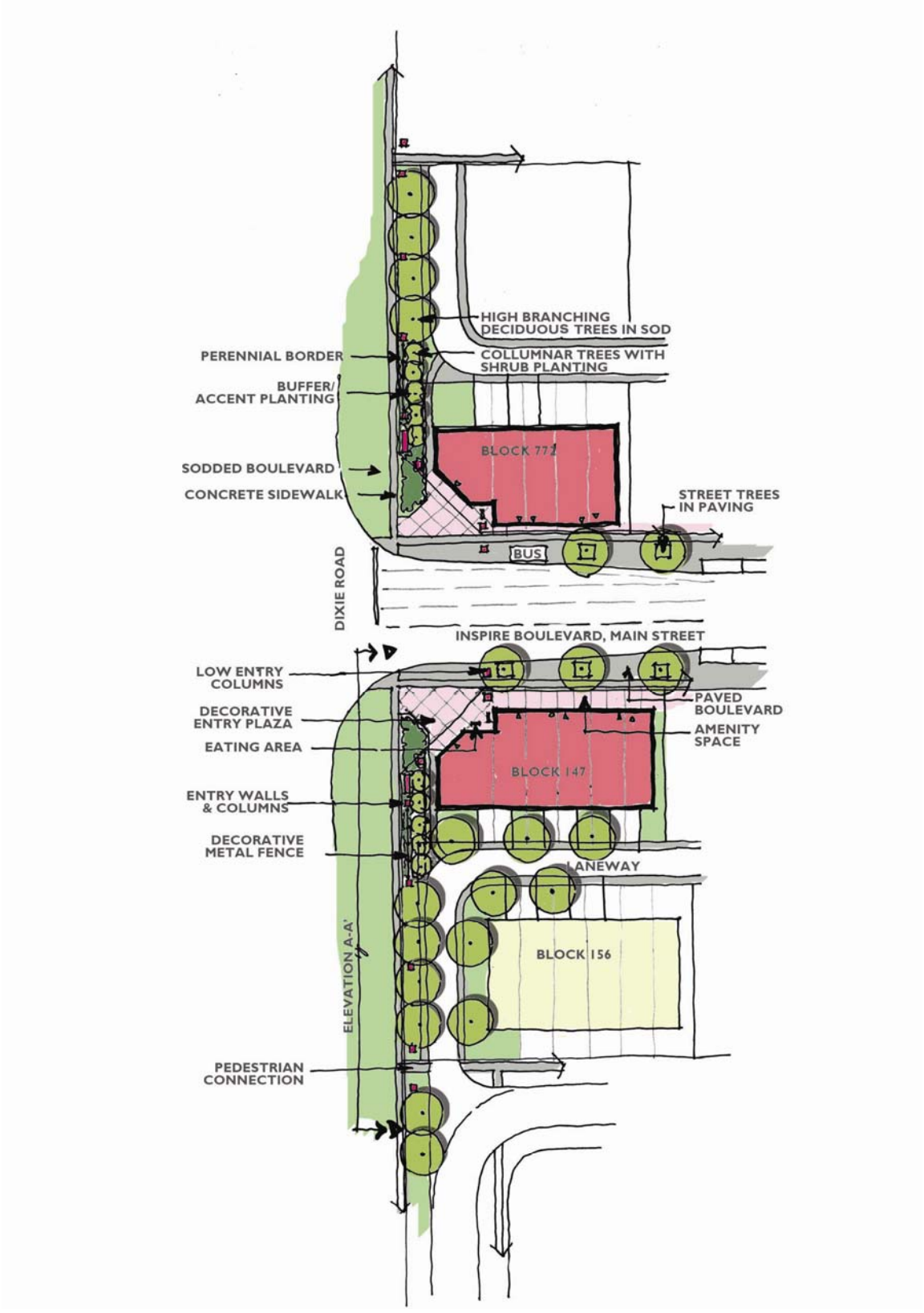
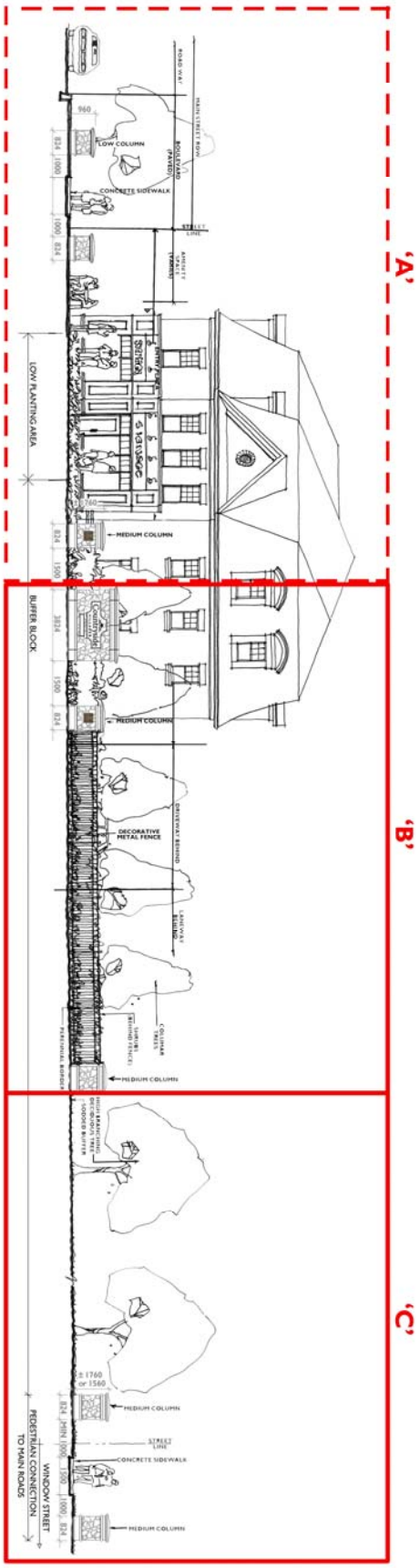


Figure 16 – Dixie Road Primary Gateway Concept, Example of a Primary Gateway Treatment at live Work Gateway Units



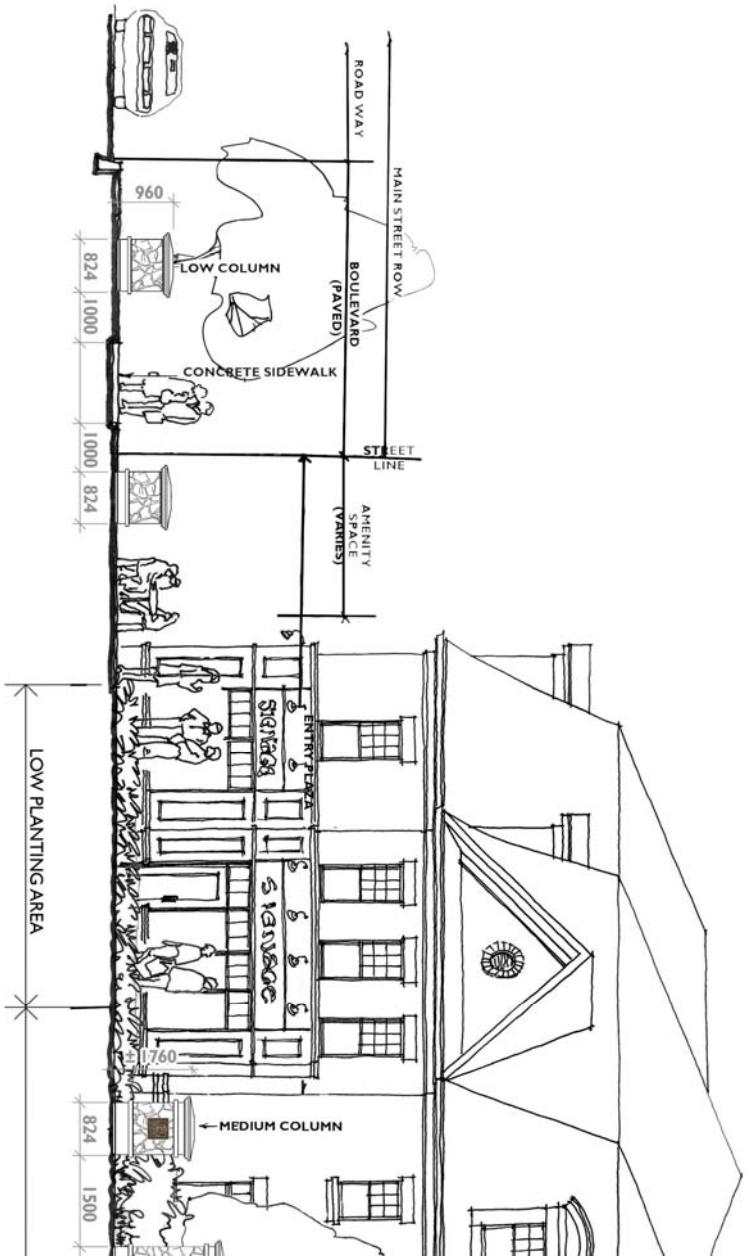


Figure 17a – Elevation A-A, West Gateway, Part A

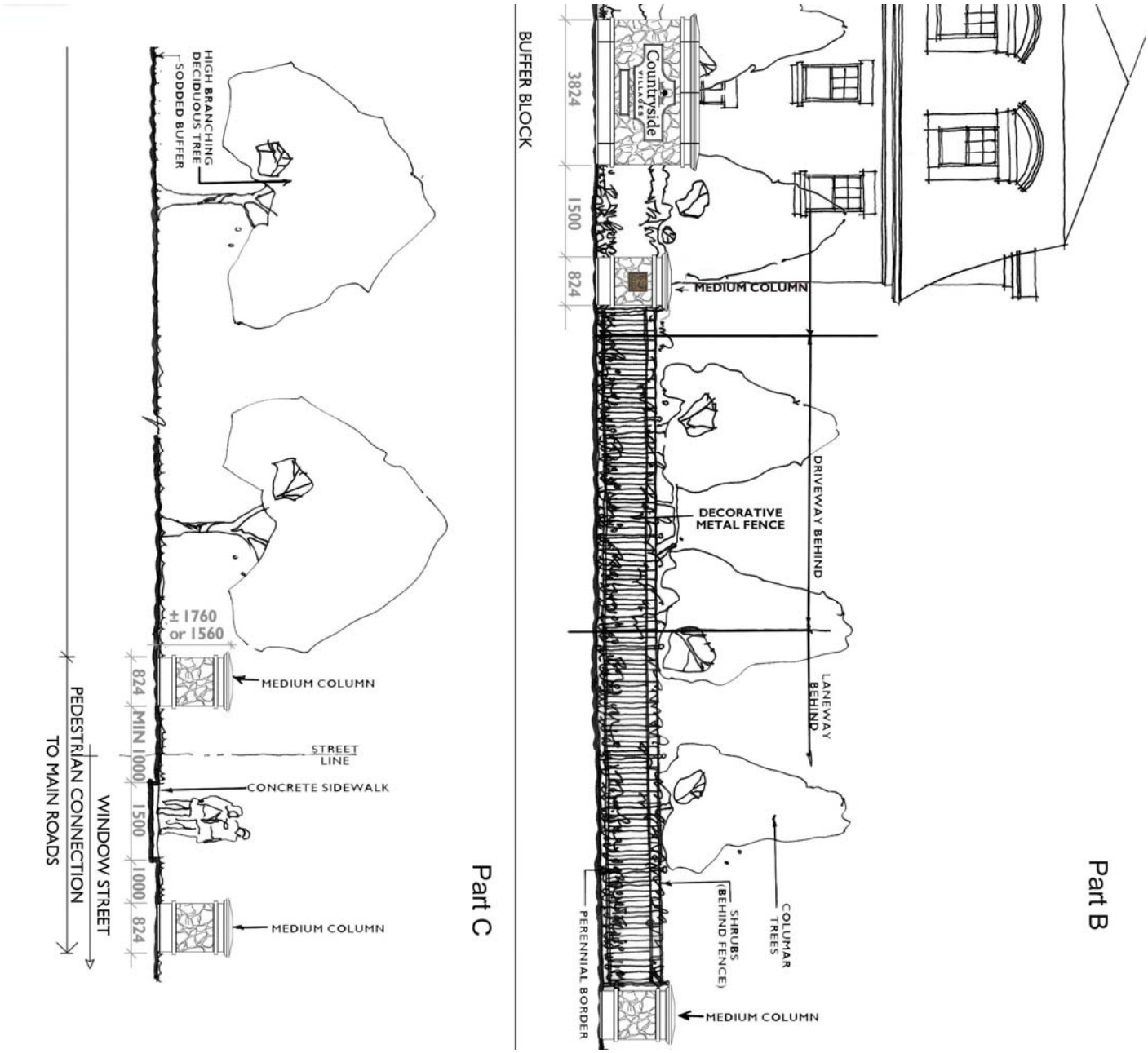


Figure 17b – (Continued) West Gateway, Part B and C

3.2.3 Secondary Gateways

Secondary gateways are located at all other secondary access points to the community. These gateways will be coordinated in design form, materials and colours that are displayed within primary gateways; however, they will be of lesser scale. All entrances will include landscaping that provides year-round interest and respects the City of Brampton's Gateway Beautification Program and Flower City initiatives.

General Secondary Gateways Design Guidelines:

- A medium masonry landscape wall shall be provided within the gateway blocks at designated secondary gateways.
- Two medium masonry columns shall be provided to frame the wall.
- All masonry features are to be in keeping with the gateway 'toolkit' referenced in section 3.2.1.
- Landscaping within the gateway block should include:
    - Low evergreen shrubs and perennials should be provided in front of masonry wall facing arterial roads; and
    - Large flowering shrubs should be situated between the wall and columns on each end.

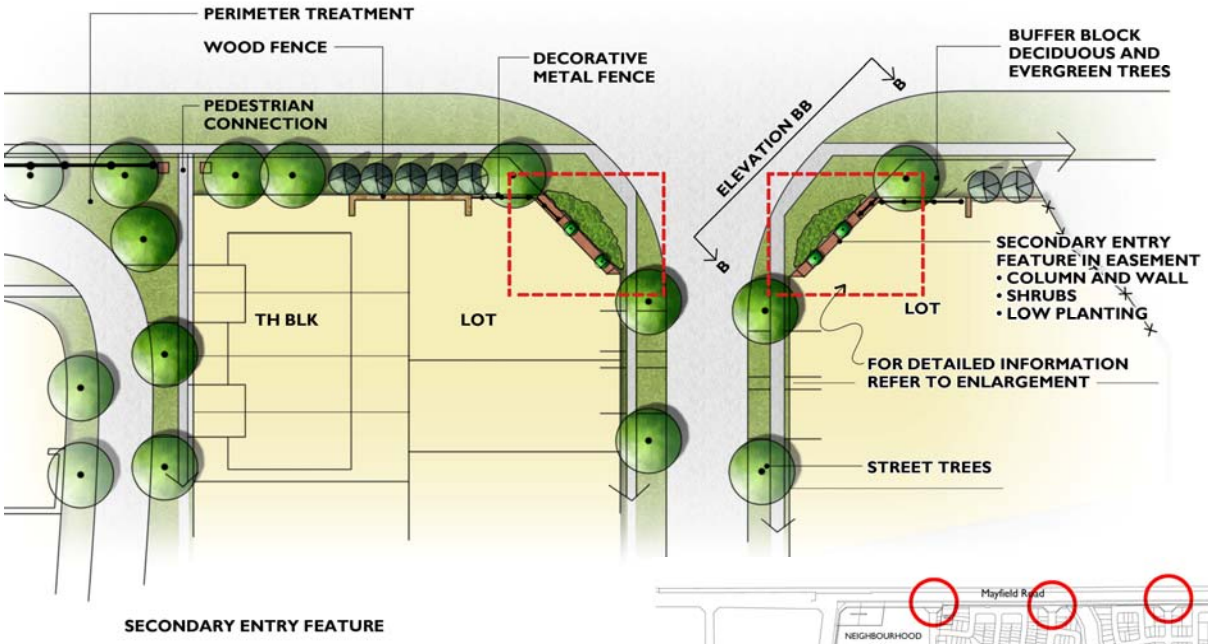
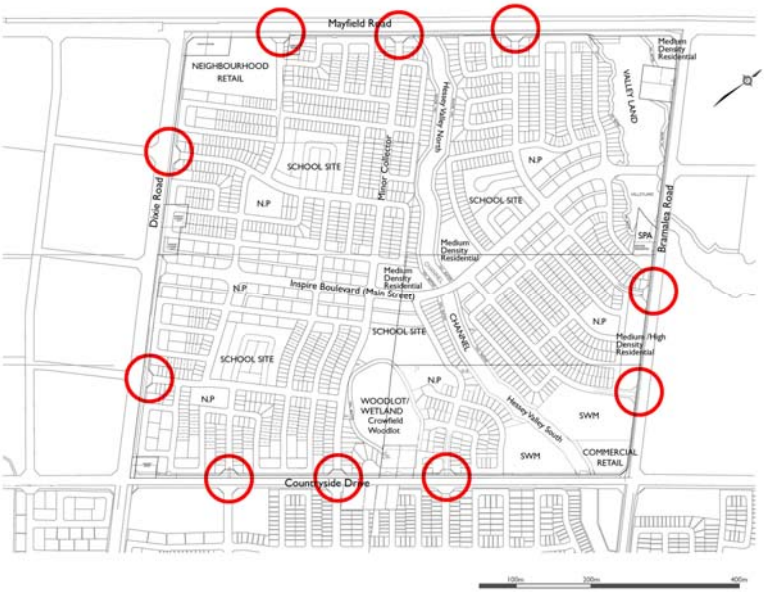


Figure 18a – Secondary Gateway Layout, Example at Mayfield Road and Russell Creek Drive



Key Map

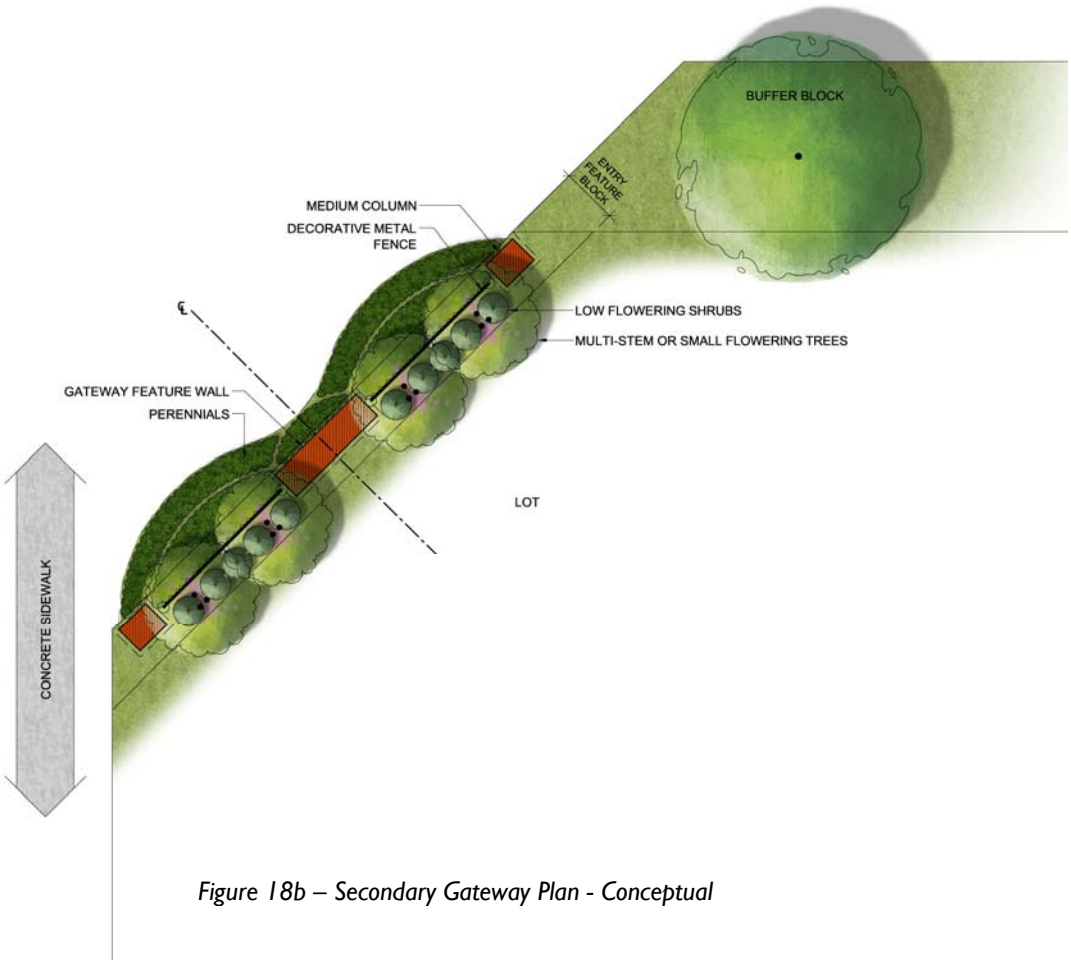


Figure 18b – Secondary Gateway Plan - Conceptual

Figure 18b – Secondary Gateways Elevation - Conceptual

3.3 Roundabouts

General Roundabout Landscape Design Guidelines:

