Brampton

APPROVED
Planning and
Development Services

Rob Elliott
Commissioner, Planning and Development
Services Department

Aug 18, 2017
Date

Approval Stamp

COMMUNITY STRUCTURE

COUNTRYSIDE VILLAGES
Block Plan 48-2

Community Design Guidelines (CDG) Document

Prepared by:
MBTW | WAI

Prepared for:
Brampton Area 48 Landowners Group Inc - Block 2

Date: 29/05/2017
City File Number: BP48 - 2.2
5th Submission

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Disclaimer:

The text and images contained in this document reflect a conceptual representation of the intended vision and character of the proposed development within this block plan area. These guidelines incorporate current City standards, or approved alternative design standards (ADS's), as applicable at the time of approval of this document. Final designs for block plan elements such as streetscapes, gateway features, pathways, bridges, street lighting, street signs, road cross-sections, utility locations, fencing and associated construction standards etc., may change over time. Changes may be permitted, subject to City approval, due to amendments to City standards, changes in technology, safety and / or construction codes, changes necessitated by the availability of identified materials or modifications to maintenance practices, etc.

In addition, the built form / architectural guidelines depicted in this document are for the use of the original residential developer(s)/ builder(s). In this regard, the material represented in this document should not be construed or interpreted literally. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community without the expressed approval of the City of Brampton.

For further information or questions pertaining to the document or this disclaimer, the reader is encouraged to contact the Urban Design Division, Planning and Development Services Department at (905) 874-2050.

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The planning process for the Countryside Villages Community Secondary Plan Area 48 began in 2004, and resulted 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 a Community Design 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 design 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 48-2 Residential Community Design Guidelines.

Hereafter in this document, any mention of the CDF refers to the 2009 Countryside Villages Community Design and Open Space Study by STLA Inc.

1.1 PURPOSE

The Community Design Guideline (CDG) document is a critical part of the design process. The CDG provides 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, describes 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:

1. City of Brampton Official Plan;
2. Development Design Guidelines;
3. City-Building for Our Future;
4. Pathways Master Plan;
5. Sustainable Community Design Guidelines; and
6. Accessibility Advisory Committee and Technical Standards.

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

1.0 INTRODUCTION

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 Guidelines (Section 4.0)**
   These sections relate to specific guidelines that will help shape the built form and landscape elements.

1.1.1 Amended Approval Process

The CDG conforms to the principles and general intent of the Community Design Framework (CDF) with updates to the Conceptual Land Use Framework Plan (Figure 12 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 CDG document may be approved in advance of the approval of supporting studies, including, but not limited to:

1. Functional Servicing Report (FSR), prepared by The Municipal Infrastructure Group Ltd. (TMIG);
2. Environmental Impact Statement (EIS), prepared by Beacon Environmental;
3. Cultural Heritage Impact Assessment, prepared by Archeological Services Inc. (ASI); and
4. Traffic Impact Study (TIS).

**Note:*
An amended approval process will be implemented with respect to all Natural Heritage System (NHS) related trails and bridges shown in this Block Plan. All proposed trails, bridges and related facilities shown within this document will be subject to detailed study at the Draft Plan of Subdivision approval stage, through review and approval of the FSR. The applicant, at their expense, is required to design and construct all trails, bridges, and associated facilities and obtain all of Agency approvals required to implement all works, in conjunction with the approval of landscape and engineering plans for the respective Draft Plan of Subdivision. Prior to final Draft Plan approval, the FSR and EIR should be approved by the City of Brampton, the Toronto and Region Conservation Authority and any other approval agency. Any requirements or comments by the City, that have not been addressed prior to Block Plan approval, shall be detailed and resolved by the applicant at Draft Plan of Subdivision stage to the satisfaction of the City.

This CDG document supports an overarching vision and design guidance for the complete Community of Countryside Villages Block 48-2. 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, an addendum to the CDG will be provided by the applicants, for approval by the City.

All drawings in the CDG document are in accordance with the April 27, 2016 approved Block Plan (dated February 6, 2016).

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.

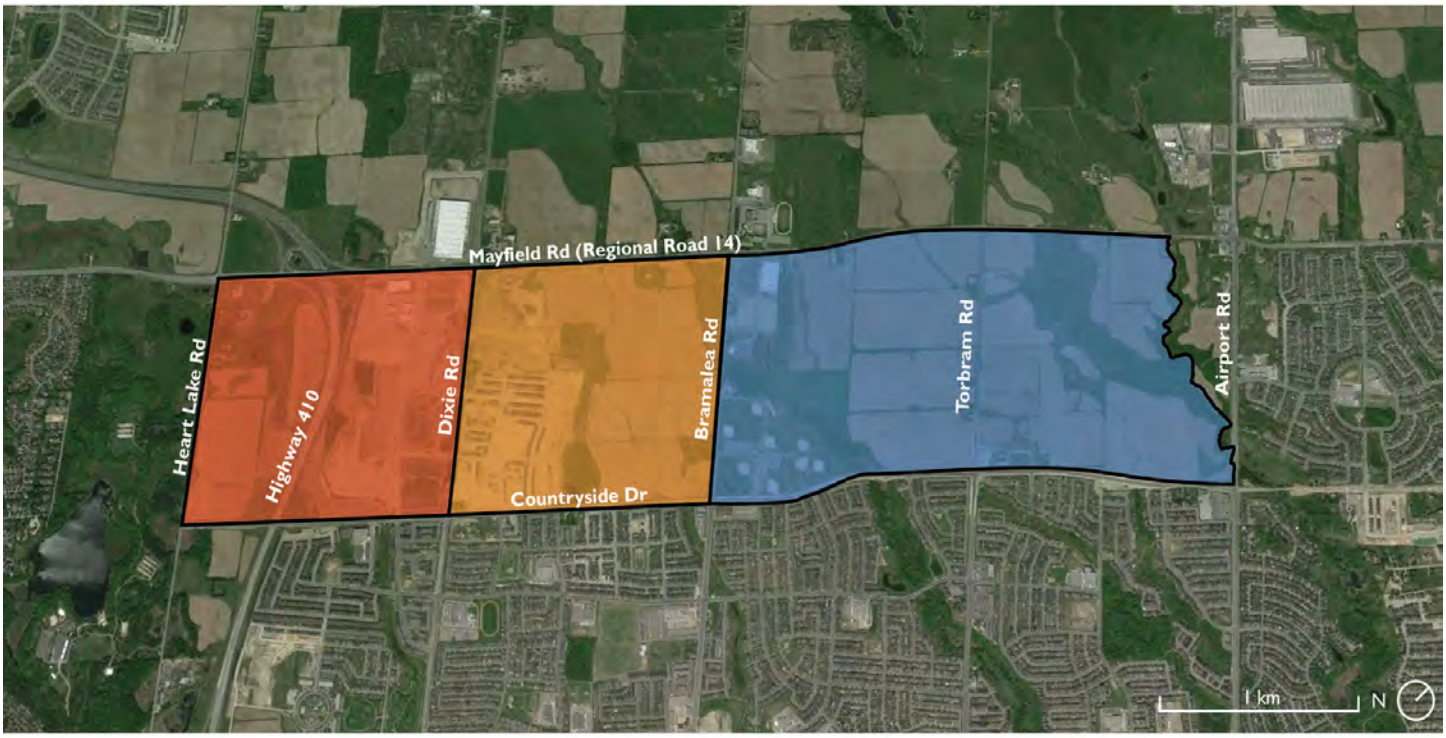


Figure 1 - Site Location

1.2 STUDY AREA LOCATION & CONTEXT

Countryside Villages Land Area, also known as Block Plan 48-2, is approximately 323.76ha (800ac) of the total approximately 645ha (1,600ac) that comprise the Countryside Villages Community, located in north-central Brampton. The site boundaries are Bramalea Road to the west, Airport Road to the east, Mayfield Road to the north and Countryside Drive to the south. The Town of Caledon boundary lies 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 48-2 of the Countryside Villages Community is located east of Block 48-1 of the Countryside Villages Community between Bramalea Road and Airport Road, and houses a City Park (Sesquicentennial Park) at the south-west corner of the subject area.

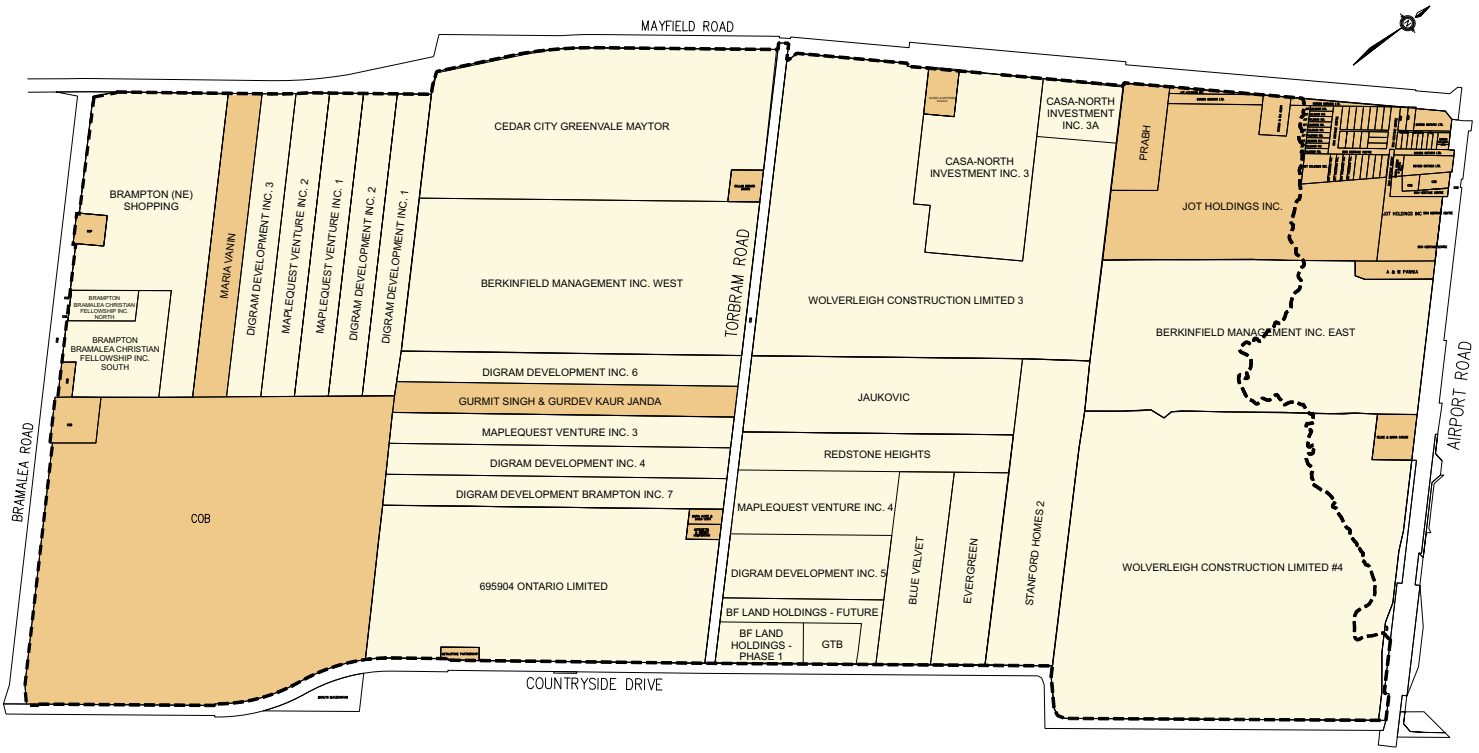
Natural heritage features that are located within this area of Countryside Villages consist of valleylands adjacent to the City Park and a valleyland area intersecting Torbram Road.

1.0 INTRODUCTION

1.2.1 Land Ownership

Figure 2 demonstrates ownership of lands bounded by Block Plan Area 48-2. Hereafter, the participating owners will be referred to as Brampton Area 48 Landowners Group Inc. – Block 2.

The remaining lands are non-participating properties.



Legend:

Participating Owners

Non-Participating Owners

Secondary Plan Boundary

Figure 2 - Land Ownership Map

1.2.2 Cultural Heritage

The Countryside Village Block Plan 48-2 includes two properties formally identified as cultural heritage resources (refer to Figure 3);

a. 11223 Torbram Road (a farmstead); and
b. 11651 Bramalea Road (a residence).

The two properties are included in the City of Brampton's "Municipal Register of Cultural Heritage Resources" and identified in the Cultural Heritage Study prepared by Archeological Services Inc. (2008)

The cultural heritage resource located on 11651 Bramalea Road will be reviewed when Brampton Bramalea Christian Fellowship Inc. move forward with the site plan approval process.

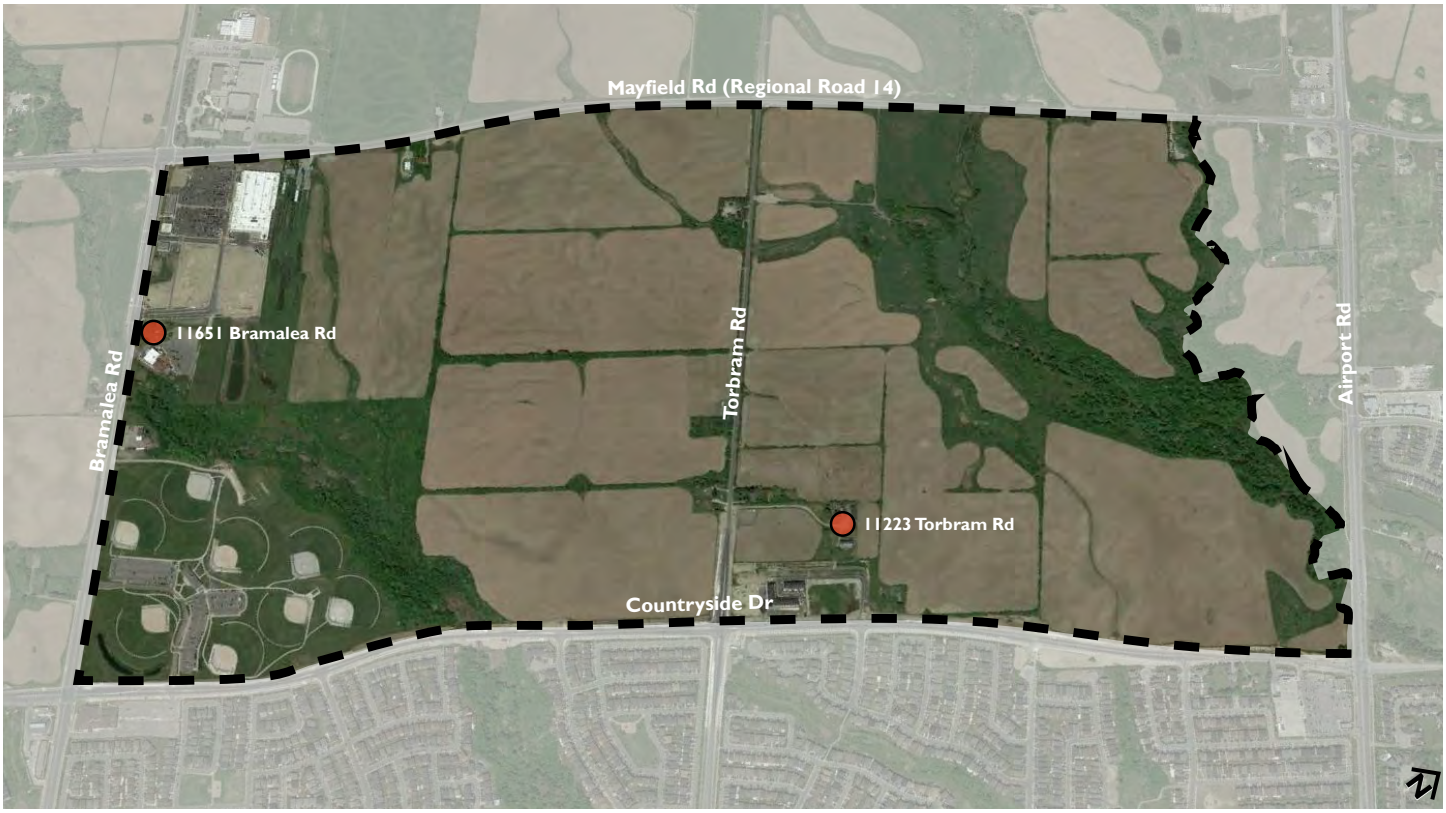


Figure 3 - Subject Site Showing the Location of Heritage Buildings.
Source: Cultural Heritage Study, (February 2008) & City's Memo

1.3 UPDATES TO THE COMMUNITY DESIGN FRAMEWORK

Conclusions from the Community Design Framework (CDF):

The CDF defined the following twelve (12) key structural elements making up the community of Countryside Villages Block Plan 48-2 (as per Figure 12 of CDF):

1. Main Street (Community Spine);
2. Parks;
3. Gateways;
4. Village Core;
5. Neighbourhood Retail;
6. Convenience Retail;
7. Mixed Use Blocks;
8. Medium Density Blocks;
9. Schools;
10. Storm Water Management Ponds;
11. Valleyland; and
12. City Park.

The CDF and the vision for Countryside Villages called for the distribution of neighbourhood areas comprised of quadrants within each concession block. Residents will all be within a 400m (5-minute walk) to neighbourhood centres, including neighbourhood parks. Similarly, schools to be located within each quadrant adjacent to village squares or parks to further define the individual neighbourhoods.

Updates to Figure 12 of CDF:

1. Abandoning the 50 acre City Park expansion which required the inclusion of additional neighbourhood parks / parkettes;
2. Shifting of School locations;
3. Shifting of Mixed Use Blocks on Countryside Drive and Torbram Road (block area and location);
4. Shifting of Gateway locations;
5. Changing the Neighbourhood Retail at the south east corner of Mayfield Road and Bramalea Road to District Retail;
6. Introduction of two new Medium Density Blocks (one on Mayfield Road, east of north-south minor collector and one on Torbram Road north of the Valleyland);
7. Introduction of three Retail / Mixed Use Blocks at the intersection of Torbram Road and Inspire Boulevard; and
8. Six Compensation Areas are introduced.

1.4 DESIGN VISION & OBJECTIVES

Key Vision Principles:

1. Countryside Villages Community is intended to be a visually attractive, pedestrian-oriented and new urbanism-designed neighbourhood within the City of Brampton;
2. Support sustainable community design principles (such as smart location and reduced automobile dependence, school proximity and open spaces, compact development and walkable streets);
3. Densities that are consistent with the provincial "Places to Grow" Act and a variety of housing types within the Villages, resulting in a gradual transition of higher densities and suitable built form located closer to major intersections and lower densities within traditional neighbourhood areas;
4. 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;
5. Special Character Areas will be enhanced through the provision of modern transportation systems including a connective road network that supports public transit and trails that facilitate greater pedestrian accessibility;
6. 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;
7. 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:

1. Establish a sense of place and character through the development of Special Character Areas;
2. Create a well-connected and functional community that is considerate of and coordinated with adjacent land uses;
3. Develop an integrated open space system;
4. Establish pedestrian scaled streetscapes with ease of access to community amenities and facilities;
5. Preserve and enhance natural features such as the valleyland; and
6. Design a transit-supportive community with a central transit spine within walking distance to majority of homes, retail / commercial uses, schools and parks.

Image 1 - Streetscape Example

Image 2 - Open Space Example

COMMUNITY STRUCTURE

Legend:

- Retail / Residential – Mixed Use
- Residential – Detached & Semis
- Residential – Townhouses
- Residential – Low Rise Apartment Building & Townhouses
- Residential – Medium & High Rise Apartment Buildings
- Inspire Boulevard (Main Street Spine)
- Minor Collector Road (24.0m)
- Minor Collector Road (21.5m)
- NHS / Valleyland
- 10.0m Buffer
- Parks
- Storm Water Management Pond
- School Sites
- Commercial / Retail
- Worship
- Gateways
- Roundabouts
- Urban Square
- Staked Recreational Trail / Crossing
- Proposed Recreational Trail
- 1.5m Wide Bike Lane
- Existing 3.0m Multi Use Pathway (MUP)
- Proposed 3.0m Asphalt Multi Use Pathway (MUP)
- Conceptual Trail Crossing Location at Spine Road or Collector Road
- Potential Future Conceptual Private / Public Connection
- Compensation Areas = 1.48 Ha. (3.67 Acres.)
- Non-Participating Owner
- Village Core
- Subject to SPA
- Heritage Buildings
- Mixed Use Retail / Residential Zone
- SPA – Special Policy Area

Figure 4 - Community Structure Plan

1.5 CONFORMITY TO DEVELOPMENT DESIGN GUIDELINES (2003)

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 (DDGs) 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 Development Design Guidelines and Sustainable Community Development Guidelines and are intended to improve or enhance the overall design of the plan.

A. Areas that conform to the Development Design Guideline and Sustainable Community Design Guidelines include:

1. The entirety of the Countryside Villages Community will conform to the Development Design Guidelines and Sustainable Community Design Guidelines Part 8 of the Development Design Guideline for the City of Brampton.

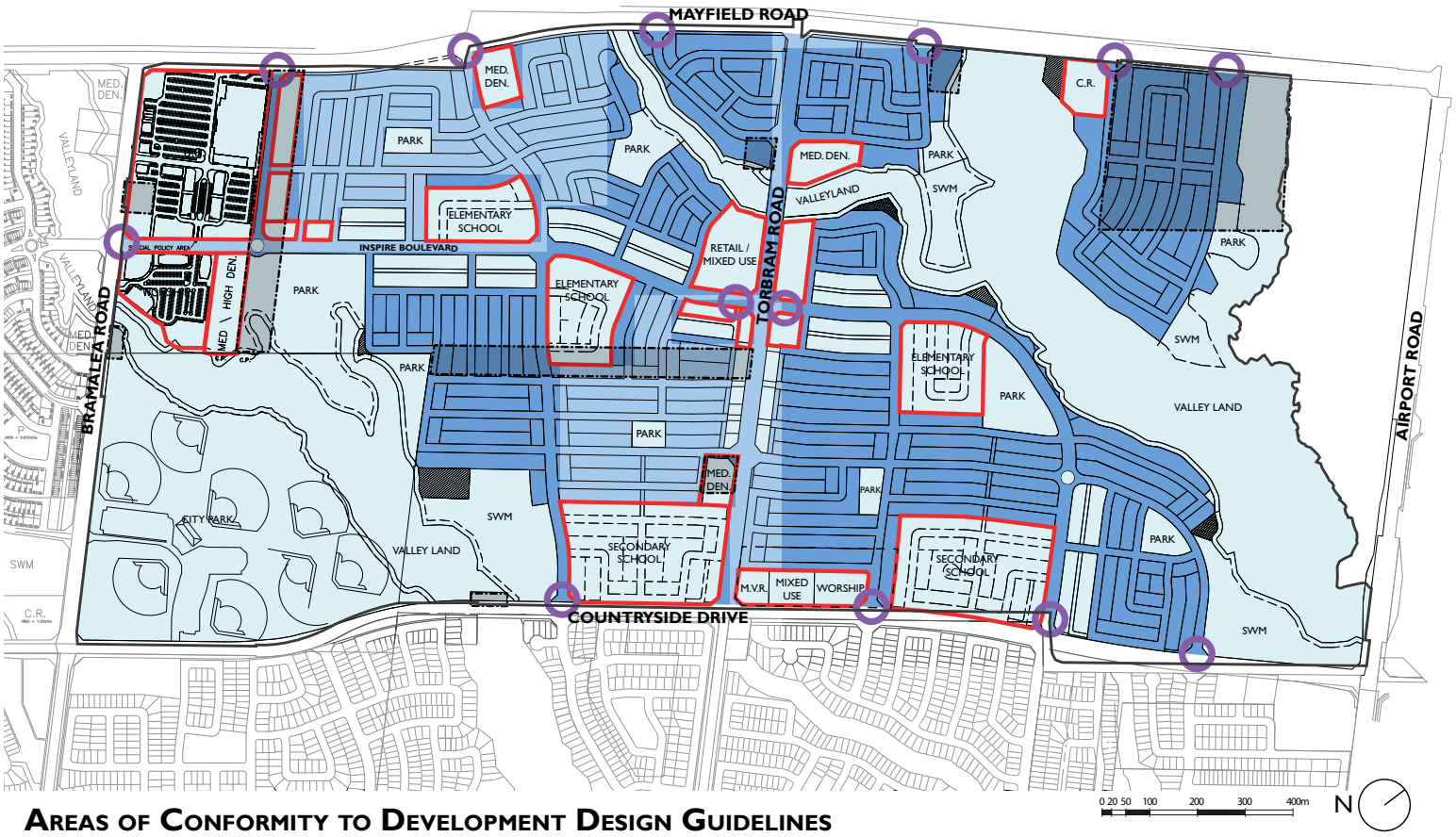
B. Areas subject to the Community Design Guidelines include:

1. Main Street, hereafter referred to as Inspire Boulevard
    - Live / Work Areas;
    - Main Street Gateways; and
    - Roundabouts.
2. Parks
3. Natural Heritage Areas
    - Valleyland;
    - Pedestrian Crossings;
    - Environmental Buffer; and
    - Trails.
4. Village Core

C. Areas of Site Plan Approval include:

1. School Sites;
2. Worship;
3. District Retail;
4. Community Retail;
5. Retail / Mixed Use;
6. M.V.R.;
7. Medium / High Density;
8. Medium Density; and
9. Live / Work.

1.0 INTRODUCTION



AREAS OF CONFORMITY TO DEVELOPMENT DESIGN GUIDELINES

Legend:

Conformity to Development Design Guidelines (DDG) & Sustainability Community Design Guidelines (SCDG)

Subject to Development Design Guidelines (DDG), Sustainability Community Design Guidelines (SCDG) & Community Design Guidelines (CDG)

Primary & Secondary Gateways

Areas of Site Plan Approval

Non-Participating Owner

**Notes:*
Areas of Site Plan Approval may be extended to other areas.

Figure 5 - Areas of Conformity

The CDG is intended to describe / guide the overall structuring framework and indicate special character areas 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-of-ways for Block 48-2 have been approved by the City of Brampton and engineering cross sections are found in Appendix B of this document. Block 48-2 will accommodate the movement of vehicles, transit services, cyclists and pedestrians within reduced right-of-way (R.O.W.) widths. Reduced R.O.W. widths may act as a traffic calming feature, can encourage a compact urban form and are more appropriate for a pedestrian-scaled environment.

2.1.1.1 Street Network

(See Figure 6 and Appendix A for diagrams)

Collector Roads (Approved Alternative Design Standards)

1. Countryside Transit Spine Collector Road (Appendix A, 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 1.5m wide asphalt bike lanes, public transit, two sidewalks and two tree-lined boulevards.

   The Transit Spine Collector Road Approved Alternative Design Standards provides for a shared R.O.W. by integrating multi-modal movement in a reduced, 29.0m R.O.W., with two lanes of traffic and a turning lane.
2. North-South Minor Collector Road (DWG. No. 216) – In addition to accommodating two travel lanes, a turning lane, two sidewalks and two tree-lined boulevards, the North-South Minor Collector Road will support public transit, on-street parking and two 1.5m wide asphalt bike lanes within a 12.5m pavement width and a 24.0m R.O.W..
3. 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 R.O.W..

Local Roads (Approved Alternative Design Standards)

1. Local Road (Appendix A, 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 R.O.W. and a 7.5m pavement width. The Local Road will accommodate vehicular travel and pedestrian movement within a reduced R.O.W..

2. Minor Local Road (Appendix A, DWG. No. 200A) – Two travel lanes, on-street parking, a single sidewalk, and two tree-lines boulevards will be accommodated with a reduced R.O.W. of 16.5m and pavement width of 7.5m.
3. Buffer Road (Appendix A, DWG. No. 201B) – Two travel lanes, a sidewalk, two tree-lined boulevards and a buffer make up the 18.5m R.O.W.. Unique to Buffer Roads is the landscaped buffer strip dedicated to screening residential blocks from Arterial Roads.

Rear Laneways (Approved Alternative Design Standard)

1. Laneways (Appendix A, 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. Laneways are proposed on an 8.0m R.O.W. and a 6.0m concrete pavement width.

2.1.1.2 Pedestrian & Pathway Network Design Guidelines

Hierarchy of the Active Transportation Infrastructure:

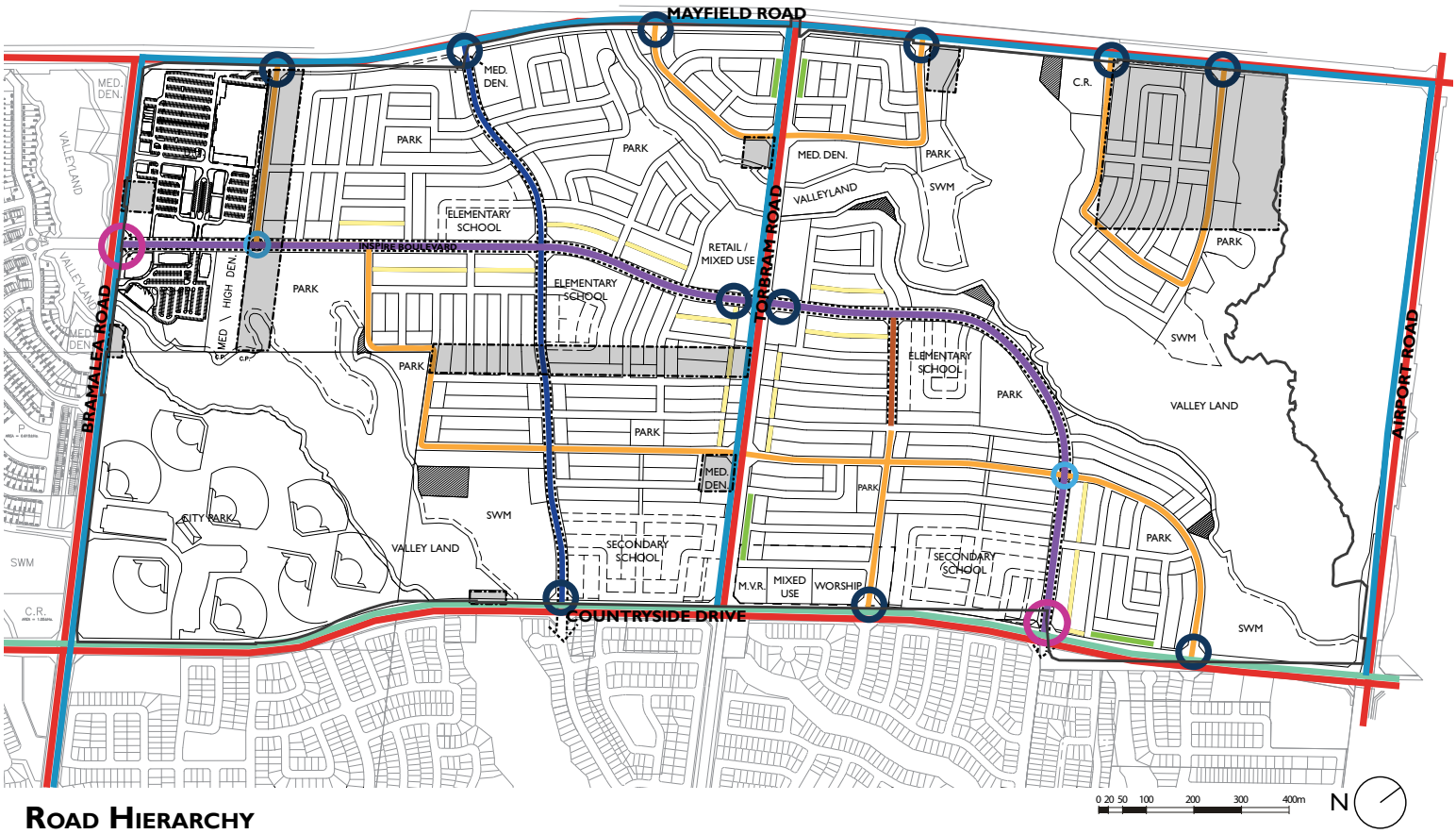
1. Multi-Use Path (in boulevard)
2. Multi-Use Trail (in valleyland)
3. Bike Lane (on road)

Design Principles:

1. Maximize connections and accessibility within the community.
2. Provide sidewalks on both sides of the street on Collector Roads, Minor Collector Roads and on Local Roads, while Minor Local Roads and Buffer Roads will only include a sidewalk on one side of the street.
3. Provide connections from arterial roads to window streets (Buffer Roads) through walkways, as well as trails and pathways through parks and designated natural heritage features to maximize pedestrian movement and convenience.
4. A pathway system located within the valleylands and open spaces will connect to the on-road cycling system, sidewalks and parks.

2.1.1.3 On-Road Cycling Network Design Guidelines

1. Provide dedicated bike lanes on both sides of the road along the Community Collector Road (Inspire Boulevard, Main Street Spine, R.O.W. 29.0m), at 1.5m in width and on both sides of the North-South Minor Collector Road West of Torbram Road (North-South Minor Collector, 24.0m R.O.W.).



Road Hierarchy

Legend:

- *Arterial Roads*
- *Inspire Boulevard (Main Street Spine) – 29.0m R.O.W., DWG. No. 202C*
- *N-S Minor Collector Road – 24.0m R.O.W., DWG. No. 216*
- *Minor Collector Roads – 21.5m R.O.W., DWG. No. 202A*
- *Local Roads – 18.0m R.O.W., DWG. No. 201A*
- *Buffer Roads – 18.5m R.O.W., DWG. No. 201B*
- *Minor Local Roads – 16.5m R.O.W., DWG. No. 200A*
- *Laneway – 8.0m R.O.W., DWG. No. 219A*
- *Roundabout*
- *Primary Gateway*
- *Secondary Gateway*
- *Bike Lane*
- *Existing 3.0m Multi Use Pathway (MUP) on North Side of Countryside Drive*
- *Proposed 3.0m Asphalt Multi Use Pathway (MUP)*
- *Non-Participating Owner*

Figure 6 - Street Network

2.1.2 Parks and Open Space

The parks and open space system is an important structuring element used to preserve the existing ecology and offers areas for passive and active recreational activities, while enhancing and balancing the built environment.

The setting and orientation of the open space system is shown in Figure 7. Areas that comprise the open space system are listed below and are described in further detail in this document:

1. Valleylands;
2. Parks;
3. Five Schools and related amenity space (Subject to Site Plan Approval); and
4. Four Storm Water Management Ponds.

Parks and Open Space Design Objectives:

1. Encourage the use of open space facilities and amenities by providing a well connected community.
2. Create smooth transitions between public and private space through a highly integrated open space system.
3. Emphasize a pedestrian-oriented community through the provision of outdoor amenity spaces that create neighbourhood focal points that build community character. Parks will represent these focal points.
4. Differentiate between private spaces and public realm with landscape treatments, architectural detailing and other physical queues.

Implementation Note:
Landowners and developers shall be advised that, in accordance with the Block 48-2 Official Plan Amendment Bylaw 68- 2016, the City may seek minor adjustments and relocations of the land uses, community features and infrastructure shown in Schedule BP48-2 without the need for an Official Plan Amendment as long as the general intent and policy direction of the Countryside Villages Secondary Plan (Chapter 48(b)) is maintained. Minor adjustments may also be required to address directives stemming from the latest approved master plans, guidelines or standards.

Image 3 - Existing Valleyland

Image 4 - Existing Valleyland

Figure 7 - Open Space

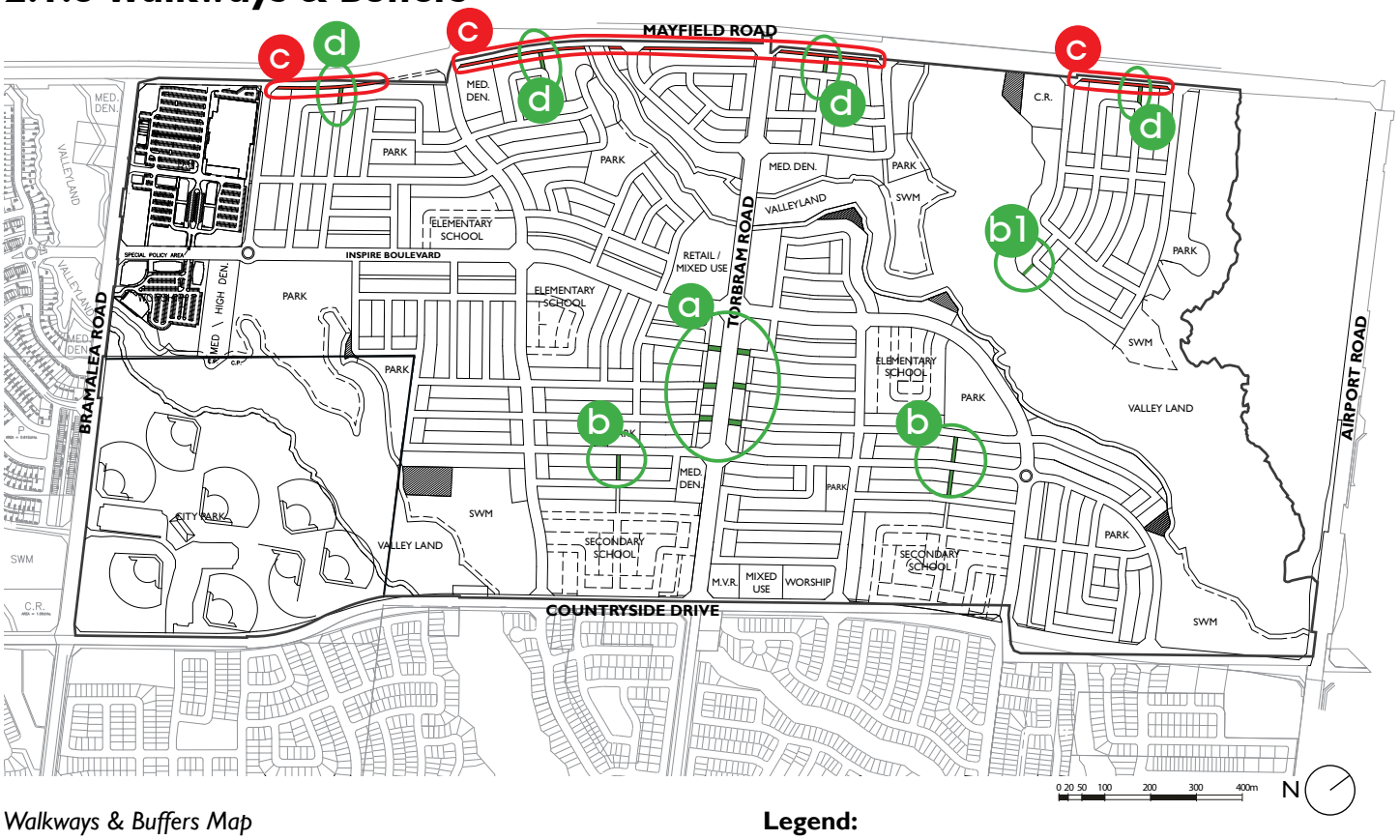
PARKS AND OPEN SPACE

**Note :"The locations of trails and creek crossings have been generally located to conform with the City of Brampton and TRCA criteria. However, their proposed location and acceptability were not finalized through the approved Environmental Implementation Report (EIR). Therefore all proposed trails, bridges and related facilities within this document will be subject to detailed study by the applicant through the approved Functioning Servicing Report, at the Draft Plan of Subdivision Stage. The applicant is responsible to obtain all approvals required to implement all trails, in conjunction with the approval of landscape and engineering plans for the respective draft plan."*

Legend:

- *Parks*
- *NHS / Valleyland*
- *10.0m Environmental Buffer*
- *Storm Water Management Pond*
- *School*
- *Staked Recreational Trail / Crossing*
- *Proposed Recreational Trail*
- *Non Participating Owner*
- *Walkways*
- *Buffer Blocks*

2.1.3 Walkways & Buffers



Walkways & Buffers Map

Legend:

Buffer

Walkway

a. Street-to-Street 9.0m Wide Walkway Links on Torbram Road (Figure 8)

1. Six (6) 9.0m wide walkway connect to Torbram Road, south of Inspire Boulevard.
2. The purpose of these walkway links is to provide pedestrian connection from Torbram Road to the internal lanes.
3. They are located between medium density buildings.

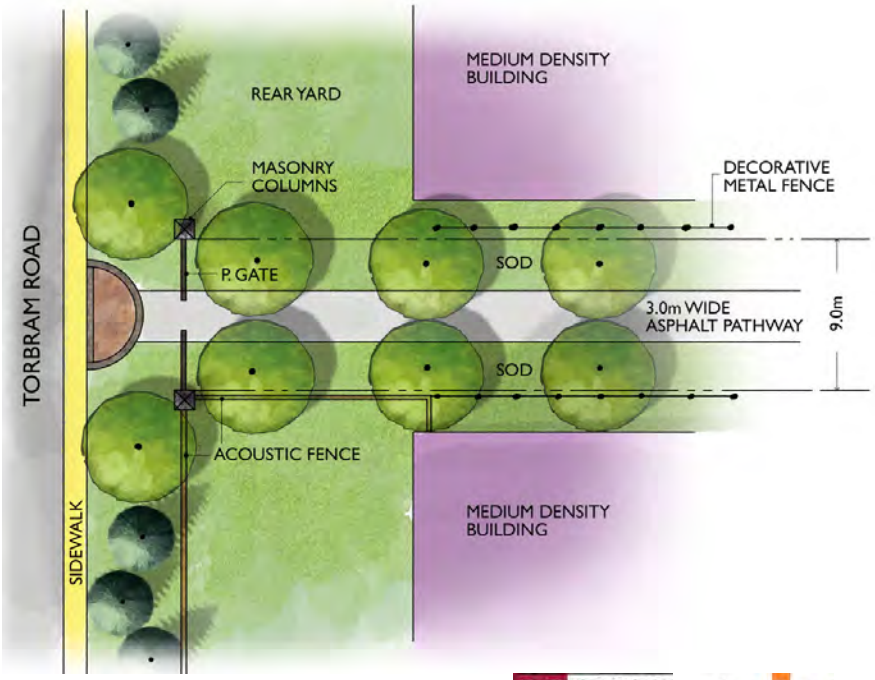


Figure 8 - Street-to-Street 9.0m Wide Walkway Links on Torbram Road

b. Street-to-Street 8.0m Wide Walkway Blocks (Figure 9)

Three (3) street-to-street 8.0m wide walkway blocks are proposed to improve pedestrian connection through the residential blocks.

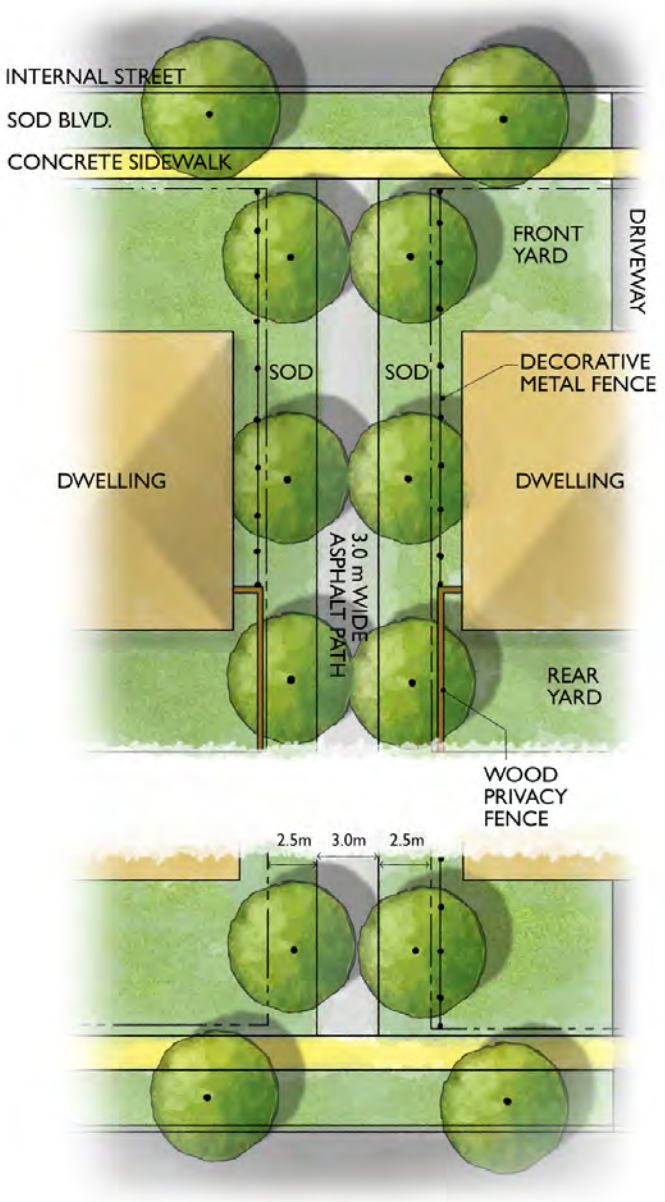


Figure 9 - Street-to-Street 8.0m Wide Walkway Links between internal streets

b1. Street-to-Valleyland 9.0m Wide Walkway Blocks

One (1) street to valley land 9.0m walkway block is proposed to provide pedestrian connection through the valley land by connecting with the proposed recreational trail (Figure 38).

c. 6.0m Wide Buffer Blocks on Mayfield Road (Figure 10)

1. 6.0m wide buffer blocks are provided along the northern edge of the Block Plan abutting Mayfield Road.
2. These buffer blocks will be used for plantings along the acoustic fences in residential backyards to improve the noise protection from the Mayfield Road.

d. 3.0m Wide Walkway Links to Mayfield Road (Figure 10)

1. Four (4) pedestrian walkway links are located between residential streets parallel to Mayfield Road (east and west of Torbram Road) and will provide connections to the proposed multi-use pathway (MUP) along Mayfield Road which will improve pedestrian connections for residents.

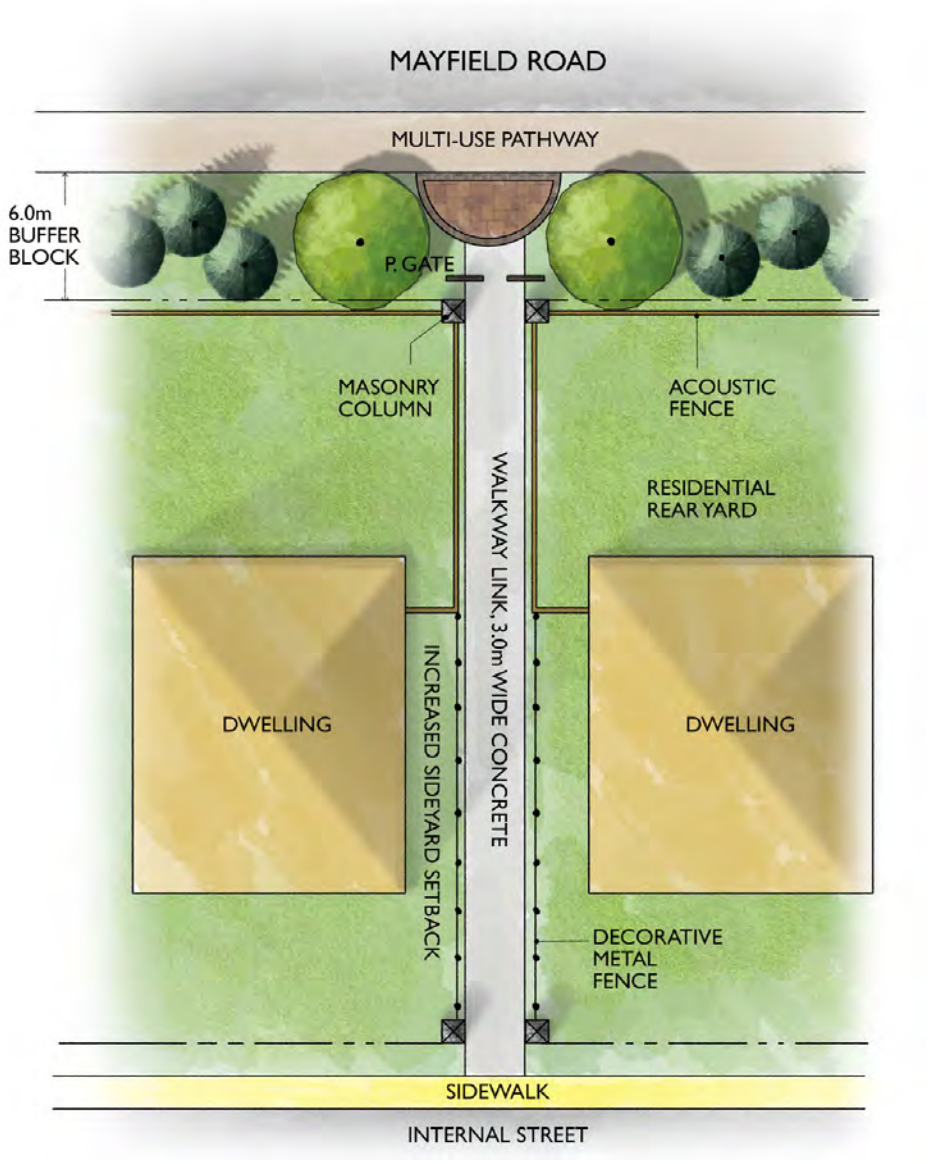


Figure 10 - 6.0m Wide Buffer Blocks on Mayfield Road and 3.0m Wide Walkway Links to Mayfield Road

2.1.4 Neighbourhoods

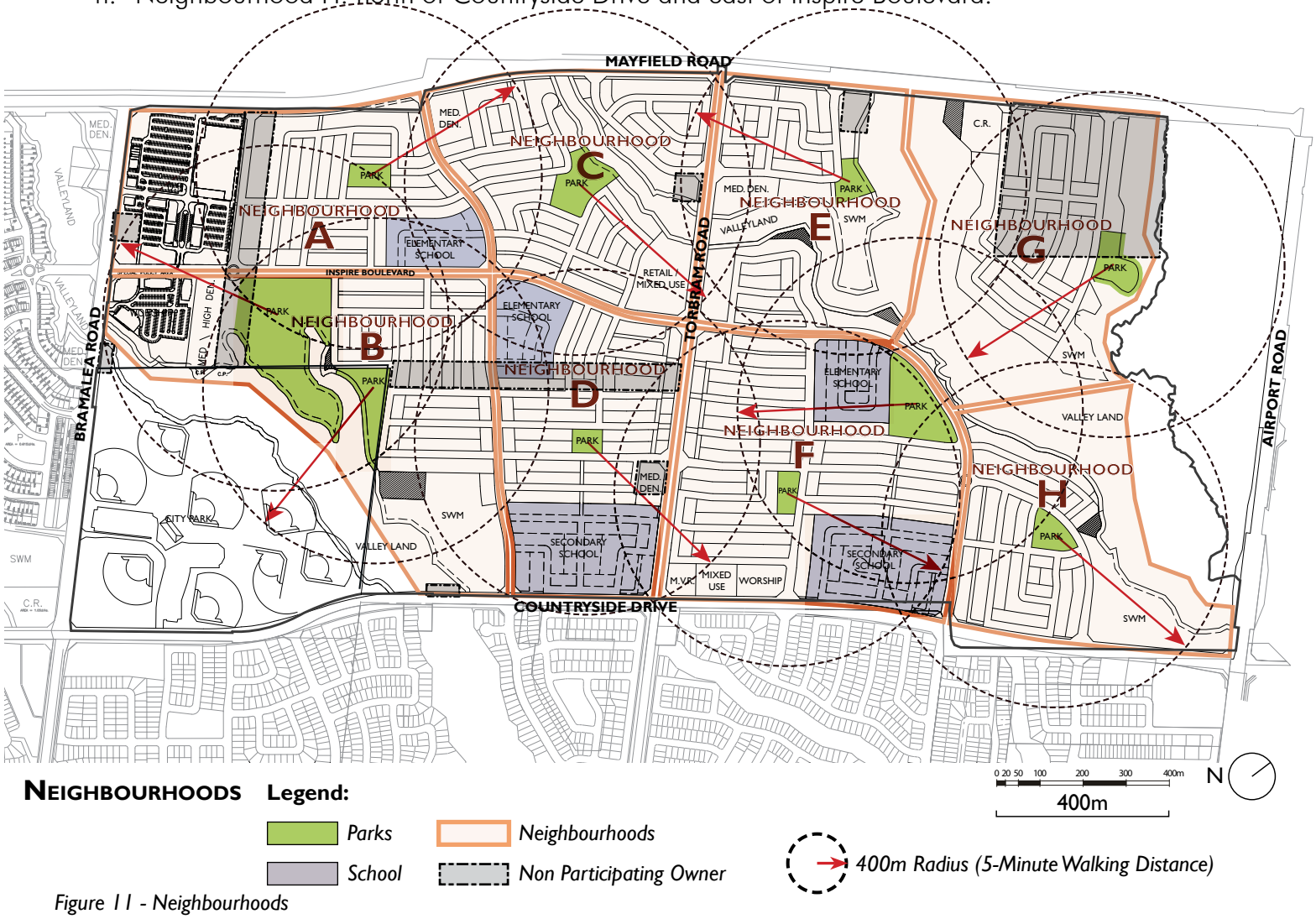
The Countryside Villages Block Plan 48-2 community is made up of eight neighbourhoods.

Each neighbourhood is defined either by:

1. A Park (a Neighbourhood Centre);
2. A School; and
3. Mixed Use / Place of Worship, Retail or combination of two or more elements.

Neighbourhoods:

a. Neighbourhood A: north of Inspire Boulevard and east of Bramalea Road;
b. Neighbourhood B: south of Inspire Boulevard and east of Bramalea Road;
c. Neighbourhood C: north of Inspire Boulevard, west of Torbram Road, and adjacent to Neighbourhood A;
d. Neighbourhood D: south of Inspire Boulevard, west of Torbram Road, and adjacent to Neighbourhood B;
e. Neighbourhood E: north of Inspire Boulevard and between Torbram Road and the main Valleyland area;
f. Neighbourhood F: south of Inspire Boulevard and east of Torbram Road;
g. Neighbourhood G: south of Mayfield Road and directly east of the main Valleyland area; and
h. Neighbourhood H: north of Countryside Drive and east of Inspire Boulevard.



NEIGHBOURHOODS **Legend:**

Parks *Neighbourhoods*

School *Non Participating Owner*

400m Radius (5-Minute Walking Distance)

Figure 11 - Neighbourhoods

2.0 COMMUNITY DESIGN PLAN

The development of a walkable community supports the design of compact urban form that uses short urban blocks to maximize connections and accessibility to desired destinations. All Parks are centered within a 400m radius of the neighbourhood and school blocks are centered within an 800m radius of the major dwellings in the neighbourhood. Parks are designated as Special Character Areas (Figure 13).

Figure 11 illustrates the proposed eight neighbourhoods defined either by park or park and school(s) / mixed use / retail uses.

2.1.5 Land Use Mix & Distribution

Proposed Land Uses:

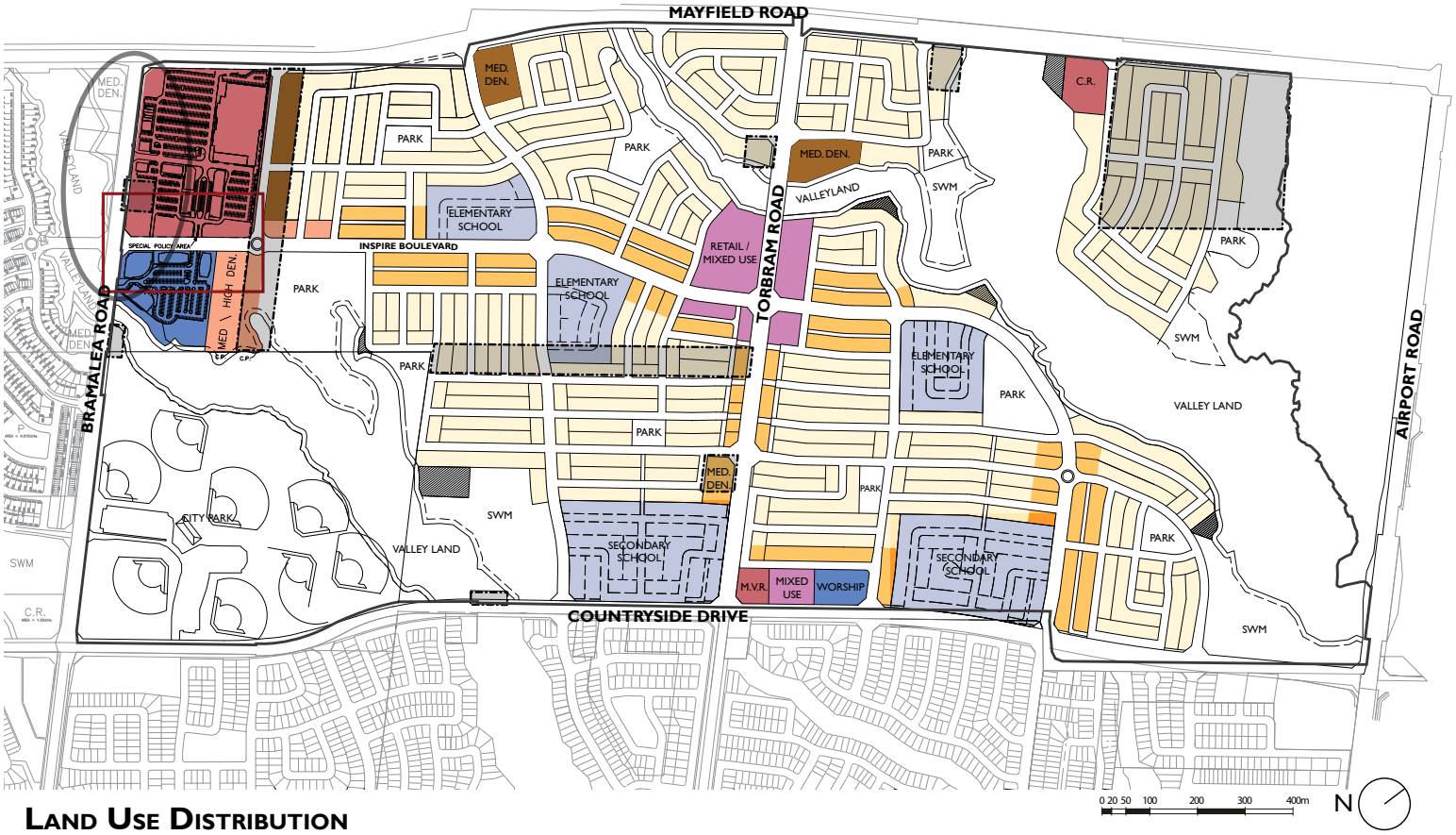
1. Residential
    1.1 Low Density Residential
    1.2 Townhouses
    1.3 Medium Density Residential
    1.4 Medium / High Density Residential
2. Mixed Use
3. Live / Work
4. Commercial - Retail
5. Institutional – Schools Sites & Worship Sites

Residential neighbourhoods form the majority of the land use within this portion of Countryside Villages Community. A gradual transition from Low to Medium / High Density will help promote on-street activity closer to key public nodes. Key public nodes are:

1. Place of Worship and District Retail Blocks at the intersection of Mayfield Road and Bramalea Road, south of Mayfield Road and east of Bramalea Road;
2. Motor Vehicle Retail and Convenience Retail, Mixed Use Block and the Place of Worship Block east of the intersection at Torbram Road and Countryside Drive; and
3. Mixed Use and Live / Work Blocks at the intersection of Torbram Road and Inspire Boulevard (Main Street).

These nodes define the Countryside Villages community character.

Medium Density and Commercial / Retail Blocks are also located along the perimeter of the Block Plan to support a strong street edge along the Arterial Roads, and provide higher density development along future transit routes.



Land Use Distribution

Legend:

- *Residential – Medium & Low Rise Apartment Buildings*
- *Residential – Low Rise Apartment Buildings & Townhouses*
- *Residential – Townhouses*
- *Residential – Detached & Semis*
- *Retail / Residential – Mixed Use*
- *Institutional – School Sites*
- *Commercial / Retail*
- *Institutional – Worship*
- *Village Core*
- *Mixed Use Retail / Residential Zone*

Figure 12 - Land Use Distribution

2.2 SPECIAL CHARACTER AREAS

The Countryside Villages Community is intended to be a visually attractive, sustainable and pedestrian-oriented group 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 13).

Special Character Areas (SCA) within Countryside Villages are as follows:

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

2.2.2 Parks

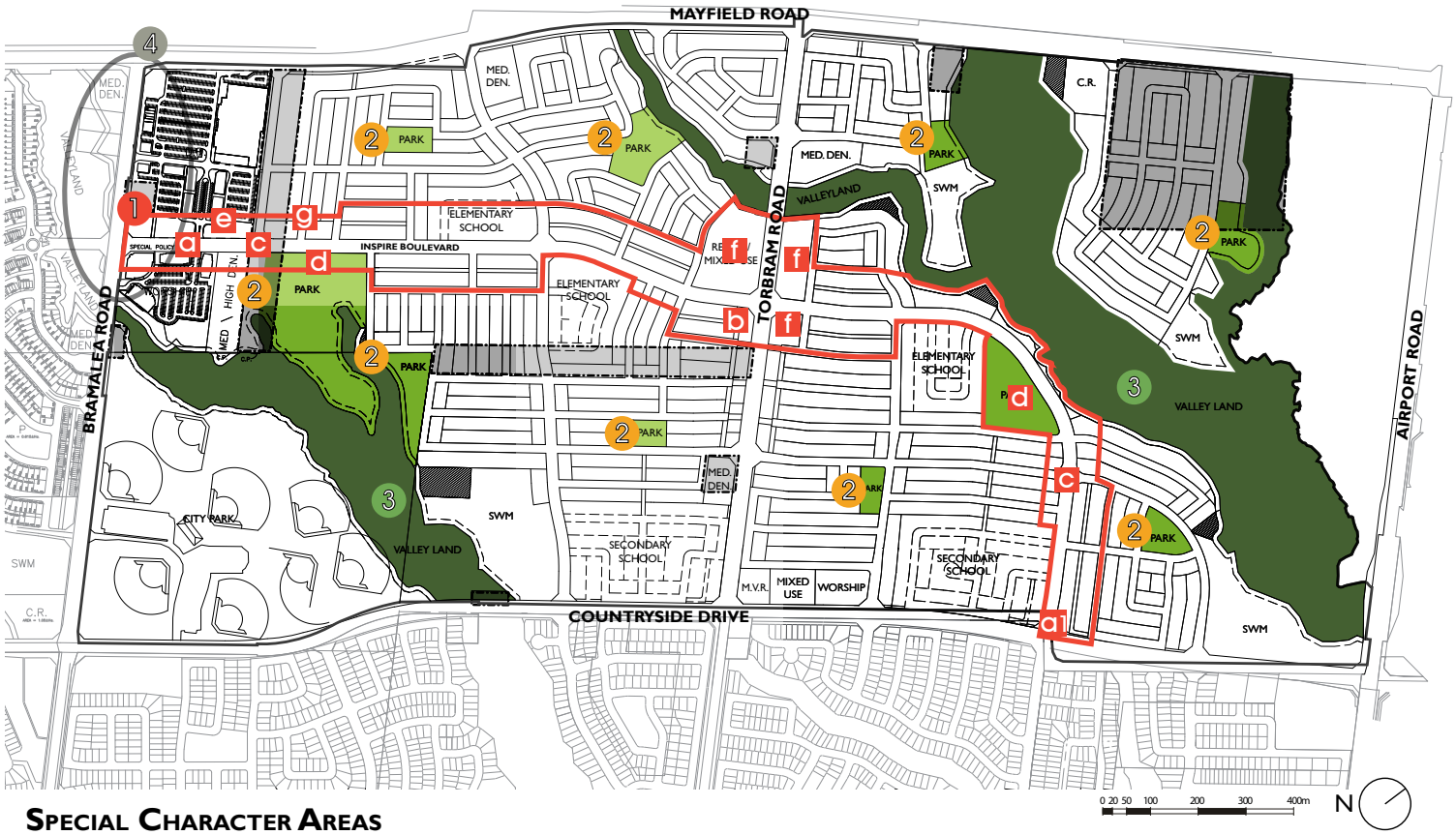
2.2.3 District Retail (Refer to Sections 3 and 4)

2.2.4 Mixed Use (Refer to Section 4)

2.2.5 NHS / Valleyland

2.2.5.1 Valleyland
2.2.5.2 Valleyland Pedestrian Crossings

2.2.6 Village Core



Special Character Areas

Legend:

- 1 — **Inspire Boulevard** [West (a) & East (a1)]
- a, a1 — *Gateway*
- b — *Live / Work Area*
- c — *Roundabout*
- d — *Parks*
- e — *District Retail*
- f — *Mixed Use*
- g — *Medium / High Density*
- 2 — *Parks*
- 3 — *NHS / Valleyland*
- 4 — *Village Core*

Figure 13 - Special Character Areas

2.2.1 Inspire Boulevard (Main Street Spine)

2.2.1.1 Primary Gateways (Special Character Area 1a)

There are two main gateways to Block 48-2 (see Figure 13). The first entrance (West Gateway) is located east of Bramalea Road along Inspire Boulevard, and the second entrance (East Gateway) is located north of Countryside Drive on Inspire Boulevard. These access points are intended to create a sense of arrival and form the initial character impression when entering the Community. Elements of the West Gateway at Bramalea Road and Inspire Boulevard will be addressed through the Site Plan Approval process for the future expansion of the District Retail and Place of Worship Blocks.