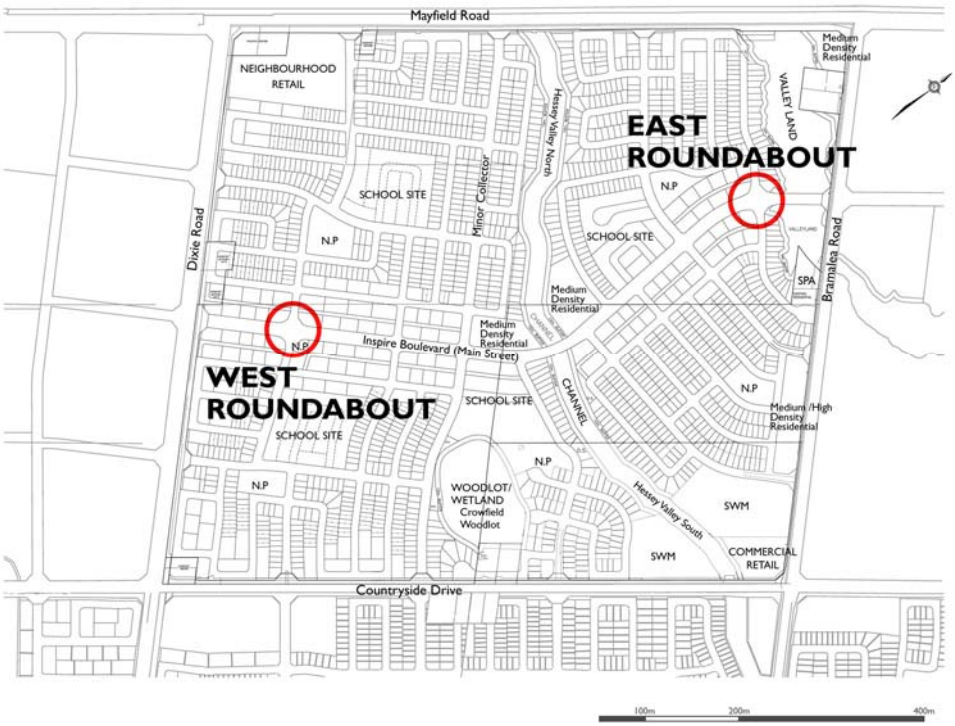
- Construct to City Standards.
- Hard landscaping along the perimeter of the island will facilitate the movement of large vehicles and protect vegetation from ploughing and salt damage.
- The transition area between the hardscaped perimeter strip and the elevated, landscaped area (clear zone) shall be hardscaped.
- Decorative pavement or coloured concrete are recommended for the transition area.

Landscape Design Guidelines **West Roundabout ('Urban Roundabout')**:

- A landscape low wall shall be placed on the western half of the roundabout with signage – lettering to face traffic of Dixie Road along Inspire Boulevard.
- Three low columns shall anchor the remaining three road frontages.
- Landscape wall and columns design shall be in keeping with the Countryside Villages gateway theme.

Landscape Design Guidelines **East Roundabout ('Natural Roundabout')**:

- An armourstone wall shall be placed on the perimeter of the landscaped portion of the roundabout
- Formal landscaping shall be included in the centre of the roundabout and may include conifers and low evergreen shrubs



Key Map

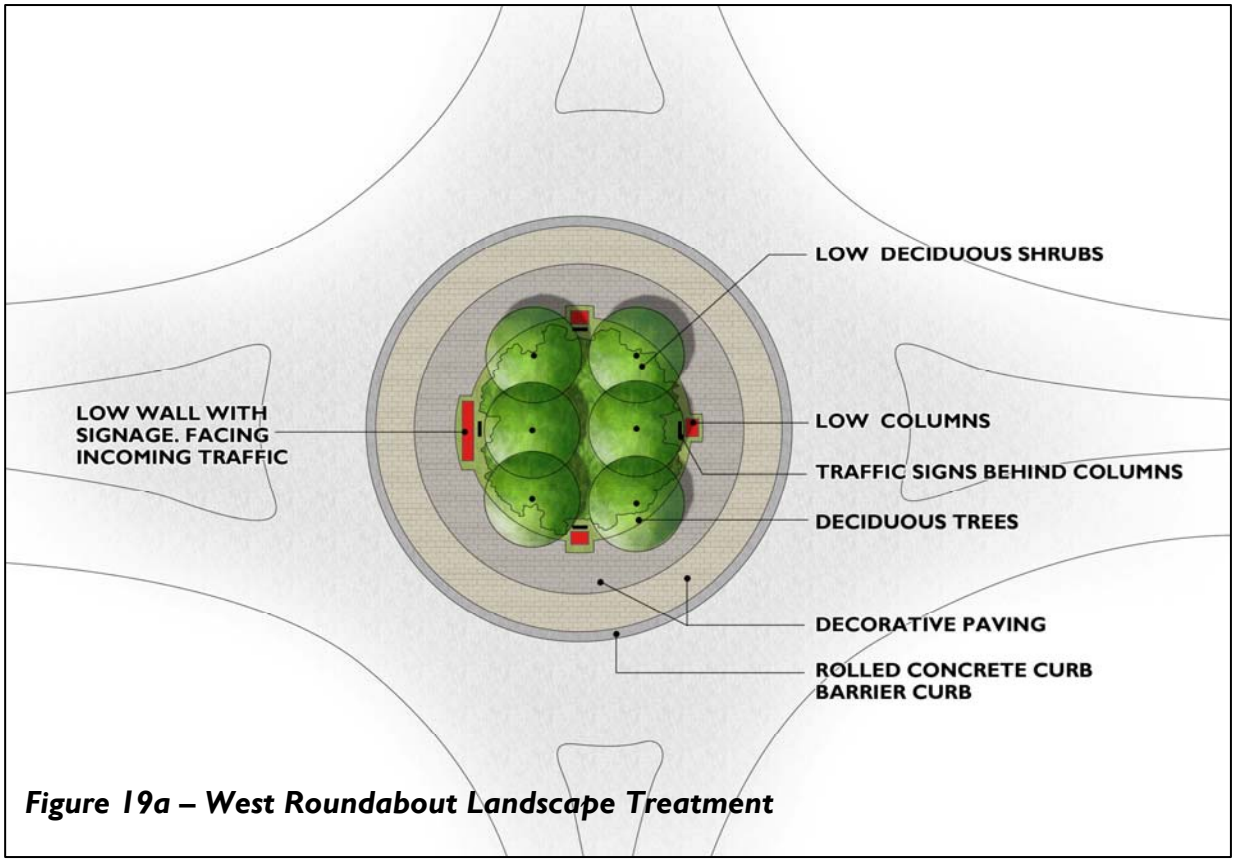


Figure 19a – West Roundabout Landscape Treatment

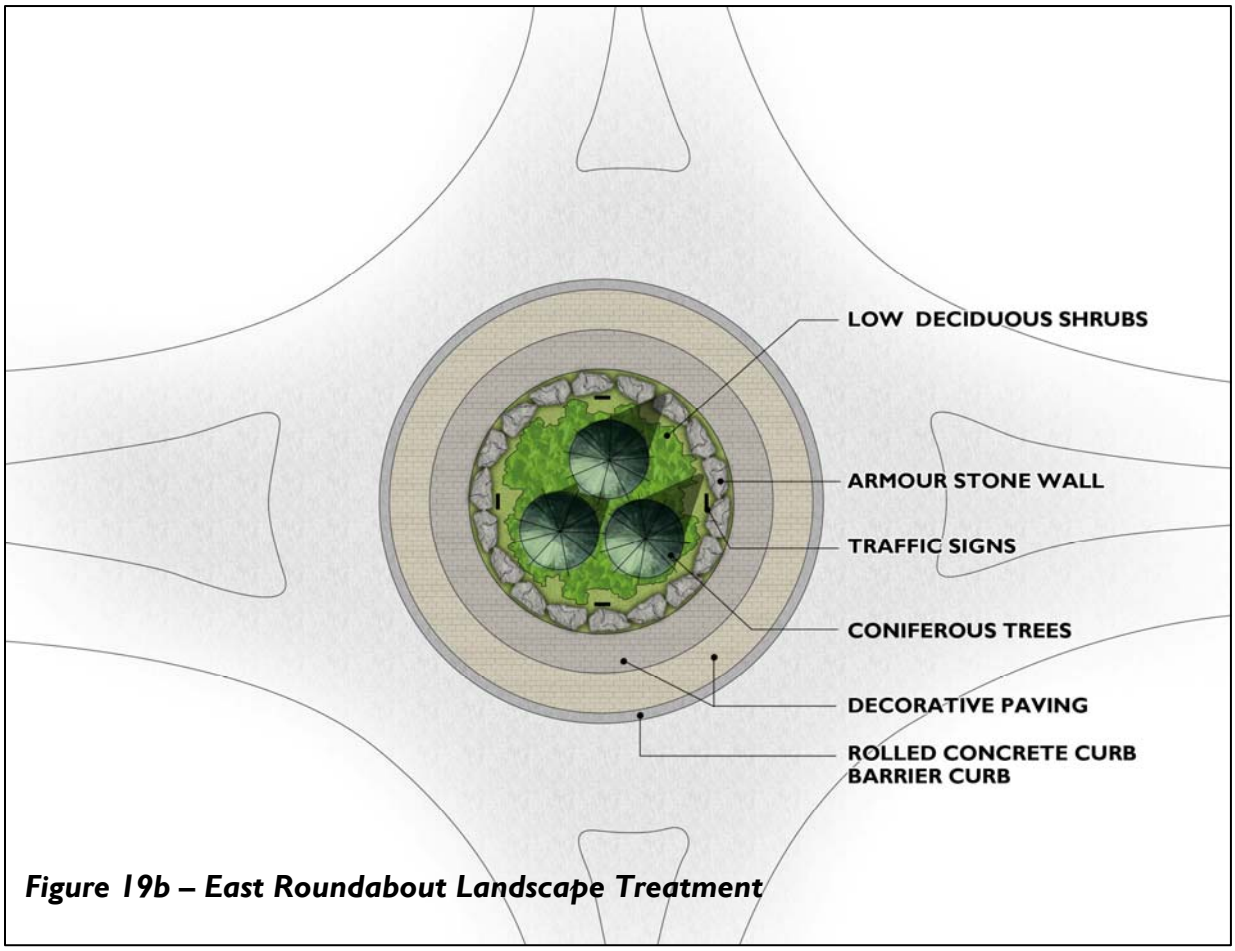


Figure 19b – East Roundabout Landscape Treatment

3.4 Neighbourhood Parks

Figure 20 – Neighbourhood Parks and Parkettes Location Plan

Schematic diagrams of parks are basic concepts only and subject to change.

3.4.1 Park 1

Park 1 Design Guidelines:

- An entry feature and a seating area should be located at the terminus of Street 10 with partial views of the mini soccer field.
- Additional minor entry features with a bench and tree canopy are encouraged to be located at entrances at each street frontage, all linked through the Park's main circulation route.
- A centrally located gathering area shall be designed with a shade structure, benches and lighting accessible through the Park's main circulation route.
- A tot lot should be designed as a focal element within the park, with access to and partial views of the mini soccer field and open play area.
- Provide picnic tables and waste containers adjacent to the field and open play area.

'DEGREW PARK' HIGHLIGHTS
Location: northwest quadrant, Neighbourhood A
Size: 0.88ha (2.17ac)
Type: Neighbourhood Park
Street Frontage: three street side frontages.
Amenities: a playground, a mini soccer field, an open play area and a shaded seating area.

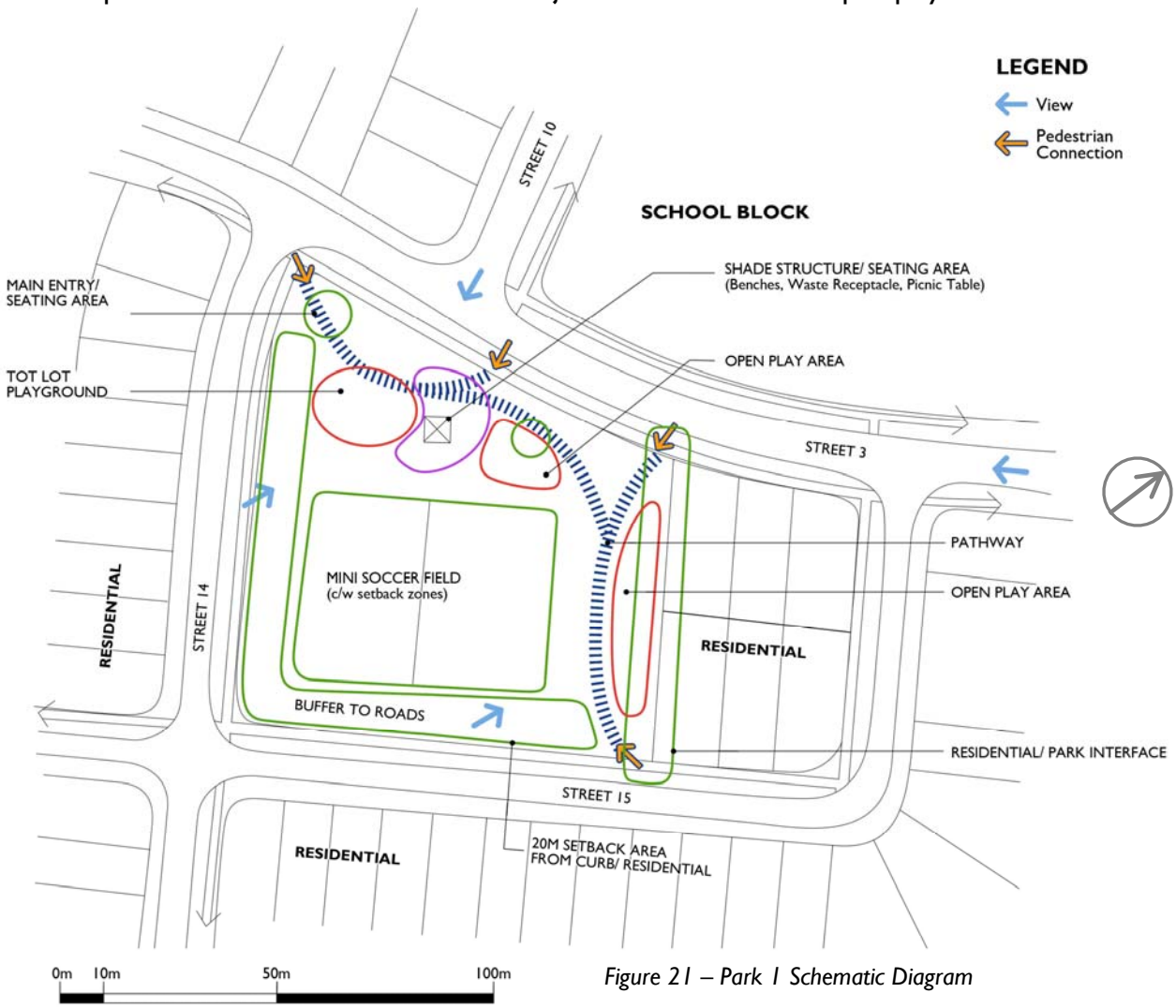


Figure 21 – Park 1 Schematic Diagram

3.4.2 Park 2

Park 2 Design Guidelines:

- Two seating areas shall be provided at two entrances to the park; one seating area at a Local Road and the other seating area at a Minor Local Road.
- Each seating area should incorporate an entry feature/signage.
- Park's main circulation route should be lined with deciduous trees, round in form.
- Residential-park interface should also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).
- A larger open, free play area with turf shall be provided at west end of the Parkette.
- Locate a junior and senior playground facility adjacent, and with access to the open play area.
- A gathering area shall be designed between the open play area and the playground with benches and tree groupings for shade canopy, linked to the main circulation route.

PARK HIGHLIGHTS
Location: southwest quadrant, Neighbourhood B
Size: 0.55ha (1.36ac)
Type: Parkette
Street Frontage: three street side frontages.
Amenities: open play, active recreation area, a playground and seating areas.