The **West Gateway (a)** is a sequence of landscape and built form features envisioned to create an urban streetscape experience.

West Gateway General Guidelines:

1. Distinguish the Gateway by providing an extended sidewalk corner treatment and mixed use buildings with architectural details that honour a pedestrian oriented street corner.
2. Incorporate signage within the roundabout marking the name of the community.
3. Landscape and architectural treatment should reflect the East Gateway.

Special Character Area 1a is provided on Figure 13 and Figure 16 - Special Character Areas. For Landscape and Built Form specific Guidelines refer to Sections 3 and 4.

The **East Gateway (a1)** is located along Inspire Boulevard, north of Countryside Drive:

East Gateway General Guidelines:

1. Distinguish the Gateway by providing enhanced architecture for the gateway unit.
2. Incorporate signage within the roundabout marking the name of the community.
3. Landscape and architectural treatment should reflect the West Gateway.
4. 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 (Special Character Area 1b)

The Live-Work areas are located along Inspire Boulevard at the intersection of Torbram Road and Inspire Boulevard. This area is 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. Special Character Area 1b is shown in Figure 13 - Special Character Areas.

Live-Work Areas General Guidelines:

1. 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;
2. Retail, service based and office uses shall be located at grade;
3. Encourage pavement material from back of curb to building face, allowing for soft landscaping by way of planters and trees in grates;
4. 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; and
5. 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 Section 3 (Landscape Guidelines) and Section 4 (Built Form Guidelines).

2.2.1.3 Roundabouts (Special Character Area 1c)

Roundabouts are multi-purpose traffic calming features that provide visual landmarks and landscaping opportunities within the transportation network and which contribute to developing streetscape character. These important community structuring elements aid in wayfinding and street orientation by developing identifiable key intersections. Design fundamentals must include pedestrian and vehicle safety interface principles. These principles are subject to review and approval of the Transportation Engineering Section. Special Character Area 1c is shown in Figure 13 - Special Character Areas.

Image 5 - Roundabout at the intersection of Inspire Boulevard and the North-South local road parallel to Bramalea Road. Images are used to illustrate siting approach only, disregard surrounding built form.

The West Roundabout is located on Inspire Boulevard at the first intersection east of Bramalea Road where it transitions from a Mixed Use to residential with townhouses (at the intersection of Inspire Boulevard and north-south 18.0m local road parallel to Bramalea Road.) This roundabout serves a transition to the residential uses.

West Roundabout *General Guidelines*:

1. Roundabout should be designed with formally arranged hard and soft landscape elements with an appropriate selection of trees, shrubs and perennials plantings.
2. A gateway feature shall be provided within the roundabout to complete the West Gateway vision, as discussed in Section 2.2.1.1.

The East Roundabout is located at the intersection of Inspire Boulevard and the East-West local road, east of Torbram Road.

East Roundabout *General Guidelines*:

1. An informal landscape treatment is encouraged for the East roundabout.
2. A gateway feature shall be provided within the roundabout to complete the east gateway vision.

For Landscape and Built Form specific Guidelines refer to Sections 3 and 4.

2.2.2 Parks (Special Character Area 1d and 2)

All parks are generally located centrally within each Neighbourhood and are to be recognized as focal areas. The purpose of these spaces is to service the passive recreational needs of the residents and in that way promote social and active street activity.

Park spaces also provide an opportunity to plant larger classic deciduous shade tree species. A second row of street trees can also be located in parks along street frontages.

Image 6 - Neighbourhood Park Example

Special Character Area 1d is provided in Figure 16 - Special Character Areas.

General Park Design Guidelines:

1. Where residential lots flank a Park, provide a 1.2m high chain link fence along the property lines adjacent to the Park
2. Provide a minimum of two (but preferably three to four) street frontages onto the park
3. Housing fronting onto parks is encouraged as it helps 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 refer to Section 3.

2.2.3 District Retail (Special Character Area 1e)

The District Retail on the north side of Inspire Boulevard, east of Bramalea Road is identified as a Special Character Area on Figure 13. Please refer to Section 4.7.1, Design Guidelines for District Retail.

2.2.4 Mixed Use Urban Square Area (Special Character Area 1b and 1f)

The Mixed Use Urban Square Area at the intersection of Inspire Boulevard and Torbram Road is identified as Special Character Area f on Figure 13. Conceptual renderings of the envisioned form of development is provided in Figures 14 and 15. Special Character Area f in Figure 13 - Special Character Areas. Please refer to Section 4.8 for guidelines related to the Mixed Use Urban Square.

Figure 14 - Conceptual Rendering of Mixed Use Urban Square Area

**Note: Subject to S.P.A. Control.*

Image 7 - Lay-by Parking Example

Image 8 - Urban Square Example

Image 9 - Urban Square Example

Figure 15 - Conceptual Rendering of Mixed Use Urban Square Area

**Note: Subject to S.P.A. Control.*

**Note: Be advised that any playground, parks, urban squares or shade structures shown in this document that are not identified in Figure 22 shall be provided at the developers expense and will not be considered as contributing to the park land dedication requirements of this Block Plan.*

Image 10 - Commercial Building Example

Image 11 - Live / Work Example

Image 12 - Mixed Use Example

2.2.5 Natural Heritage System / Valleyland (Special Character Area 3)

Existing natural heritage features, such as the Valleyland, are considered significant landscape features that necessitate protection and enhancement within the community. Unique opportunities for outdoor experiences, recreation, and wildlife viewing within these areas requires special design treatment to protect and enhance the ecological function and health of existing vegetation. For this reason, Valleylands have been identified as Special Characters Areas in Figure 13. Sections 2.2.5.1and 2.2.5.2 note and list key design principles for each natural heritage feature. These principles form the Landscape design Guidelines found in Section 3 of the document.

Image 13 - Valleyland,View from Airport Road
Source: Google Earth

Image 14 - Trail located in a 10.0m Environmental Buffer

2.2.5.1 Valleyland

Design Principles:

1. Protect and enhance the Valleyland with respect for the natural heritage systems that are located within them.
2. Restore the valley / Torbram Road and valley / Inspire Boulevard interface to reinforce the natural qualities of the Valley.
3. Protect the Valleylands through the provision of a 10.0m Valleyland Buffer. If additional lands are required to incorporate a trail, these lands will be provided by the developer, at their expense, in order to not interfere with the natural boundaries / buffers that are necessary to protect the Valleylands.
4. Incorporate Valleyland crossings and pathways for transportation and recreational uses.
5. Maximize Valleyland exposure through window roads (roads adjacent to open space features).

For Landscape Guidelines refer to Sections 3.

2.2.5.2 Valleyland Pedestrian Crossings

Pedestrian crossings / bridges shall be designed and constructed to City of Brampton Standards, and are subject to review and approval by City staff, the TRCA, and will be further assessed through EIS / FSR supporting studies.

**Note: Please refer to Section 1.1.1 "Amended Approval Process," on page 2 for details concerning the applicant's responsibility for the delivery of all trails and bridge crossings proposed here and in the approved EIR/FSR. In addition, the location of trails noted or shown as "staked in the field" may be adjusted and finalized through further study at the Draft Plan of Subdivision approval stage.*

2.2.6 Village Core (Special Character Area 4)

The CDF plan envisioned the Village Core, as shown on Figure 13 and further detailed in Figure 16, as a strategically located community centre with important connections to Mayfield Road. The Village Core consists of: Medium Density Blocks and Valleyland on the west side of Bramalea Road and District Retail and Place of Worship and Natural Heritage features on the east side of Bramalea Road. The Special Policy Area for the Smart Centres development east of Bramalea Road is approved and being developed now and consists of retail and mixed use buildings (residential at grade and commercial above).

In keeping with the principles set out in the CDF, the Village Core is an important Special Character Area as it establishes a visual and a physical connection between Countryside Villages Blocks 48-1 and 48-2, the City Park (Sesquicentennial Park) and supports the vision of the greater Countryside Villages Community.

Special Character Area 4 is provided in Figure 13.

Design Principles for Development East of Bramalea Road:

1. 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.
2. Commercial buildings on the District Retail block shal be located close to street, across from the medium density block west of Bramalea Road, to form a strong street edge.
3. Locate mixed use buildings within the Place of Worship block on the corner, close to Inspire Boulevard, to create a strong street edge.
4. Establish strong pedestrian connection between Block 48-1 and 48-2 with safe (signalized) crossings.

For Landscape specific Guidelines refer to Section 3, for Built Form Guidelines refer to Section 4.

2.0 COMMUNITY DESIGN PLAN

**Note: The following conceptual image and facilities shown for the park block and trails, is intended for illustrative purposes only. The final recreation program and facilities for this park and area will be determined at a later date.*

Figure 16 - Village Core

Key Map

The Landscape Guidelines section of this document includes and highlights standards for open space design that will reinforce the intended character of the Countryside Villages 48-2 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 DDG outlined by the City of Brampton.

3.1 INSPIRE BOULEVARD (MAIN STREET SPINE)

Main Street (referred to as Inspire Boulevard in Block Plan 48-2) is the internal spine road that connects the entirety of Countryside Villages Community (Area 48). Land uses along this spine road include mixed-use, residential, commercial, institutional and open space inclusive of SWM and NHS features. The majority of residential uses face and address the street while still achieving a varied streetscape through a mix of building typologies and tenures. This includes singles, semis, lane based towns, live / work units, apartments, mixed use retail, retail / office, retail / residential, commercial and institutional typologies. As such, Inspire Boulevard delivers a special and unique character for the community and streetscape guidelines vary to respond to the respective adjacent land uses.

3.1.1 Inspire Boulevard (Transit Spine) at Laneway Townhouse Blocks

This portion of Inspire Boulevard should provide for a safe and comfortable pedestrian environment with ample shade and visibility.

1. Sidewalks on both sides of the road shall be provided.
2. 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.
3. Dedicated on-road bike lanes shall be provided (in both directions) with appropriate signage, 1.5m wide.
4. A minimum setback of 3.0m for the laneway townhouse blocks should be provided.
5. A single row of street trees in sod boulevards shall be provided on either side of the street. Prescribed LID or other sustainable design measures shall be incorporated.
6. All street trees should be deciduous, consistent in form and high crown.
7. Themed street furnishings will be provided to accommodate transit / pedestrian needs, in example bollards, and newspaper boxes, where bus shelters are located, to create a coordinated themed street image.
8. Street-facing landscape elements on privately owned townhouse blocks shall be consistent and shall compliment the public streetscape.

Image 15 - Example of Decked Laneway Townhouses

3.0 LANDSCAPE GUIDELINES

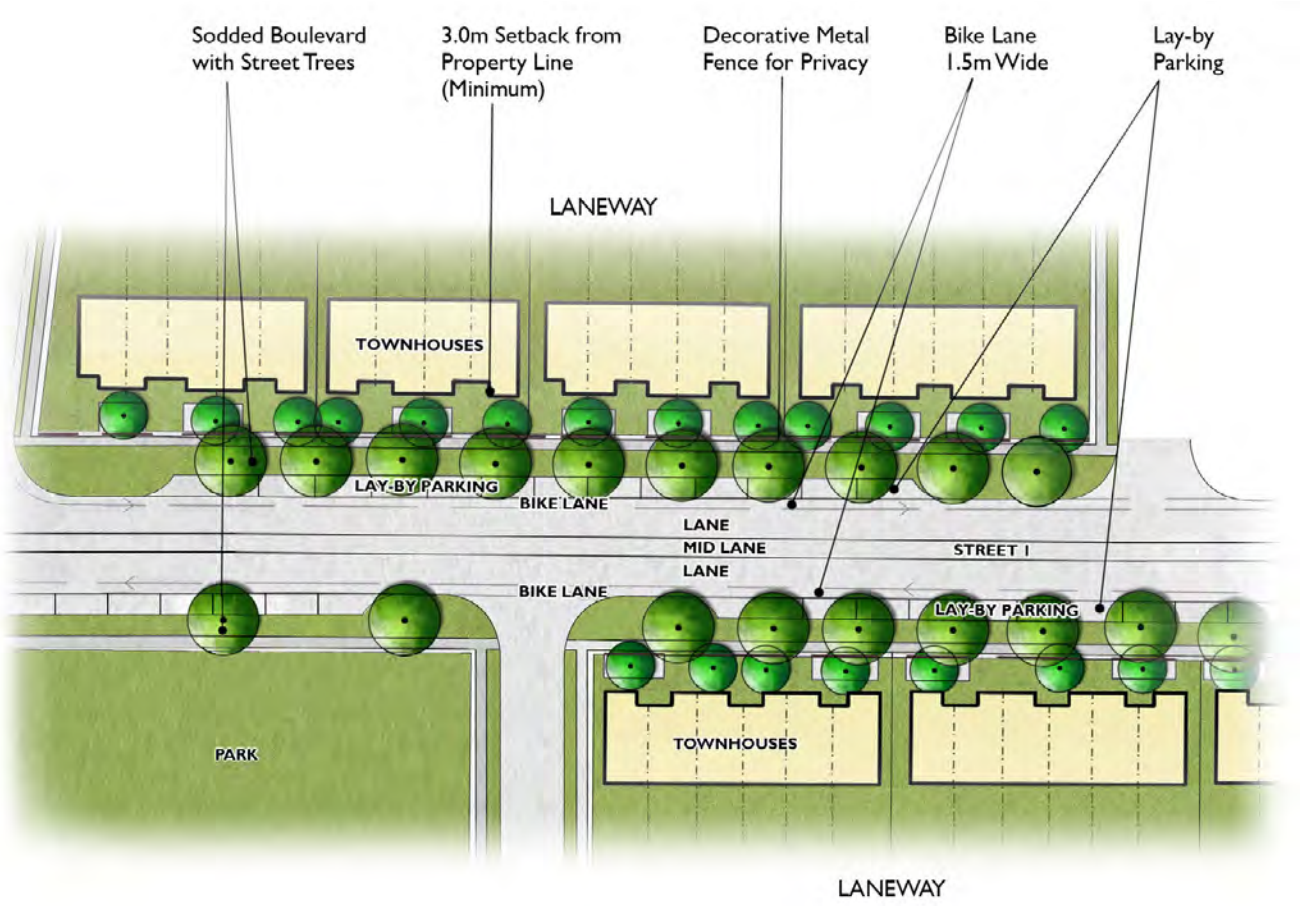


Figure 17a - Rendered Illustration of a Laneway Townhouse Streetscape

3.1.2 Design Guidelines for the Front Yard Landscape Treatment of 4.5m Wide Decked Townhouses Along Inspire Boulevard

These guidelines are in addition to the guidelines provided in the previous section 3.1.1. These guidelines apply to the private landscape realm.

1. 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.
2. The front porch shall encroach a maximum distance of 1.8m into the minimum setback.
3. 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.
4. Where soil volumes permit adequate room for tree growth, a single ornamental deciduous tree shall be provided for every two townhouse units.
5. Pedestrian pathways to individual corner units should be provided of local roads.
6. Landscape treatment of front yard setbacks shall be provided by the builder and maintained by the home owner.

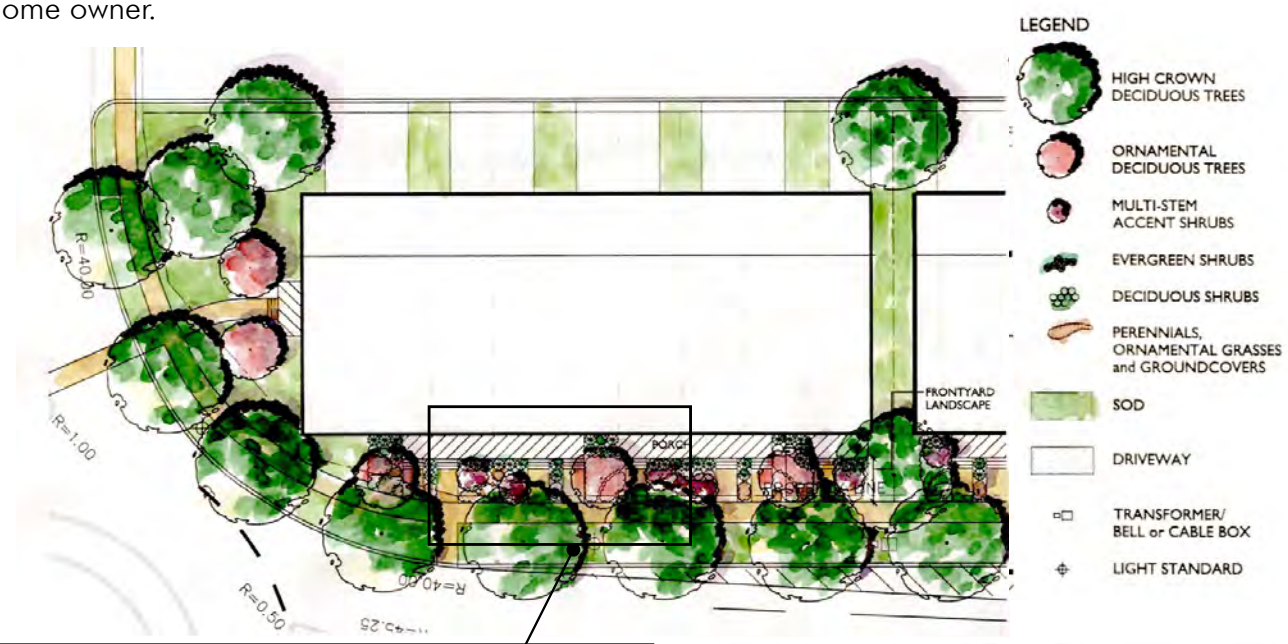


Figure 17b - Front Yard Landscape Treatment of 4.5m Decked Townhouses along Inspire Boulevard

Key Map

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. The same 'Toolkit' of Masonry Features are proposed for Countryside Villages Area 48-2 as were proposed for Block 48-1. These features are recurring throughout the Community at the primary and secondary gateways and trail heads with appropriate landscaping and signage.

Figures 18a and 18b 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.

Guidelines for Masonry Walls:

1. 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.
2. Include a natural fieldstone face reflected in the heritage of the Countryside Villages site.
3. The corporate identifier, bronze 'rose' plaques shall be incorporated into the wall feature.
4. The City of Brampton names shall be incorporated into the entry feature.
5. 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.
6. Final design of gateway features is subject to review and approval by a Landscape Architect at the site Plan / Subdivision Plan Stage.

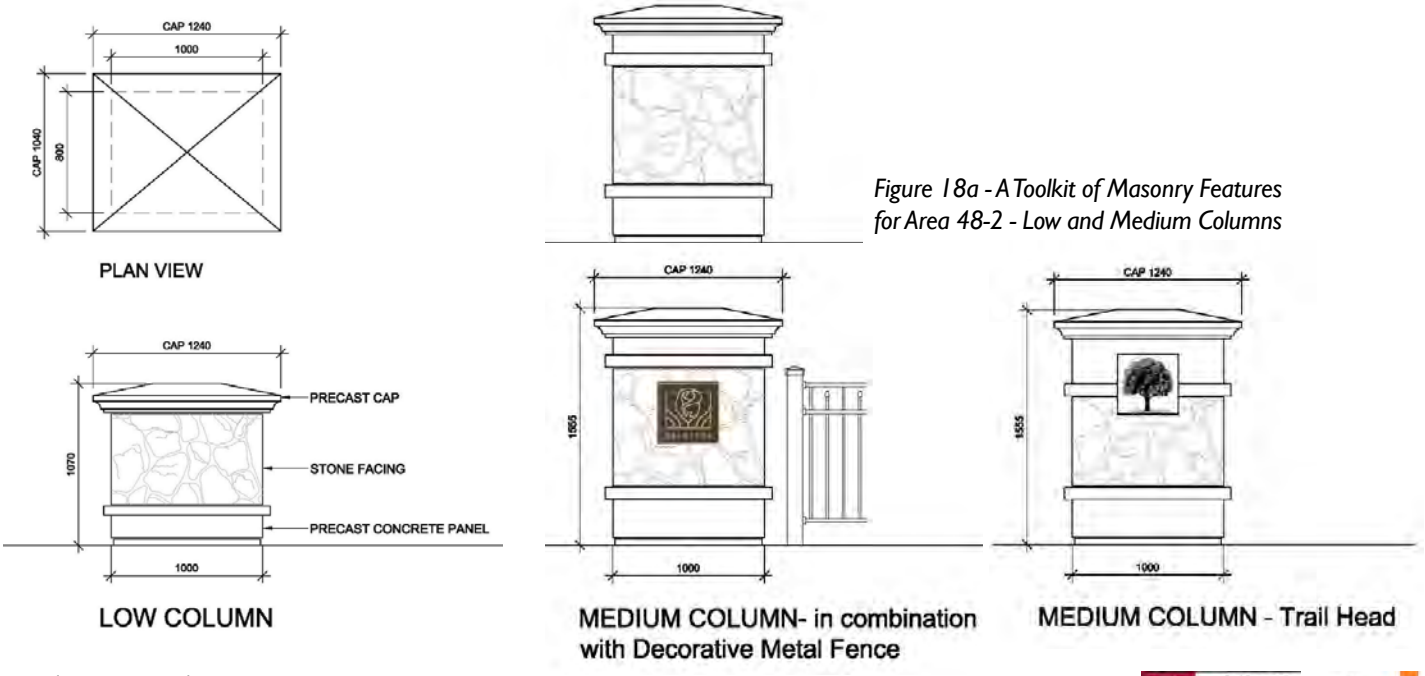


Figure 18a - A Toolkit of Masonry Features for Area 48-2 - Low and Medium Columns

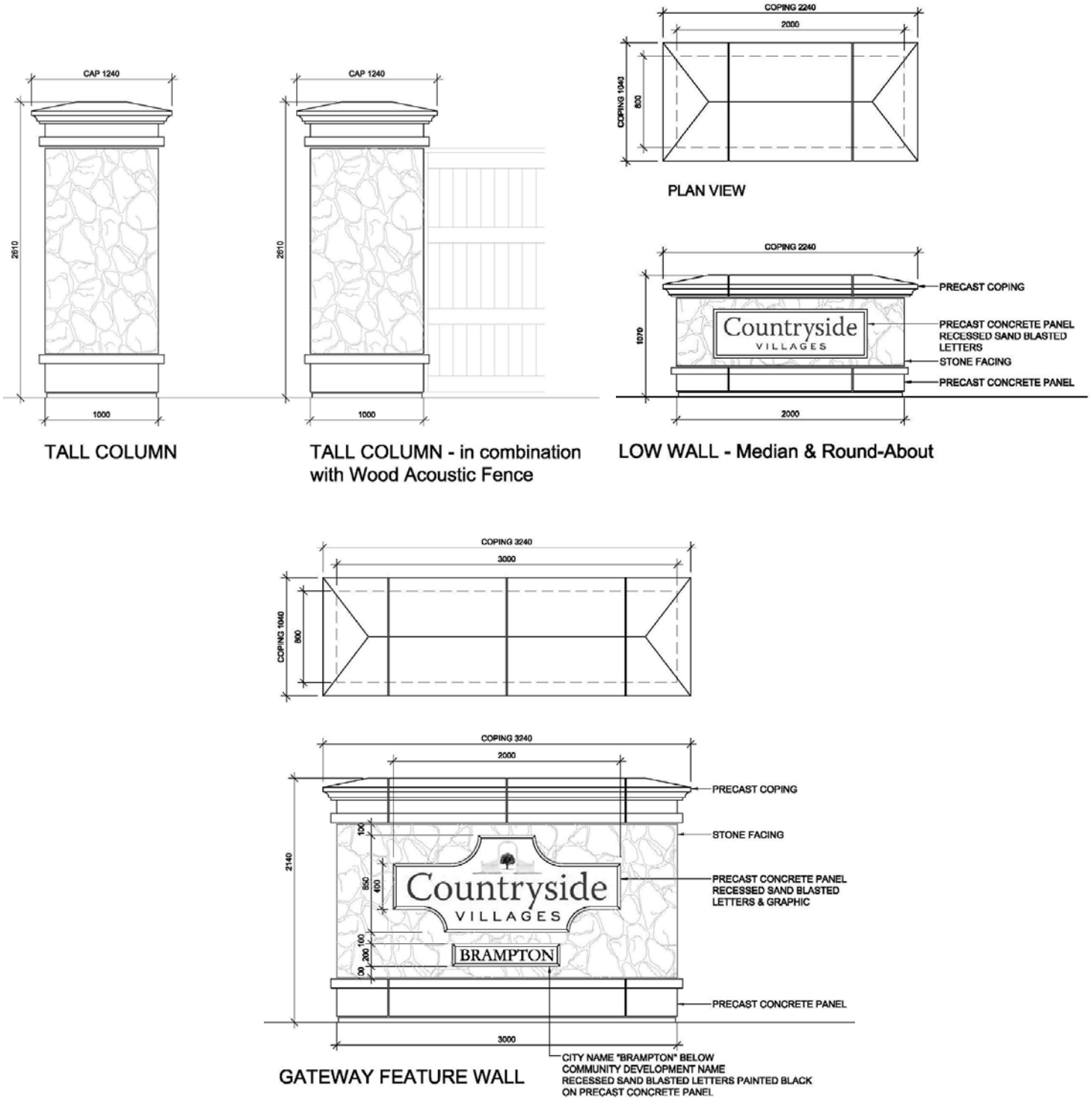


Figure 18b - A Toolkit of Masonry Features for Area 48-2 - Tall Columns and Landscape Walls

3.2.2 Primary Gateways

The primary gateways are made up of a series of sequential architectural and landscape treatments to create the overall heightened gateway character. The street treatment and character at the primary gateways of Inspire Boulevard should be similar and include overall heightened gateway characteristics. The West Gateway located at Bramalea Road and Inspire Boulevard will also extend to include the roundabout.

West Gateway:

Landscape and Site Design Guidelines:

1. Built form at the corner of Bramalea Road and Inspire Boulevard will shape the gateway to the community (see Figure 51).
2. Daylight triangles at Bramalea Road and Inspire Boulevard shall be hardscaped from curb-to-building facade.
3. The West Roundabout treatment will also be part of the gateway to the community.

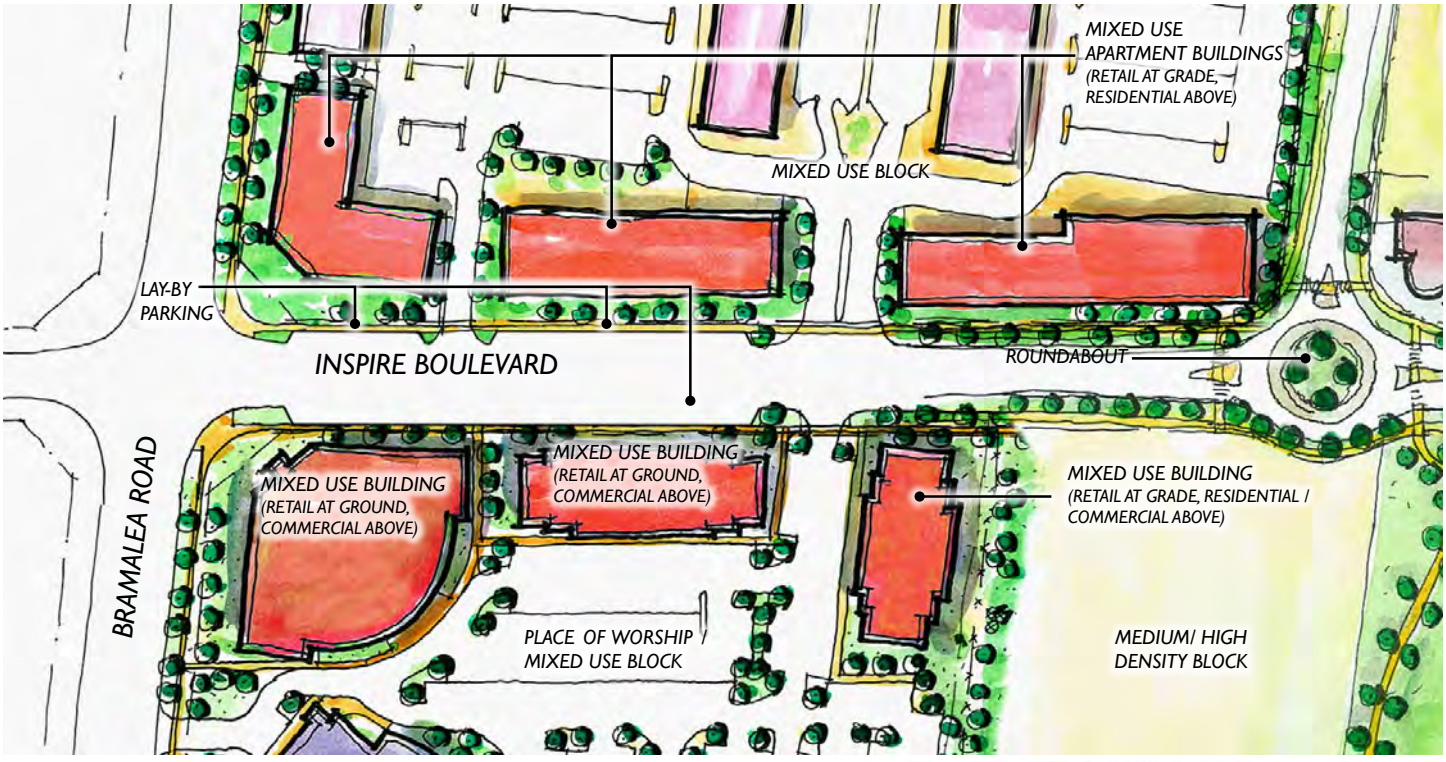


Figure 19 - Primary Gateway Example at Bramalea Road and Inspire Boulevard.

Key Map

Examples of West Gateway Built Form:

Image 16 - Example of Mixed Use Building

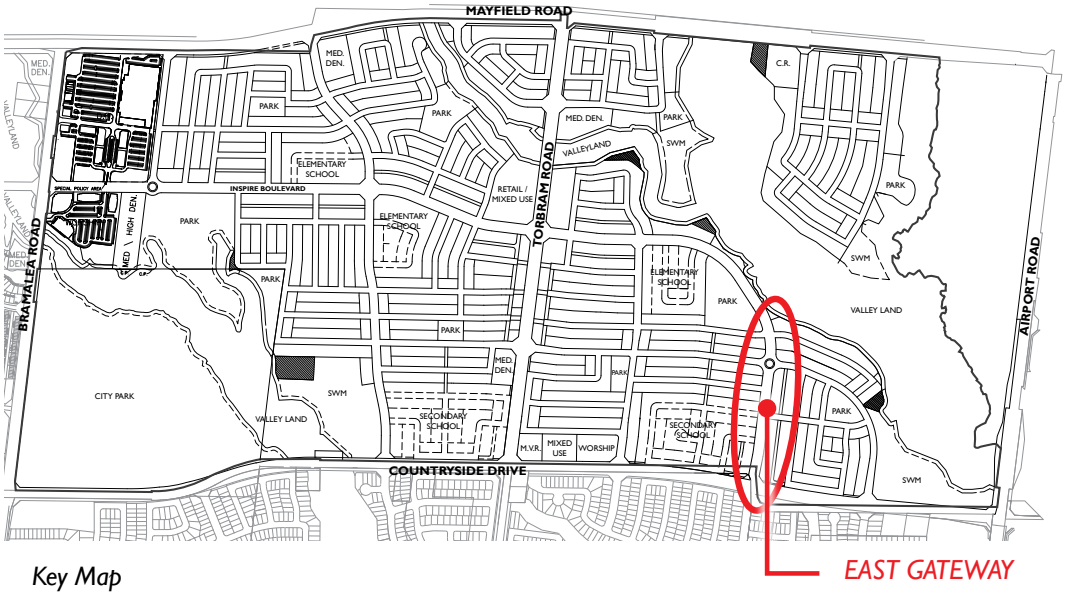
Image 17 - Example of Relationship to Street for Mixed Use Buildings

Image 18 - Example of Mixed Use Buildings

East Gateway:

Landscape and Site Design Guidelines:

1. Built form at the intersection of Inspire Boulevard and Countryside Drive will shape the gateway to the community.
2. The South East Roundabout treatment will also reflect this gateway to the community.



Key Map

3.2.3 Secondary Gateways

These gateways will be coordinated in design form, materials and colours with the secondary gateways in Block 48-1. All entrances will include landscaping that provides year-round interest and respects the City of Brampton's Gateway Beautification Program and Flower City initiatives.

Refer to Figures 20b and 20c for elevations and concepts of Secondary Gateways.

General Gateways Design Guidelines:

1. A medium height masonry landscape wall shall be provided within the Gateway blocks at designated Secondary Gateway locations.
2. Two medium masonry columns shall be provided to frame the wall.
3. All masonry features are to be in keeping with the Gateway 'Toolkit' referenced in Section 3.2.1.
4. Landscaping within the Gateway block shall include:
    - Low evergreen shrubs and perennials in front of masonry wall facing arterial roads; and
    - Large flowering shrubs situated between the wall and columns on each end.

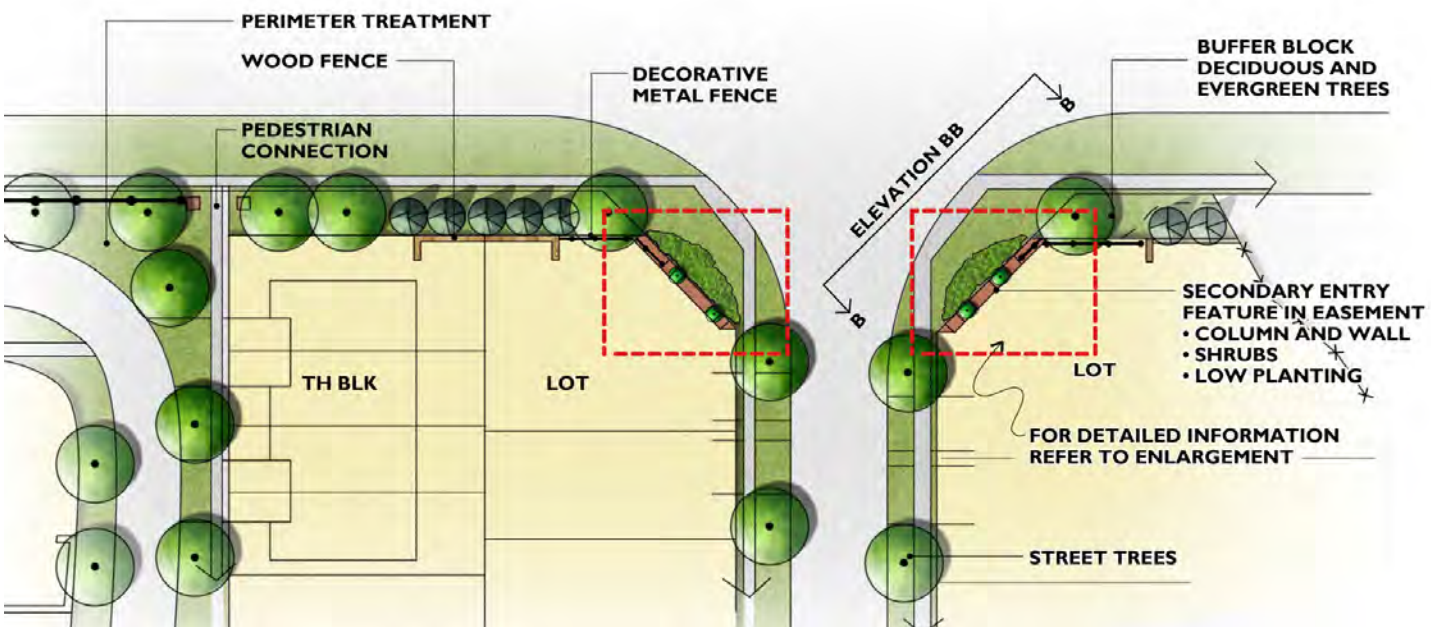
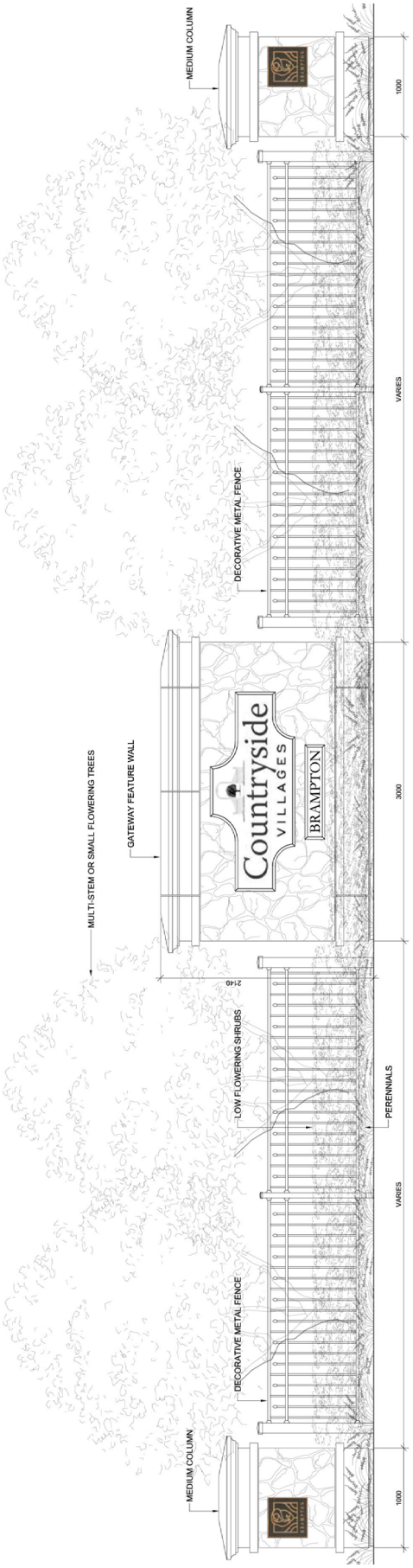


Figure 20a - Secondary Gateway Layout, Example at Mayfield Road and North South Local Road.

Key Map



TYPICAL GATEWAY

Figure 20b - Secondary Gateway Elevation - Conceptual

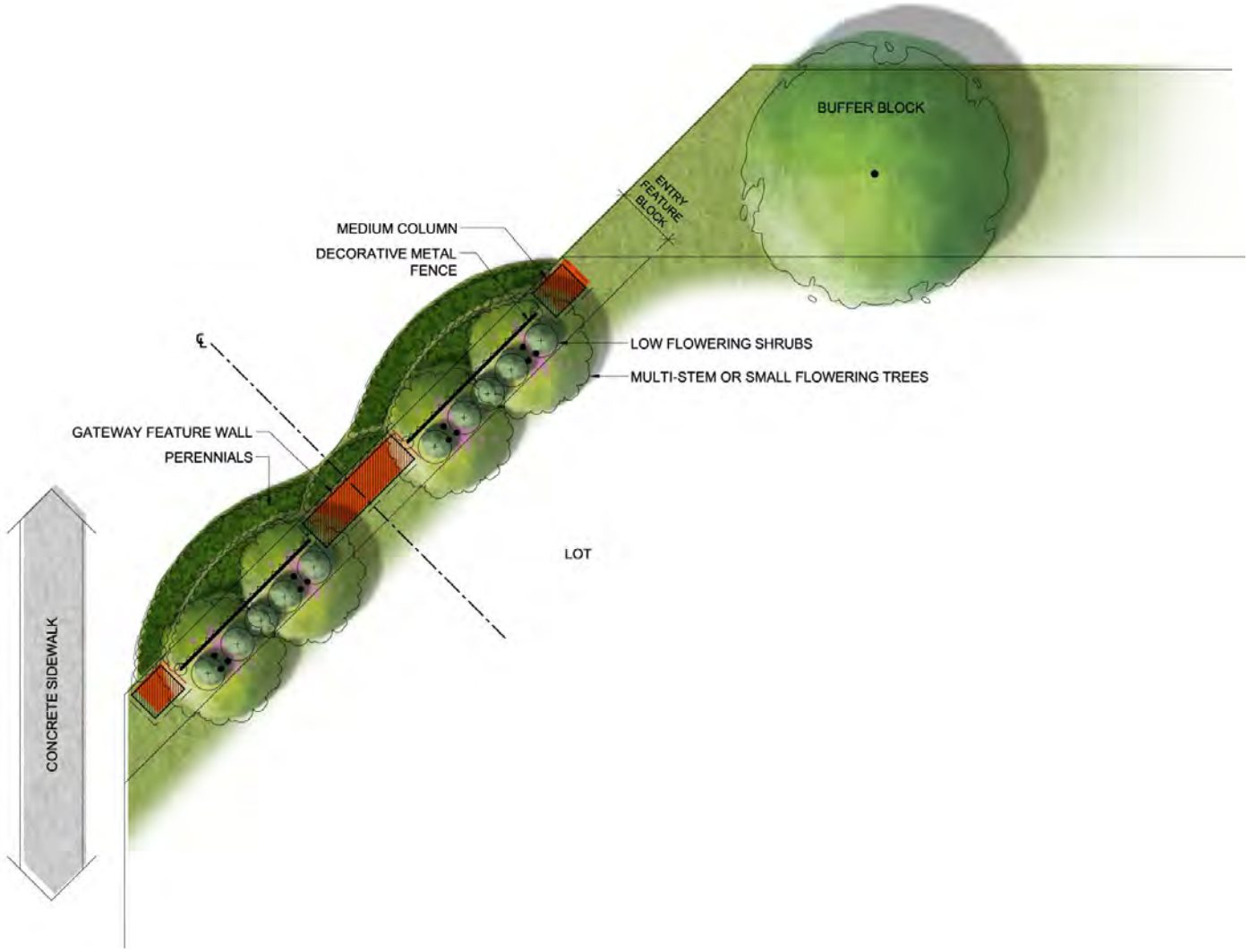


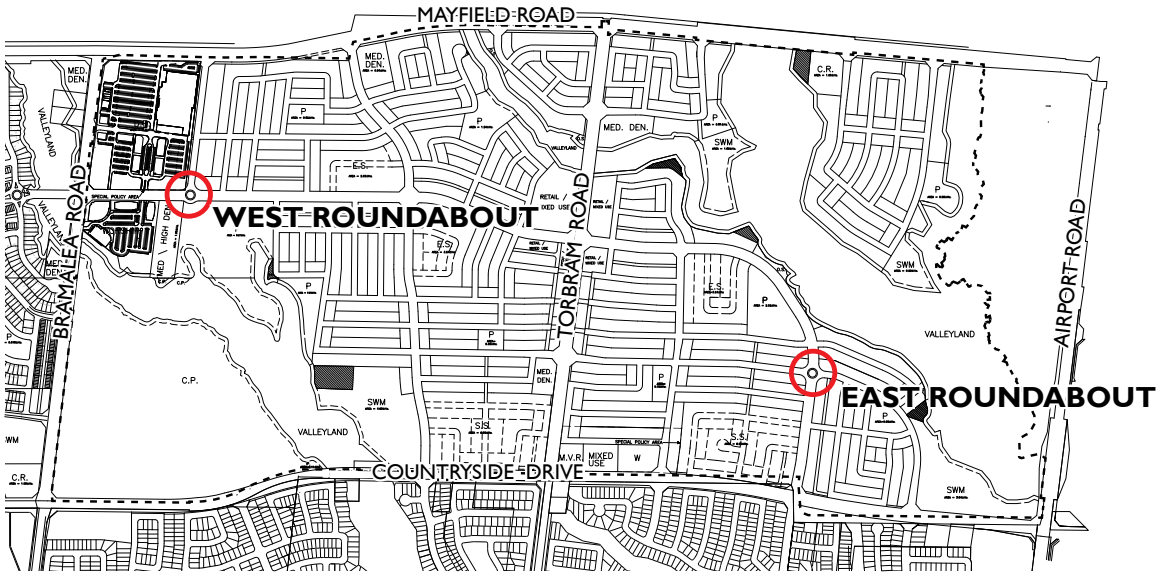
Figure 20c - Secondary Gateway Plan - Conceptual

3.3 ROUNDABOUTS

General Roundabout Landscape Design Guidelines:

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

Refer to Figure 21 for typical roundabout landscape treatment.



Key Map

3.0 LANDSCAPE GUIDELINES

Landscape Design Guidelines ***West Roundabout***:

1. A landscape low wall shall be placed on the western half of the Roundabout with signage lettering to face traffic on Bramalea Road (respectively).
2. Three (3) low columns shall anchor the remaining three (3) road frontages.
3. Landscape wall and columns design shall be in keeping with the Countryside Villages Gateway theme.

Landscape Design Guidelines ***East Roundabout***:

1. A landscape low wall shall be placed on the southern half of the roundabout with signage lettering to face traffic on Countryside Drive.
2. Three (3) low columns shall anchor the remaining three (3) road frontages.
3. Landscape wall and columns design shall be in keeping with the Countryside Villages gateway theme.
4. Informal landscape treatment shall be encouraged. Incorporate plant material suggestive of Valleyland landscape.

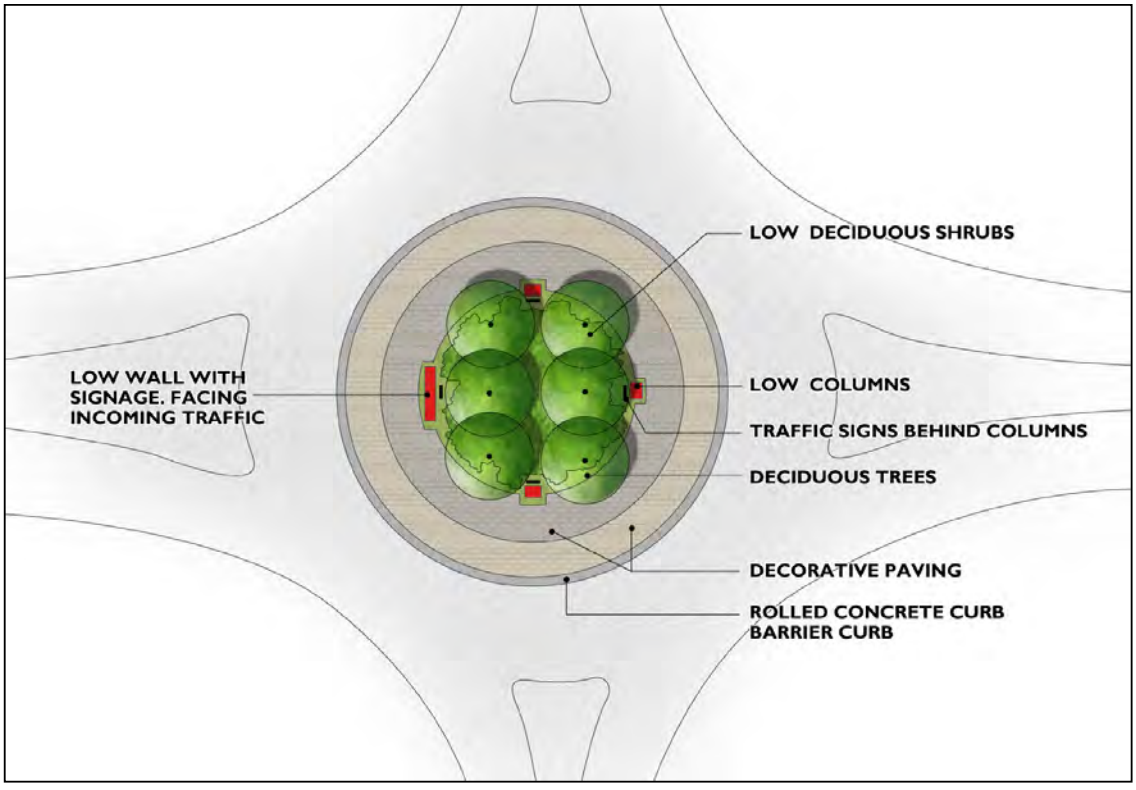
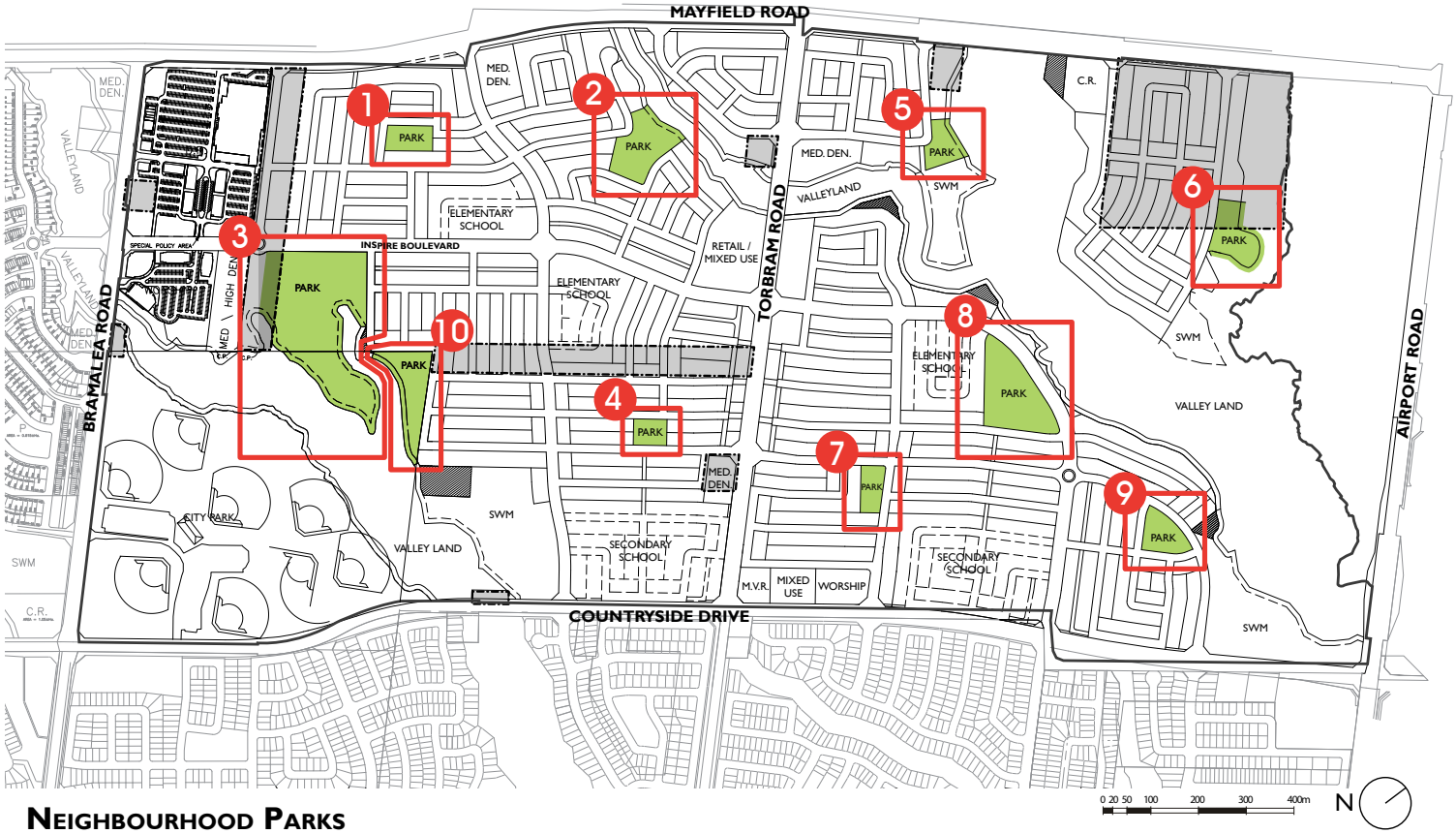


Figure 21 - Typical Roundabout Landscape Treatment

3.4 NEIGHBOURHOOD PARKS

The following section depicts conceptual design schemes and potential programming for each of the identified parks in the block plan area. The designs and programming are subject to change, prior to their development, having regard for the latest City directives.



NEIGHBOURHOOD PARKS

Legend:

Parks

Non-Participating Owner

Figure 22 - Neighbourhood Parks and Parkettes Location Plan

3.4.1 Park 1

Park 1 Design Guidelines:

1. One (1) seating area shall be provided at the intersection of the two (2) local streets;
2. The entry pathway to the Park should incorporate an entry feature / signage;
3. The Park's main circulation route should be lined with deciduous trees, round in form.
4. Residential-park interface should also incorporate deciduous and coniferous trees for screening and buffering noise (in addition to a chain link fence).
5. Open, free play area with turf shall be provided close to the interface with residential use to the south and east.

PARK HIGHLIGHTS

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

Location: South-west in Neighbourhood A
Size: 0.52ha (1.28ac)
Type: Parkette
Street Frontage: Three street side frontages.
Amenities: Entry features / seating areas, gathering area, junior or senior play equipment, open play area.

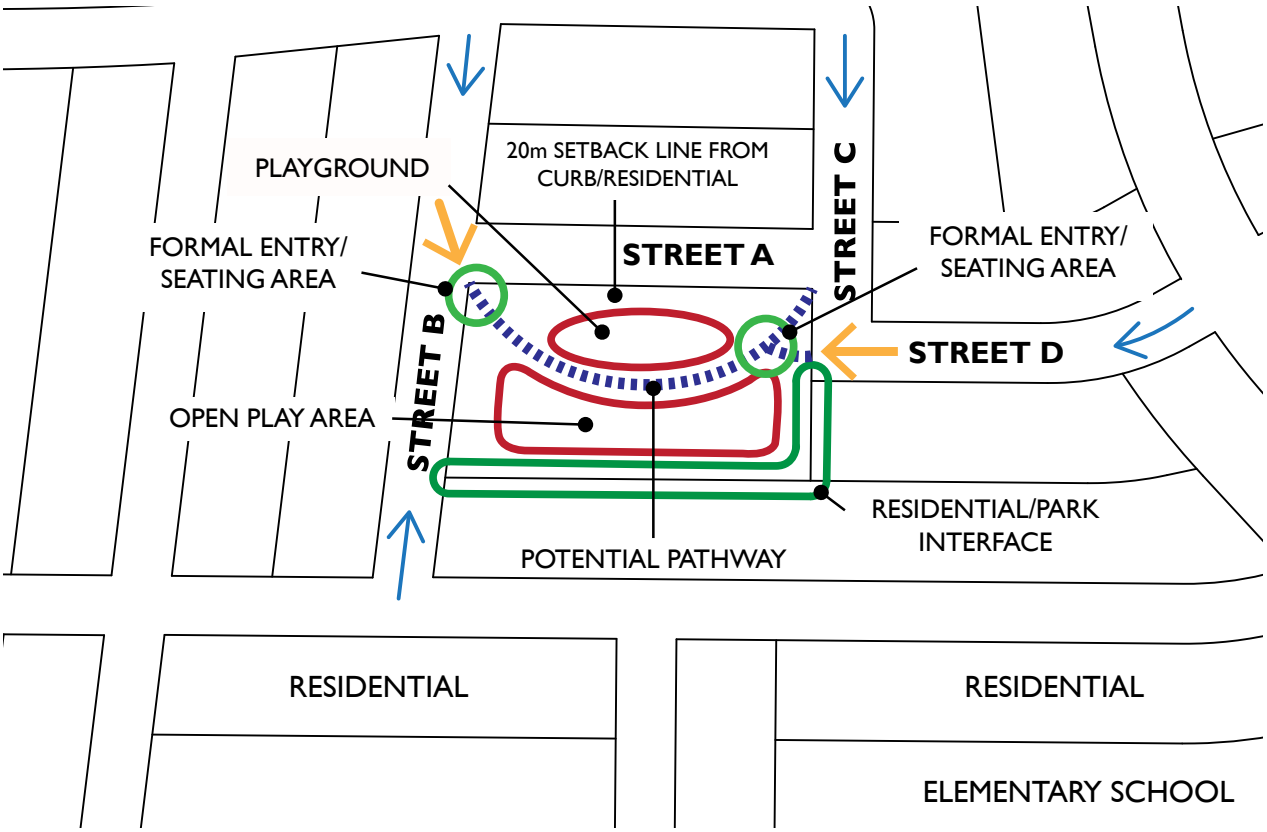


Figure 23 - Park 1 Schematic Diagram

3.4.2 Park 2

Park 2 Design Guidelines:

1. Incorporate seating and a shade structure for pedestrians as a rest stop, adjacent to the trail connection.
2. Shade structure should be a solid-roof canopy with seating underneath.
3. Additional buffer planting to increase privacy shall be placed where chain-link fence occurs at the residential / park interface.
4. A centrally located gathering area shall be designed with benches and lighting accessible through the Park's main circulation route.
5. Provide picnic tables and waste containers adjacent to the field and open play area.
6. Provide a naturalized transition zone between the two areas.

PARK HIGHLIGHTS

Location: Neighbourhood C (Adjacent to Valley)
Size: 1.24ha (3.06ac)
Type: Neighbourhood Park
Street Frontage: Three streets, corner frontage
Amenities: Entry features/ seating areas, gathering area, shade structure, open play area and junior or senior play equipment.
Linkages: To the Valleyland and the Community

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

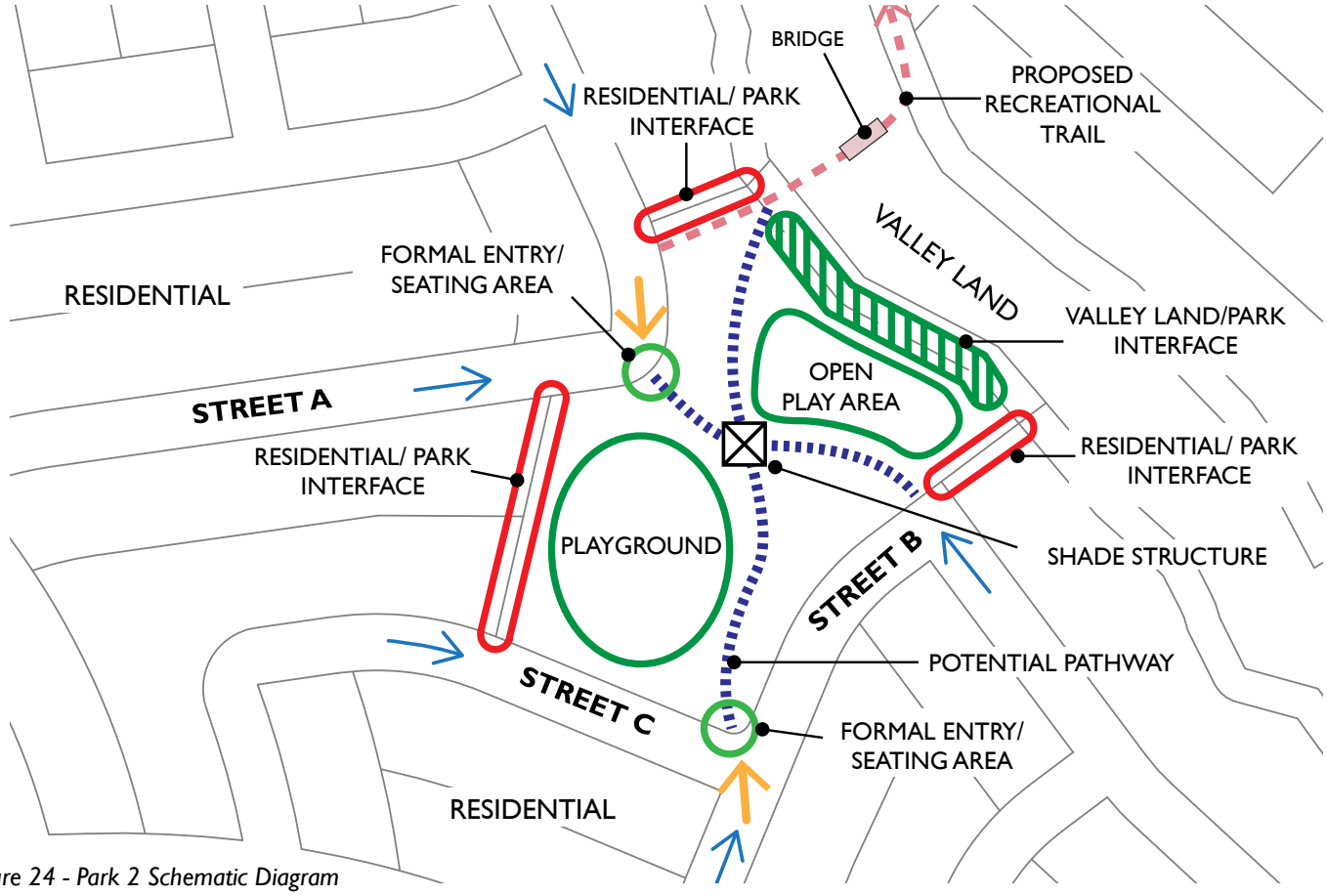


Figure 24 - Park 2 Schematic Diagram

3.4.3 Park 3

Park 3 Design Guidelines:

1. A shade structure and seating area should be located at the terminus of Street A with partial views of the junior playground.
2. Gathering areas shall be designed with benches and lighting accessible through the Park's main circulation route.
3. A junior and senior playground should be designed as a focal element within the Park, with access to and partial views of the open play area.
4. Provide picnic tables and waste containers adjacent to the open play area.
5. Valleyland / Park interface shall include planting that provides a transition between the naturalized and manicured landscapes.
6. A trail will be provided from Park 3 to the Sesquicentennial Park to the south, in a location that is yet to be determined and will be finalized through the subsequent Draft Plan of Subdivision process.