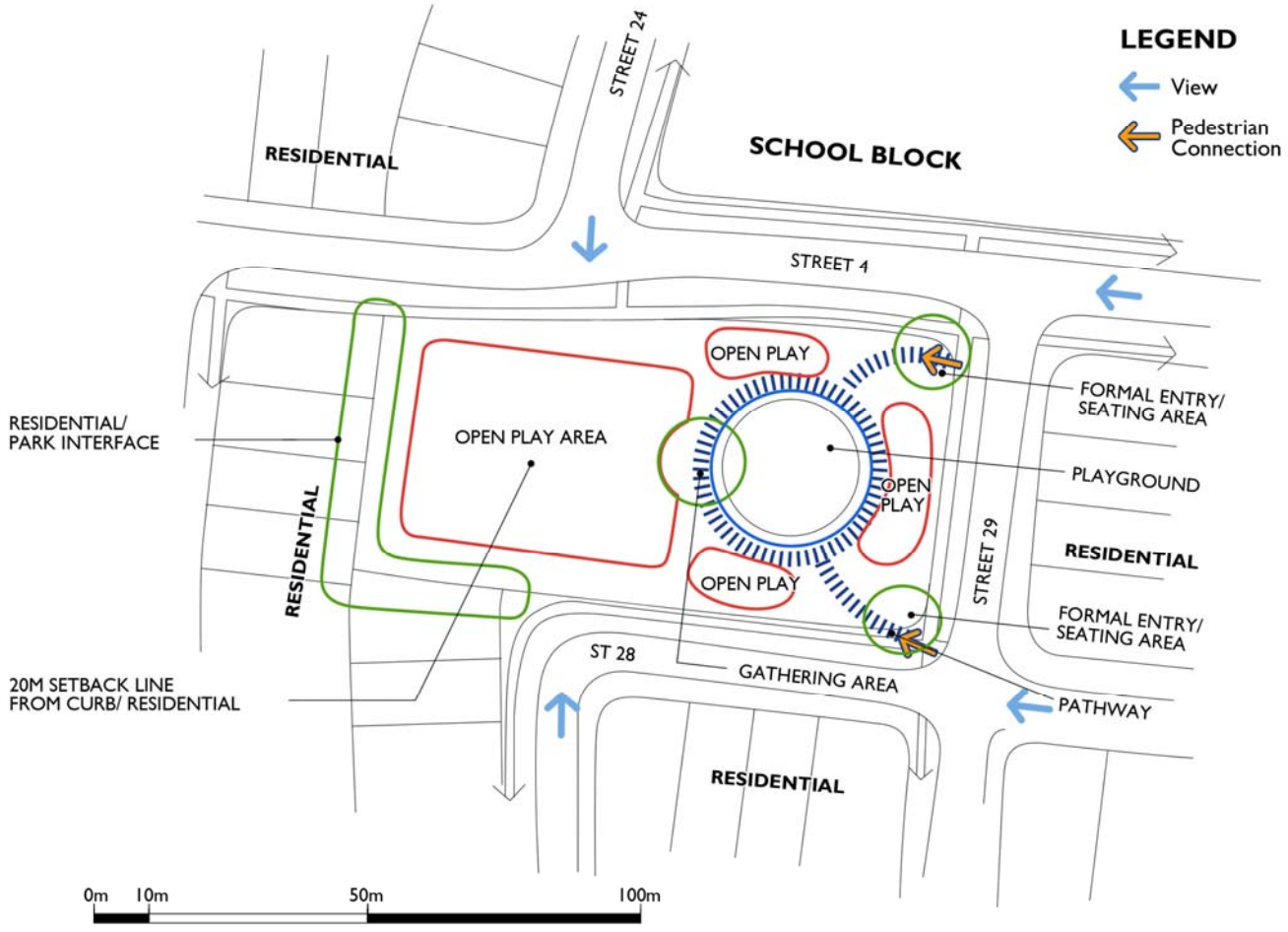


Figure 22 – Park 2 Schematic Diagram

3.4.3 Park 3

Park 3 Design Guidelines:

- Park three shall be linked, visually and physically with the naturalized open space block to the east.
- The pedestrian connection to the naturalized open space block should be established by creating a continuous, accessible and a visually defined pathway. The main circulation route should be lined with deciduous trees, round in form, and with a coordinated pavement treatment.
- Plant material referencing the Woodlot/Wetland habitat shall be woven within the planting palette for the park, emphasizing native and drought tolerant species with formal accents (such as flower beds) adjacent to the Park three gathering area.

PARK HIGHLIGHTS
Location: southeast quadrant, east of Woodlot/Wetland, Neighbourhood C
Size: 0.74ha (1.83ac)
Type: Neighbourhood Park
Street Frontage: two street side frontages.
Amenities: a playground with adjoining free play area.
Linkages: tree-lined walkway connections are made available within the interior of the park to the east (a naturalized parkette across the Local Road toward the Channel), and to the west (a trail connection through the Woodlot/Wetland).

- A park entry feature shall be provided along the Local Road, with a seating area.
- Two open play areas shall be provided with turf accessible through the Park's main circulation route, linked to the naturalized parkette.
- A gathering area shall be located in the centre of the park, between the two open play areas accessible through the Park's main circulation route.
- The gathering area should incorporate benches and lighting.
- The interface of Park three with the Woodlot/Wetland should transition from maintained lawn to meadow to a dense shrub edge.
- Pathway system internal to Park shall be coordinated to link to the Block Plan 48-1 overall trail network (i.e. trail within the environmental buffer of the Woodlot/Wetland).

School / Park Interface Design Guidelines:

- The dividing line between the school and park property should be defined with trees and shrubs, not a fence
- The school open space area should seamlessly extend into the park area and vice versa

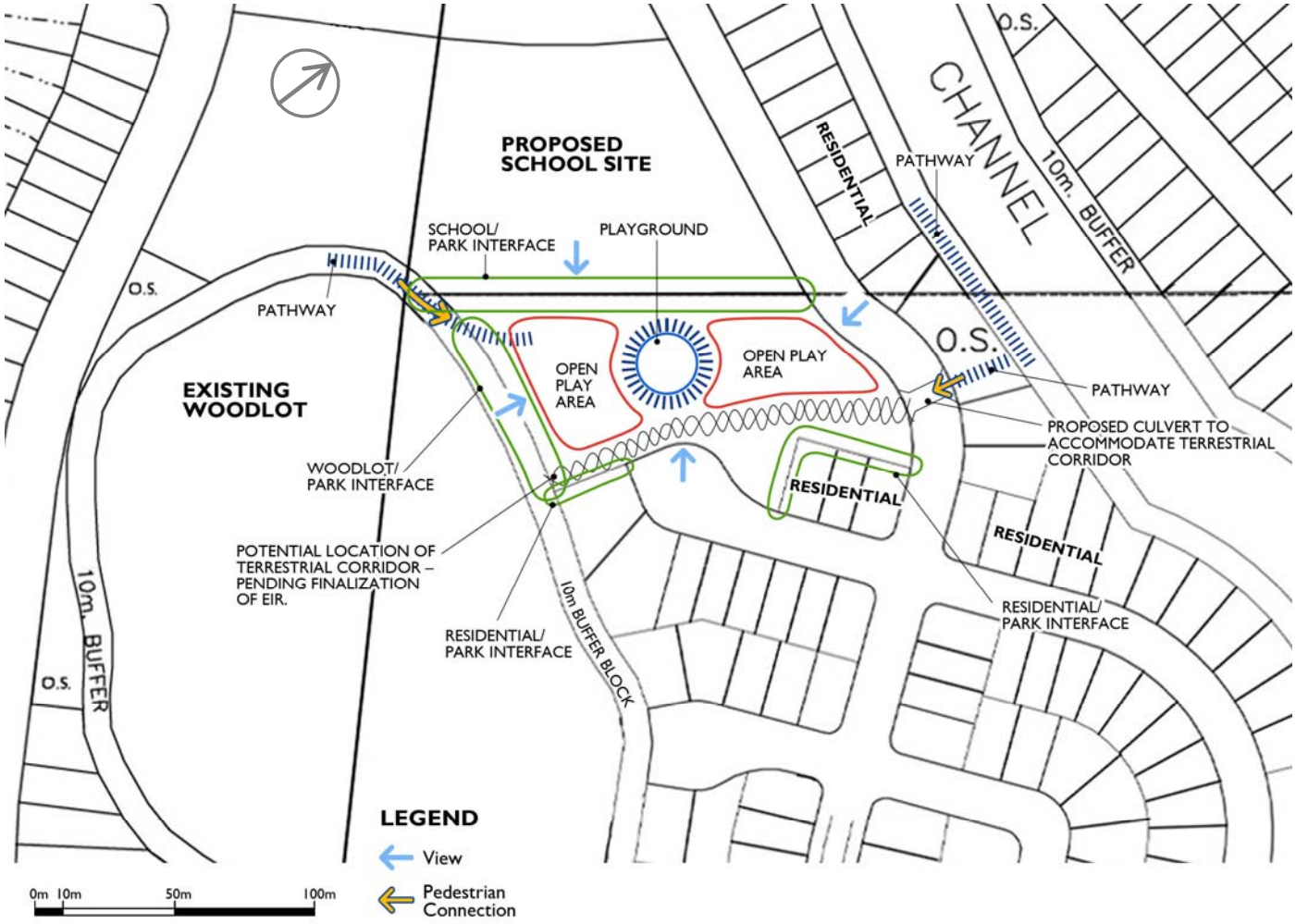


Figure 23 – Park 3 Schematic Diagram

A portion of Neighbourhood Park Block 3 will serve as the tableland link for the movement of terrestrial wildlife between the woodlot and engineered drainage channel, West Humber Tributary A. Details of how this terrestrial link will be designed will be determined through the review and approval of the Environmental Implementation Report (EIR) for this Block Plan Area. At this point, staff is satisfied to show a proposed corridor for use as a potential terrestrial link on the north side of the park block that may or may not be required, subject to approval of the EIR. This park is located in Phase 2 of this Block Plan and the EIR for this 2nd phase, which will specifically address this environmental requirement, may not be completed prior to the approval of this CDG document. Therefore, staff is satisfied that the details for the design of the Park Block and Open Space Block located between the woodlot and channel blocks can be finalized at the detailed landscape plan review stage, to the satisfaction of the City, in consultation with the TRCA.

3.4.4 Park 4

Park 4 Design Guidelines:

- Two entry features with seating areas should be provided opposite to the townhouse block.
- A large open, free play space shall be provided within the park with turf and trees to screen from abutting residential units.
- A playground facility should be designed as a focal element within the park, located across from the open play area and linked through the Park's main circulation route.
- A gathering area shall be located to face both the open play area and the playground, clearly visible and accessible along the Park's main circulation route.

PARK HIGHLIGHTS
Location: southeast quadrant, Neighbourhood C
Size: 0.61ha (01.51ac)
Type: Parkette
Street Frontage: three street side frontages
Amenities: a playground, as well as a free play area.

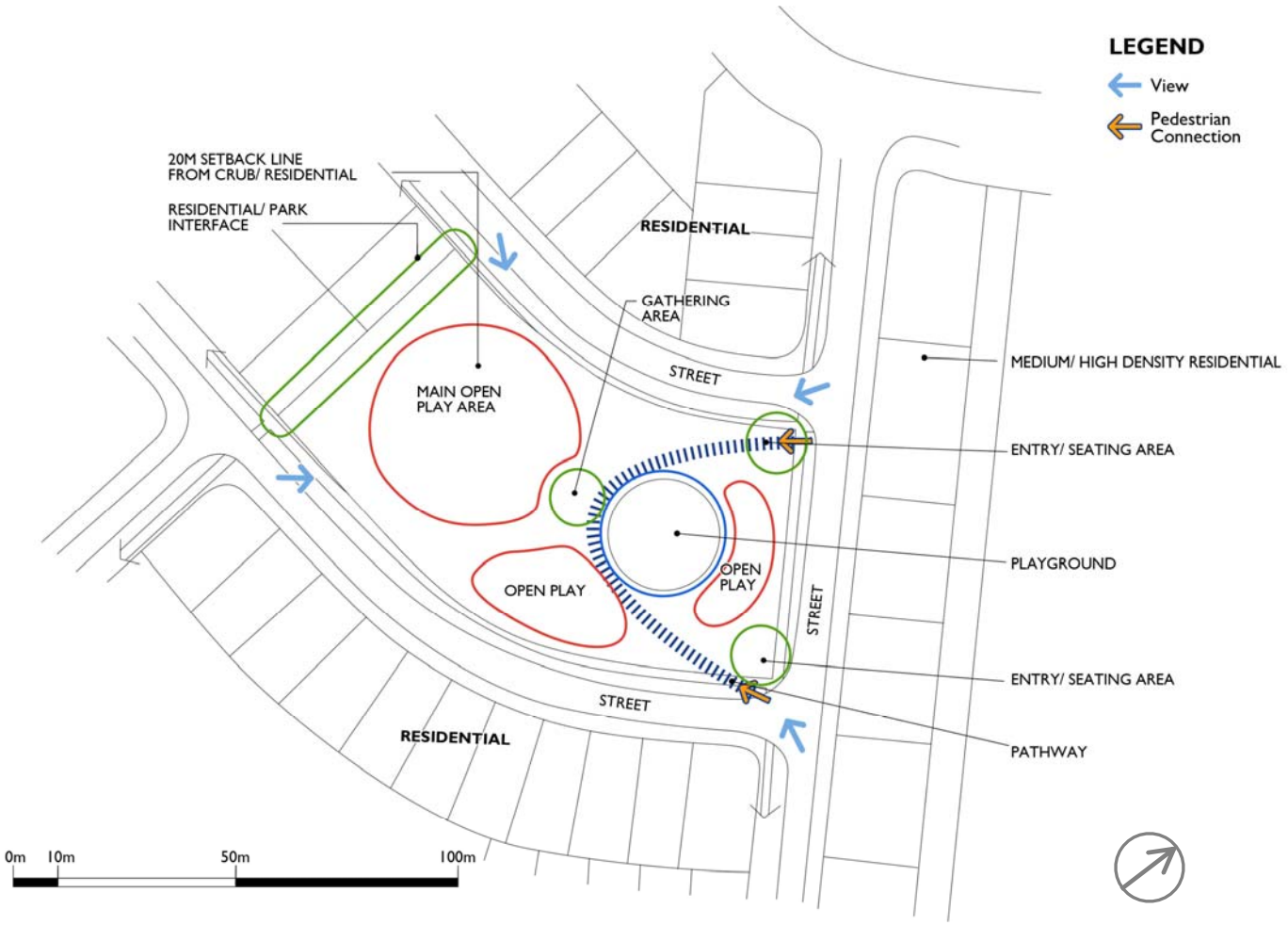


Figure 24 – Park 4 Schematic Diagram

3.4.5 Park 5

Park 5 Design Guidelines:

- Locate an entry feature at the corner of the two street frontages with formal signage and a seating area.
- Park's main circulation route should incorporate night lighting, and connect with public sidewalks and entrances to individual townhouse units.
- Main route should be lined with deciduous trees, round in form.
- Planting within the park should allow views from the roads through to the fronting townhouse addresses.
- Include a central meeting space, a cross roads for informal social meetings and gatherings.
- A shade structure should be provided within the central meeting space (the cross roads).
- Locate three open play areas with turf, at the periphery of the park, surrounding the meeting space and senior playground.

'CATHERWOOD PARK' HIGHLIGHTS
Location: northeast quadrant, Neighbourhood D
Size: 0.55ha (1.36ac)
Type: Parkette
Street Frontage: two street side frontages
Amenities: a playground, areas for socializing and a shade structure.
Linkages: multiple trail connections to surrounding streets are present to enhance linkages. The park is located abutting laneway townhouses, with direct access to individual townhouse units.

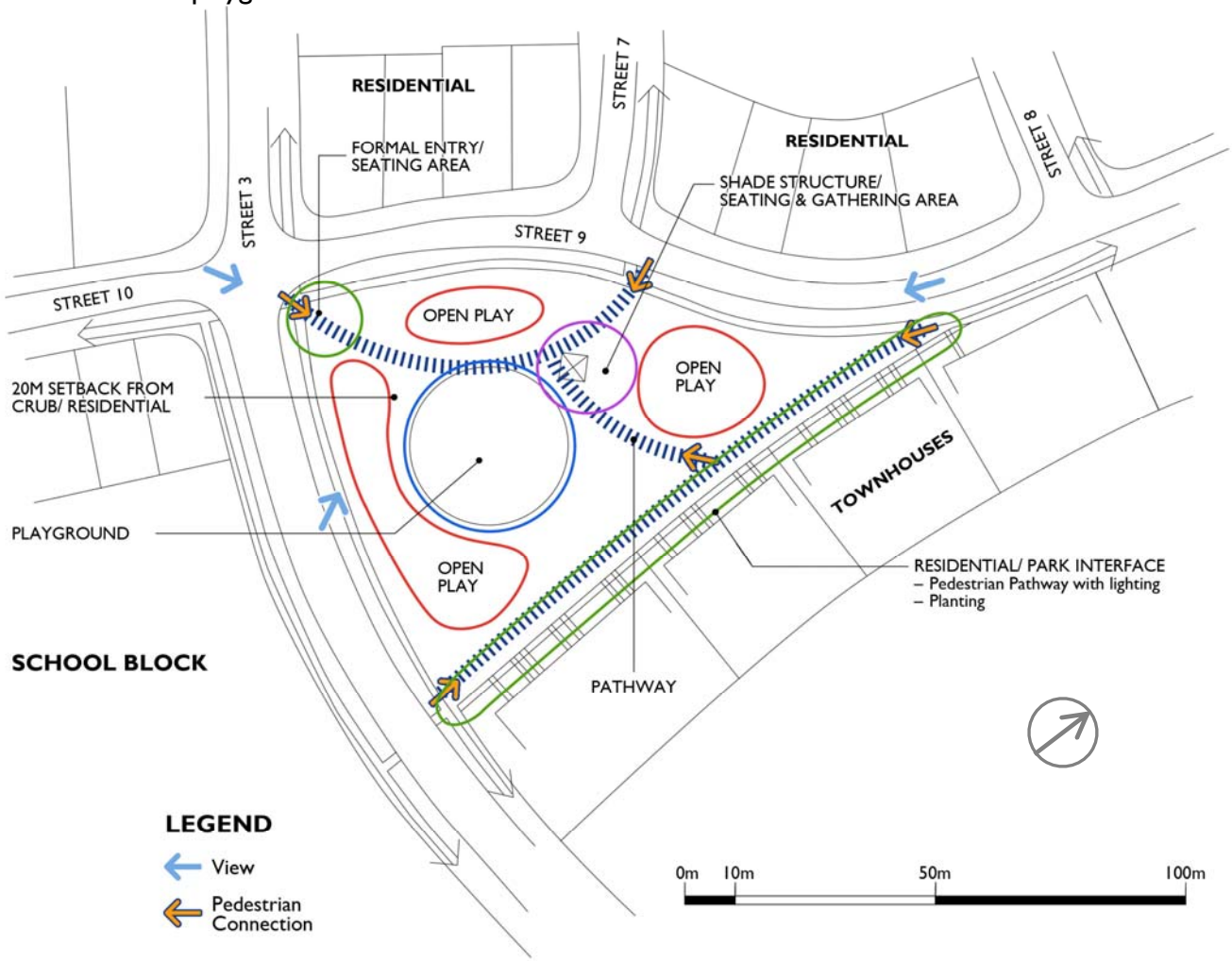


Figure 25 – Park 5 Schematic Diagram

3.4.6 Park 6 – Urban Parkette

Park 6 Design Guidelines:

- Incorporate seating and a shade structure for pedestrians as a rest stop.
- Shade structure should be a solid-roof canopy with seating underneath.
- Additional buffer planting to increase privacy shall be placed where privacy fences occur.
- Park will be designed and built to a high quality urban landscape condition, and any costs above the collected for by the City will be the developer's responsibility.