PARK HIGHLIGHTS

Location: Neighbourhood B (Adjacent to Valleyland)
Size: 3.27ha (8.08ac)
Type: Neighbourhood Park
Street Frontage: Two street side frontages
Amenities: Entry features / seating areas, gathering area, shade structure, junior and senior play equipment, picnic tables, benches and waste containers, sports fields, open play areas.

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

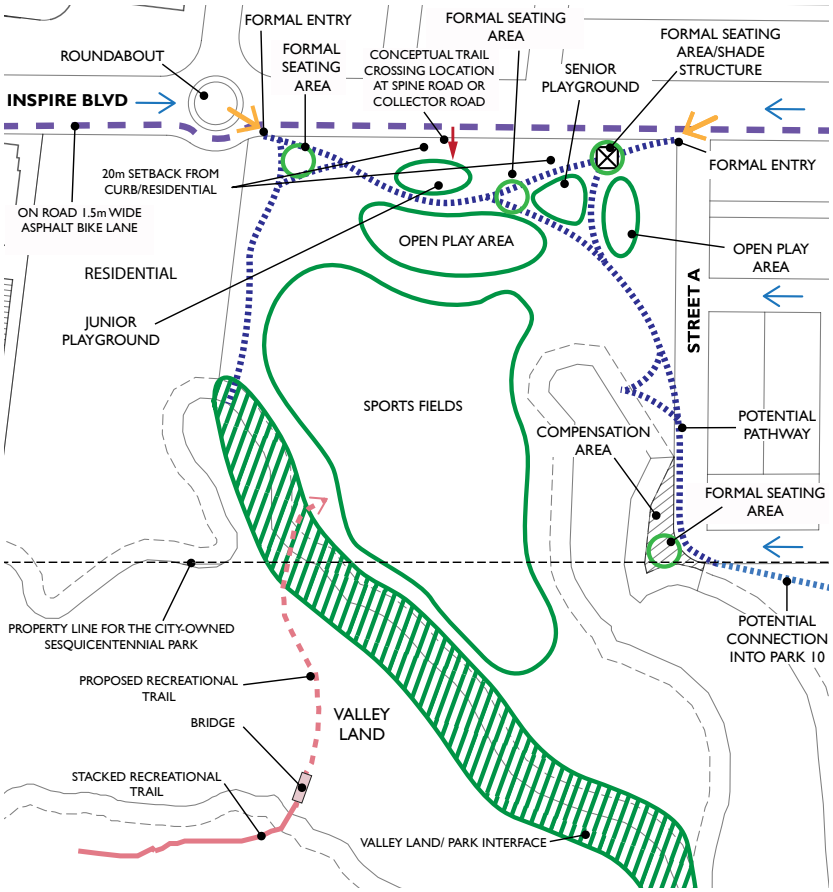


Figure 25 - Park 3 Schematic Diagram

3.4.4 Park 4

Park 4 Design Guidelines:

1. One (1) seating area shall be provided at the intersection of local streets.
2. Planting within the Park should allow views from the road.
3. Locate a junior or senior playground facility centrally and with access to the open play area.

PARK HIGHLIGHTS
Location: Neighbourhood D
Size: 0.38ha (0.94ac)
Type: Parkette
Street Frontage: Three street side frontages
Amenities: Entry features / seating areas, gathering area, junior or senior play equipment, open play area.

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

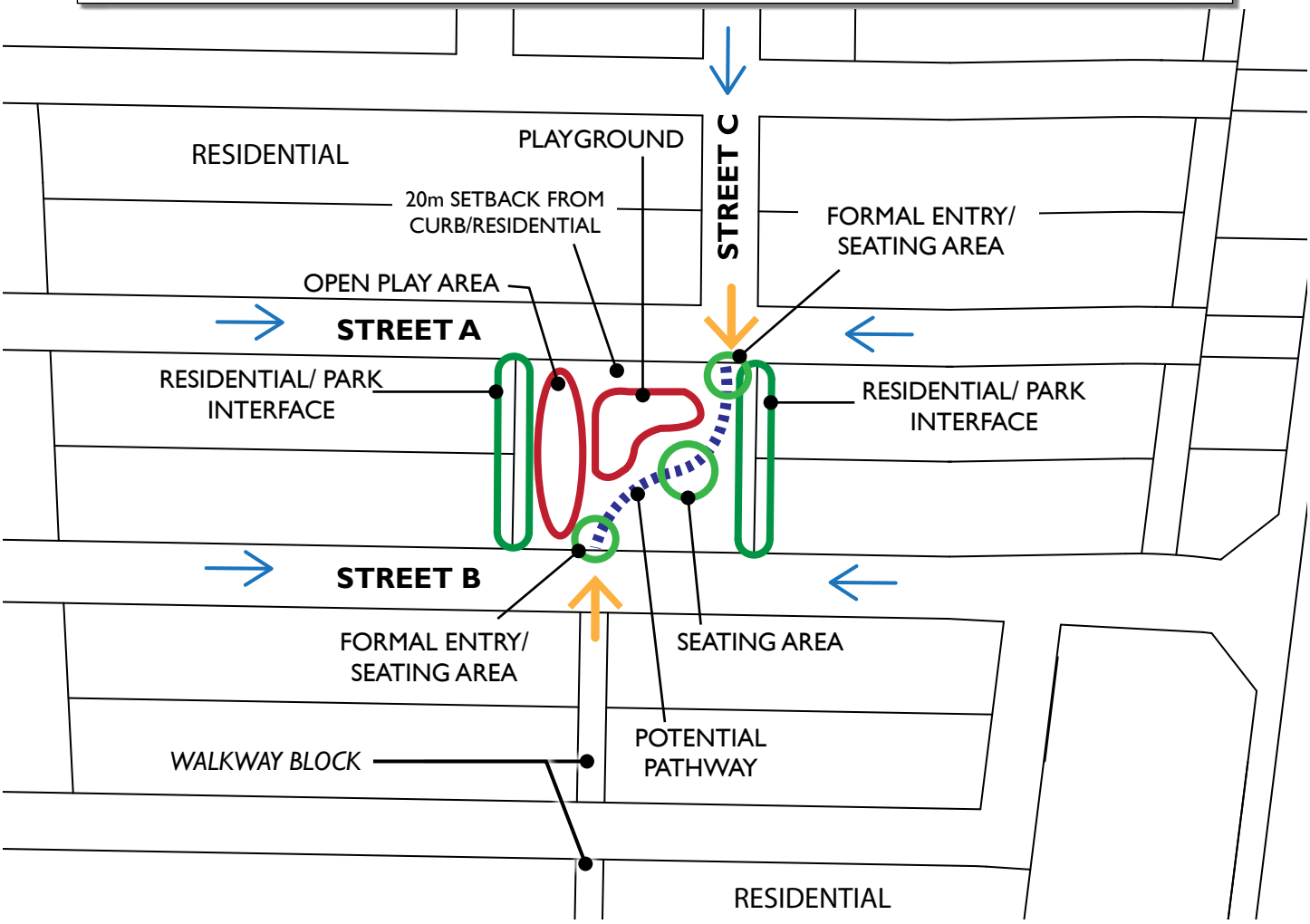


Figure 26 - Park 4 Schematic Diagram

3.4.5 Park 5

Park 5 Design Guidelines:

1. Locate an entry feature facing Street A with formal signage and a seating area.
2. Park's main circulation route should incorporate night lighting, and connect with the valley and SWM pond.
3. Main trail route should be lined with deciduous trees, round in form.
4. Planting within the Park should allow views from the street.
5. Playground area should be centrally located.
6. Locate seating area into lookout along the circulation route and facing the SWM pond.
7. Provide service access to SWM pond between Residential uses and Park.

PARK HIGHLIGHTS

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

Location: Neighbourhood E, (Adjacent to the valley and SWM pond)
Size: 0.51ha (1.26ac)
Type: Parkette
Street Frontage: One street side frontage
Amenities: Entry feature / seating areas, gathering area, junior or senior play equipment, open play areas, lookout / shade structure to SWM pond and Valleyland

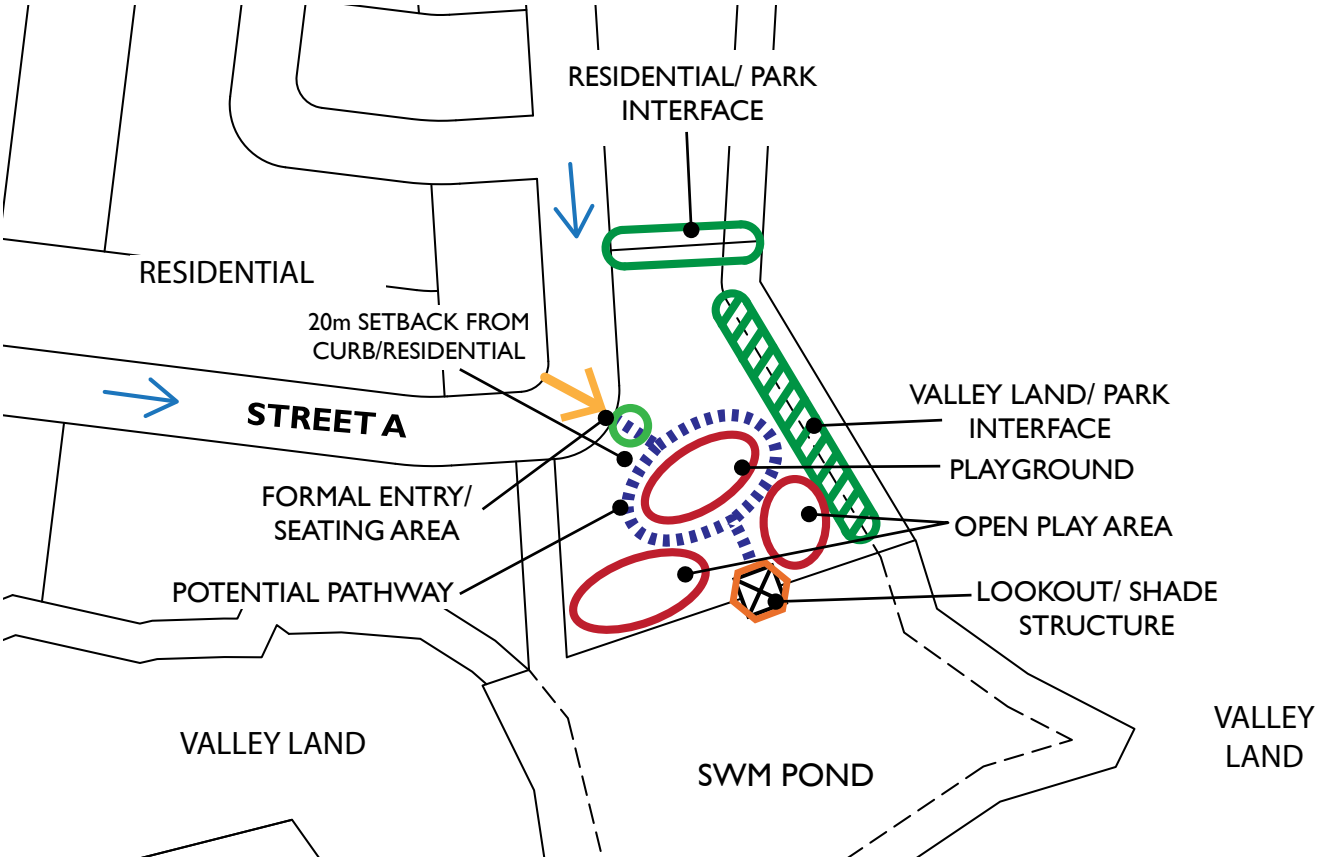


Figure 27 - Park 5 Schematic Diagram

3.4.6 Park 6

Park 6 Design Guidelines:

1. Locate an entry feature facing Street A with formal signage and a seating area.
2. Park's main circulation route should incorporate night lighting, and connect with the valley and SWM pond.
3. Main trail route should be lined with deciduous trees, round in form.
4. Planting within the park should allow views from the street.
5. Open play area should be centrally located.

PARK HIGHLIGHTS

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

Location: Neighbourhood G, (Adjacent to the valley and SWM pond)
Size: 0.88ha (2.17ac)
Type: Neighbourhood Park
Street Frontage: One street side frontage
Amenities: Entry features/ seating area, gathering area, shade structure, junior or senior play equipment, open play areas.
Linkages: Trail connections to the Valley, to the east, and community to the west.

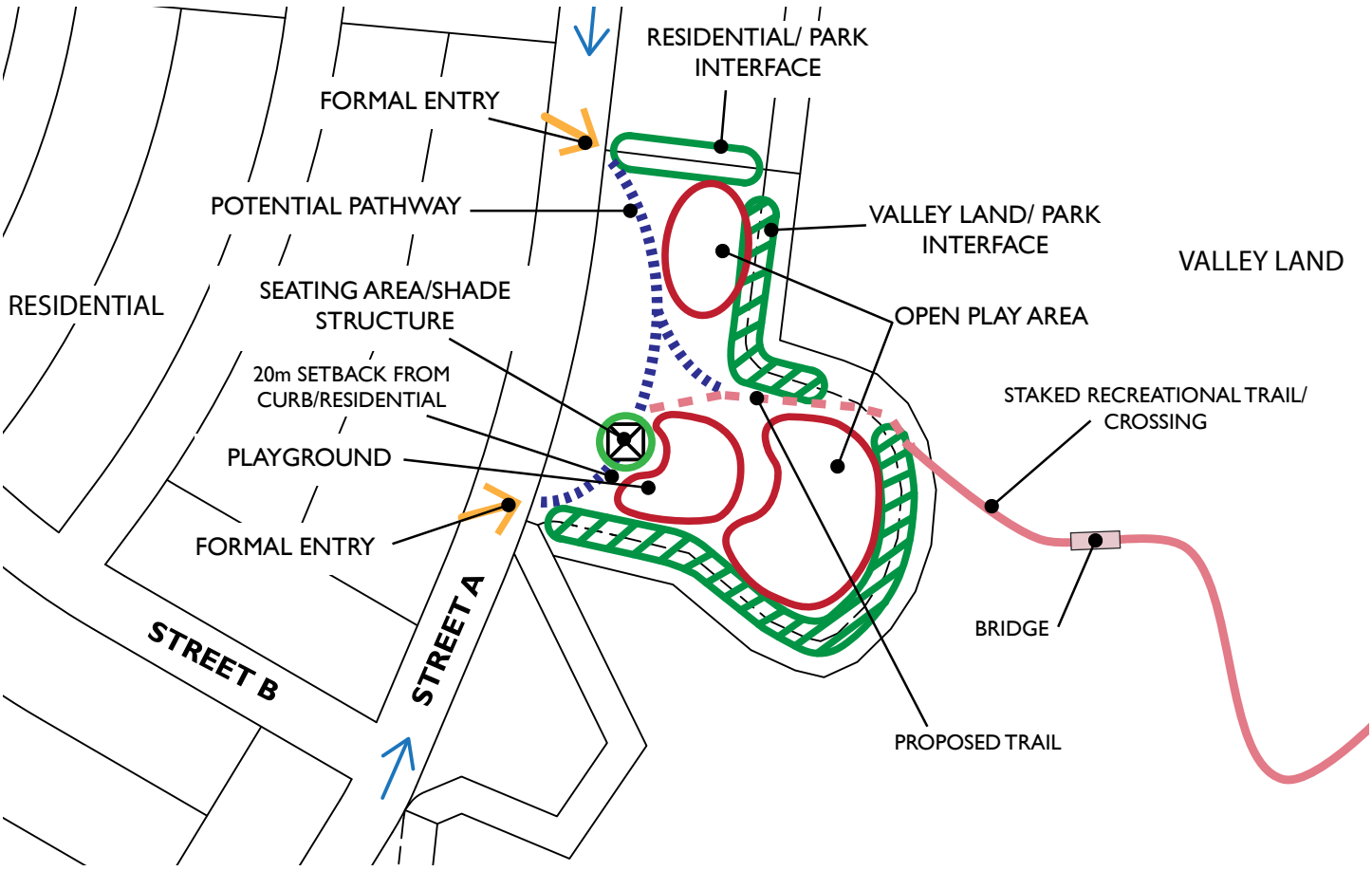


Figure 28 - Park 6 Schematic Diagram

3.4.7 Park 7

Park 7 Design Guidelines:

1. Locate an entry feature facing Street A with formal signage and a seating area.
2. Planting within the park should allow views from the street; and
3. The open play area should be centrally located with access to the playground.

PARK HIGHLIGHTS
Location: Neighbourhood F
Size: 0.46ha (1.14ac)
Type: Parkette
Street Frontage: Two street side frontages
Amenities: Entry features / seating areas, gathering area, junior or senior play equipment, open play area.

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

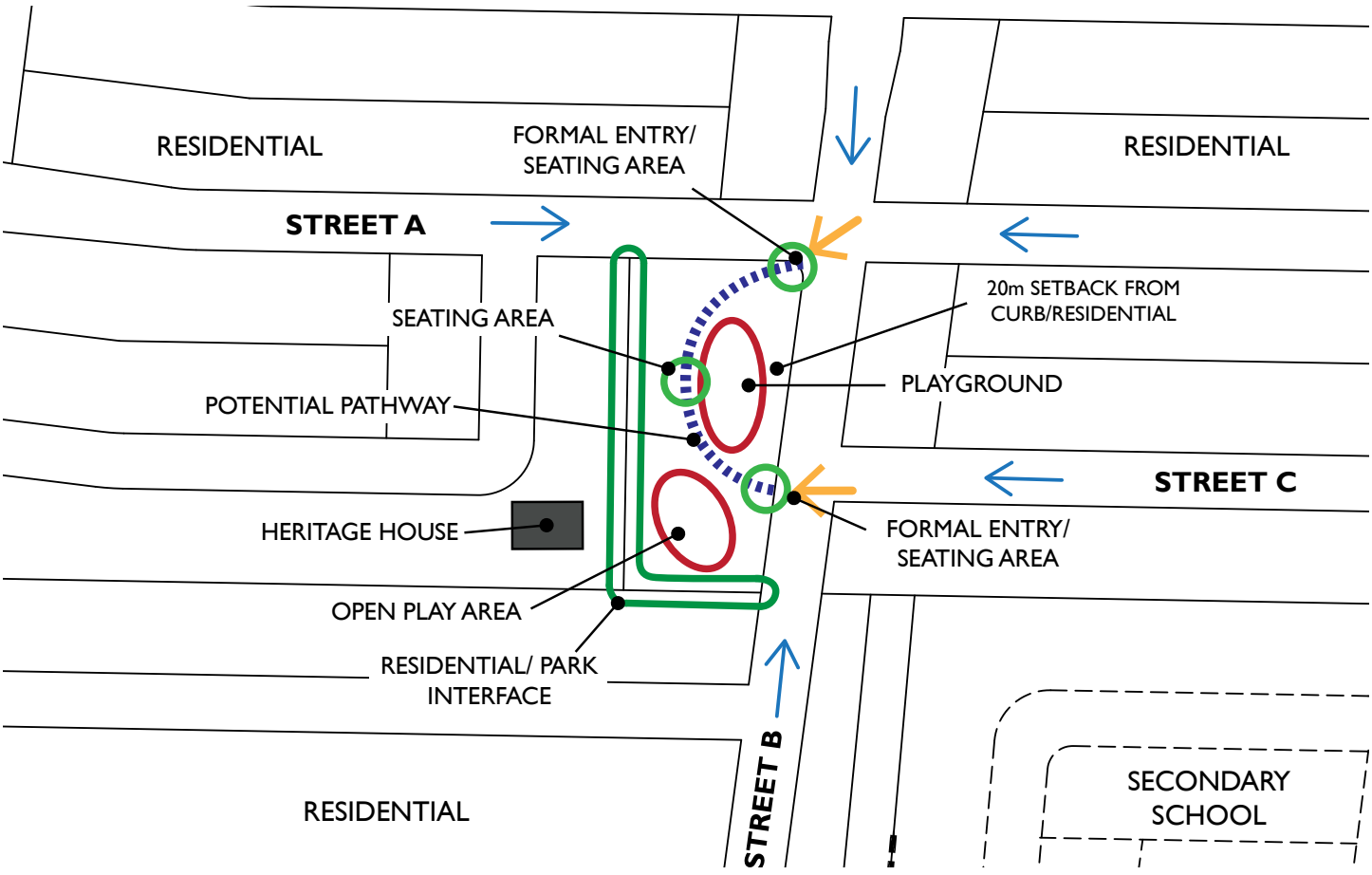


Figure 29 - Park 7 Schematic Diagram

3.4.8 Park 8

Park 8 Design Guidelines:

1. A shade structure and seating area should be located at the intersection of Main Street (Inspire Boulevard) and Street A.
2. Incorporate seating and a shade structure for pedestrians as a rest stop.
3. Shade structure should be a solid-roof canopy with seating underneath.
4. Additional buffer planting to increase privacy shall be placed where chain-link fencing occurs.
5. Gathering area shall be designed with benches and lighting accessible through the Park's main circulation route.
6. A separate junior and senior playground should be designed as a focal element within the Park, with access to and partial views of the junior soccer field and open play area.
7. Provide picnic tables and waste containers adjacent to the field and open play area.

PARK HIGHLIGHTS

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

Location: Neighbourhood F
Size: 2.02ha (5.00ac)
Type: Neighbourhood Park
Street Frontage: Two streets, corner frontage
Amenities: Entry features / seating areas, gathering area, shade structure, junior and senior play equipment, open play areas, junior soccer field.
Linkages: To the valleyland and the community to the east

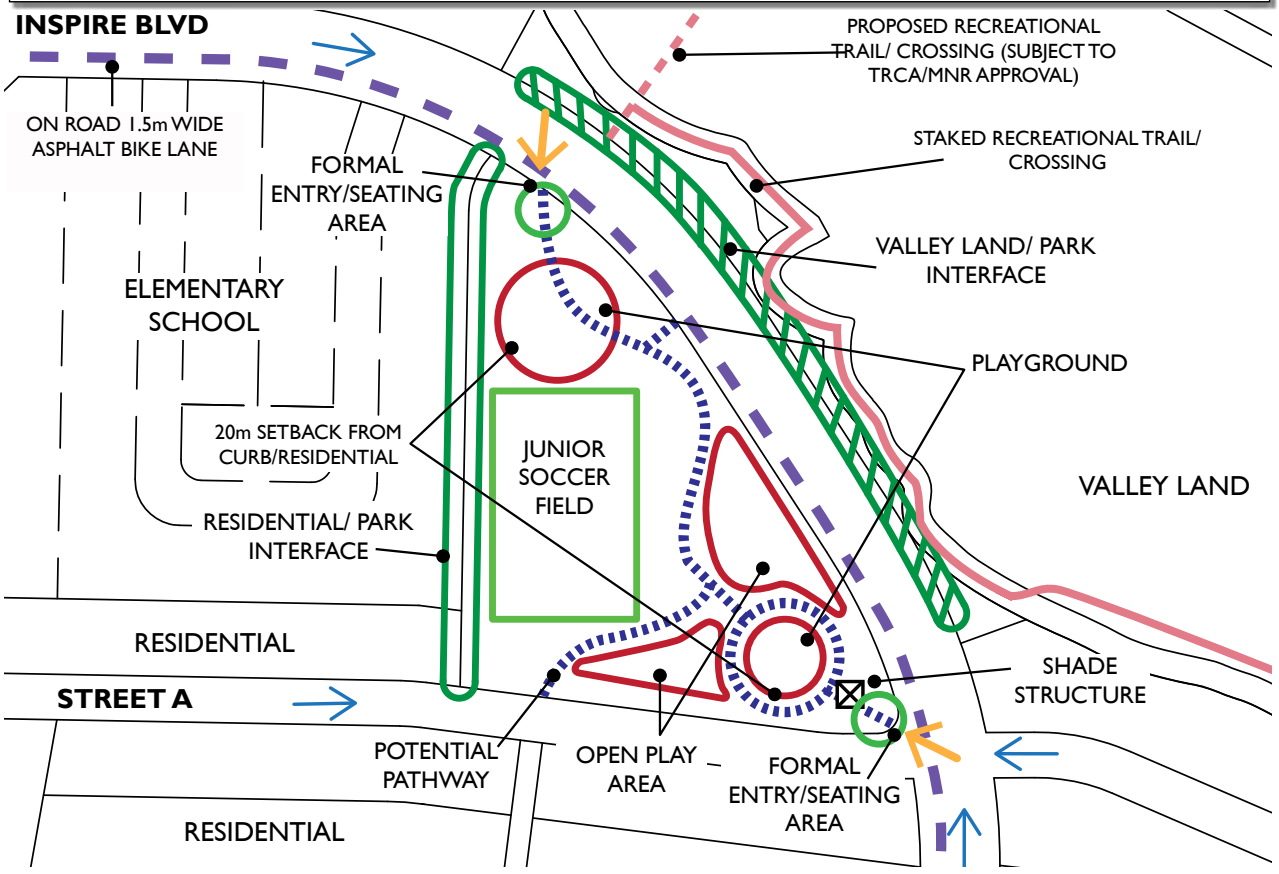


Figure 30 - Park 8 Schematic Diagram

3.4.9 Park 9

Park 9 Design Guidelines:

1. Locate an entry feature facing Street A with formal signage and a seating area.
2. Planting within the park should allow views from the street.
3. Passive seating area should be centrally located.

PARK HIGHLIGHTS
Location: Neighbourhood H
Size: 0.68ha (1.68ac)
Type: Parkette
Street Frontage: Two street side frontages
Amenities: Entry features / seating area, gathering area, junior or senior play equipment.

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

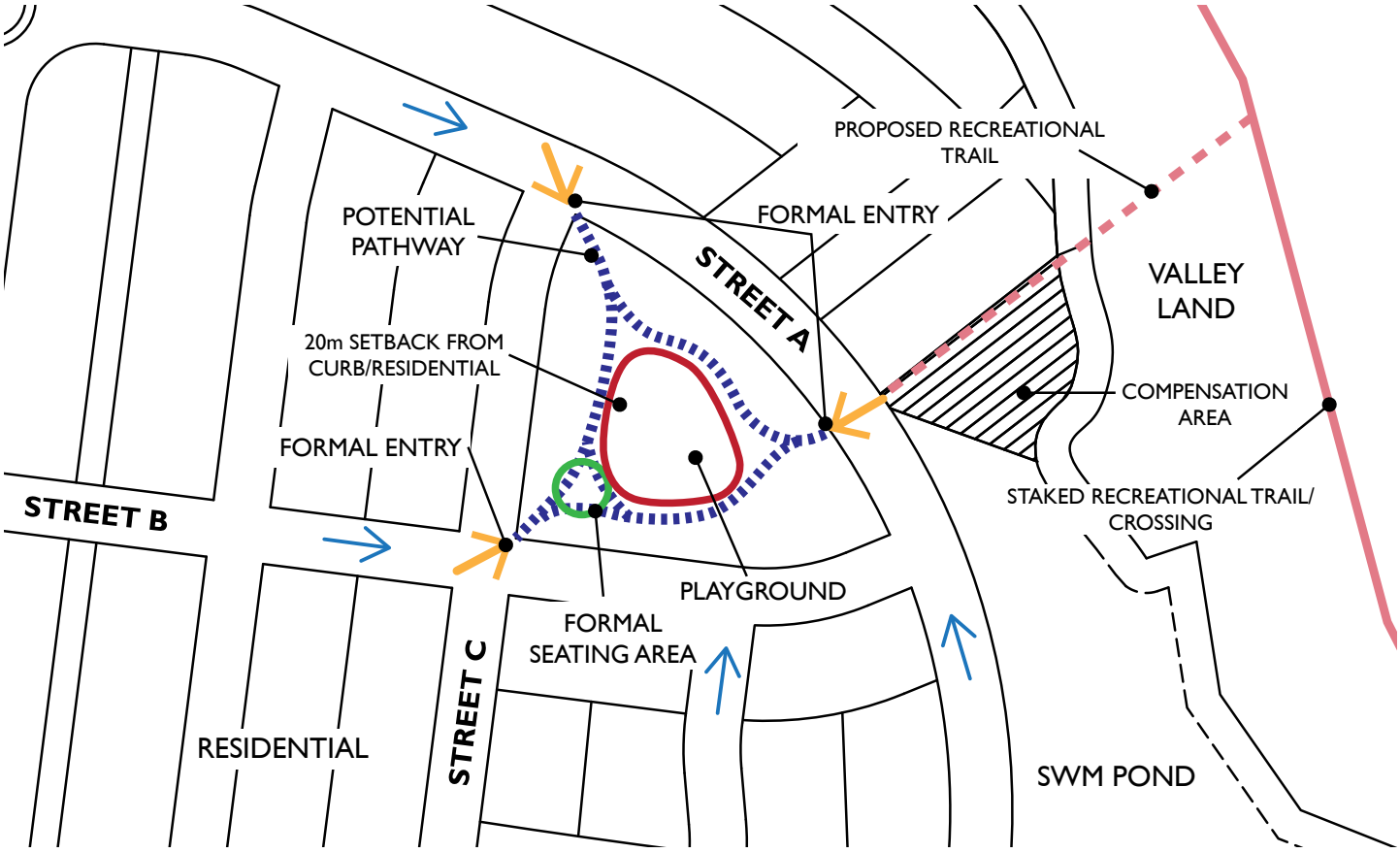


Figure 31 - Park 9 Schematic Diagram

3.4.10 Park 10

Park 10 Design Guidelines:

Park 10 is located on municipally-owned land and forms part of an undeveloped portion of Sesquicentennial Park. Notwithstanding the fact that the park is located on municipally-owned lands, subject to any Development Charge credits available, the applicant(s) shall be responsible for the design and development of the respective park, in accordance with normal City standards.

1. Formal seating area / shade structure should be located at the corner of streets A and B.
2. Entrances from the end of the surrounding streets should connect with the potential pathway.
3. Junior or senior playground should be designed as a focal element within the Park.
4. Valleyland / Park interface shall include planting that provides a transition between the naturalized and manicured landscapes.

PARK HIGHLIGHTS

Location: Neighbourhood B (Adjacent to Valley)
Size: 0.98ha (2.42ac)
Type: Neighbourhood Park
Street Frontage: Two street side frontages
Amenities: Entry features / seating areas, gathering area, shade structure, junior or senior play equipment.

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

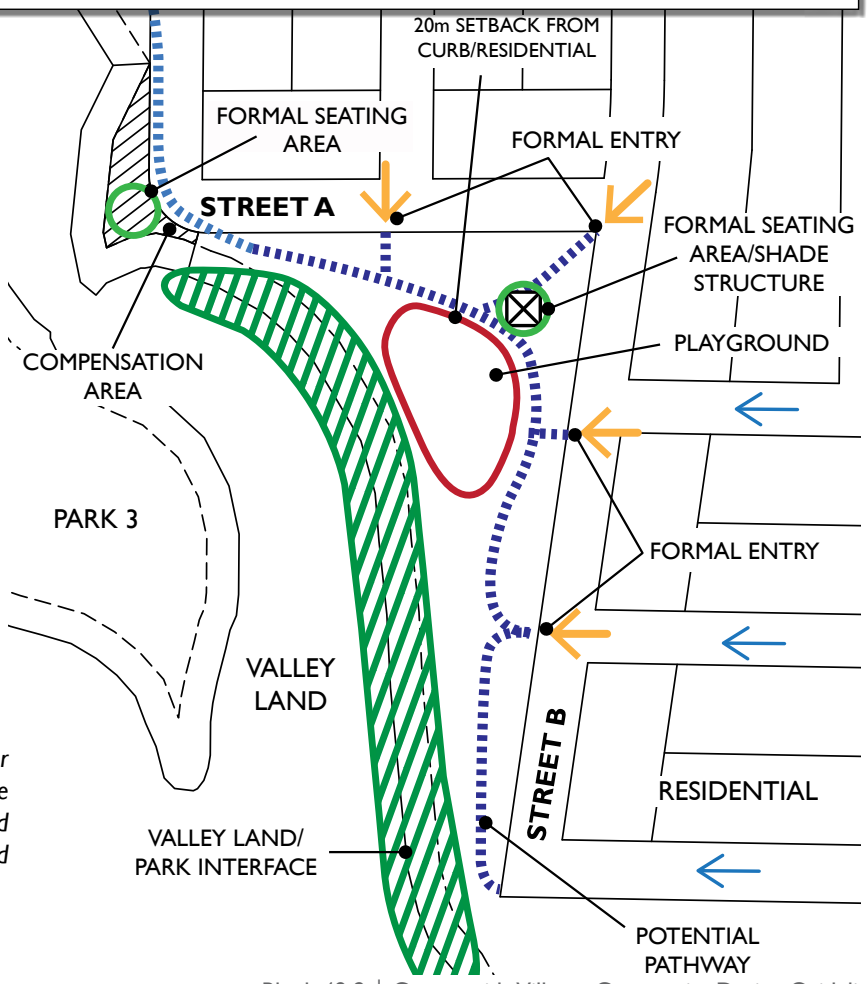


Figure 32 - Park 10 Schematic Diagram

Note: The conceptual image and facilities shown for the park block and trails is intended for illustrative purposes only. The final recreation program and facilities for this park and area will be determined at a later date.

3.4.11 Parks Summary Table

	Type	Neighbourhood Location	Total Area	Proposed Facilities
Park 1	Parkette	Neighbourhood A	0.52ha (1.28ac)	1. Entry Features/ Seating Areas 2. Gathering Area 3. Junior or Senior Play Equipment 4. Open Play Area – Turf Treatment
Park 2	Neighbourhood Park	Neighbourhood C	1.24ha (3.06ac)	1. Entry Features/ Seating Areas 2. Shade Structure 3. Junior or Senior Play Equipment 4. Gathering Area 5. Open Play Areas – Turf Treatment
Park 3	Neighbourhood Park	Neighbourhood B	3.27ha (8.08ac)	1. Entry Features/ Seating Areas 2. Gathering Area 3. Shade Structure 4. Separate Junior and Senior Play Equipment 5. Picnic Tables 6. Benches and Waste Containers 7. Sports Fields 8. Open Play Areas – Turf Treatment
Park 4	Parkette	Neighbourhood D	0.38ha (0.94ac)	1. Entry Features/ Seating Areas 2. Gathering Area 3. Junior or Senior Play Equipment 4. Open Play Area – Turf Treatment
Park 5	Parkette	Neighbourhood E	0.51ha (1.26ac)	1. Entry Feature/ Seating Areas 2. Gathering Area 3. Junior or Senior Play Equipment 4. Open Play Areas – Turf Treatment 5. Lookout/ shade structure to SWM pond and Valleyland
Park 6	Neighbourhood Park	Neighbourhood G	0.88ha (2.17ac)	1. Entry Features/ Seating Area 2. Shade Structure 3. Gathering Area 4. Junior or Senior Play Equipment 5. Open Play Areas – Turf Treatment
Park 7	Parkette	Neighbourhood F	0.46ha (1.14ac)	1. Entry Features/ Seating Areas 2. Gathering Area 3. Junior or Senior Play Equipment 4. Open Play Area – Turf Treatment
Park 8	Neighbourhood Park	Neighbourhood F	2.02ha (5.00ac)	1. Entry Features/ Seating Areas 2. Shade Structure/Seating Area 3. Gathering Area 4. Separate Junior and Senior Playground 5. Equipment 6. Junior Soccer Field 7. Open Play Areas – Turf Treatment
Park 9	Parkette	Neighbourhood H	0.68 ha (1.68ac)	1. Entry Features/ Seating Area 2. Gathering Area 3. Junior or Senior Play Equipment
Park 10	Neighbourhood Park	Neighbourhood B	0.98 ha (2.42ac)	1. Entry Features/ Seating Areas 2. Shade Structure 3. Gathering Area 4. Junior or Senior Play Equipment
Totals	Five (5) Neighbourhood Parks, Five (5) Parkettes			
Grand Total:				
Total Projected Population				**12,208 Persons**
Total Nbhd Park Dedicated				**10.94 ha (27.03 ac)**
Total Nbhd. Park Required (ac.)				
Nbhd. Park Balance (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 33 - Parks Summary Table

3.5 NATURAL HERITAGE

3.5.1 10.0m Environmental Buffer

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

Buffer Design Guidelines:

1. The buffer block is intended to be naturalized to improve the health and function of the natural heritage features.
2. Planting approach should create visual privacy for abutting residential amenity areas without blocking visual surveillance.
3. Where views to the street and open space features are available, the 10.0m buffer may incorporate interpretive signage.
4. Where grading permits, subject to City of Brampton and EIS / FSR approval, a trail may be integrated within the 10.0m buffer.
5. Lighting within the buffer area should be kept at a minimum while ensuring safety and visibility where trail access is provided.
6. Pathways /trails shall have a 6.0m setback from the residential lot lines within the 10.0m buffer.
7. If additional lands are required to incorporate a trail, these lands will be provided at the applicant's expense so as to not interfere with the natural boundaries / buffers that are necessary to protect the Valleylands.

3.5.2 Valleyland / NHS

Valleyland Design Guidelines:

1. All Valleyland areas will remain in a naturalized state.
2. The trail shall be hard surfaced (asphalt) and may provide light fixtures and shall be located well above the flood line (trail location is subject to City of Brampton, TRCA and EIS / FSR approval).
3. Homes backing on to the Valleyland shall have chain link fencing with no gates permitted.
4. Street tree species at Valleyland crossing should be large, crowned, native species to create a functional wildlife bridge.
5. Native vegetation is required as a continuum through these spaces.
6. Valleyland/ Park interface shall include planting that provides a transition between naturalized and manicured landscapes.

Image 19 - Transition from Manicured to Naturalized Landscape Treatment

3.5.3 Environmental Compensation Areas

The natural heritage communities that are present on this Block are the Valley corridors, all of which are being retained in their present form. As per the EIR, the vegetation losses and gains have been categorized in upland, wetland and drainage feature categories. The upland communities to be removed consist entirely of disturbed cultural heritage communities on the tableland including hedgerows, old field meadows, cultural plantations, and cultural thickets. These features provide minimal ecological function and do not make substantial contributions to the NHS.

In order to offset this loss of upland habitat, several locations within the block plan area have been identified as Compensation Areas and will be restored with native species (these locations are shown as areas hatched in black on all figures and will be coordinated with the EIR). This is primarily to compensate for the loss of trees from the tableland.

Compensation for the removal of trees to accommodate the proposed development should include planting a minimum of one tree for each significant tree removed (i.e. 15 cm DHB or greater), which amounts to approximately 600 trees. Within the Tributary E valley, reforestation of the west slope will contribute significantly to the function and integrity of the natural heritage system. Additionally, restoration plantings will be incorporated around the storm water ponds. Furthermore, it is expected that existing agricultural fields within the NHS will succeed to old field meadow.

The wetland area loss consists mostly of marsh habitat. To compensate for this loss, wetland or upland habitat will be planted in several compensation areas using native species.

The planting of upland and wetland habitat will result in no net loss of the vegetation communities.

3.5.4 Pedestrian Bridge and Trail Areas

Pedestrian bridge and trail crossings of the Valleyland and NHS are identified in Figure 34. Please see below for the associated design guidelines.

Crossing Design Guidelines:

1. Detailed design of the Valleyland / NHS pedestrian bridge crossings will incorporate standard Brampton design treatments, including end piers, logo, rail types, colours, and parapet wall finishes and treatment.
2. Where opportunity exists coordinate the crossing design language with materials and language of the surrounding community (for example, columns, fencing and colour).
3. Planting adjacent to the crossings should seamlessly complement natural heritage plantings along the watercourse.
4. Trails leading to Valleyland crossings shall be 3.0m in width with an asphalt or granular surface. The bridge apron shall use asphalt.
5. Bridge and Trail Area 3 (see page 63) will involve the design and construction of a system of vertical stairs that will be subject to detailed design study at the Draft Plan of Subdivision stage, and will be designed in accordance with the latest City standards.

**Subject to TRCA and MNR Approval*

**Note: Please refer to Page 2, Section 1.1.1 "Amended Approval Process," for details concerning the applicant's responsibility for the delivery of all trails and bridge crossings proposed in this document. In addition, the location of trails noted or shown as "staked in the field" may be adjusted and will be finalized through further study at the Draft Plan of Subdivision approval stage.*

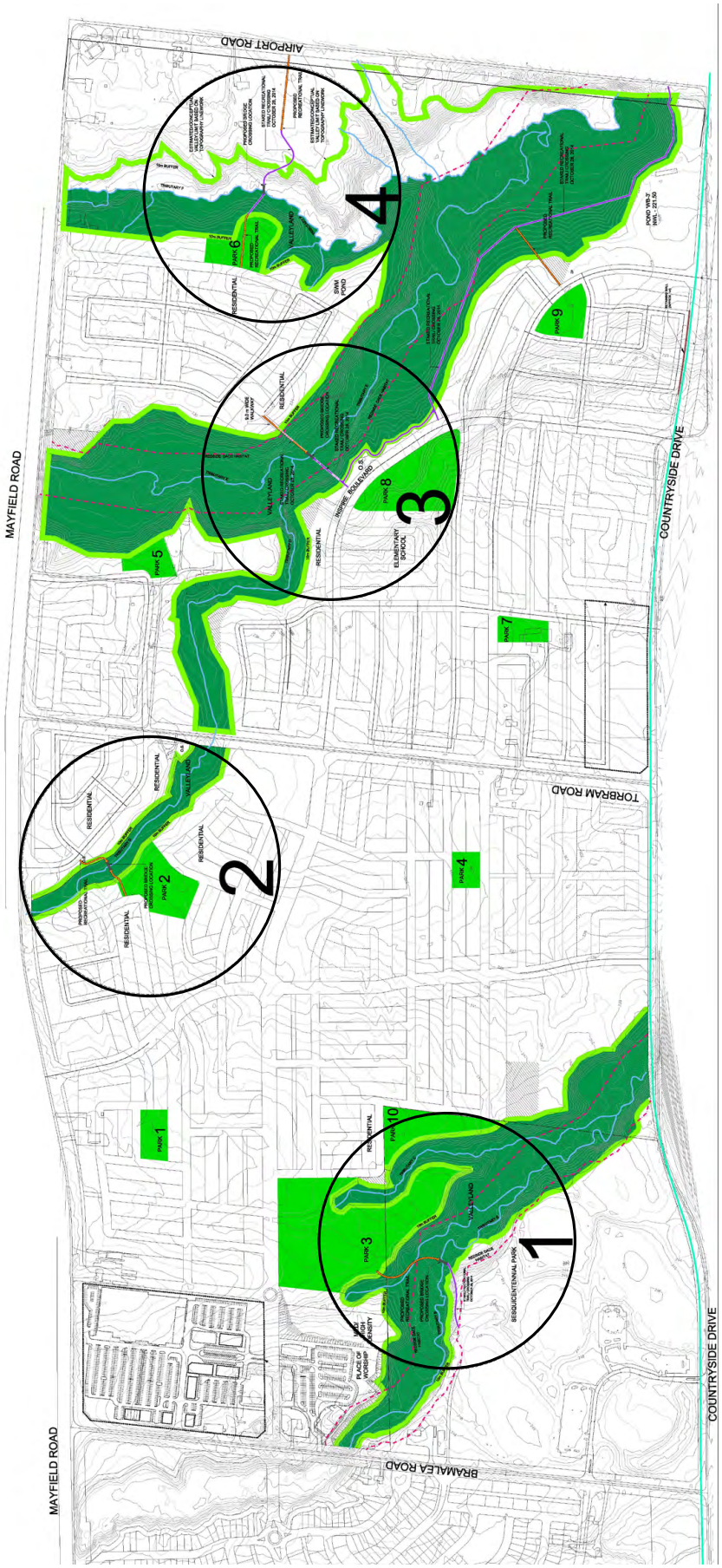


Figure 34 - Bridge and Trail Areas - Key Map

3.0 LANDSCAPE GUIDELINES

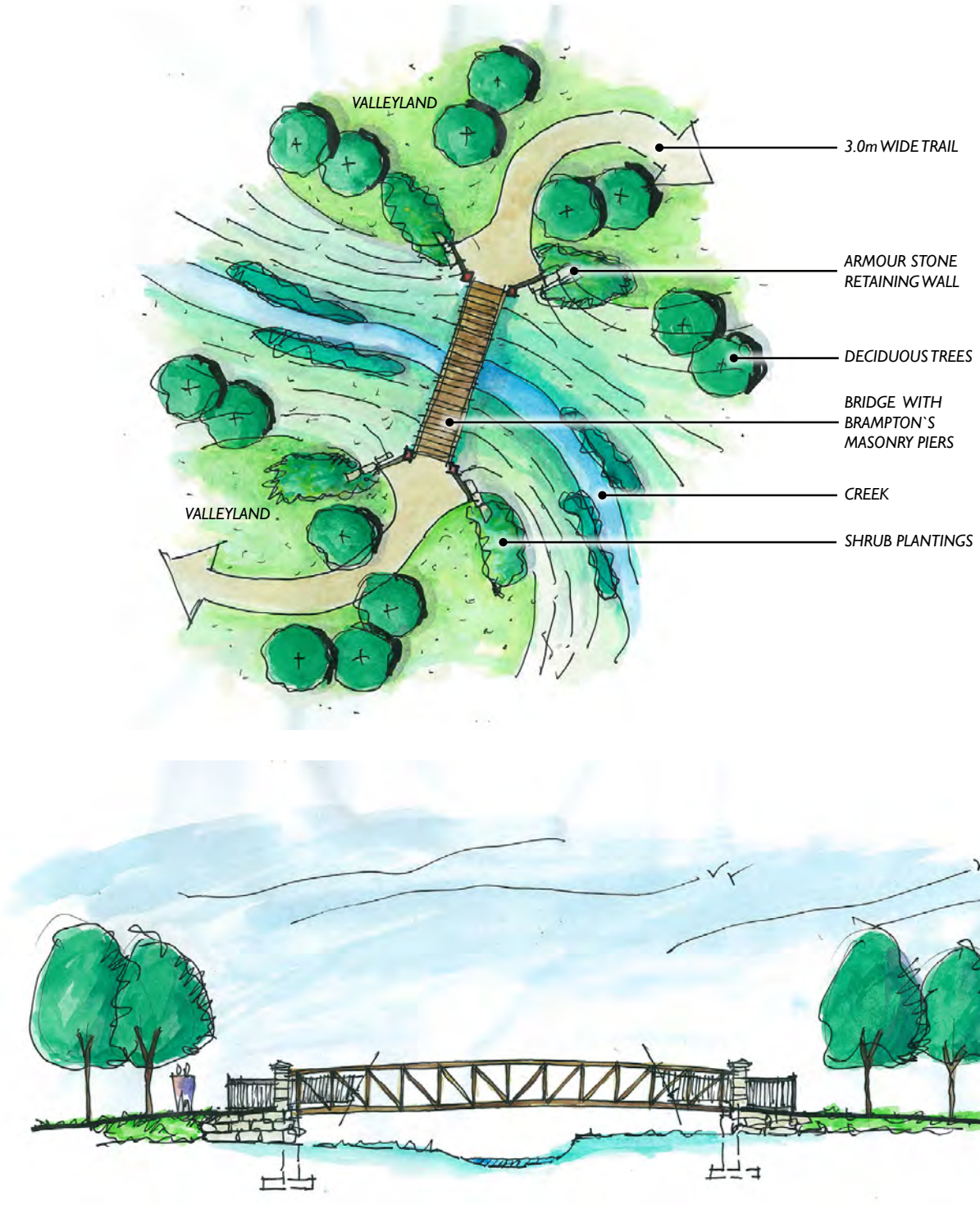


Figure 35 - Example of Pedestrian Bridge as per City of Brampton's Standards

3.5.4.1 Bridge and Trail Area 1

BRIDGE AND TRIAL AREA HIGHLIGHTS
Location: Neighbourhood B
Amenities: Valleyland, Tributary B, Park 3, pedestrian bridge, recreational trail, buffer planting, restoration planting
Intention: To provide linkages from the Community to City owned Sesquicentennial Park

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

Trail alignment is subject to further review and assessment at detailed design stage.

Please refer to Section 1.1.1, Amended Approval Process, on page 1 concerning the applicant's responsibilities for implementation of the works shown on this drawing.

Legend:

VALLEYLAND / CHANNEL
PARK
10m BUFFER
TRIBUTARY
PROPOSED RECREATIONAL TRAIL
STAKED RECREATIONAL TRAIL
PROPOSED BRIDGE
REDSIDE DACE HABITAT

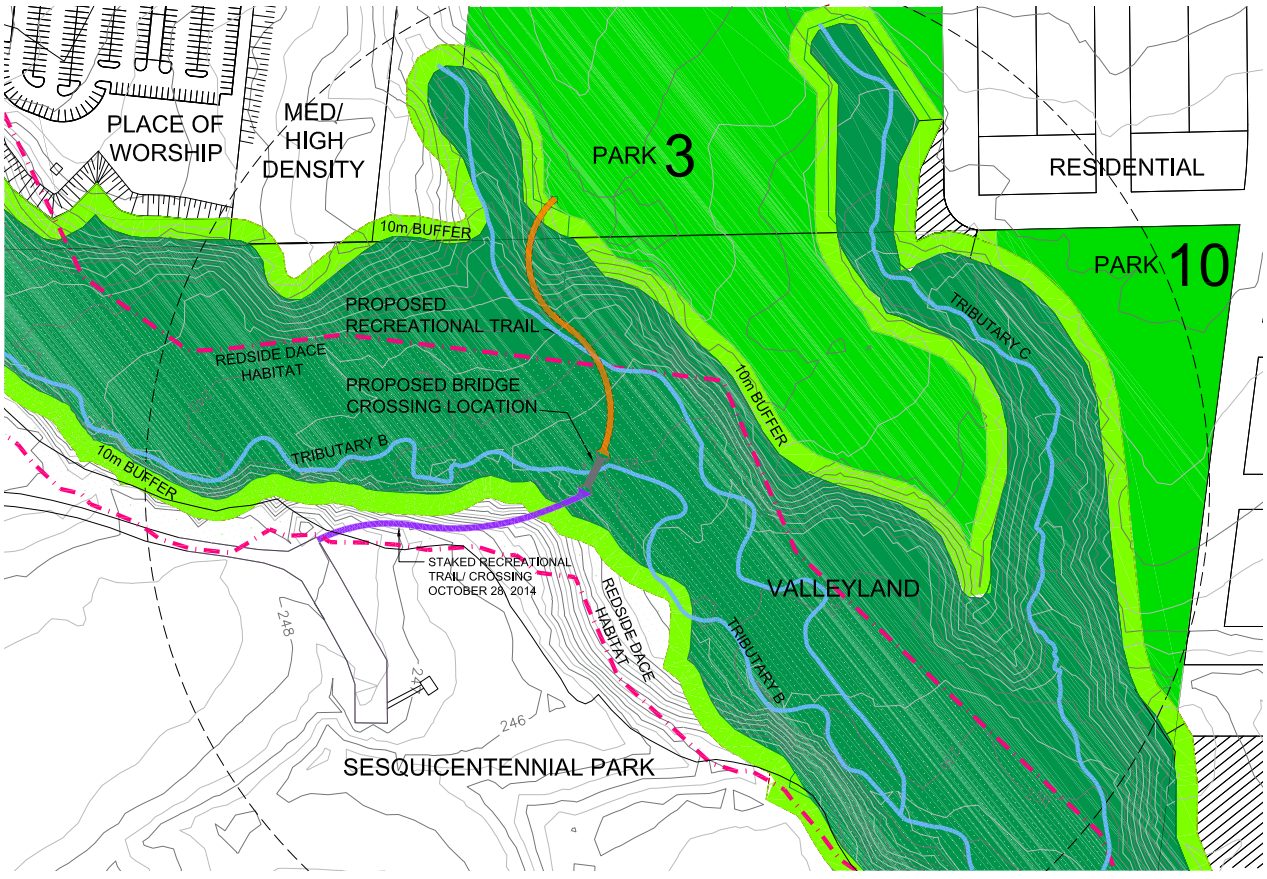


Figure 36 - Bridge and Trail Area 1

3.5.4.2 Bridge and Trail Area 2

BRIDGE AND TRIAL AREA HIGHLIGHTS

Location: Neighbourhood C

Amenities: Valleyland, Tributary D, Park 2, pedestrian bridge, open space block, recreational trail, buffer planting and restoration planting

Intention: Linkage between two residential areas within Neighbourhood C, and to provide a linkage to Park 2 from the residential area east of Tributary D Valleyland through to the open space block on the west side of the Valley.

**Note: The location of the bridge walkways and crossings is conceptual only. Additional work will need to be completed at the Draft Plan of Subdivision stage to study and confirm, to the satisfaction of the TRCA and City of Brampton, the final location and design of the bridge walkway and crossing. This work will be the responsibility of the developer, at their expense.*

Trail alignment is subject to further review and assessment at detailed design stage.

Please refer to Section 1.1.1, Amended Approval Process, on page 1 concerning the applicant's responsibilities for implementation of the works shown on this drawing.

Legend:

VALLEYLAND / CHANNEL
PARK
10m BUFFER
TRIBUTARY
PROPOSED RECREATIONAL TRAIL
STAKED RECREATIONAL TRAIL
PROPOSED BRIDGE
REDSIDE DACE HABITAT

Figure 37 - Bridge and Trail Area 2

3.5.4.3 Bridge and Trail Area 3

BRIDGE AND TRIAL AREA HIGHLIGHTS

Location: Neighbourhood F

Amenities: Valleyland, Tributary E, Park 8, pedestrian bridge, open space block, two (2) sets of stairs, 9.0m wide pedestrian walkway, recreational trail, buffer planting, restoration planting

Intention: To provide linkages from the residential area east of Tributary D Valleyland to the Elementary School and Park 8 on Inspire Boulevard

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

Trail alignment is subject to further review and assessment at detailed design stage.

Please refer to Section 1.1.1, Amended Approval Process, on page 1 concerning the applicant's responsibilities for implementation of the works shown on this drawing.

Legend:

VALLEYLAND / CHANNEL
PARK
10m BUFFER
TRIBUTARY
PROPOSED RECREATIONAL TRAIL
STAKED RECREATIONAL TRAIL
PROPOSED BRIDGE
REDSIDE DACE HABITAT

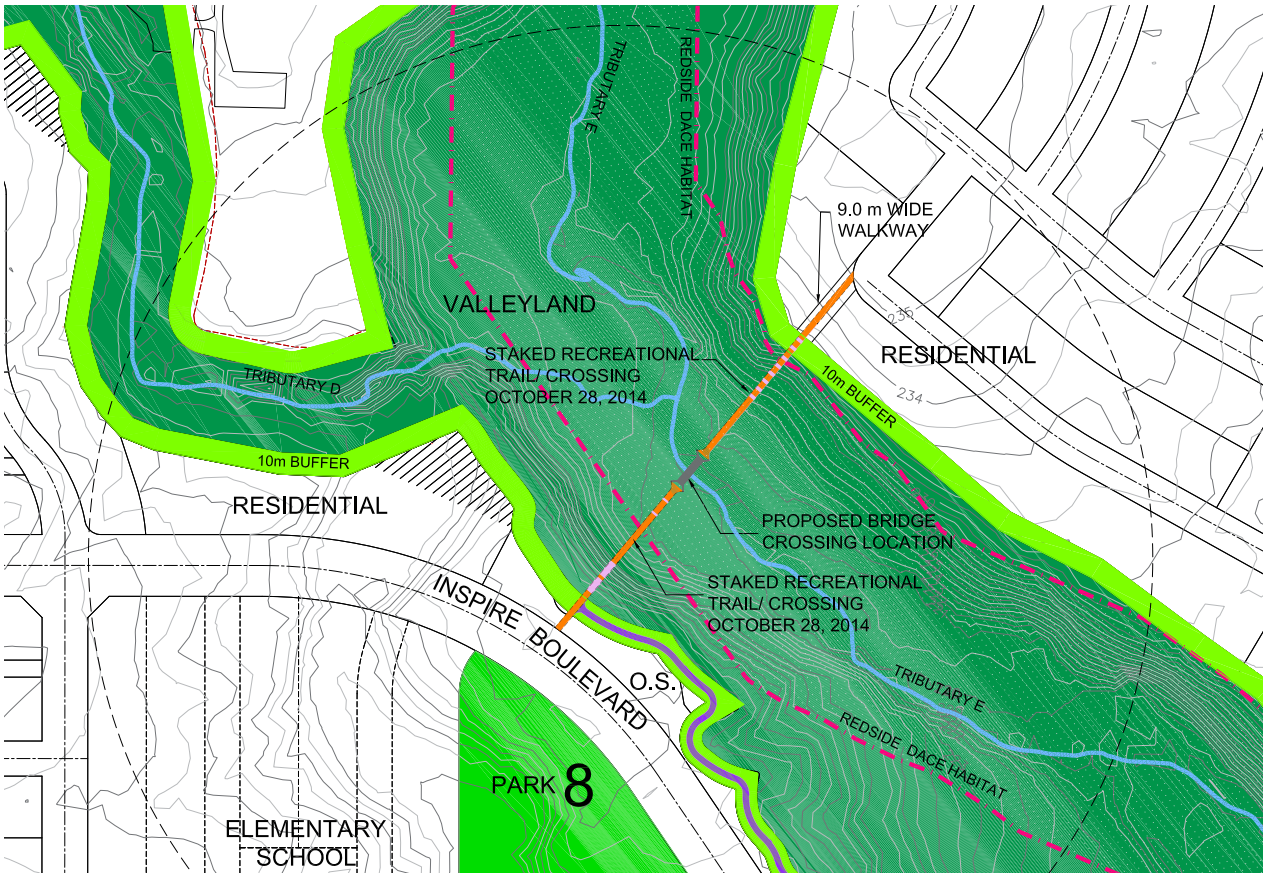


Figure 38 - Bridge and Trail Area 3

3.5.4.4 Bridge and Trail Area 4

BRIDGE AND TRIAL AREA HIGHLIGHTS

Location: Neighbourhood G

Amenities: Valleyland, Tributary F, Park 6, pedestrian bridge, recreational trail, buffer planting, restoration planting

Intention: To provide pedestrian linkages over the bridge from Park 6 and Neighbourhood G to Airport Road

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

Trail alignment is subject to further review and assessment at detailed design stage.

Please refer to Section 1.1.1, Amended Approval Process, on page 1 concerning the applicant's responsibilities for implementation of the works shown on this drawing.

Legend:

VALLEYLAND / CHANNEL
PARK
10m BUFFER
TRIBUTARY
PROPOSED RECREATIONAL TRAIL
STAKED RECREATIONAL TRAIL
PROPOSED BRIDGE
REDSIDE DACE HABITAT

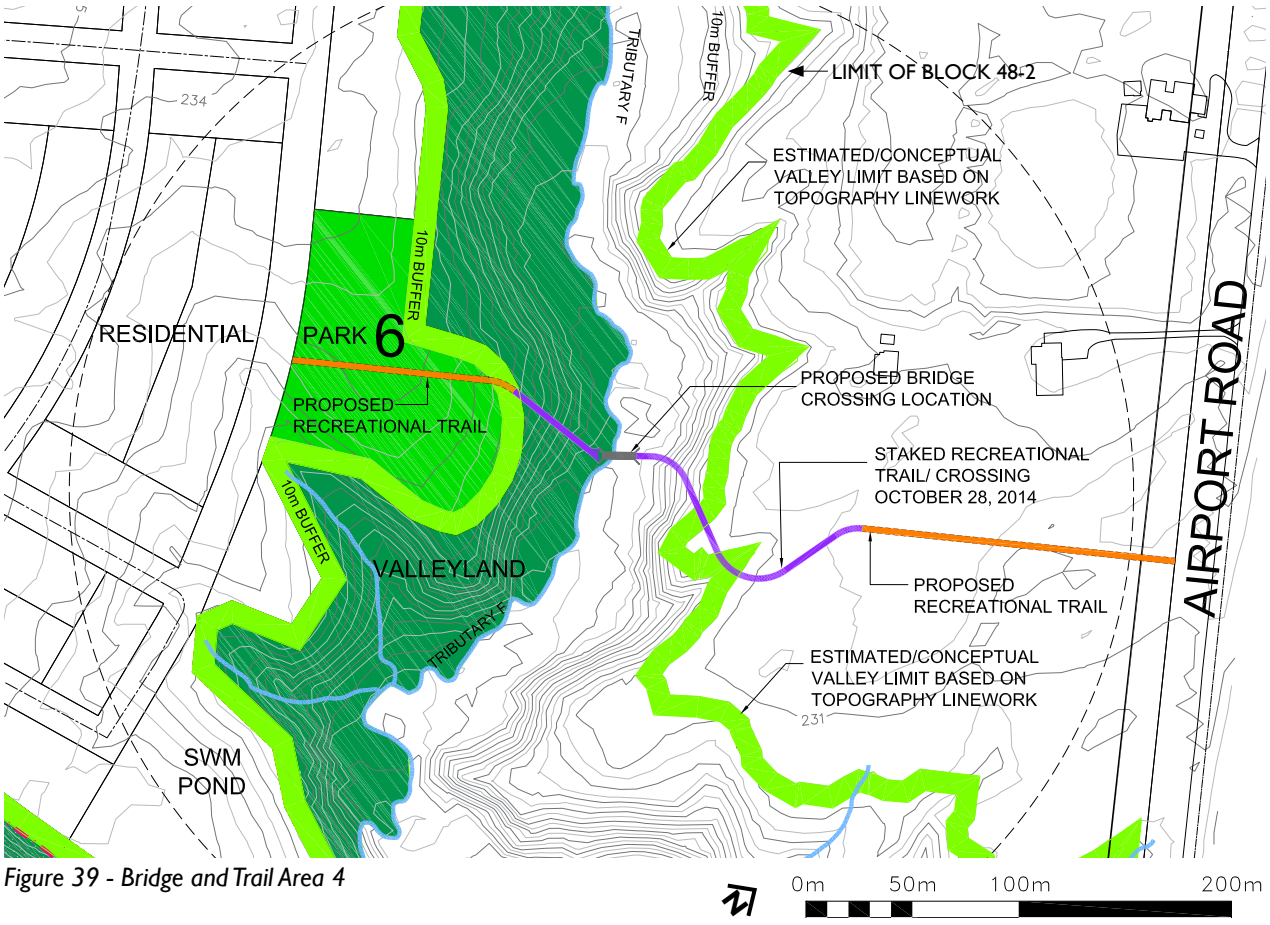


Figure 39 - Bridge and Trail Area 4

3.5.5 Trail Heads & Open Space Trails

Trail Heads and Open Space Trails Design Guidelines:

1. Trails and affiliated Trail Heads are to be located at entry to the pedestrian path that is coordinated with maintenance roads, Neighbourhood Parks, Parkettes, and Open Space 'environmental parks'.
2. Final Trail Head locations are to be determined through a field walk with the City of Brampton, TRCA and the landowner team.
3. Trail Heads will be provided as primary entrance corridors to trails and should integrate decorative hard surface areas with benches that provide viewing opportunities.
4. To distinguish these areas as entrances, low columns should flank the Trail Head.
5. Low column masonry features shall be designed in keeping with the overall masonry 'toolkit' for the Community.