PARK HIGHLIGHTS
Location: southwest quadrant, Neighbourhood B
Size: 0.08ha (0.20ac)
Type: Urban Parkette
Street Frontage: two streets corner frontage
Amenities: primarily passive recreation with seating area and shade structure.
Linkages: a visual compliment to the adjacent roundabout landmark and the surrounding architecture. The Urban Parkette is a landmark end to the commercial live-work Main Street zone

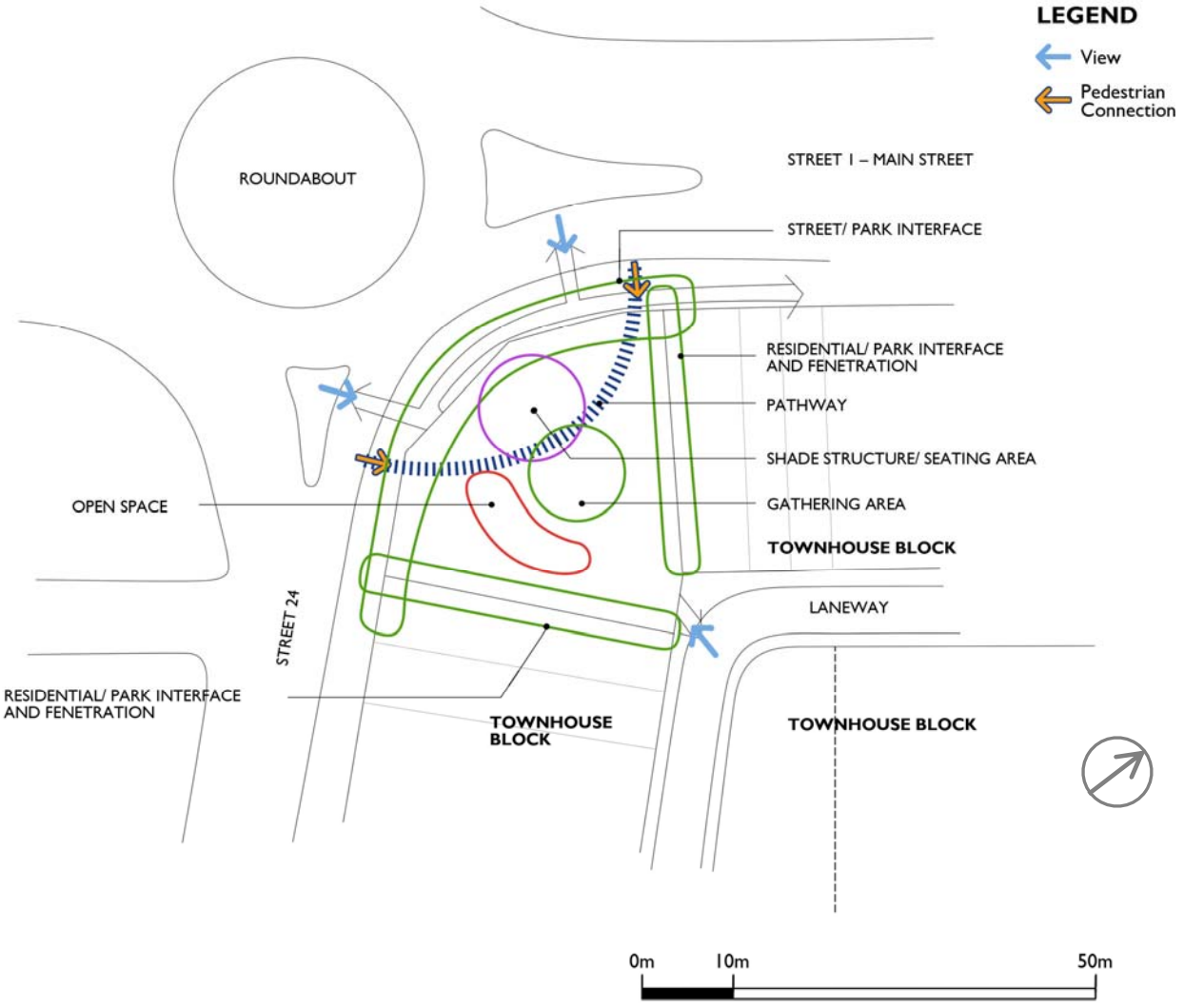


Figure 26 – Park 6 Schematic Diagram

3.4.7 Parks Summary Table

	Type	Neighbourhood Location	Total Area	Proposed Facilities
Park 1 'DEGREW PARK'	Neighbourhood Park	Neighbourhood A	0.88ha (2.17ac)	▪ Entry Feature with Seating Area ▪ Minor Entry Feature ▪ Gathering Area ▪ Shade Structure ▪ Separate Junior and Senior Play Equipment ▪ Open Play Area ▪ Mini Soccer Field ▪ Picnic Tables ▪ Waste Containers
Park 2	Parkette	Neighbourhood B	0.55ha (1.36ac)	▪ Entry Feature with Seating Area ▪ Gathering Area ▪ Small Junior and Senior Play Equipment ▪ Open Play Area – Turf Treatment
Park 3	Neighbourhood Park	Neighbourhood C	0.81ha (2.00ac)	▪ Entry Feature with Seating Area ▪ Gathering Area ▪ Separate Junior and Senior Play Equipment ▪ Open Play Area – Turf Treatment
Park 4	Parkette	Neighbourhood C	0.61ha (1.51ac)	▪ Entry Feature with Seating Area ▪ Gathering Area ▪ Small Junior and Senior Play Equipment ▪ Open Play Area – Turf Treatment
Park 5 'CATHERWOOD PARK'	Parkette	Neighbourhood D	0.55ha (1.36ac)	▪ Entry Feature with Seating Area ▪ Gathering Area ▪ Shade Structure ▪ Separate Junior and Senior Play Equipment ▪ Open Play Area – Turf Treatment
Park 6	Parkette	Neighbourhood B	0.08 ha (0.20ac)	▪ Seating & Shade Structure
Totals	Two (2) Neighbourhood Parks, Three (3) Parkettes, One (1) Urban Parkette			

Grand Total:	
Total Projected Population	**10,490 Persons**
Total Nbhd Park Dedicated	**3.48 ha (8.60 ac)**
Total Nbhd. Park Required (ac.) (@0.5ha/1000)	**5.24 ha (12.95 ac)**
Nbhd. Park Balance (ac.)	**1.76 ha (4.34 ac)**
Total City Park Required (@0.35ha/1000)	Community Located Adjacent to City Park (Sesquicentennial Park)
Total City Park Dedicated (ac.)	
All calculations are rounded up to the nearest 0.01 of a hectare or acre	

Figure 27 – Countryside Villages Block Plan 48-1 Proposed Parkland Analysis

3.5 Natural Heritage

3.5.1 10m Environmental Buffer

A ten (10) meter buffer setback is required around all existing natural heritage features, including the Valleyland, the Channel and the Woodlot/Wetland.

Buffer Design Guidelines:

- Planting approach should create visual privacy for abutting residential amenity areas without blocking visual surveillance.
- Where views to the street and open space features are available the 10m buffer may incorporate interpretive signage.
- Where grading permits, subject to City of Brampton and EIR/FSR approval a trail should be integrated within the 10m buffer west of the Channel (not including the portion abutting the Stormwater Management ponds, see figure 9.0)
- Lighting within the buffer area should be kept at a minimum while ensuring safety and visibility where trail access is provided.
- Buffer shall include a 2.4m maintenance strip adjacent to the residential lot line. The trail shall be kept as far from the residential lot lines as feasible.

Example of an Interpretive Sign.

Example of a Trail Passing through an Open Space Block, Nestled Against a Natural Heritage Feature, Opposite to Residential Development.

3.5.2 Woodlot/Wetland

Woodlot/Wetland Design Guidelines:

- Provide a trail 3.0m in width within the Environmental Buffer, refer to Figure 8 for trail location on north portion of Woodlot/Wetland
- The perimeter of the Woodlot/Wetland between the buffer block, which provides the trail, and the woodlot block, shall be fenced preferably with a split rail fence.
- Use of cut tree trunks and branches positioned along the 10m Environmental Buffer is recommended to discourage wandering into the Woodlot/Wetland Block.
- Tableland Woodlot/Wetlands within the community shall have an edge management plan prepared for them.
- Trail shall be hard surfaced (asphalt) and may provide light fixtures and be located well above the flood line (trail location is subject to City of Brampton, TRCA and EIR/FSR approval).

3.5.3 Valleyland

Valleyland Design Guidelines:

- Homes backing on to the Valleyland shall have chain link fencing with no gates permitted.

3.5.4 Channel

Channel Design Guidelines:

- Provide a 10m Environmental Buffer to line the channel to minimize negative environmental impacts associated with development.
- Provide a trail 3.0m in width within the 10m Environmental Buffer, refer to Figure 8 for trail locations, the trail shall be hard surfaced (asphalt) and may provide light fixtures and be located well above the flood line (trail location is subject to City of Brampton, TRCA and EIR/FSR approval).
- Homes backing on to the channel shall have chain link fencing with no gates permitted.
- Trail system shall be in accordance with the objectives of the City of Brampton's Pathways Master Plan.
- Where channel interfaces with streets the open space landscape design should transition from a maintained residential streetscape to the naturalized corridor, and hard surface trail connection should be provided to abutting streets.
- Street tree species at channel crossings should be large crowned native species to create a functional wildlife bridge.
- Native vegetation is required as a continuum through these spaces.

Transition from Formal to Naturalized Landscape Treatment

3.5.4.1 Channel Pedestrian Bridge Crossings

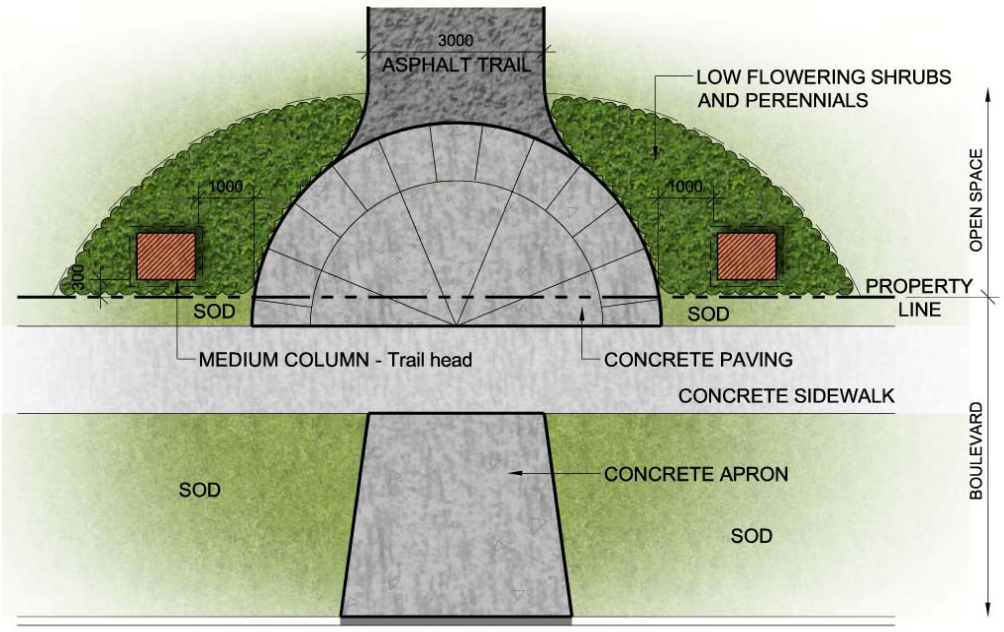
Channel Crossing Design Guidelines:

- Detail design of two pedestrian bridge crossings will incorporate standard Brampton design treatments; end piers, logo, rail types, colours, and parapet wall finishes and treatment.
- Where opportunity exists coordinate the crossing design language with materials and language of surrounding community; columns, fencing and colour.
- Planting adjacent to crossing should seamlessly complement natural plantings along the watercourse.
- Trail leading to channel crossing shall be 3.0m in width with asphalt or granular surface. The bridge apron shall use asphalt.

3.5.5 Trail Heads and Open Space Trails

Trail Heads and Open Space Trails Design Guidelines:

- Trails and affiliated Trail Heads are to be located at entry to the pedestrian gravel path that is coordinated with the maintenance road, neighbourhood parks, parkettes, and open space 'environmental parks'.
- Final trail head locations are to be determined by field walk with City of Brampton, TRCA and the landowner team.
- Trail Heads will be provided as primary entrance corridors to trails and should integrate decorative hard surface areas with benches that provide viewing opportunities.
- To distinguish these areas as entrances, low columns should flank the trail head.
- Low column masonry features shall be designed in keeping with the overall masonry 'toolkit' for the Community.



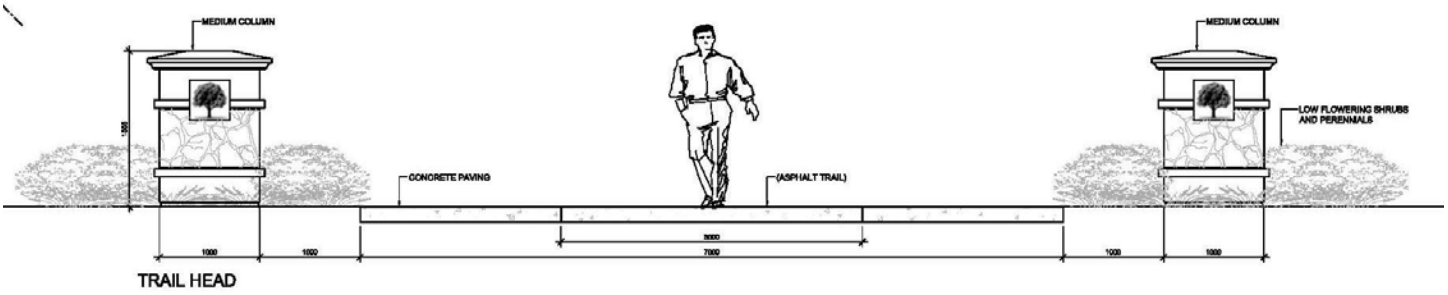


Figure 28 – Trail Head - Conceptual

3.6 Stormwater Management Facilities

Two Stormwater Management ponds are located on either side of the Channel and are integrated with the existing Channel system south of Countryside Drive. These ponds will help with the infiltration and regeneration of run-off from within the development, and provide a visual amenity space at a key intersection. Opportunities for passive recreational activities should be considered if safety and accessibility issues allow.

Stormwater Management Ponds Design Guidelines:

- Design and planting will conform to the Conservation Authority and City of Brampton guidelines for site design as well as authority species mix, sizing, and spacing requirements.
- Slopes are to be graded at a maximum of 3:1, but should vary according to operational requirements as determined by the City.
- Stormwater Management pond maintenance access road will include a pedestrian gravel trail per City of Brampton Standards.
- Provide an amenity space with soft and hard landscaping, adjacent to the Minor Gateway (at the intersection of Bramalea Road and Street 3, and at the terminus of Street '6', near the stormwater pond)
- In the amenity areas include seating/lookout areas located at a distance from the arterial road edge and where views of the open space, and City Park are available.
- Benches, waste containers, plantings for shade and flowering bulbs should be components of the lookout area and to terminate the trail.
- Signage within the east pond should highlight the City Park east of Bramalea Road; signs may be posted along the maintenance road/trail head, at the pond lookout, and the Commercial zone.
- Locate commercial site service zones away from the pond.
- Arrange tree and shrub planting in significant groups to frame views of the pond from the amenity areas.
- Planting within pond area should include concentrated bulb planting, natural species with flower bulb, or/and structural interest, and good fall colour. A strong daffodil flower presence in the visible areas, such as on the upper slopes and tablelands of the pond embankment, should be planted in accordance with the City of Brampton Flower City Strategy.
- The pond edge should include fast growing wetland species of trees and shrubs that encourage rapid naturalization. This may include black willow, silver and red maples, alder, gray dogwood, etc.
- Stormwater Management ponds shall be in accordance with the City' Stormwater Management ponds standards.

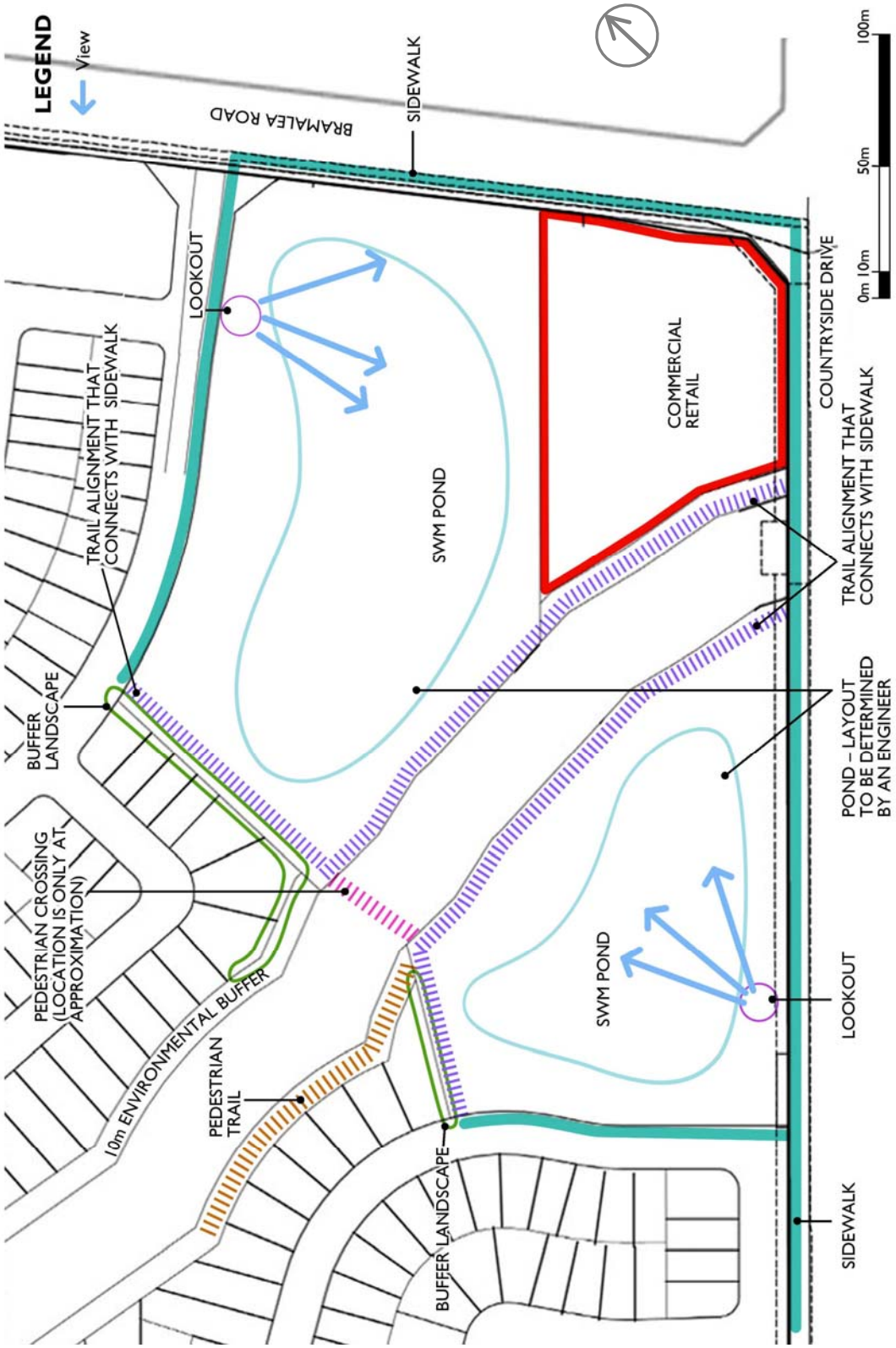


Figure 29 – SWM Ponds Schematic Diagram

3.7 Community Edges

Community Edge General Design Guidelines:

- Effective visual screening and acoustic protection will be provided for residential lots.
- Acoustic and/or decorative fencing should be integrated with tall decorative piers in accordance with City standards.
- A 4.5m minimum landscaped buffer is required at rear and flankage lot locations along arterial roads and a 3.0m landscaped buffer is required at window streets, integrated within the internal road right-of-way.
- Arterial road buffers should exhibit strong flowering bulb displays to exemplify the City of Brampton's Flower City Strategy.

Window Streets Buffers Design Guidelines:

- Provide coniferous planting along the street buffer
- Provided 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 side of the pedestrian walkway connection.
- Provide a 1.2m high black decorative metal fence to separate the local street and the arterial road.

Flankage Lot Buffers Design Guidelines:

- Coniferous planting and bulbs, per current City initiatives should be provided along the buffer edge
- An acoustic fence along flankage lot lines and one tall masonry pier at each end of acoustic fencing will be provided.