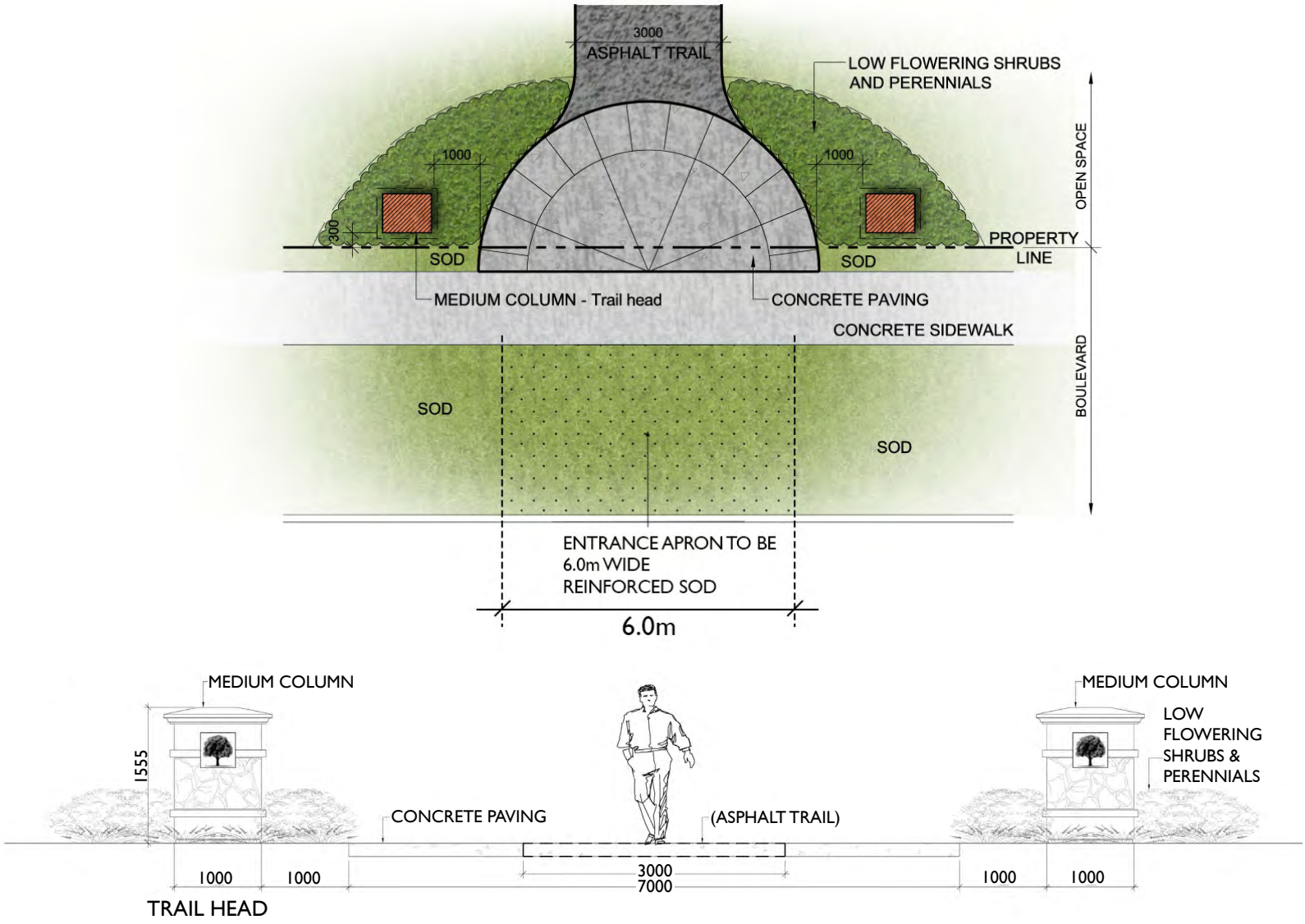


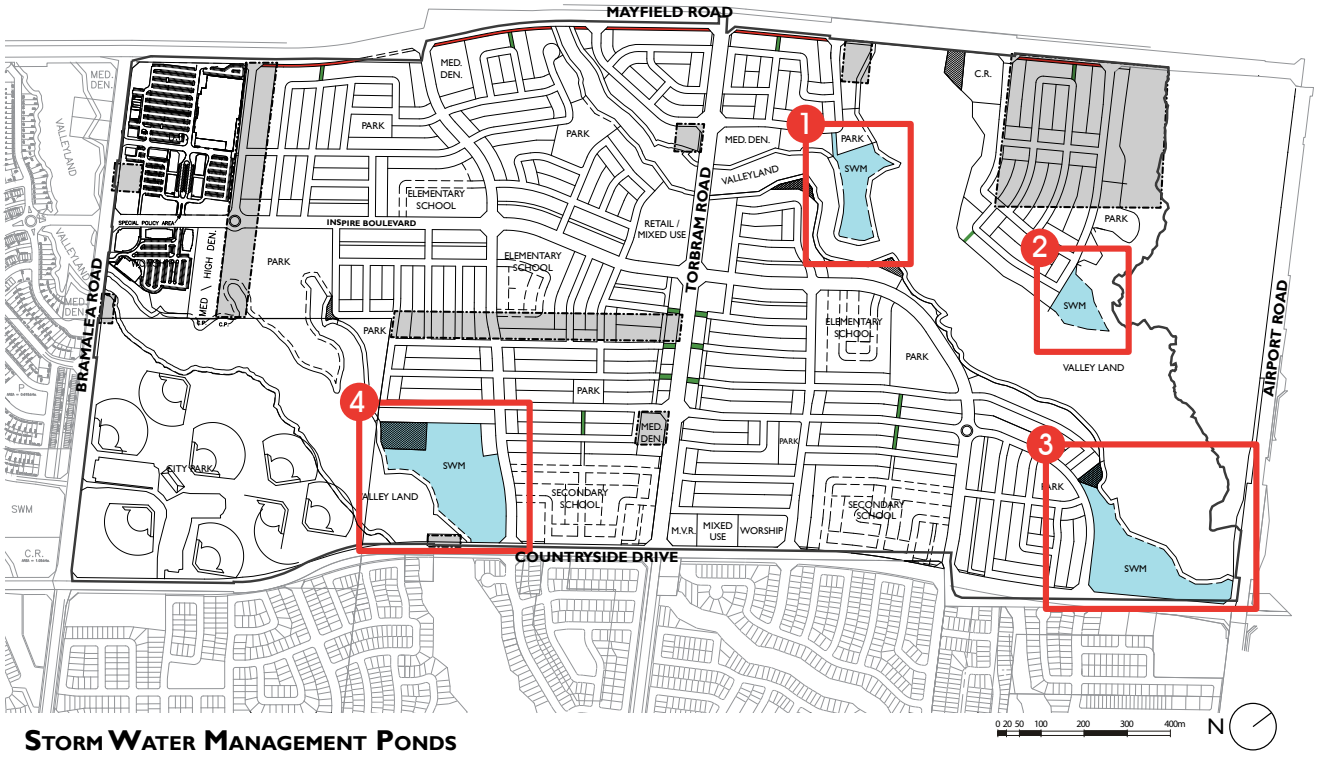
Figure 40 - Trail Head - Conceptual

3.6 STORM WATER MANAGEMENT (SWM) FACILITIES

Four (4) SWM ponds are located adjacent to the Valley land areas and are integrated with the existing Valleyland 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 key intersections. Opportunities for passive recreational activities should be considered if safety and accessibility issues allow.

SWM Ponds Design Guidelines:

1. Design and planting will conform to the Conservation Authority and City of Brampton guidelines for site design as well as species mix, sizing, and spacing requirements.
2. Slopes are to be graded at a maximum of 3:1, but should vary according to operational requirements as determined by the City.
3. SWM Pond maintenance access roads will include a 2.4m wide pedestrian gravel trail that wraps around the SWM Pond feature as per City of Brampton Standards.
4. Tree and shrub planting shall be arranged in significant groups to frame views of the Pond from the amenity areas.
5. Planting within the Pond area should include concentrated bulb planting, natural species with flower bulbs and / or 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.
6. 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.
7. SWM Ponds shall be in accordance with the City' Storm Water Management Ponds standards.



STORM WATER MANAGEMENT PONDS

Figure 41 - Storm Water Management Pond Location Plan

3.6.1 Storm Water Management Pond 1

SWM POND HIGHLIGHTS
Location: Neighbourhood E
Size: 4.63ha (11.44ac)

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

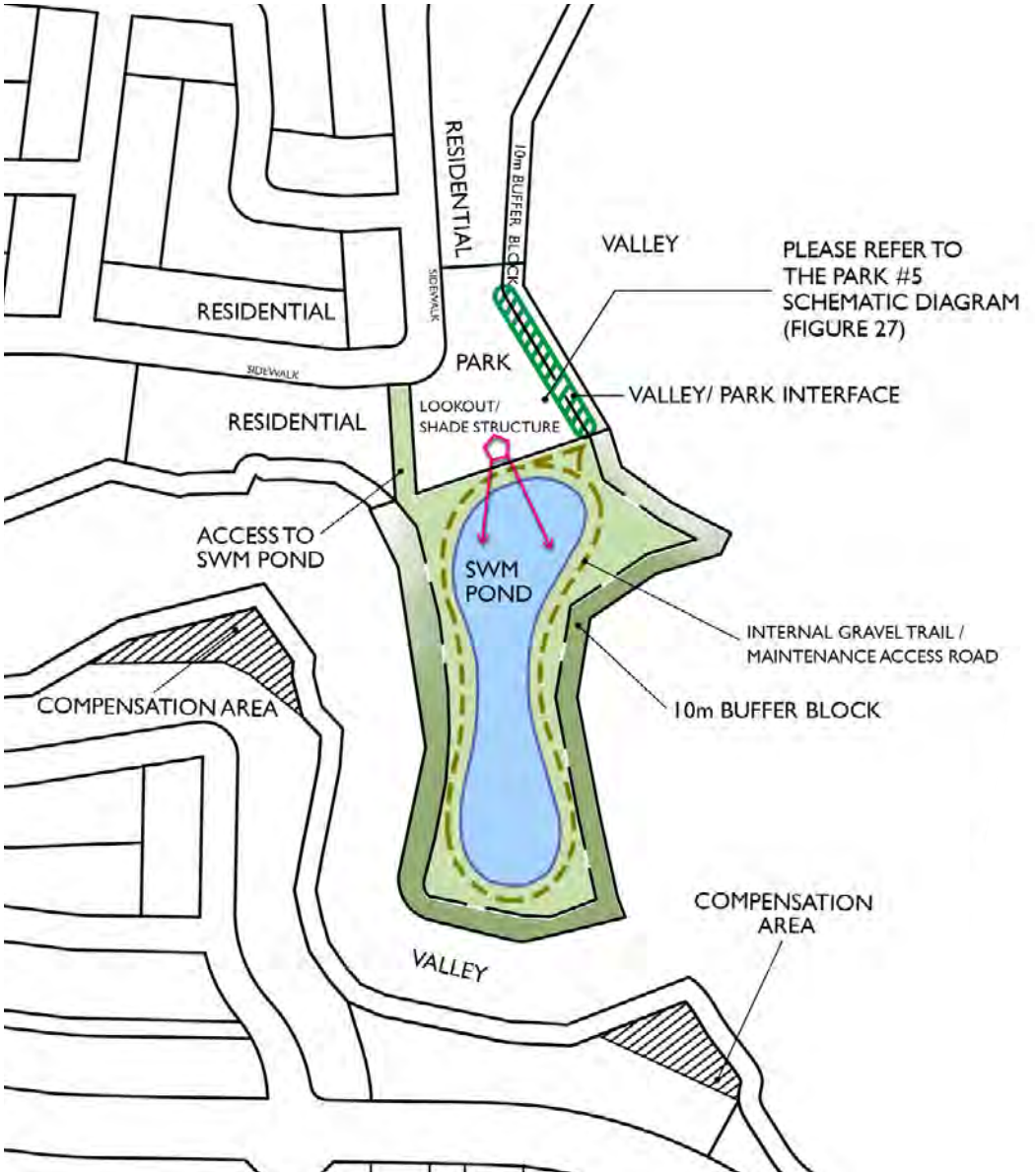


Figure 42 - SWM POND 1

3.6.2 Storm Water Management Pond 2

SWM POND HIGHLIGHTS
Location: Neighbourhood G
Size: 0.99ha (2.45ac)

**Note: The granular trail around the pond will be designed through the Draft Plan of Subdivision process, in accordance with the latest design standards.*

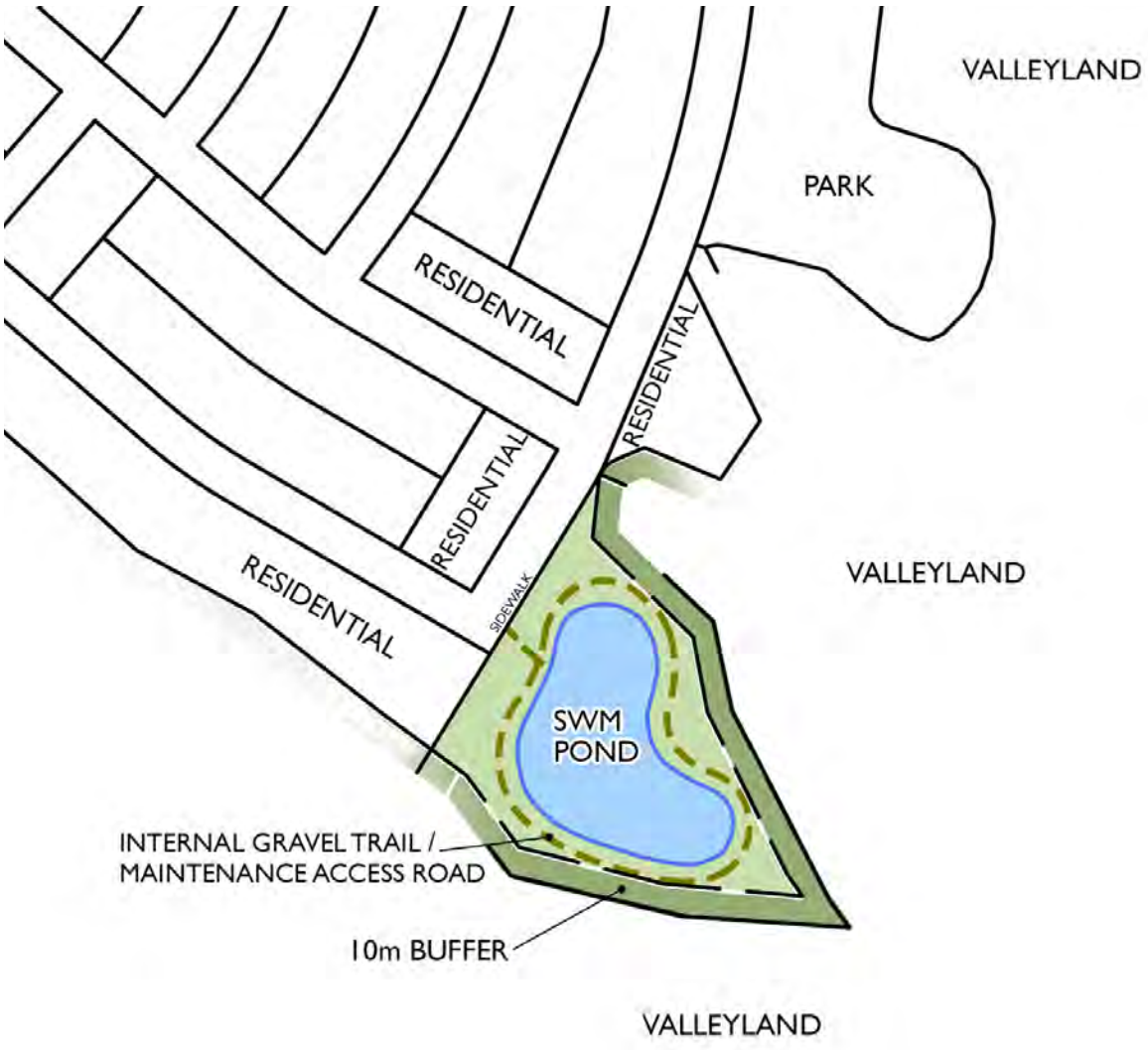


Figure 43 - SWM POND 2

3.6.3 Storm Water Management Pond 3

SWM POND HIGHLIGHTS
Location: Neighbourhood H
Size: 3.84ha (9.49ac)

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

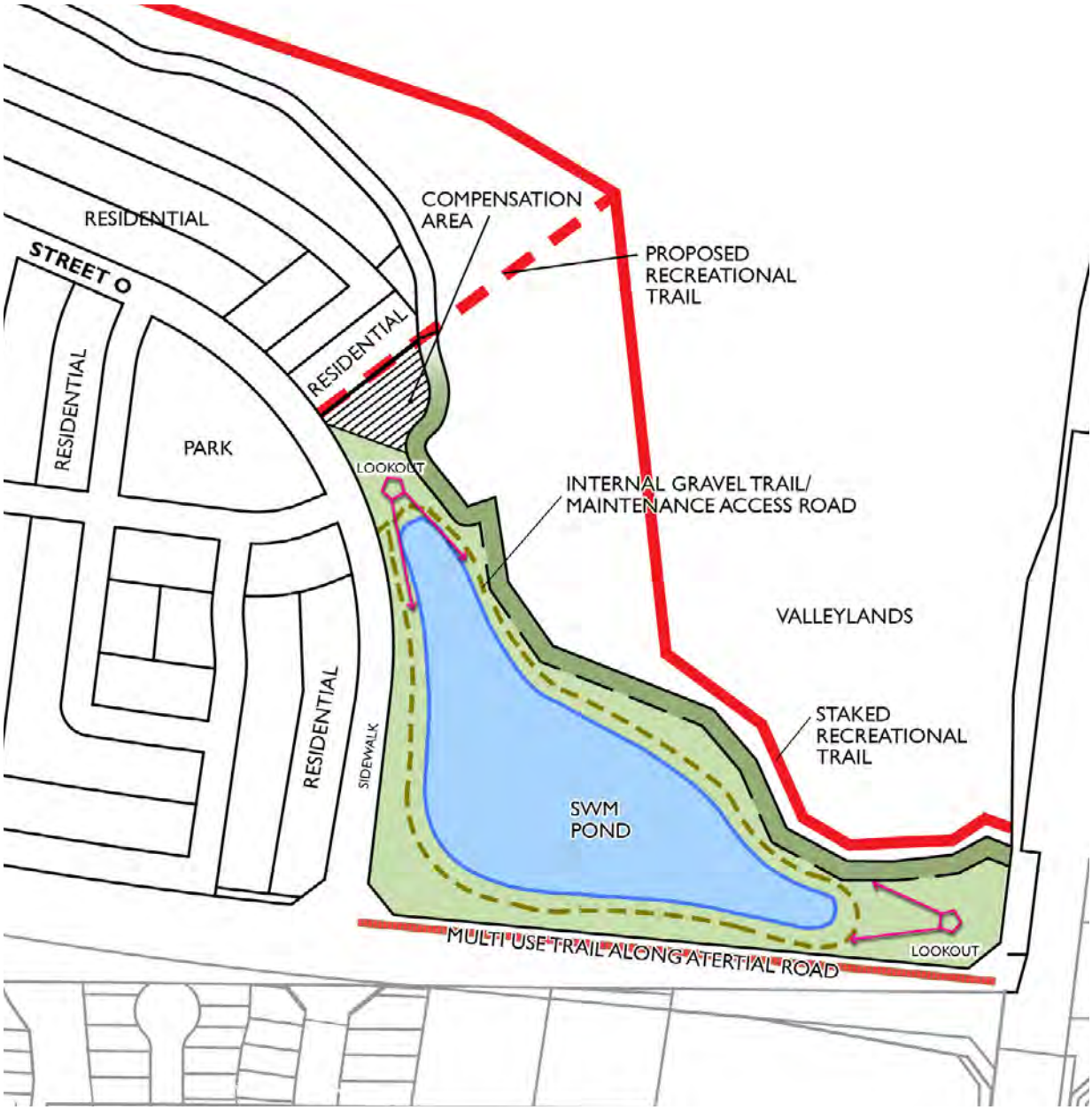


Figure 44 - SWM POND 3

3.6.4 Storm Water Management Pond 4

SWM POND HIGHLIGHTS
Location: Neighbourhood B
Size: 1.58ha (3.90ac)

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

Figure 45 - SWM POND 4

3.7 COMMUNITY EDGES

Community Edge General Design Guidelines:

1. Effective visual screening and acoustic protection will be provided along all community edges that abut for residential lots.
2. Acoustic and / or decorative fencing should be integrated with tall decorative piers in accordance with City standards.
3. 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 RoW.

Window Streets Buffer Design Guidelines:

1. Provide coniferous planting along the street buffer.
2. Provided a minimum of one (1) pedestrian walkway connection to the public sidewalk from the arterial road, at each window street and in proximity to transit stops.
3. Provide one masonry column on either side of the pedestrian walkway connection.
4. Provide a 1.2m high black decorative metal fence to separate the local street and the arterial road.

Flankage Lot Buffers Design Guidelines:

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

Image 20 - Community Edge Treatment

3.8 COMMUNITY FENCING

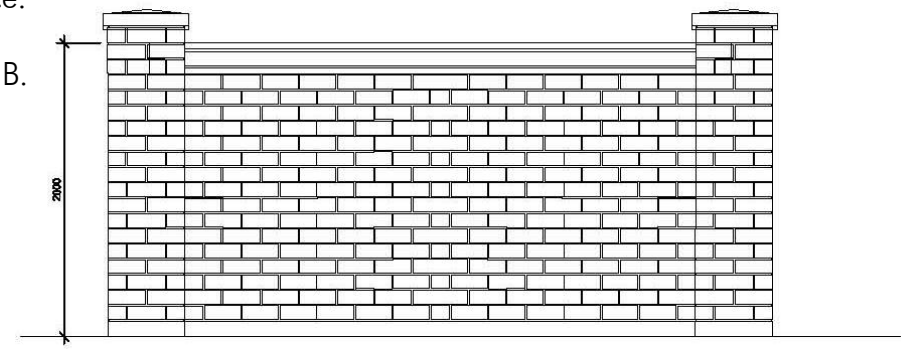
Design Guidelines:

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

Proposed Fence Types:

1. 2.2m High Masonry Wall on Earth Berm;
2. 2.2m High Masonry Wall;
3. 2.0m High Masonry Wall;
4. 2.2m High Acoustic Fence on Earth Berm;
5. 2.0m High Light Duty Acoustic Fence;
6. 1.8m High Potential Privacy Fence;
7. 1.2m High Decorative Metal Fence;
8. 1.8m High Chain Link Fence;
9. 1.2m High Chain Link Fence.

For fencing plan refer to Appendix B.



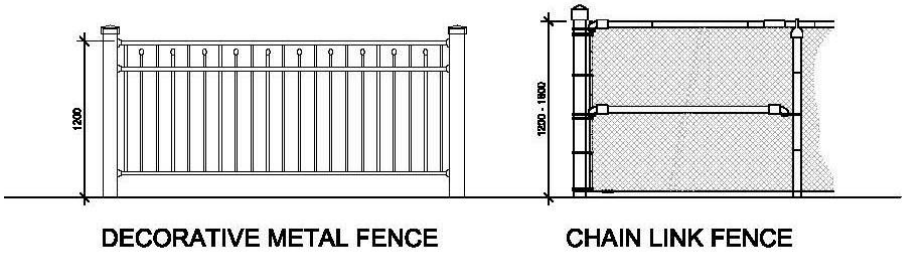


Figure 46a - Fencing Conceptual Design

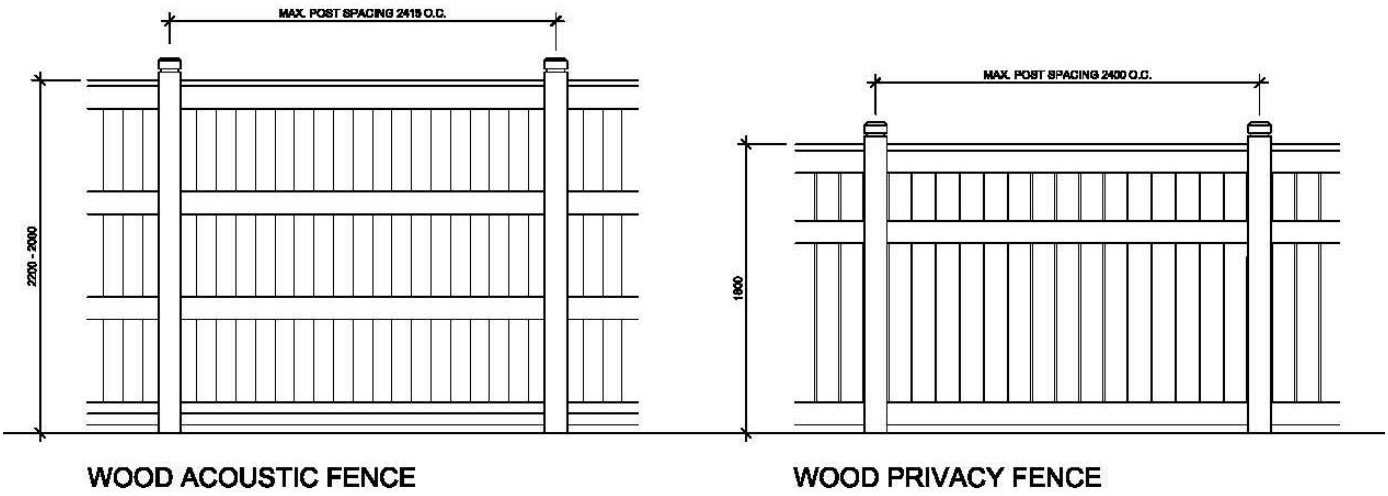


Figure 46b - Fencing Conceptual Design

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 the 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:

1. Street trees should be located on both sides of the roads throughout Block Plan 48-2.
2. Using the same street tree species over a large area should be avoided; similar tree species along local roads is acceptable.
3. 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.
4. Aboveground utility boxes and light fixtures should be coordinated with the placement of street trees, where possible.
5. 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 Tree Master 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), the City-wide Development Design Guidelines (DDG) and the Transit-Supportive Townhouse Design Guidelines. See Figure 47 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.

All Ground-Related Residential Housing – Section 4.2

Roundabout Lots – Section 4.3
1. Priority Lots – Section 4.3
2. Medium Density – Section 4.3.1

Townhouses – Section 4.4
1. 7.5m Wide Townhouses – Section 4.4.1
2. Laneway Townhouses – Section 4.4.2
    - 6.1m Wide Laneway Townhouses – Section 4.4.2.1
    - Decked Townhouses – Section 4.4.2.2

Multi-Unit Residential Buildings – Section 4.5

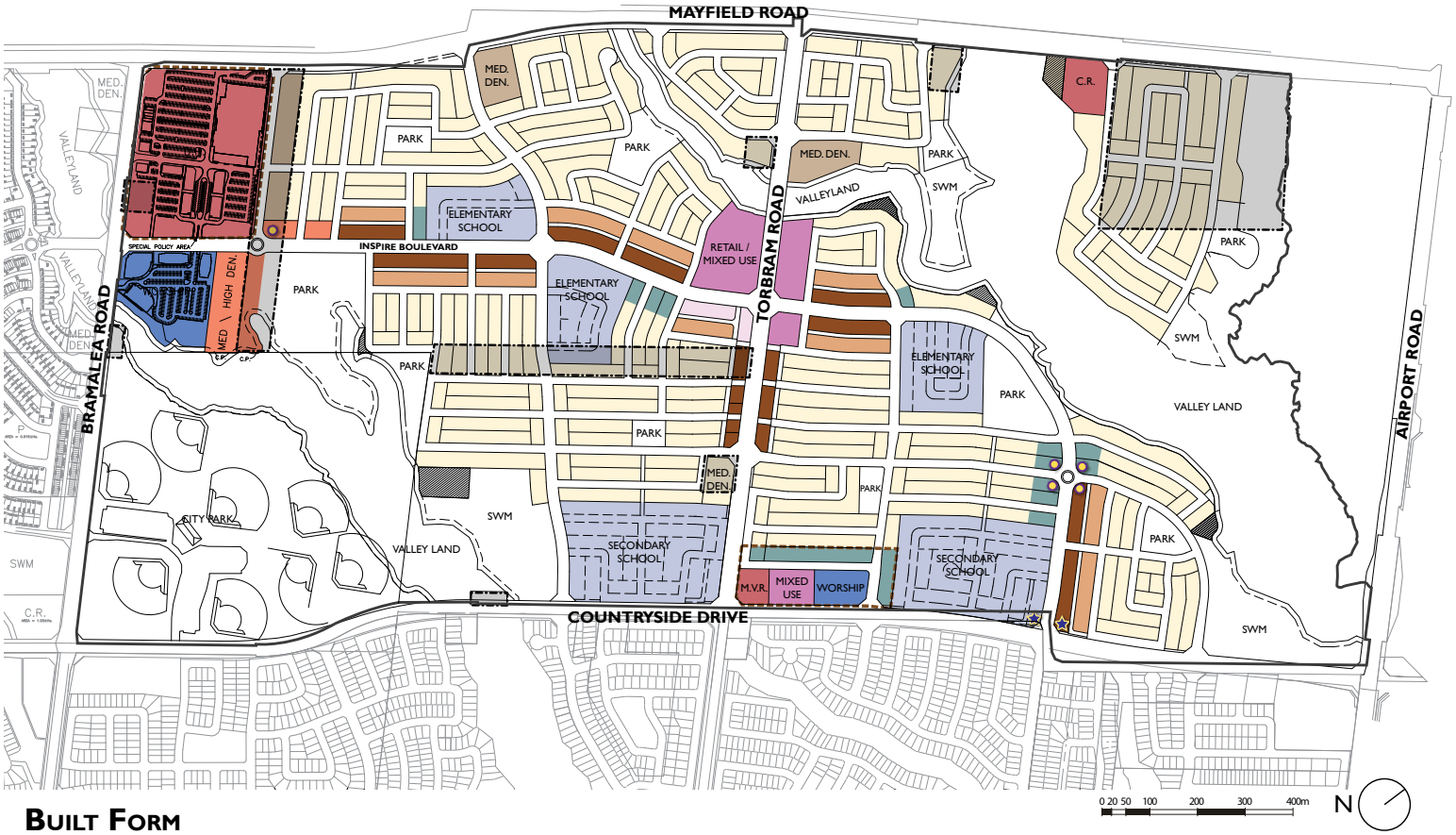
Institutional Development – Section 4.6
1. Schools – Section 4.6.1
2. Places of Worship – Section 4.6.2

Commercial Development – Section 4.7
1. District Retail – Section 4.7.1

Mixed Use Development – Section 4.8
1. Mixed Use Buildings – Section 4.8.1
2. Live / Work Buildings – Section 4.8.2

Cultural Heritage Resources – Section 4.9

**Note: Built Form Guidelines for sites subject to the site plan approval process are addressed in the related Urban Design Briefs.*



Built Form

Legend:

- *Single / Semi Detached*
- *Townhouses*
- *Laneway Townhouses*
- *Decked Townhouses*
- *Multiple Units / Dwelling & Apartment*
- *Mixed Use Development*
- *Live / Work Units*
- *School Sites*
- *Commercial / Retail Areas*
- *Institutional / Worship*
- *Roundabout Units –* *Townhouses / Single Detached*
- *Gateway Units / Buildings*
- *Non-Participating Owner*

Figure 47 - Built Form Typologies

4.2 DESIGN GUIDELINES FOR ALL GROUND – RELATED RESIDENTIAL HOUSING

General Architectural Design Guidelines for all ground-related built form include the following:

1. For corner lot dwellings where the requirements of the ACGGRRD that utility meters be located on interior side yard elevations cannot be met, but must be located on street facing walls, the gas meter shall be installed within a compliant recessed gas distribution meter box discreetly integrated into the building design.
2. For corner lot dwellings where a main entry to the dwelling is located on the long elevation facing the flanking street, and the lot is adjacent to a municipal sidewalk, a walkway from the main entrance directly to the sidewalk shall be provided and any decorative fencing shall include a passageway or operable gate to permit access.
3. Exterior front cladding materials, that differ from that used on side elevations and include masonry bands, plinths and details, shall return along the interior side yard (non-public façade) a distance not less than 1.2m in all cases.
4. Where the house design includes articulation of the interior side wall, including a change in plan at an inside corner of the wall, or a wall opening or a downspout is located more than 1.2m along the sidewall from the front façade of the house, then any masonry bands, plinths, details, etc. shall be extended to such a logical termination point.
5. Where exterior front elevation, full height stone cladding materials return 1.2m along the sidewall from the front façade of the house and transition to brick masonry or stucco side elevations, and there is no logical termination point to which the material can be extended, then either a downspout shall be installed at the transition point, i.e. 1.2m from the front façade to the house, or a masonry finger joint shall be used.
6. Where the siting of adjacent house models or the curvature of the road and residential lot pattern causes a greater extent of the interior sidewall to be exposed to public view, the exterior front elevation cladding materials, including masonry bands, plinths and details, etc., shall return a greater distance along the interior side yard such that the material transition occurs at the non-public portion of the façade.
7. Exposed poured or parged concrete should not extend more than 250mm above finished grade on all exposed elevations, and should be stepped in relationship to grade, where required.
8. Where two rainwater downspouts are required in close proximity to one another, i.e. to serve upper and porch roofs, they should be neatly paired and located along the façade so as to be integrated with the building design. Where downspouts are required to cross masonry sills or band details the sill, the band detail should be cut to allow the downspout to be installed straight and flush with the exterior wall face.
9. Where front porch or portico designs employ full height double round or square columns, the columns shall be installed such that the space between the columns complies with OBC guard and rail requirements so that the need for interstitial guard posts is avoided.