3.8 Community Fencing

Design Guidelines:

- Fencing visible from public realm shall be consistent and coordinated in design
- Consistency shall be achieved by using the same design or by a set of complimentary fence designs, colours and materials.
- Fencing design shall also complement the gateway designs.
- The noise attenuation fence shall be coordinated with the over all fencing design in terms of detail, colours and materials

Proposed Fence Types:

- 2.2m High Masonry Wall on Earth Berm
- 2.2m High Masonry Wall
- 2.0m High Masonry Wall
- 2.2m High Acoustic Fence on Earth Berm
- 2.0m High Light Duty Acoustic Fence
- 1.8m High Potential Privacy Fence
- 1.2m High Decorative Metal Fence
- 1.8m High Chain Link Fence
- 1.2m High Chain Link Fence

For fencing plan refer to Appendix B

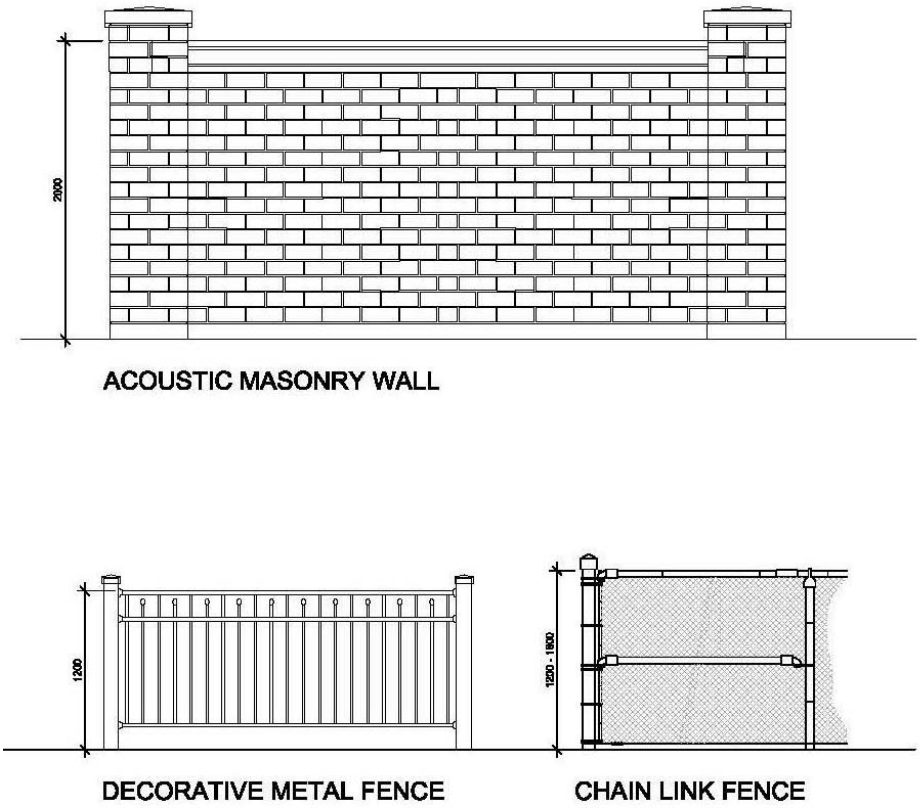


Figure 30a – Fencing Conceptual Design

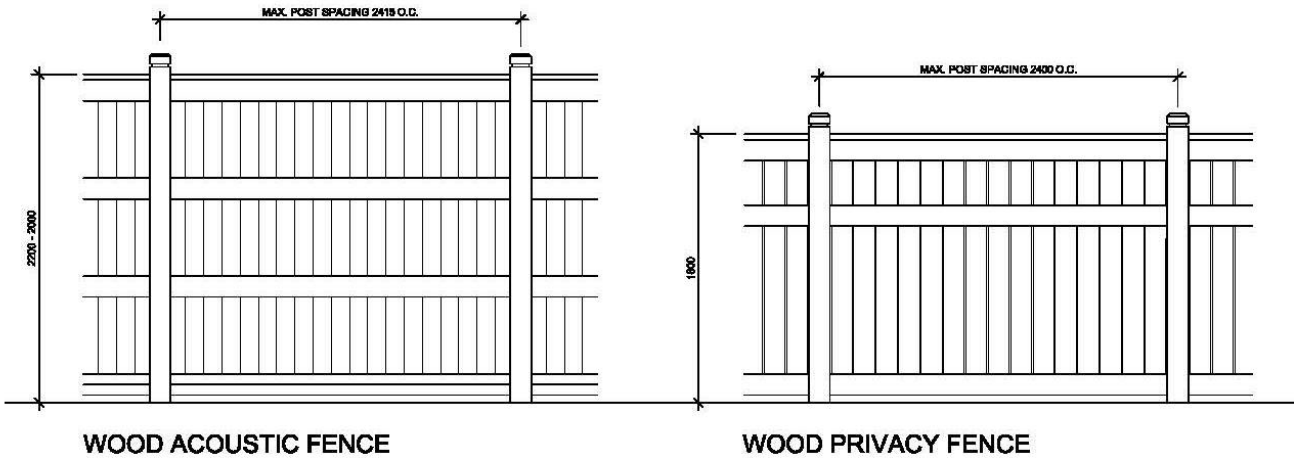


Figure 30b – Fencing Conceptual Design

3.9 Street Trees Master Plan

Street trees help create aesthetically pleasing and comfortable streetscapes, providing for year-round interest and improve microclimatic conditions, such as helping to reduce heat island effect. Tree species should be appropriately selected to consider hardiness, road hierarchy, desired canopy and seasonal variety.

Design Guidelines for the Selection and Placement of Trees:

- Street trees should be located on both sides of the road throughout Block Plan 48-1.
- Using the same street tree species over a large area should be avoided; similar tree species along local roads is acceptable.
- Street trees with contrasting colour or foliage should be placed in areas of interest to enhance visual interest and surrounding built form and landscaping variations.
- Aboveground utility boxes and light fixtures should be coordinated with the placement of street trees, where possible.
- Suggested street tree species:

Street Trees with Coarse Canopy Textures
- Maple Species
- Oak Species
- Linden Species
- Japanese Tree Lilac

Street Trees with Fine/ Medium Canopy Textures
- Honeylocust Species
- Maidenhair Tree (Ginkgo)
- Ornamental Pear Species
- Elm Species
- Zelkova Species

For Street Trees Master Plan plan refer to Appendix C

4.0 BUILT FORM GUIDELINES

4.1 Introduction

The Built Form Guidelines is to 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). See Figure 32 for the proposed locations of the Built Form Typologies. All references to dimensions are preliminary only and will be finalized, to the satisfaction of the City, in the final approved Zoning By-law.

The following sections provide Architectural Design Criteria not covered in the ACGGRRD and DDG, and address the proposed built form typologies.

Roundabout Lots – Section 4.2

Townhouses – Section 4.3

- 7.5m wide Townhouses – Section 4.3.1
- 6.1m wide Laneway Townhouses – Section 4.3.2.1
- Decked Townhouses – Section 4.3.2.2
- Back-to-Back Stacked Townhouses – Section 4.3.3
- Live-Work Townhouses – Section 4.3.4
- Roundabout Townhouses – Section 4.3.5
- Interim Block – Section 4.3.6

Medium Density – Section 4.4

- Low-rise Apartments – Section 4.4.1
- Four-Storey Flats – Section 4.4.2

Institutions – Section 4.5

Commercial Buildings – Section 4.6

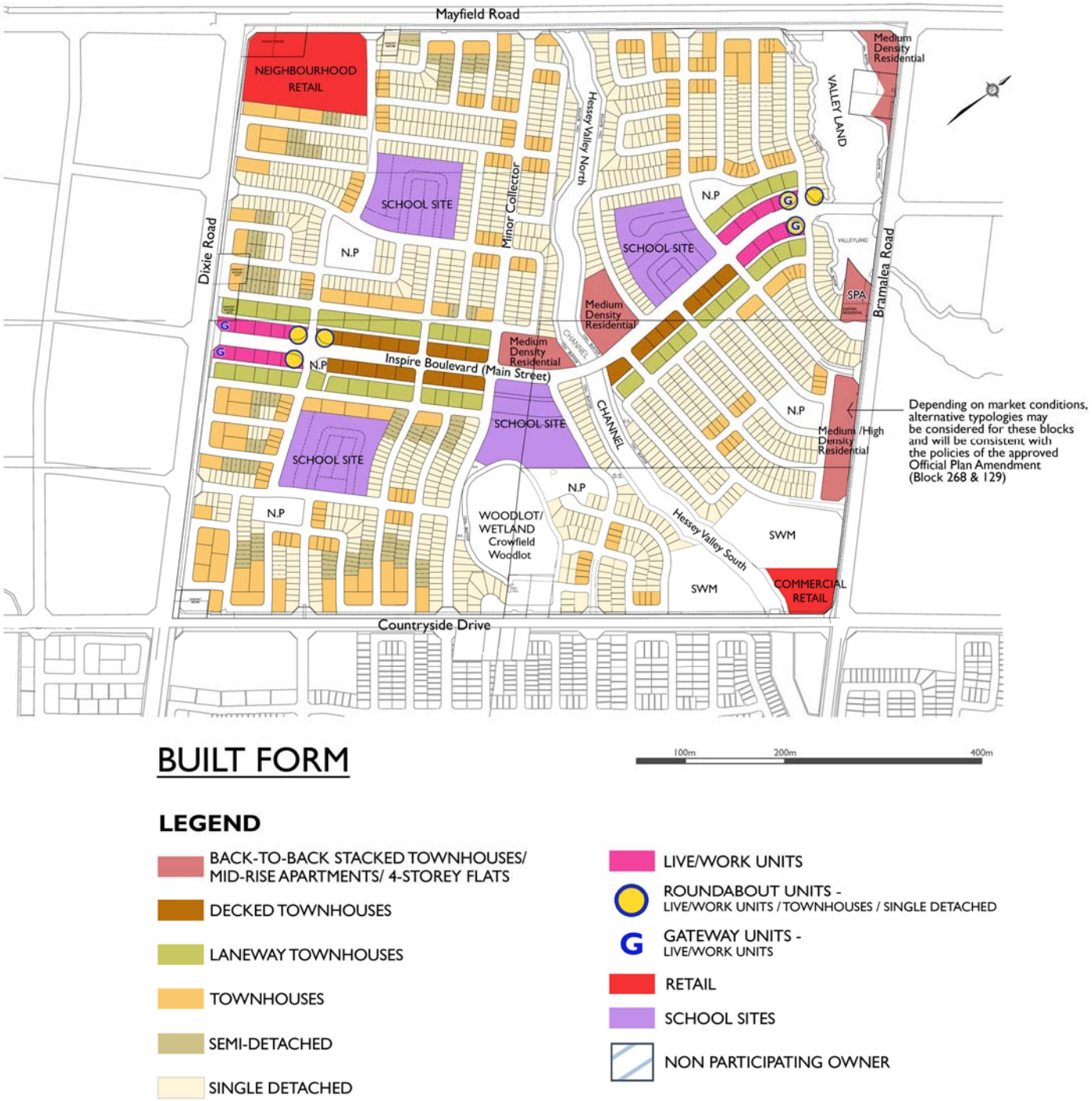


Figure 31 – Built Form Typologies

4.2 Design Guidelines for Residential Development – Roundabout Lots

Roundabout lots are buildings located on corner lots that address the roundabouts/traffic circles. These lots are distinguished by a third curving frontage and provide a special opportunity for reinforcing the community character through building orientation and design.

There is a single detached house located northeast of the East Roundabout. Special designs should be provided to reinforce the roundabout, with the third curving frontage identified as the front elevation.

In addition to characteristics established in typical corner lots, guidelines include:

- Orientating or staggering the front elevation of the building to address the roundabout;
- Locating and orienting the main entrance to address the roundabout.
- Increased fenestration facing the roundabout.

4.3 Design Guidelines for Residential Development – Townhouses

General Architectural Design Guidelines for all Townhouse typologies include the following:

- All townhouses shall have appropriate height/massing that are complementary to the height/massing of the buildings in the immediate vicinity.
- All buildings shall face and address the public street and be located close to the street to maintain a strong street edge.
- All publicly exposed building façades shall be well articulated including flankage elevations at intersections.
- Townhouse units may be paired to provide the appearance of larger units within blocks.
- Main entrances shall be clearly identifiable and face the street.
- Main entrances may be paired to increase the width of landscaped areas.
- There shall be consistent detailing on all publicly exposed elevations in terms of exterior building materials, window treatment and architectural vernacular.
- There shall be a high level of architectural quality for all publicly exposed elevations, including architectural elevations such as cornices, frieze boards, accents, wall projections, porches, and boxed out window bays to articulate walls and break up roof/wall planes.
- Frieze boards shall be provided on all publicly exposed façades and shall terminate logically at an inside corner, plan projection, etc.
- Townhouse blocks shall be designed to integrate firewalls, where required, into the overall building design.
- Rainwater downspouts shall be integrated into the building architecture in terms of design and colour, and logically located within the elevation to coordinate with other façade elements.
- All windows exposed to the public realm shall have the same window type, colour, quality and detailing.
- Townhouse blocks shall be clad using one predominant material that is high quality and low maintenance clay brick, stone, or precast stone product. Additional materials including stucco and wood siding may be used in accent areas only beyond the tactile range.
- False windows with black glass shall not be permitted.
- Premium roofing materials are encouraged.
- Utility service meters shall be located away from public view.

4.3.1 7.5m wide Townhouses

Townhouse blocks that comprise of 7.5m wide units provide opportunities for wider porches and increased fenestration. When located at the ends of street blocks as Cap-End Townhouse Blocks, or "bookend" (cluster) blocks, they provide a positive streetscape with townhouse units fronting and addressing the street, and sizeable wrap-around porches and increased fenestration at the corners to address the intersections.

Corner units shall have:

- Corner lot specific designs with architectural features such as ample fenestration, building projections, and distinctive gables.
- The main entry located on the flankage side.
- Wrap-around porches with a minimum porch depth of 1.5m.

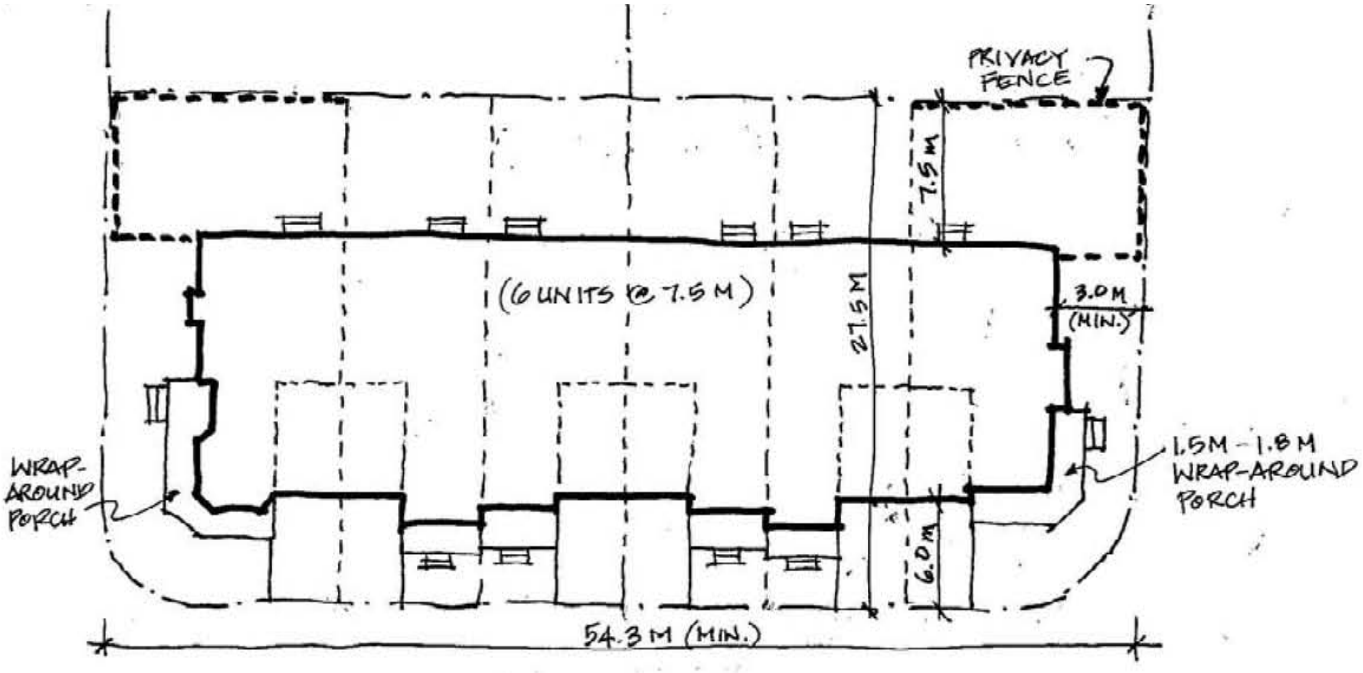


Figure 32 – Cap-End Townhouse Block with 7.5m units

4.3.2 Laneway Townhouses

4.3.2.1 6.1m wide Laneway Townhouses

6.1m wide townhouses are located along Inspire Boulevard (Main Street Spine) and behind the decked townhouses. The townhouse blocks shall be designed to appear as a series of larger dwellings.

4.3.2.2 Decked Townhouses

Decked townhouses are located along Inspire Boulevard (Main Street Spine) adjacent to live-work units. Decked townhouses may also be located along Bramalea Road, north of the stormwater management pond (Blocks 268 & 129). Garage access is through rear lanes, with amenity spaces located above the garage. The buildings should support the streetscape image of Main Street through building location, architecture and landscaping.

The buildings shall be designed to:

- Be located close to the street, with a minimum front yard setback of 3.0m.
- Have a minimum of three storey massing to form an appropriate transition to the adjacent live-work units.
- Have a singular architectural style on all exposed elevations of each block to appear as a series of larger dwellings.
- Have increased fenestration along Inspire Boulevard.
- Include a variety of units widths and styles

4.3.3 Back-to-Back Stacked Townhouses

This is an alternative option to built form fronting Bramalea Road, at Blocks 268 & 129. The townhouse blocks shall have dual frontages to address both streets, with garages located along the back and accessed from the local road, and outdoor amenity spaces in the form of balconies. The outdoor amenity space may also be in the form of rooftop terraces.

This form of development shall be subject to a Site Plan Approval process.

The townhouse blocks shall:

- Have a minimum of three-storey massing for a strong street presence along arterial roads or to form an appropriate transition to the adjacent three-storey decked townhouses or live-work units.
- Be designed to appear as a series of larger dwellings.
- Have clearly identifiable entrances face the street, and where possible, be close to the street line.
- Encourage the pairing of main entrances to increase the width of landscaped areas.
- Have parking areas in the form of private garages incorporated into the building, or as surface parking. Main parking areas should be located away from Bramalea Road, where feasible.
- Have garages, parking spaces, and driving lanes at the back of the units.

Source: Google

Source: Google

4.3.4 Live-Work Townhouses

Dual zoned live-work units form an appropriate transition and a link between commercial and residential land uses. This eliminates instances of single family houses adjacent to commercial uses, and emphasizes a sense of arrival and entry into the community. Live-work buildings are less private and have a high exposure from the arterial roads, requiring a higher level of detail than the Conventional Lots. They have retail, service based and office uses at ground level, with residential uses above. The retail/work component will help to animate streetscapes by encouraging pedestrian activities for local residents.

Two live-work areas are located along Inspire Boulevard (Main Street Spine) and act as community gateways. The live-work corner units, located at the Dixie Road/Inspire Boulevard intersection (West Gateway) and at the roundabout west of the Bramalea Road/Inspire Boulevard intersection (East Gateway), shall have Gateway architecture to emphasize a sense of arrival into the community. They should have special designs that address the high level of public exposure and coordinated with any adjacent landscaping in terms of main entry location and design, window placements, exterior materials and colours, and vernacular.

Guidelines include the following:

- There should be a minimum of 3.0m side yard setback to increase the landscaped area and delineate the gateway corner.
- Distinctive architectural features, such as tower features and bay projections, of a contrasting but complementary colour shall address these prominent locations. The distinctive architectural features for the live-work units at the East Gateway should be coordinated with the third curving frontage.

Examples of distinctive features for Gateway locations

- Retail/work component should face the higher order public streets.
- The residential side of live-work units should have a 2-3 storey residential façade, compatible in massing, roofline and detail with the adjacent built form.
- A 0.6m front yard setback is encouraged for an urban street edge. A building recess of a maximum 5.0m front yard setback is permitted where it provides an outdoor seating area and/or landscaping.
- Display windows, at grade glass doors, accent lighting and business signage should be integrated into the front face of the building along the commercial street edge.
- Commercial signage may be provided directly above the storefront glazing, be integrated in the overall design, and comply with the City of Brampton signage by-law.
- Individual business identities are encouraged to be within a coordinated signage design system.
- Commercial signage shall be illuminated using accent lighting complementary to the building façade. Backlit signage shall not be permitted.

Examples of Live-work Townhouses - Retail/Work Street Edge

Examples of Live-work Townhouses – Residential Street Edge

4.3.5 Roundabout Townhouses

Live-work units are located at the westerly edge of the West and East Roundabouts. A laneway townhouse is located at the northeast corner of the West Roundabout.

In addition to characteristics established in Section 4.2 Roundabout Lots:

- Residential built form at the roundabout should have a minimum 3.0m setback and may have their 1st floor levels a minimum distance above grade to maintain a degree of privacy;
- The live-work units should be located close to the edge of the roundabout, with a minimum 0.6m setback for both front and flankage yards.

Example of an appropriate Live-Work Townhome Treatment at a Roundabout

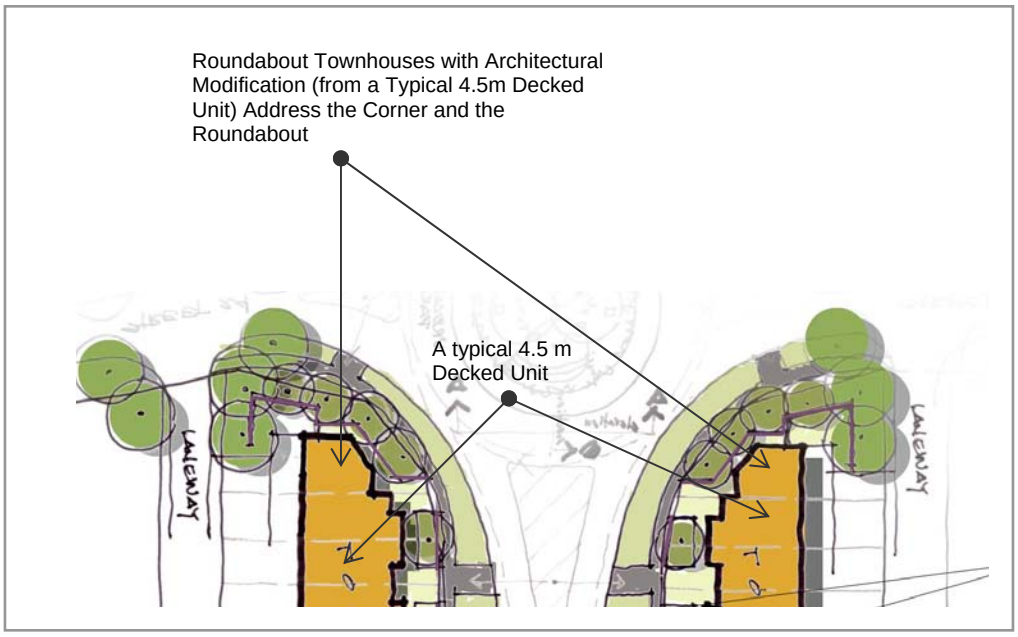


Figure 33 - Concept of Roundabout Units Adjacent to Typical 4.5m wide Decked Townhouses

4.3.6 *Interim Treatment Adjacent to Non-Participating Owner (Block 772)*

Block 772 of the Draft Plan (refer to Figure 34b) is envisioned as an important anchor to the community of Countryside Villages 48-1. The following two objectives guide the proposed development of blocks 772, 147, 362 and 361:

1. Corner treatment at gateway live-work blocks should incorporate a heightened palette of architectural and landscape features at entrances from Dixie Road and Bramalea Road (west of the Valleyland) to create gateways to the community; and
2. In keeping with the vision for a continuous urban streetscape experience along Inspire Boulevard gateway live-work blocks are encouraged to be constructed early on in the development process to establish the community character.

The northern portion of block 772 is bounded by a non-participating owner located north of Inspire Boulevard and east of Dixie Road (see Figure 35). Currently the northern portion of block 772 will be excluded from development as part of the *Brampton Area 48 Landowners Group Inc. – Block 1 application*.

To achieve the objectives set forth for block 772 in context of the entire community (as listed above) an interim use is proposed for block 772 and portions of block 139 (north of the laneway). The proposed use is a sales centre and a parking area for visitors to the office, respectively. The sales centre will occupy block 772 and will be constructed in keeping with the built form guidelines and architectural details reflected in the gateway live-work block 147 (on opposite side of Inspire Boulevard). The sales centre will be converted to a live-work block, and the parking area will be redeveloped into a laneway townhouse block when the non-participating property is consolidated within the *Brampton Area 48 Landowners Group Inc. – Block 1*.

At the preliminary design stage and prior to the application for building permit, the townhouse block shall be reviewed in detail, in consultation with the City of Brampton staff.

Design guidelines for interim treatment:

- Landscape, gateway and architectural treatment at the corner and front façade shall be in keeping with the guidelines set forth in sections 3.1.1, and 4.3.4
- A pedestrian walkway from the parking area to the sales office entrance is required, at a minimum width of 1.5m.
- Street trees shall be planted within the perimeter of the parking area to provide shade and visual relief from the large mass of paving.
- An acoustic screen should be installed with buffer planting along the western edge of block 139 to screen from adjacent residential uses

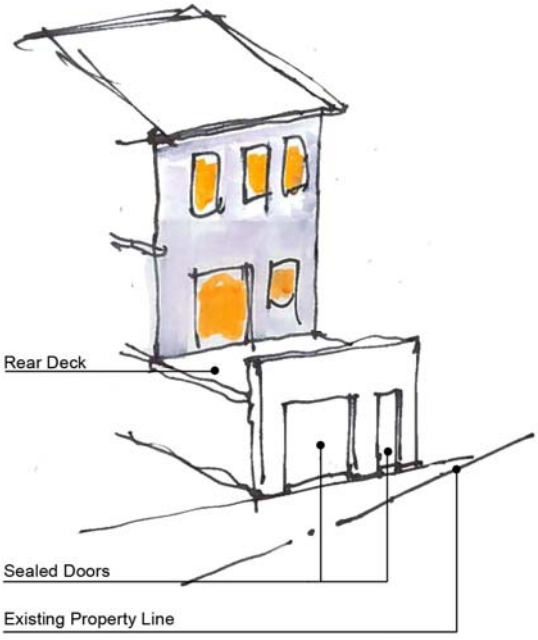


Figure 34a - Conceptual Rear Elevation of a Live-work Unit Used as a Sales Centre (Interim Use)

Figure 34b – Rendered Illustration of an Interim Sales Office for Block 772, and an Interim Parking Area for Block 139

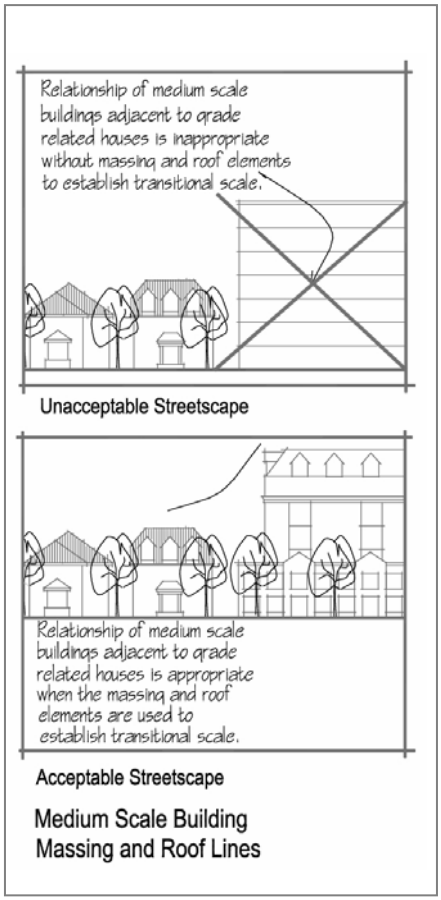
4.4 Design Guidelines for Residential Development – Medium Density & Medium/High Density Blocks

Medium density buildings shall support the streetscape image through site planning, architecture and landscaping, and be compatible with adjacent low-density residential buildings through complementary detailing, materials and colours.

All multi-storey, multi-unit buildings shall be subject to a Site Plan Approval process.

These guidelines are intended to assist in integrating the medium density buildings with lower density housing and include the following requirements for these options:

- Mid-rise apartments
- Four-storey flats



Medium Scale Building Massing and Roof Lines

4.4.1 Mid-rise Apartment Buildings

Site Planning

- Buildings should be located close to the street edge.
- Buildings should be oriented so that they maintain a strong street edge and architecturally address any street intersections.

Building Massing and Roof Lines

- Buildings shall have a minimum of 4 storey massing and a maximum of 9 storey massing.
- To ensure their appropriateness to the scale of surrounding buildings and maintain a pedestrian scale at street level, taller buildings should have their upper levels stepped or set back;
- Long continuous roofscapes shall be divided and varied to provide visual interest and variety.
- All roof-top mechanical units shall be screened from public view.
- Where an individual site is to be developed with more than one building, the collective architectural composition of the buildings should be considered in terms of: massing, roof lines, street relationships, and visual impact on adjacent low-rise housing.

Low-rise Apartment Building Example

- Well-proportioned buildings should be designed to not accentuate their apparent scale.
- Where possible, sloped-roof elements should be incorporated to complement the surrounding residential building forms.

Building Elevations

- Façades should be articulated to provide relief and visual definition through the expression of cornices and other architectural elements and details.
- Where appropriate, elevations should have changes in plane and relief to divide long continuous stretches.
- Balconies should be incorporated into the overall design of the massing of the buildings.
- Vents and exhaust elements should be incorporated into the design of the façades, so as not to be visually disturbing.

Consistency of Detail

- Cladding materials and details shall not change from front to back due to the complete visibility of these buildings.

Building Entrances

- Architecturally pronounced entry points should be provided on all public entries.
- An entrance canopy should be provided covering all principal public entrances.
- Clearly and visibly articulated building entrances should be provided with pedestrian walkway connections to the street or designated vehicular drop-off areas.

Vehicular Access, Parking and Servicing

- Surface parking areas between the buildings and the street should be limited and avoided, wherever possible. Where permitted, they should be screened from public view.
- Screens, where required, should have materials and colours that are consistent with the building design. A combination of landscaping and architectural elements may be used.
- There shall be no open, exterior, separate garbage enclosures.

- All garbage storage and loading service areas should be screened from adjacent residential or public lands by placement of buildings, architectural screens and/ or landscaping. Where only soft landscape materials are used for screening, they will be designed to maintain a year-round effect, and include a dominant evergreen component. In addition, these areas should be located a sufficient distance from residential areas to provide an adequate buffer zone to adjacent developments and public streets.

Lighting

- Lighting for buildings and parking should be designed and sited to minimize light distribution onto adjacent residential properties.

Signage

- Grade related signage should be integrated into the site plan, and integrated into entry features, architecture and landscape design.

4.4.2 Four- Storey Flats

In addition to the guidelines outlined in Section 4.4.1, guidelines that apply to these buildings include the following:

- The garages should be located away from public view.
- A combination of landscaping and architectural elements may be used to screen the garages. Where architectural screens are used, they should be designed using materials and colours that are complementary to the building design.

4-Storey Flat Example – Under Construction, Ottawa

4.5 Design Guidelines for Institutional Development

Schools shall support the streetscape image through site planning, architecture and landscaping, and be compatible with adjacent low-density residential buildings through complementary detailing, materials and colours.

These guidelines are intended to assist in integrating the institutional buildings with lower density housing and shall be read in conjunction with the City-wide Development Design Guidelines (DDG).

Site Planning

- Buildings shall be located close to the street line and oriented to maintain a strong street edge, architecturally address any street intersections, and maximize the potential for their location within view corridors from surrounding neighbourhoods.

Building Massing and Roof Lines

- Building scale and size should be sensitive to the scale of adjacent grade related buildings and appear not to dominate adjacent residential areas.
- Roofscapes should be designed to screen all rooftop mechanical units from public view.

Building Elevations

- Elevations shall be of high quality design.
- Where adjacent buildings have significant or desirable characteristics, institutional elevations should respond to those characteristics and complement them.

Building Entrances

- All public entries should be covered for weather protection.
- All major entrances shall be handicap accessible at grade thresholds.
- All major entrances should allow for ease of movement through the doors and include an overflow and waiting space for pedestrians.
- Building entrances should open onto an exterior area suitable for gathering or waiting.

Pedestrian Circulation

- Pedestrian walkways on institutional sites should be designed to ensure a safe, comfortable, and attractive environment for walking.
- Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times.
- Pedestrian connections should be planned to facilitate access to present and future transit stops.
- Bus shelters should be provided in safe and visible locations along transit routes. The design of these structures should be compatible with the architectural styles in the community.
- Pedestrian areas should be designed to facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, trash/recycling receptacles, and landscaping.
- Major public access points and routes should be clearly visible and identified using both ground oriented and upright hard and soft elements.

Passenger Pick-Up and Drop-Off Areas

- Lay-by lanes are encouraged along the street in front of institutions.
- Bus pick-up and drop-off areas should be on-lot and separated from other traffic.
- Queuing areas should be designed as to not impede the normal flow of traffic.

Vehicular Access, Parking and Servicing

- Major vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements.
- All garbage storage and loading service areas should be integrated into the building envelope, where possible, and screened from adjacent residential areas to provide adequate buffering.
- Garbage areas should be located to a sufficient distance from residential lots to avoid creating a nuisance.
- Utility structures should be integrated into the design of institutional buildings where possible; where not possible, these structures should be screened from view from surrounding areas by buildings, screen walls or landscaping.
- Site planning of institutional lots should make adequate allowance for snow storage.
- Bicycle storage racks should be provided adjacent to main building entrances.

Lighting

- Lighting for outdoor areas should be designed and located to provide defensible outdoor space for users at night, and to facilitate crime prevention.
- Lighting for outdoor areas should be designed and sited to minimize light spillage onto adjacent properties and the sky.
- Lighting should be dark sky compliant and positioned to minimize glare, improve visibility and provide an efficient source of light.
- Lighting for parking areas should reflect the architectural styles of the community in scale and profile.

Signage

- Grade related signage is the preferred signage type for institutional sites.
- Grade related signage should be integrated into the site plan, landscaping, and contribute to the overall way finding strategy of the site.
- Signage should contribute to the design vision for the building, site, and overall community.

School Fronting Street

Figure 35 - Facility Fit – Elementary School

4.6 Design Guidelines for Commercial Development

There are two commercial developments within the site. The first one is designated as Neighbourhood Retail and located at the southeast corner of the Mayfield Road and Dixie Road intersection. The second one is a Commercial Retail and located at the northwest corner of the Bramalea Road and Countryside Drive intersection.

Site Planning

- Buildings shall be located close to the street line and oriented to maintain a strong street edge and architecturally address any street intersections.

Building Massing and Roof Lines

- Buildings along major streets should be two storeys or greater in height.
- Building scale and size should be sensitive to the scale of adjacent grade related buildings.
- Where an individual site is to be developed with more than one building, the collective architectural composition of the buildings should be considered in terms of massing, roof lines, street relationship, and visual impact on adjacent grade related housing.

Building Elevations

- Elevations shall be of high quality design.
- There should be purposeful termination of building materials.

Building Entrances

- All public entries should be covered for weather protection.
- All major entrances shall be handicap accessible at grade thresholds.
- All major entrances should allow for ease of movement through the doors and include an overflow and waiting space for pedestrians.
- Building entrances should open onto an exterior area suitable for gathering or waiting.

Pedestrian Circulation

- Pedestrian walkways should be designed to ensure a safe, comfortable, and attractive environment for walking.
- Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times.
- Pedestrian connections should be planned to facilitate access to present and future transit stops.
- Bus shelters should be provided in safe and visible locations along transit routes. The design of these structures should be compatible with the architectural styles in the community.
- Pedestrian areas should be designed to facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, trash/recycling receptacles, and landscaping.
- Major public access points and routes should be clearly visible and identified using both ground oriented and upright hard and soft elements.
- Commercial building fronts should have hard surface paving, within limits, along their frontages.

Vehicular Access, Parking and Servicing

- Major vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements.
- Loading and service areas should be screened from public view through placement of buildings, screen walls, and landscaping.
- All garbage storage and loading service areas should be integrated into the building envelope, where possible, and screened from adjacent residential areas to provide adequate buffering.
- Utility structures should be integrated into the design of buildings where possible; where not possible, these structures should be screened from view from surrounding areas by buildings, screen walls or landscaping.
- Garbage and loading areas should be located to a sufficient distance from residential lots to avoid creating a nuisance.
- Site planning should make adequate allowance for snow storage.
- Bicycle storage racks should be provided adjacent to main building entrances.

4.6.1 Integration of the Heritage House on 4585 Mayfield Road

- Sufficient site area should be provided around heritage building to ensure that the general character of the landscape features surrounding the building are maintained;
- The street and block pattern should be appropriately designed to accommodate the building 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 scale, massing, orientation, setbacks, building material, and design themes and features;
- If feasible, heritage building should be maintained as functional structures within the community. Adaptive re-use of the building (i.e. use of the building for small shops, restaurants, or cafes) is encouraged, subject to compliance with applicable Zoning By-laws.
- New development directly surrounding the house on 4585 Mayfield Road should be sensitive to and take inspiration from this heritage resource
- Common Gothic Revival elements that should be incorporated include steeply pitched front facing gables, pointed arch windows, finials, decorative bargeboard, symmetrical front facades, and an overall emphasis on verticality/height.
- New development should also include features such as dichromatic brick work, quoins, bands, return eaves, and transoms.
- All commemorative feature and interpretive signage should be sensitively integrated into the development and erected in highly visible locations that are easily accessible by the public
- Signage should be produced to City standard for heritage interpretive signage.

Figure 36 – Countryside Drive and Bramalea Road Commercial Block

Commercial Architecture with Heritage Features

Buildings Oriented to Street Edge and Architecturally Address Street Intersection

Figure 37a - Dixie Road and Mayfield Commercial Block

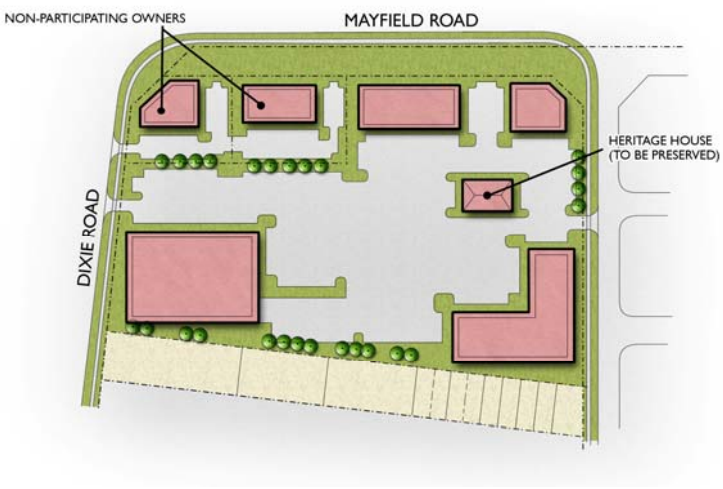


Figure 37b – Dixie Road and Mayfield Commercial block - Alternative Option

Defined Vehicular Circulation

Commercial Block Edge Treatment

5.0 IMPLEMENTATION

5.1 Introduction

The Community Design Guidelines are submitted at the Block Plan stage as a vital part of the development approval process. It will provide a base for detailed landscape drawings and design review process during the Draft Plans of Subdivision stage and site planting for medium and high density residential buildings, commercial and institutional uses for the Countryside Villages Block Plan 48-1.

The Community Design Guidelines are expected to reflect and refine the community vision, structuring elements and special character areas that were set in place by the Community Design Framework and build upon the expectations provided through the City of Brampton's Development Design Guidelines.

5.1.1 Outstanding Work

Implementation of the CDG is dependent upon the completion of several supporting studies, including, but not limited to environmental, traffic and servicing studies. The final design for the Block Plan will have regard for these studies and will not necessitate amendment to the CDG document. The Community Design Guidelines document may be approved in advance of the approval of supporting studies, including, but not limited to:

- Functional Servicing Report (FSR), prepared by Schaeffers Consulting Engineers;
- Environmental Impact Statement (EIR), prepared by Beacon Environmental; and

5.2 Conformity to the Community Design Guidelines

If it is determined, in the opinion of the City, that a site plan deviates from these approved Community Design Guidelines, then a Design Brief will be provided by the applicant for approval by the City. Prior to the first submission of the Design Brief, the Control Architect recommends that the document be reviewed by them for conformity with the intent of the Community Design Guidelines, prior to submission to the City. In the case of site plan submissions, the Control Architect recommends that the plans be reviewed for conformity with the intent of the Community Design Guidelines, prior to submission to the City. In both instances the Control Architect comments will be coordinated with the City.

This privately administered Design Review process coordinates the site planning, architecture and landscape design of the proposed development.

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 177-2008 and associates 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.

Figure 4 on page 6 identifies those blocks subject to requirements of this CDG. If the townhouse and live-work blocks are subject to subdivision process, streetscape elevations preferably with relevant landscaping

and engineering elements should be submitted and reviewed by the Design Control Architect and the City prior to building permit.

5.3 Cost Responsibility Matrix

The Cost Responsibility Matrix identifies cost responsibilities for proposed upgraded finishes, treatments and furnishings for site development elements of municipal and private ownership. The City's DC (Development Charges) bylaw reimburses proponents for the design and construction of municipal works included in the DC bylaw and subdivision agreement. Cost reimbursement is based on current City minimum development standards.

Works proposed by this Community Design Guideline and agreed to by the proponents beyond the minimum City standard are the proponents' cost responsibility. The following matrix summarizes these cost responsibilities.

See following page for the Cost Responsibility Matrix

FOR CONVENTIONAL LOTS	Capital Cost City Responsibility (DC funded)	Capital Cost Developer Responsibility (Developer funded)
Street Trees		
70mm cal deciduous street trees, any upgrades to size or density; topsoil and sod within regional and municipal road Right-of-ways.		■
Tree grates on Inspire Boulevard at Live-work area		■
Buffer Blocks		
Planting to City of Brampton Standards, any upgrades to species, sizes or densities		■
Acoustic fence and masonry pillars		■
Fencing at window streets - pedestrian connection upgrades		■
Entry Elements/Features (Gateways)		
Decorative masonry elements and signage, planting, and water service/irrigation		■
Community Mailbox Areas		
Hard surfacing, topsoil, and any planting		■
Park Blocks		
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	■	
Playground to standards and approval of the City	■	
Planting (trees and bulbs)	■	
Shade Structures x2 (parks 1 & 5)	■	
Pathway within existing DC service level	■	
Pathways exceeding existing DC service level		■
Decorative paving and columns at park entrances		■
Solid-roof shade canopy in park 6		■
All landscaping elements within the service easement in Park 5 for the townhouses		■
Note: Park 6 will be build to a high quality urban landscape condition, and any costs above that collected for by the City will be the developer's responsibility.		
Valleyland		
Topsoil, seeding, planting restoration of areas disturbed by construction		■
Rear lot chainlink fencing		■
Rear lot retaining fencing (if required)		■
Planting within 10.0m landscaped buffer at rear lots		■
Top of bank plantings		■
Valleyland plantings to begin re-vegetation/re-establishment of woody vegetation	■	
Valleyland Crossing - Bridge		■
Channel		
Planting within 10.0m Environmental Buffer		■
Restorative planting within the Channel		■
Asphalt trail, lighting (if required) landscape restoration, benches/ waste receptacles	■	
A Channel pedestrian bridge crossing x2 (Subject to EIS/FSR Approval), potentially 2nd bridge		■
Channel vehicular crossing x2		■
Lookouts/view points/trail heads: paving retaining walls, barriers, benches		■

FOR CONVENTIONAL LOTS	Captial Cost City Responsibility (DC funded)	Capital Cost Developer Responsibility (Developer funded)
Woodlot/Wetland		
Planting within 10.0m Environmental Buffer		
Pathway if required		
Topsoil, seeding, planting restoration of areas disturbed by construction		
Stormwater Management Facilities		
Seating/Lookout areas		
Topsoil, seeding, sodding, aquatic, woody shrub and tree planting		
Signage		
Asphalt pathway in ponds block		
Maintenance road and granular pathway		
Pedestrian Pathways		
Pathway within DC service level		
Pathways exceeding DC service level		
4.5 Decked Townhouses Front Yard Setback		
Landscape treatment of front yards (groundcover, shrubs, and ornamental trees)		
Streetscapes		
Landscaped roundabout		
Street lighting		
Naturalized Open Space Blocks 445, 444, 443, 442, 279, 278, & 185		
Grade, topsoil, and sod		
Street Trees		
Plantings within blocks		

5.4 Builders Responsibilities

An orientation meeting is to take place at the start of the project, which will gather all participants involved in this block, including City representatives, Design Control Architect, Landscape Architect, Developer, Builders, and House Designers.

Builders or their Designers (the "Applicant") shall submit drawings and schedules relating to proposed construction to the Design Control Architect (Watchorn 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;
- Site Plans and Streetscape drawings;

Within the block plan, the Design Control Architect is to 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.

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;
- 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;
- Grading requirements, as set out by the project engineer.

5.5 Preliminary Review

The Applicant shall submit the following information to the Design Control Architect for preliminary review and approval:

- House Designs, including:
  - Master Sheet of Elevations;
  - Floor plans
- Special House Designs for Priority Locations for:
  - Gateway Lots;
  - Corner Lots;
  - Side and Rear Elevation Upgrades, where applicable
- Exterior Colours and Materials, including:
  - Preliminary Selection Chart;
  - Samples
- Sitings, including:
  - Site Plan:
  - 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 Design Control Architect. The Design Control Architect will keep a copy on file. The Design Control Architect will notify the City of Brampton in writing, when the Applicant's models have been Preliminary Approved.

5.6 Final Review and Approval

5.6.1 Working Drawings

The Applicant shall submit Working Drawings to the Design 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 Design Control Architect. The Design Control Architect will keep a copy on file. The Design Control Architect will notify the City of Brampton in writing, when the Applicant's working drawings have been final approved.

5.6.2 Site Plans & Streetscape Drawings

The Applicant shall submit site plans and streetscape drawings to the Design Control Architect for review and approval. Site plans and streetscape drawings shall identify the selected models and elevation type.

Satisfactory Site Plan and Streetscape Drawing submissions will be stamped for Final Approval by the Design Control Architect. The Design Control Architect will keep a copy on file. The Design Control Architect will notify the City of Brampton when the Applicant's site plans and streetscape drawings have been final approved.

5.6.3 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 are to show the front and flankage elevations (for corner houses) of all approved models, and are to 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 Design Control Architect and returned to the Applicant. The Design Control Architect will keep a copy on file.

5.6.4 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 are to be provided to supplement the review of the exterior materials and colours selected. The Design 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 Design Control Architect, and returned to the Applicant along with the submitted sample boards.

5.6.5 Exterior Colour Selections

The exterior colour selections for the individual lots and blocks should be submitted to the Design 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 Design Control Architect to refuse processing any submissions until the information has been provided.

5.7 Site Reviews

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

5.8 Data Recording

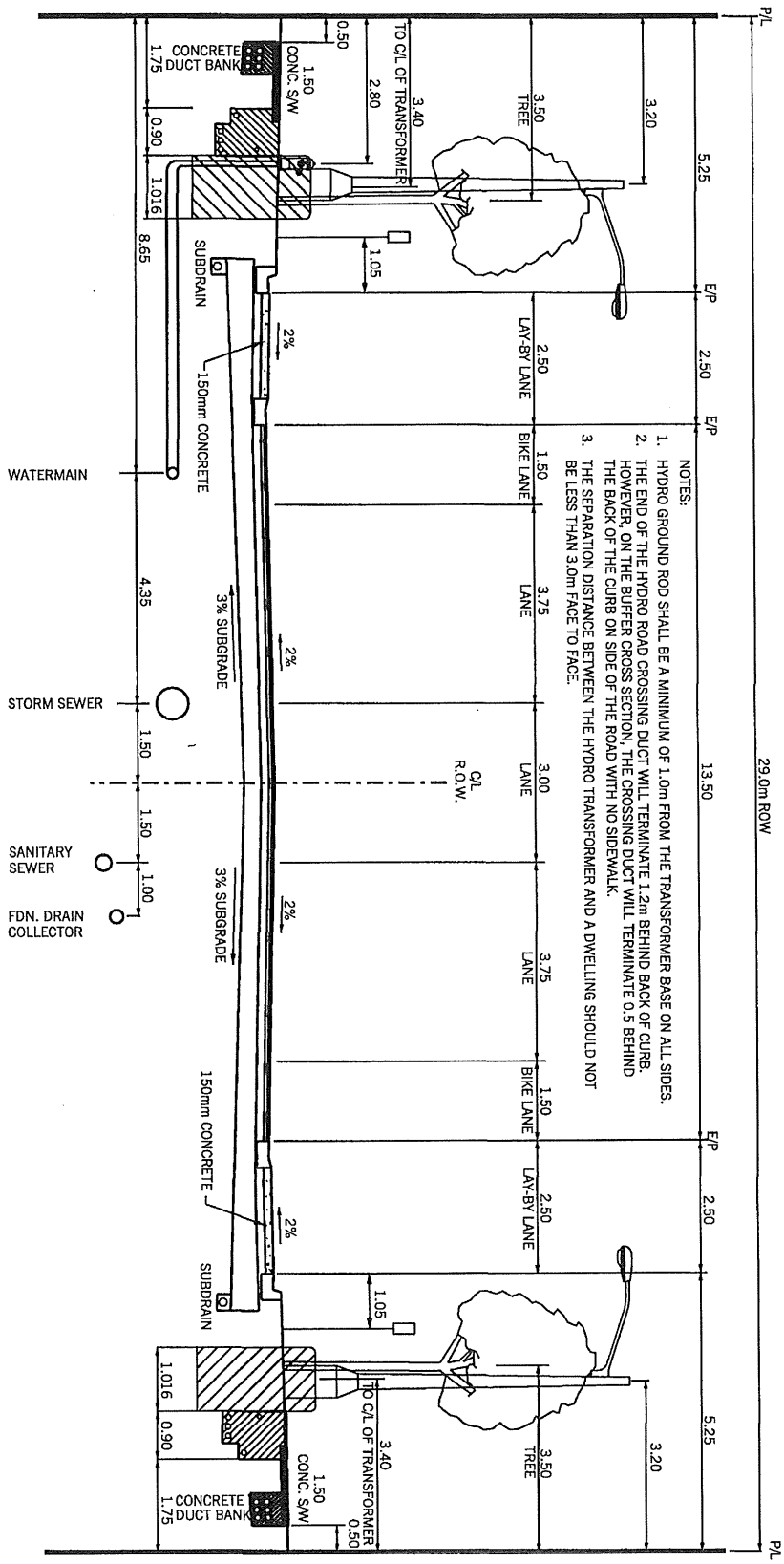
The Design Control Architect will maintain a project binder that contains all pertinent information related to approvals, all correspondence, site reports, guidelines and any addendums, priority lot plan, and siting approval plan. This binder will be submitted to the City when all the work has been completed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

5.9 Conclusions

The design and approval process is iterative, changing in response to new information and proponent objectives and standards plus process at the City. However, the intent and objectives of these Community Design Guidelines remain a critical element of the approval process. The Control Architect/Landscape Architect authors of this CDG recommend their continued involvement in the review of required Design Briefs and /or site plan submissions prior to formal submission to the City of Brampton. The Control Architect will review the documents and provide timely comments to the proponents, consultants and the City.

APPENDIX A

Alternative Design Standards – Approved Engineering Cross Sections



PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE 2 TRAVEL LANES, 2 BIKE LANES, AND AUXILIARY TURNING LANE AT INTERSECTIONS
PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE LAY-BY PARKING AND PUBLIC TRANSIT (NO LAY-BY PARKING AT TRANSIT STOPS)
DIRECT FRONTAGE AT THE DISCRETION OF THE CITY OF BRAMPTON
MIN. SEPARATION BETWEEN WATERMAIN AND SEWER IS 2.5m

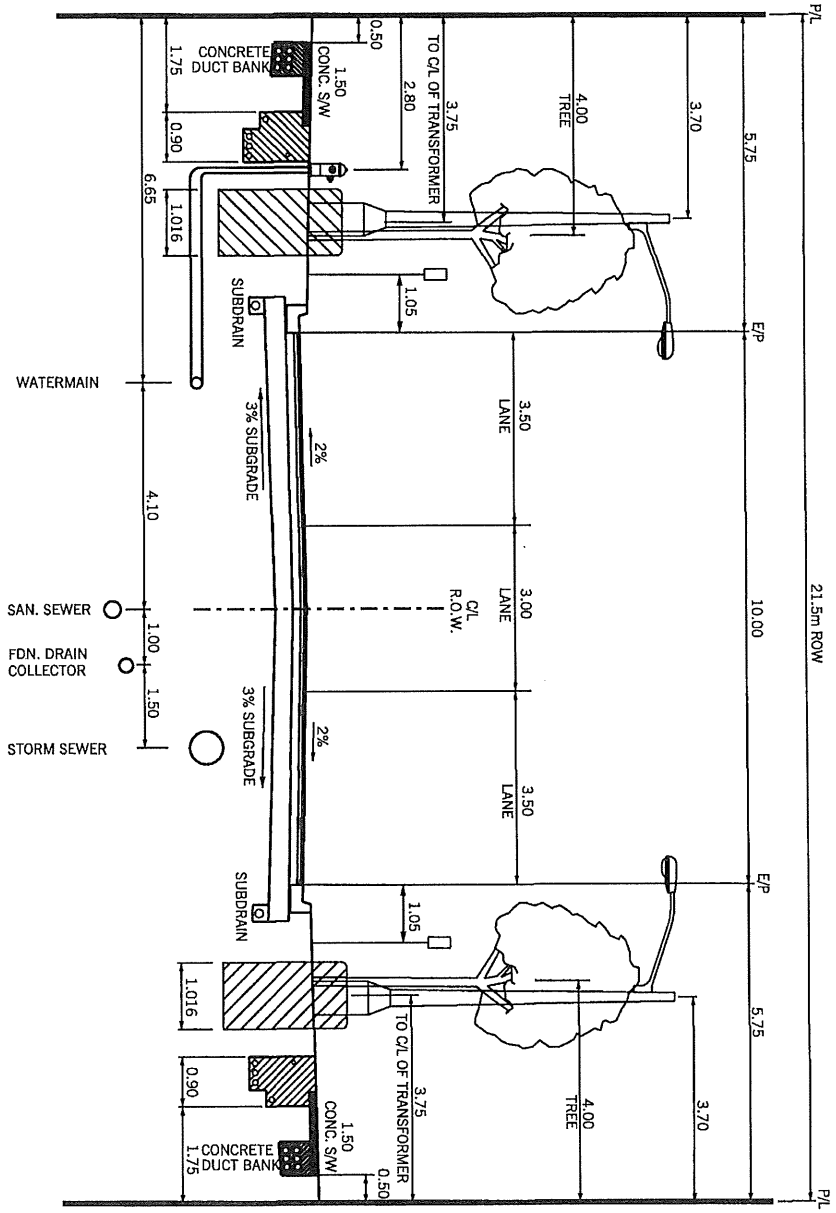
ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

CITY OF BRAMPTON
WORKS and TRANSPORTATION DEPARTMENT

COUNTRYSIDE TRANSIT SPINE COLLECTOR

13.5m PAVEMENT ON 29.0m R.O.W.

REVISION:	REV. DATE:
DATE:	2009-06-12
CHECKED:	C. Bott
APPROVED:	T.W. Mulligan
SCALE: N.T.S.	DWG. NO. 202 C



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.

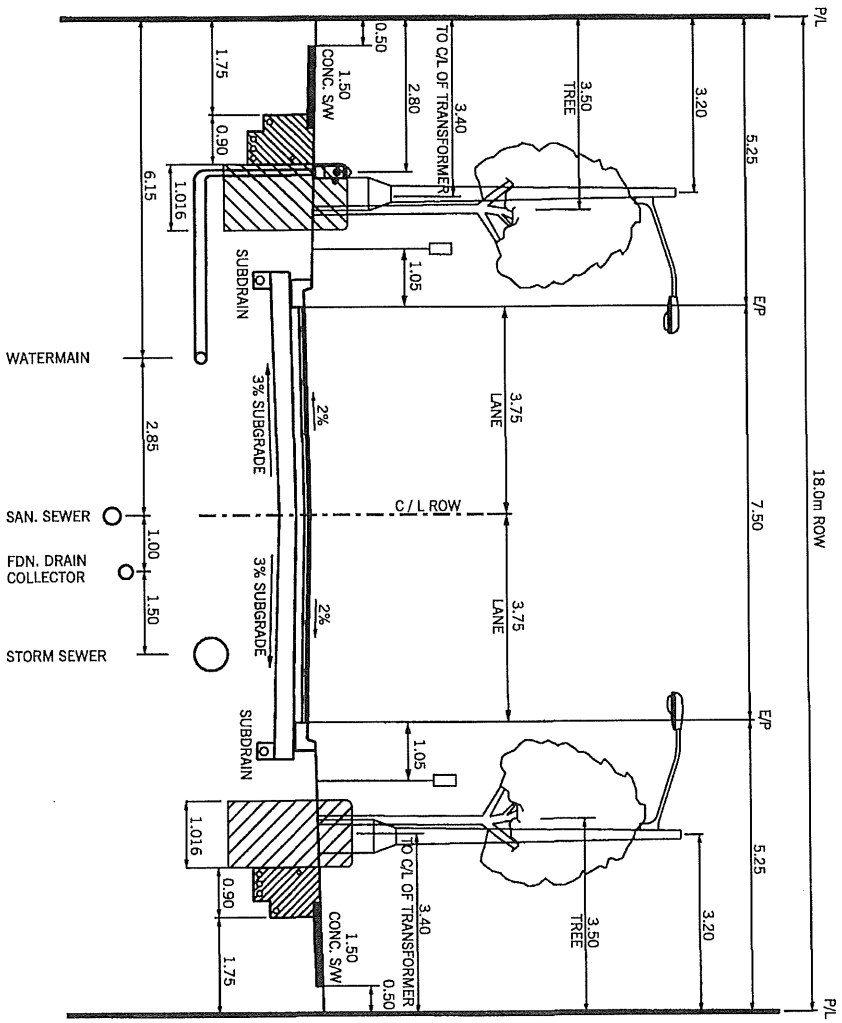
PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE 2 TRAVEL LANES AND AUXILIARY TURNING LANE AT INTERSECTIONS
PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE ON-STREET PARKING AND PUBLIC TRANSIT
MIN. SEPARATION BETWEEN WATERMAIN AND SEWER IS 2.5m

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:	C. Bobb
APPROVED:	T.W. Mulligan
SCALE: N.T.S.	DWG. No. 202A



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.

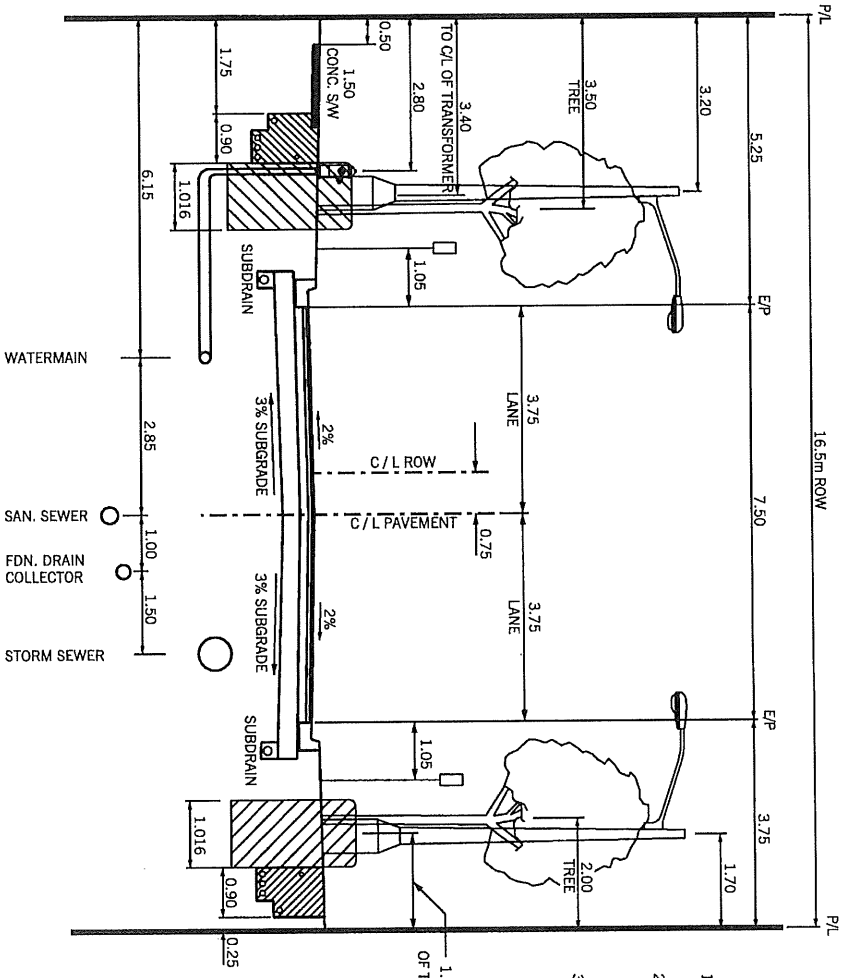
PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE 2 TRAVEL LANES AND ON-STREET PARKING AND NO TRANSIT MIN. SEPARATION BETWEEN WATERMAIN AND SEWER IS 2.5m

CITY OF BRAMPTON
WORKS and TRANSPORTATION DEPARTMENT

LOCAL ROAD

7.5m PAVEMENT ON 18.0m R.O.W.

REVISION:	REV. DATE:
DATE:	2009-06-12
CHECKED:	C. Bobb
APPROVED:	T.W. Mulligan
SCALE: N.T.S.	DWG. NO. 201 A



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.

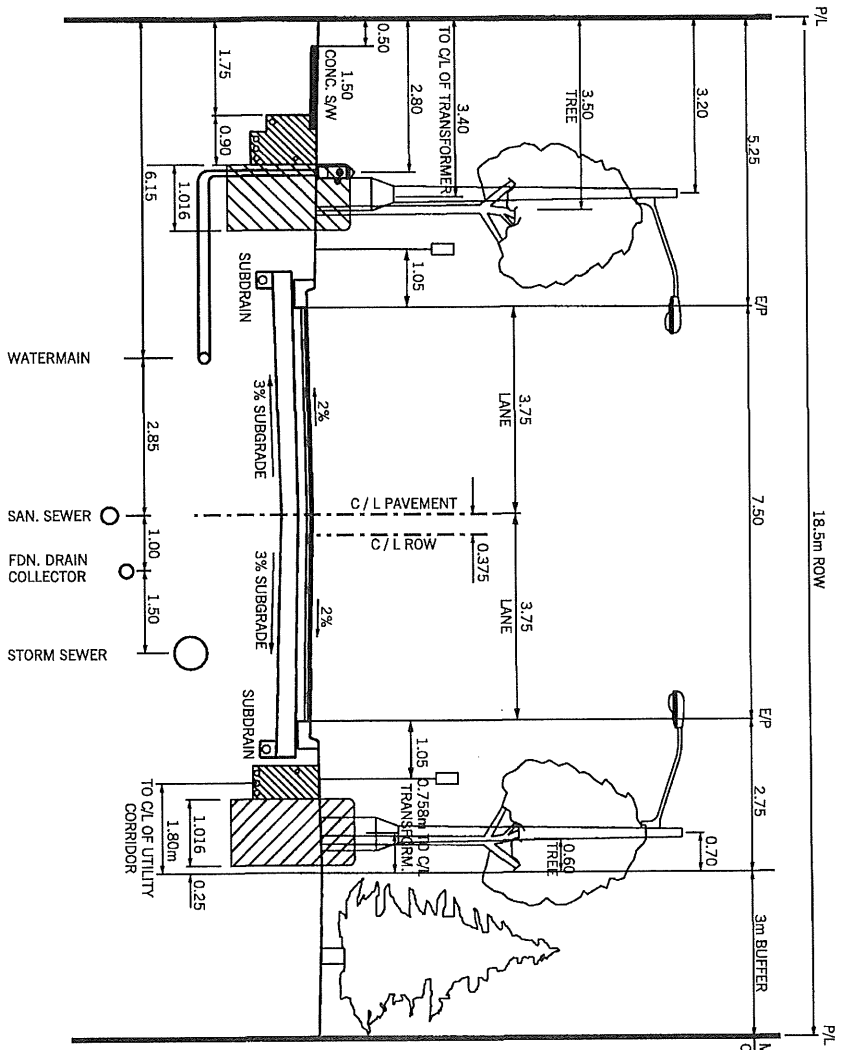
PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE 2 TRAVEL LANES WITH ON-STREET PARKING AND NO TRANSIT MIN. SEPARATION BETWEEN WATERMAIN AND SEWER IS 2.5m

CITY OF BRAMPTON
WORKS and TRANSPORTATION DEPARTMENT

MINOR LOCAL ROAD

7.5m PAVEMENT ON 16.5m R.O.W.

REVISION:	REV. DATE:
DATE:	2009-06-12
CHECKED:	C. Bobb
APPROVED:	T.W. Mulligan
SCALE: N.T.S.	DWG. No. 200 A



PAVEMENT WIDTH IS DESIGNED TO ACCOMODATE 2 TRAVEL LANES WITH NO PARKING AND NO TRANSIT

MIN. SEPARATION BETWEEN WATERMAIN AND SEWER IS 2.5m

NOTES:

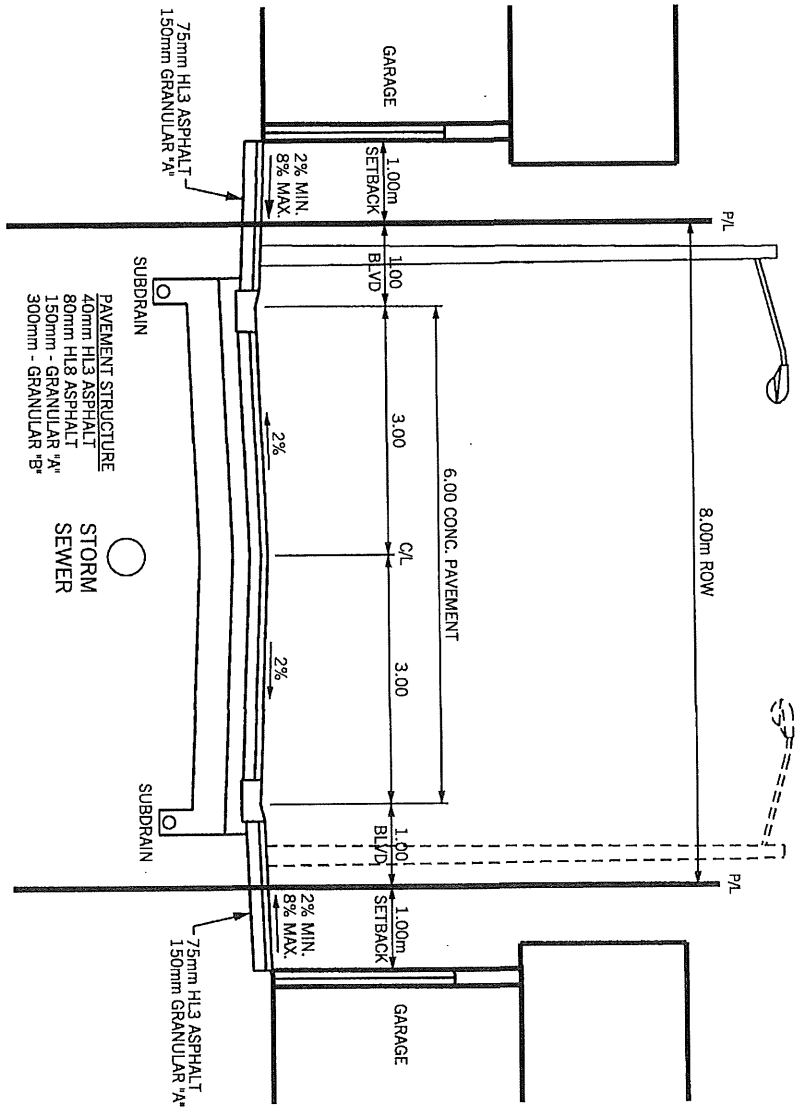
1. HYDRO GROUND ROD SHALL BE A MINIMUM OF 1.0m FROM THE TRANSFORMER BASE ON ALL SIDES.
2. THE END OF THE HYDRO ROAD CROSSING DUCT WILL TERMINATE 1.2m BEHIND BACK OF CURB. HOWEVER, ON THE BUFFER CROSS SECTION, THE CROSSING DUCT WILL TERMINATE 0.5 BEHIND THE BACK OF THE CURB ON SIDE OF THE ROAD WITH NO SIDEWALK.
3. THE SEPARATION DISTANCE BETWEEN THE HYDRO TRANSFORMER AND A DWELLING SHOULD NOT BE LESS THAN 3.0m FACE TO FACE.

CITY OF BRAMPTON
WORKS and TRANSPORTATION DEPARTMENT

BUFFER ROAD

7.5m PAVEMENT ON 18.5m R.O.W.

REVISION:	REV. DATE:
DATE:	2009-06-12
CHECKED:	C. Bobb
APPROVED:	T.W. Mulligan
SCALE: N.T.S.	DWG. No. 201 B



100m MAX. LENGTH, STRAIGHT RUNS PREFERRED (CURVES MAY BE ACCOMODATED WITH CLEAR SIGHTLINES)
ONE WAY TRAFFIC ONLY, NO UTILITIES IN REAR LANEWAYS

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

CITY OF BRAMPTON
WORKS and TRANSPORTATION DEPARTMENT

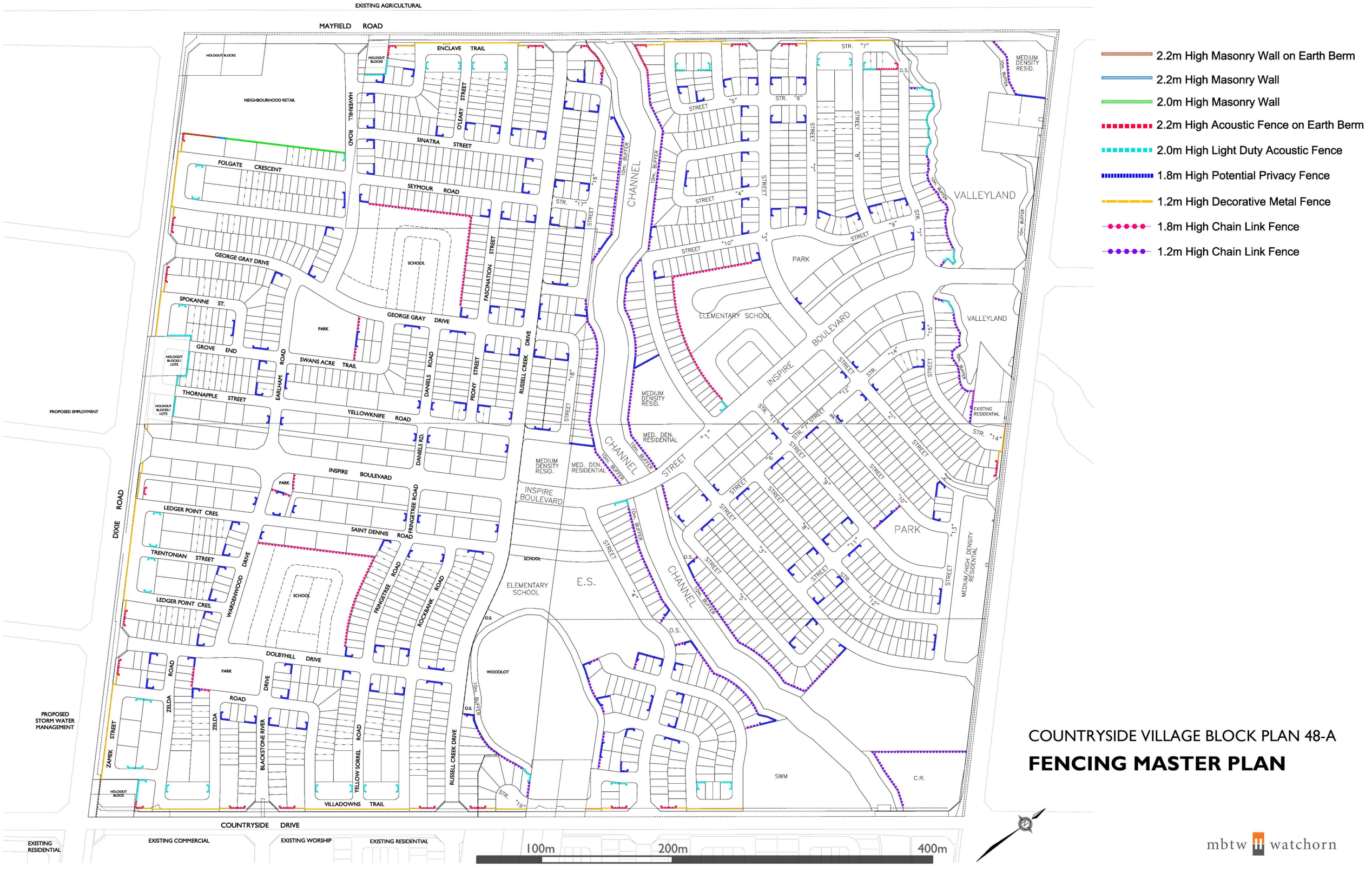
REAR LANEWAY - GARAGES BOTH SIDES

6.0m ASPH. PAVEMENT ON 8.0m R.O.W.

REVISION:	REV. DATE:
DATE:	2009-06-12
CHECKED:	C. Bold
APPROVED:	T.W. Mulligan
SCALE: N.T.S.	DWG. NO. 219 A

APPENDIX B

Fencing Master Plan



2.2m High Masonry Wall on Earth Berm

2.2m High Masonry Wall

2.0m High Masonry Wall

2.2m High Acoustic Fence on Earth Berm

2.0m High Light Duty Acoustic Fence

1.8m High Potential Privacy Fence

1.2m High Decorative Metal Fence

1.8m High Chain Link Fence

1.2m High Chain Link Fence

COUNTRYSIDE VILLAGE BLOCK PLAN 48-A

FENCING MASTER PLAN

mbtw watchorn

APPENDIX C

Street Trees Master Plan

EXISTING AGRICULTURAL

MAYFIELD ROAD

HOLDOUT BLOCKS

NEIGHBOURHOOD RETAIL

HAVERHILL ROAD

ENCLAVE TRAIL

O'LEARY STREET

SINATRA STREET

FOLGATE CRESCENT

SEYMOUR ROAD

GEORGE GRAY DRIVE

SPOKANNE ST.

GROVE END

SWANS ACRE TRAIL

EARLHAM ROAD

YELLOWKNIFE ROAD

DANIELS ROAD

PENNY STREET

RUSSELL CREEK DRIVE

FASCINATION STREET

SCHOOL

PARK

HOLDOUT BLOCKS / LOTS

PROPOSED EMPLOYMENT

DANIELS RD.

INSPIRE BOULEVARD

LEDGER POINT CRES.

SAINT DENNIS ROAD

TRENTONIAN STREET

MARDENWOOD DRIVE

FRINGETREE ROAD

ROCKBANK ROAD

DOLBYHILL DRIVE

ZAMEK STREET

ZELDA ROAD

BLACKSTONE RIVER DRIVE

YELLOW SORREL ROAD

VILLADOWNS TRAIL

DIXIE ROAD

PROPOSED STORM WATER MANAGEMENT

COUNTRYSIDE DRIVE

EXISTING RESIDENTIAL

EXISTING COMMERCIAL

EXISTING WORSHIP

EXISTING RESIDENTIAL

STR. "16"

STR. "17"

STR. "18"

10m BUFFER

CHANNEL

STR. "7"

STR. "5"

STR. "6"

STR. "8"

STR. "4"

STR. "9"

STR. "10"

STR. "3"

STR. "1"

STR. "2"

STR. "11"

STR. "12"

STR. "13"

STR. "14"

STR. "15"

STR. "16"

STR. "17"

STR. "18"

STR. "19"

O.S.

MEDIUM DENSITY RESID.

MED. DEN. RESIDENTIAL

VALLEYLAND

PARK

ELEMENTARY SCHOOL

E.S.

WOODLOT

SWM

C.R.

MEDIUM/HIGH DENSITY RESIDENTIAL

EXISTING RESIDENTIAL

Street Trees with Coarse Canopy Textures

- Maple species
- Oak species
- Linden species
- Japanese Tree Lilac

Street Trees with Fine/ Medium Canopy Textures

- Honey Locust species
- Maidenhair Tree (Ginkgo)
- Ornamental Pear species
- Elm species
- Zelkova species

APPENDIX D

Priority Lot Plan

PRIORITY LOT PLAN

mbtw watchorn

Non-Participating Owner

Non-Participating Owner

Heritage Building (to be preserved)

Non-Participating Owner

Non-Participating Owner

Non-Participating Owner

Non-Participating Owner

Non-Participating Owner

LEGEND

- Limit of the Block Plan
- Property Boundary
- Gateway Lot Architecture
- Corner Lot Architecture
- Roundabout
- Heritage Building (to be preserved)
- Heritage Buildings
- **T** T-Junction House
- **E** Elbow and Cul-de-sac House
- **V** Partial Side Elevation Upgrade - due to curved street condition
- **W** Community Window Lot
- **R** Roundabout Lot
- **P** Frontage onto Open Space
- Rear & Side Elevation Upgrade

100m 200m 400m