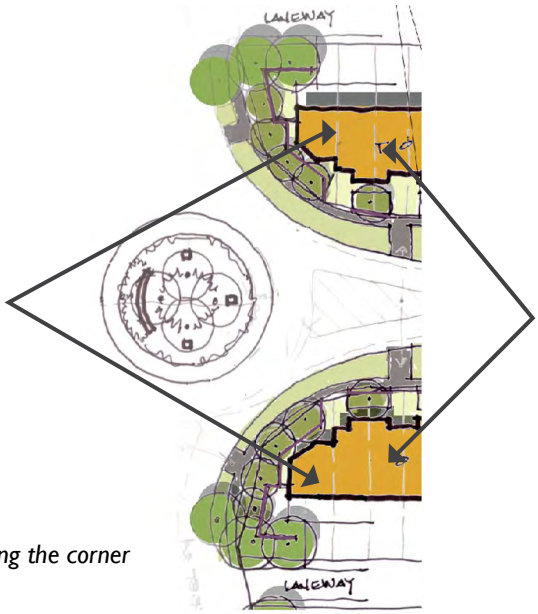
4.3 PRIORITY LOT LOCATIONS – DESIGN GUIDELINES FOR RESIDENTIAL DEVELOPMENT – ROUNDABOUT LOTS

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.

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:

1. The front elevation of the building should be orientated or staggered to address the roundabout.
2. Main entrances should either face the flanking lot line or be angled to face and address the roundabout.
3. There should be increased fenestration facing the roundabout.
4. Each dwelling shall have a unique façade treatment and elevation design, yet shall maintain an architectural compatibility in massing and scale.
5. Each dwelling shall have a unique colour package. Repetition is not permitted for dwellings around the same roundabout.
6. Dwellings shall have dominant building massing; bungalow models will not be permitted at roundabouts.
7. Natural or precast stone accents are required on all façades exposed to the roundabout and adjacent streets.
8. There should be stone lintels above the garage doors with keystones, and decorative glazed panels.
9. Garages and driveways shall be located as far away from the roundabout as feasible.
10. A masonry chimney and generous use of stone accents should be incorporated into the design.
11. Utility meters shall be located on the interior side yard elevation and at least 1.2 metres back from the front of the house, subject to utility company regulations. Alternatively, gas meters shall be installed within compliant recessed gas distribution meter box and discreetly integrated into the building design.
12. Private lot landscaping should be provided and detailed by the consulting landscape architect.
13. Rear yards shall be screened with enhanced privacy fencing detailed by the consulting landscape architect.



Roundabout Townhouses with Architectural Modification (from a typical Decked Unit) Address the Corner and the Roundabout.

Decked Unit

Figure 48 - Example of a Roundabout Townhouse addressing the corner

4.3.1 Roundabout Lots – Medium Density

At the East Roundabout, townhouses are located northeast, southeast, northwest, and southwest of the roundabout. Townhouses on these lots may be conventional, laneway or decked. Typologies that are also appropriate for these locations include mixed use buildings or multi-unit residential apartments.

The following guidelines apply:

1. Massing shall be a minimum of 3-storeys to address the roundabout and present a strong street edge.
2. The main entrance that is clearly visible from the roundabout shall be covered for weather protection and have walkway connections to the public sidewalks and pedestrian crossings.
3. The building should be designed to maintain pedestrian scale at the street level.
4. Buildings should be laneway-based to minimize traffic impact and focus on main entrances as focal features.
5. There should be an urban landscape character provided that is compatible with the theme of entry features.

4.4 DESIGN GUIDELINES FOR RESIDENTIAL DEVELOPMENT – TOWNHOUSES

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

1. All townhouses shall have appropriate height / massing that are complementary to the height / massing of the buildings in the immediate vicinity.
2. All buildings shall face and address the public street and be located close to the street to maintain a strong street edge.
3. All publicly exposed building façades shall be well articulated including flankage elevations at intersections.
4. Townhouse units may be paired to provide the appearance of larger units within blocks.
5. Main entrances shall be clearly identifiable and face the street.
6. Main entrances may be paired to increase the width of landscaped areas.
7. Exterior stairs leading to a main entrance door shall be no greater than 1.5m in height.
8. There shall be consistent detailing on all publicly exposed elevations in terms of exterior building materials, window treatment and architectural vernacular.
9. 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.
10. Frieze boards shall be provided on all publicly exposed façades and shall terminate logically at an inside corner, plan projection, etc.
11. Townhouse blocks shall be designed to integrate firewalls, where required, into the overall building design.
12. 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.

13. All windows exposed to the public realm shall have the same window type, colour, quality and detailing.
14. 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.
15. False windows with black glass shall not be permitted.
16. Premium roofing materials are encouraged.
17. For all townhouse units within a block including end/corner units, each unit's gas meters shall be installed within a utility company compliant recessed gas distribution meter box discreetly integrated into the building design. Similarly, hydro meters for all townhouse units shall be consolidated and installed into either enclosed meter rooms or recessed alcoves or may be individually incorporated into the porch design within a recessed area of a masonry wall. In the case of laneway townhouses, meters can be accommodated at either the front porch area or rear of the unit.

4.4.1 7.5m Wide Townhouses on Cap End Block

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:

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

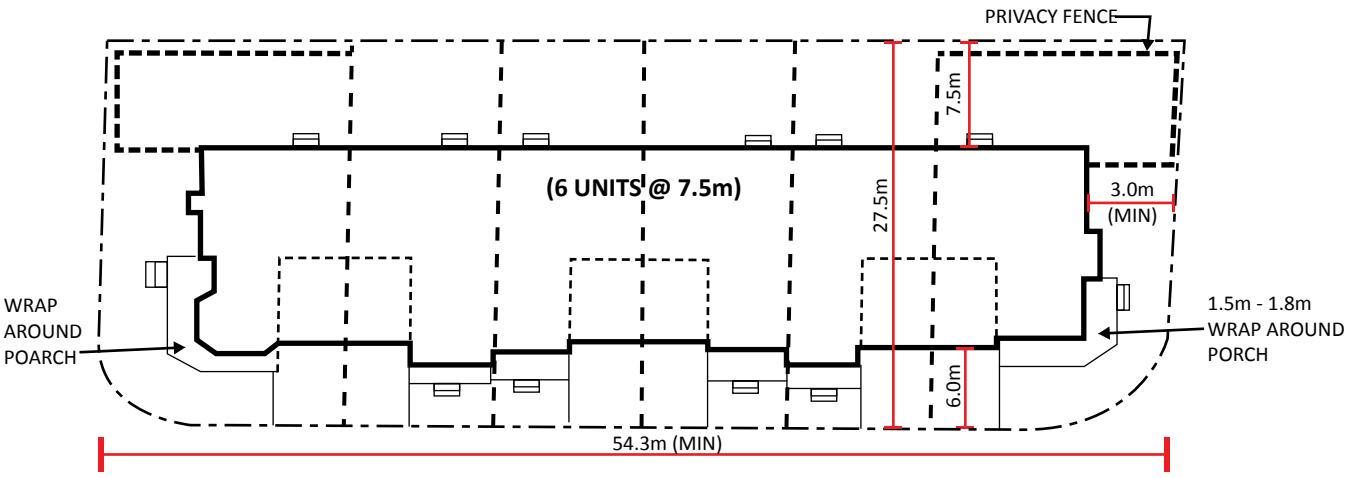


Figure 49 - Cap-End Townhouse Block with 7.5m Units

4.4.2 Laneway Townhouses

4.4.2.1 6.1m Wide Laneway Townhouses

6.1m wide laneway townhouses are located behind the decked townhouses that front onto Inspire Boulevard. The townhouse blocks shall be designed to appear as a series of larger dwellings.

The building shall have meters accommodated at either the front porch area or rear of the unit.

4.4.2.2 Decked Townhouses

Decked townhouses are located along Inspire Boulevard (Main Street Spine) and along Torbram Road south of Inspire Boulevard. Unit widths may be a minimum of 4.5 metres. 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:

1. Be located close to the street, with a minimum front yard setback of 3.0m.
2. Have a minimum of three storey massing to form an urban edge.
3. Have a singular architectural style on all exposed elevations of each block to appear as a series of larger dwellings.
4. Have increased fenestration along Inspire Boulevard and Torbram Road.

4.5 DESIGN GUIDELINES FOR MULTI-UNIT RESIDENTIAL BUILDINGS

General Architectural Design Guidelines for all multi-unit residential buildings / apartments include the following:

1. All buildings shall face and address the public street and be located close to the street to maintain a strong street edge.
2. To ensure their appropriateness to the scale of surrounding buildings and maintain a pedestrian scale at the street level, taller buildings should have their upper levels stepped or set back.
3. All publicly exposed building façades shall be well articulated to provide relief and visual definition through the expression of cornices and other architectural elements and details.
4. Main entrances shall be clearly identifiable and face the street.
5. There shall be a high level of architectural quality for all publicly exposed elevations.
6. Cladding materials and details shall not change from the front to the back of these buildings.
7. Balconies should be incorporated into the overall design of the massing of buildings.
8. Buildings shall be clad using one predominant material that is high quality and low maintenance, with additional materials used in accent areas only beyond the tactile range.
9. Vents and exhaust elements should be incorporated into the design of the façades so as not to be visually disturbing.
10. All rooftop mechanical units shall be screened by public view.
11. 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.
12. Where there are garages, they should be located away from public view.
13. 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.
14. There shall be no open, exterior, separate garbage enclosures.
15. 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.
16. Lighting for buildings and parking should be designed and sited to minimize light distribution onto adjacent residential properties.
17. Grade related signage should be integrated into the site plan, and integrated into entry features, architecture and landscape design.

4.6 DESIGN GUIDELINES FOR INSTITUTIONAL DEVELOPMENT

There are two Places of Worship and five Schools within the site. One Place of Worship is existing and located within the Village Core at the intersection of Bramalea Road and the Main Street Spine (Inspire Boulevard). There is an opportunity for an intensified development at this location. The second Place of Worship and two Schools are located at intersections along Countryside Drive. The three remaining schools are located at intersections along the Main Street Spine (Inspire Boulevard).

The Schools and Places of Worship shall support the streetscape image through site planning, architecture and landscaping and be compatible with adjacent commercial and residential buildings through complementary scale and massing, 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).

4.6.1 Schools

The following guidelines apply to all schools within the development:

Site Planning

1. 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.
2. Buildings adjacent to open space should be designed and located to maximize views to the valleyland.

Building Massing and Roof Lines

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

Building Elevations

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

Building Entrances

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

Pedestrian Circulation

1. School sites shall be designed to provide safe direct paths of travel from municipal sidewalks to main building entrances that do not conflict with vehicular movements on the site.
2. Pedestrian walkways on institutional sites should be designed to ensure a safe, comfortable, and attractive environment for walking.
3. Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times.
4. Pedestrian connections should be planned to facilitate access to present and future transit stops.
5. Pedestrian areas should be designed to facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, trash / recycling receptacles, and landscaping.
6. 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

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

Vehicular Access, Parking and Servicing

1. Major vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements.
2. All garbage storage and loading service areas should be integrated into the building envelope, where possible, and screened from adjacent residential areas and open space to provide adequate buffering.
3. Garbage areas should be located to a sufficient distance from residential lots to avoid creating a nuisance.
4. 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.
5. Site planning of institutional lots should make adequate allowance for snow storage.
6. Bicycle storage racks should be provided adjacent to main building entrances.

Lighting

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

Signage

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

Image 21 - School Fronting Street

Figure 50 - Facility Fit - Elementary School

4.6.2 Place of Worship

In addition to Section 4.6.1 Schools, these guidelines apply to places of worship within the development.

For the existing Place of Worship site within the Village Core:

1. Any additions to the existing built form shall have their design, materials and colours be complementary to the Place of Worship.
2. The scale and size should be complimentary to the scale of adjacent mixed use buildings north of Inspire Boulevard.
3. The collective architectural composition of the buildings should be considered in terms of massing, roof lines and street relationship and have consideration for the heritage building.

For the Place of Worship along Countryside Drive and adjacent to the Mixed Use Development:

1. Building scale and size should be complimentary to the scale of the adjacent mixed use building.
2. Distinctive architectural features should be incorporated into the building to reinforce its landmark status and pay respect to religious dogma.

See following page for Figure 51 – Mixed Use Block and Existing Place of Worship

4.0 BUILT FORM GUIDELINES

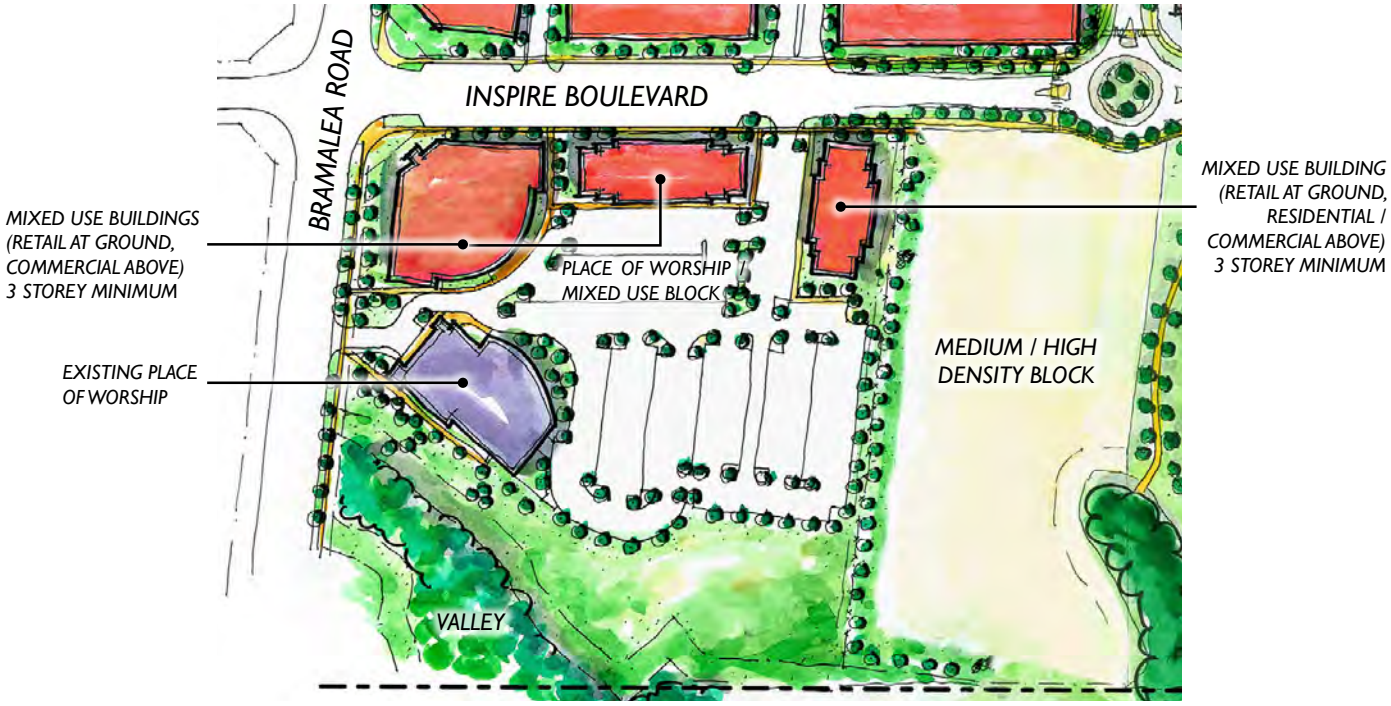


Figure 51 - Primary Gateway Example at Bramalea Road and Inspire Boulevard.

Image 22 - Example of Mixed Use Building

Image 23 - Example of Mixed Use Buildings

Image 24 - Existing Place of Worship in the Village Core

4.7 DESIGN GUIDELINES FOR COMMERCIAL DEVELOPMENT

There are four commercial developments within the site:

1. A District Retail located in the Village Core at the south-east corner of the Mayfield Road and Bramalea Road intersection;
2. A M.V.R. located at the north-east corner of the Torbram Road and Countryside Drive intersection;
3. Part of the mixed use block along Countryside Drive adjacent to the M.V.R. and Place of Worship; and
4. Part of the mixed use block at the north-west corner of the Torbram Road and Inspire Boulevard intersection.

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

Refer also to Section 4.8 Design Guidelines for Mixed Use Development.

Site Planning

1. 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

1. Buildings along major streets should be two storeys or greater in height.
2. Building scale and size should be sensitive to the scale of adjacent grade related buildings.
3. 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 ground related housing.

Building Elevations

1. Elevations shall be of high quality design.
2. Where adjacent buildings have significant or desirable characteristics, commercial elevations should respond to those characteristics and complement them, such as the heritage house with its materials, colours, and architectural detailing of contrasting coloured brick bands and quoins.
3. There should be purposeful termination of building materials.

Building Entrances

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

Pedestrian Circulation

1. Pedestrian walkways should be designed to ensure a safe, comfortable and attractive environment for walking.
2. Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times.
3. Pedestrian connections should be planned to facilitate access to present and future transit stops.
4. Pedestrian areas should be designed to facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, trash / recycling receptacles and landscaping.
5. Major public access points and routes should be clearly visible and identified using both ground oriented and upright hard and soft elements.
6. Commercial building fronts should have hard surface paving, within limits, along their frontages.

Vehicular Access, Parking and Servicing

1. Major vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements.
2. Loading and service areas should be screened from public view through placement of buildings, screen walls and landscaping.
3. 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.
4. 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.
5. Garbage and loading areas should be located to a sufficient distance from residential lots to avoid creating a nuisance.
6. Site planning should make adequate allowance for snow storage.
7. Bicycle storage racks should be provided adjacent to main building entrances.

Image 25 - Buildings Oriented to Address Street Intersection

4.7.1 Design Guidelines for District Retail

The Urban Design Brief prepared by Turner Fleischer & Terraplan Landscape Architects, dated August 12, 2010, for the Smart Centres property already addresses guidelines related to District Retail. See Figure 46 (below) for the site plan.

Image 26 - Defined Vehicular Circulation

Image 27 - Commercial Block Edge Treatment

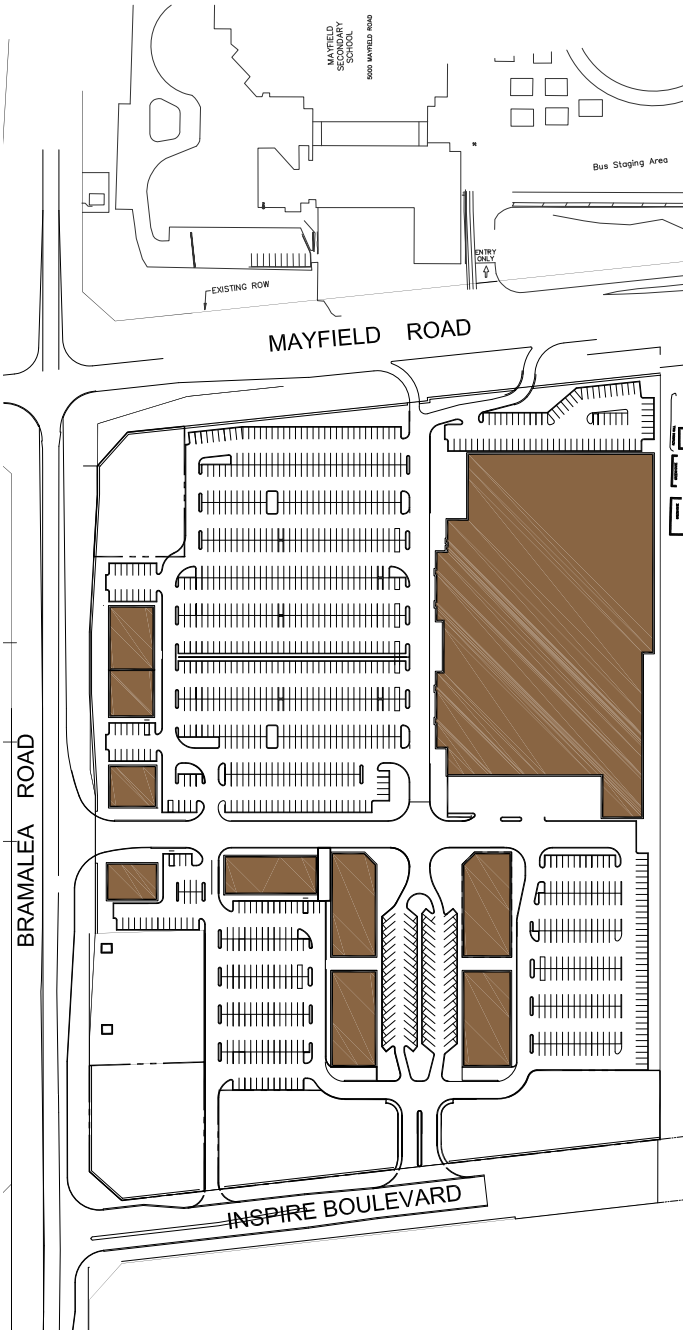


Figure 52 - Smart Centres Development Site Plan

4.8 DESIGN GUIDELINES FOR MIXED USE DEVELOPMENT

The first Mixed Use development is located at the north side of Countryside Drive, east of Torbram Road and adjacent to the Motor Vehicle Retail (M.V.R.) and Place of Worship. It is comprised of a mixed use building with commercial uses on the main floor and residential uses above.

Three Retail / Mixed Use development blocks are located at the intersection of Torbram Road and Inspire Boulevard at the northwest, northeast and southeast corners. Two Live - Work blocks are located at the southwest corner of Inspire Boulevard and Torbram Road.

Please see Figures 14 and 15.

The guidelines in the following sections are intended to assist in integrating the mixed use building along Countryside Drive and live-work buildings at the Torbram Road and Inspire Boulevard intersection, within the proposed Community.

For decked townhouses and commercial buildings within the Mixed Use block at the Torbram Road and Inspire Boulevard intersection, refer to Sections 4.4.2.2 Decked Townhouses and 4.7 Design Guidelines for Commercial Development.

4.8.1 Mixed Use Buildings

In addition to Section 4.5 Design Guidelines for Multi-Unit Residential Buildings, these guidelines are intended to assist in integrating the mixed use building within the proposed development:

1. Commercial uses shall be located on the main floor.
2. Retail / work component should face the higher order public streets.
3. Display windows, at-grade glass doors, accent lighting and business signage should be integrated into the face of the building along the front elevation.
4. Commercial signage shall be illuminated using accent lighting complementary to the building façade.

Image 28 - Building with commercial uses at grade

Figure 53 - Mixed use development located at Inspire Boulevard and Torbram Road.

4.8.2 Live / Work Buildings

General Architectural Design Guidelines for Live-Work units include the following:

1. For the development north of Inspire Boulevard, the work component should face the commercial buildings. For the development south of Inspire Boulevard, the commercial edge is along the Main Street Spine.
2. The residential side of Live-Work units should have a 2-3 storey residential façade, compatible in massing, roofline and detail with the adjacent medium density built form.
3. Display windows, at grade glass doors, accent lighting and business signage should be integrated into the front face of the building along the commercial edge.
4. 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.
5. Individual business identities are encouraged to be within a coordinated signage design system.
6. Commercial signage shall be illuminated using accent lighting complementary to the building façade. Backlit signage shall not be permitted.
7. The locations or placeholder spaces for AC units, utilities, service meters, etc. along both commercial and residential sides f the building will be placed away from public view.

Image 29 - Commercial edge with retail / work component on the main level

Image 30 - Residential edge detailed to complement adjacent buildings

4.9 DESIGN GUIDELINES FOR CULTURAL HERITAGE RESOURCES

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'.

These guidelines are intended to assist in integrating the cultural heritage resources within the proposed development.

1. Cultural heritage resources should be sensitively integrated into the community and celebrated as landmarks through view corridors and placements of adjacent built form;
2. The street and block pattern should be appropriately designed to accommodate the buildings and reinforce their visual prominence and focal role within the community. Locating cultural heritage resources at a view terminus, an intersection or adjacent to open space reinforces their landmark presence;
3. Sufficient site area should be provided around heritage buildings to ensure that the general character of the landscape features surrounding the building are maintained;
4. The landscape design surrounding cultural heritage resources should be inspired by the heritage buildings and landscaping;
5. 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, exterior cladding material and design themes and features;
6. Where it has been determined that a heritage building may not feasibly remain in its existing location, the building(s) should be relocated to a suitable location within the immediate community in consultation with the City staff and Brampton Heritage Board; and
7. The location and siting of re-located heritage buildings should support their prominence and historical role within the community.

5.1 INTRODUCTION

This section demonstrates the achieved metrics outlined in the Sustainable Metrics Guidebook document (2013). Each sub-section describes the identified metric intent followed by how that metric has been achieved within the community block plan.

**Note that other metrics not shown here will be addressed by the applicant through the Draft Plan.*

5.2 ACTIVE TRANSPORTATION - CREATION OF BIKES AND TRAILS

Metric Intent:
Enhance pedestrian and cycling trails to further promote active forms of transportation.

Document Compliance:

1. Existing / planned trails and bike paths have been identified on the Active Transportation Plan provided in Figure 54.
2. The proposed trails are compliant with Brampton's existing Pathways Master Plan.
3. The following features included within the Block Plan provide advancement to the objectives of the Pedestrian and Cycling master plan:
   - Natural Heritage / Valleyland Areas;
   - Storm Water Management Ponds;
   - Parks / Open Spaces; and
   - Enhanced Trail Heads, Rest Stops, Pedestrian Bridges, and Signage

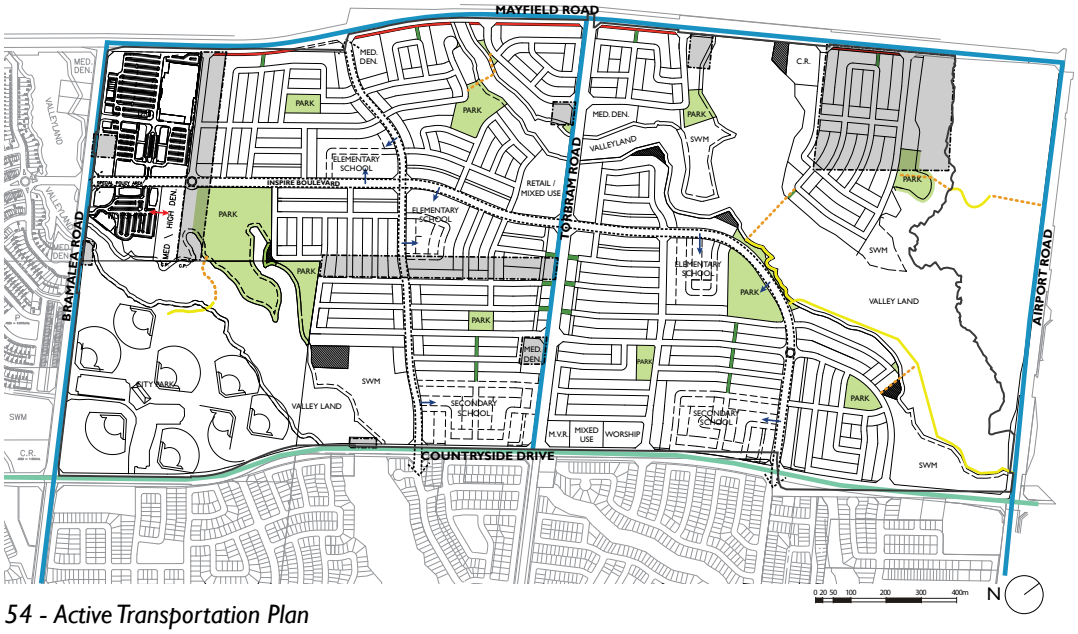


Figure 54 - Active Transportation Plan

**Note: Please refer to the page 2 Section 1.1.1 Amended Approval Process.*

Legend:

- *Neighbourhood Parks*
- *Staked Recreational Trail / Crossing*
- *Proposed Recreational Trail*
- *Existing 3.0m Multi Use Pathway (MUP)*
- *Proposed 3.0m Asphalt Multi Use Pathway (MUP)*
- *Walkways*
- *Buffer Blocks*
- *Conceptual trail Crossing Location at Spine Road or Collector Road*
- *Potential Future Conceptual Private / Public Connection*
- *1.5m Wide Bike Lane*
- *Non Participating Owner*

5.3 PARKS – PARK ACCESSIBILITY

Metric Intent:
Provide visual and physical access to public parks.

Document Compliance:

1. There are 10 Park / Parkettes located within the proposed Block Plan. Each of these are identified in the Neighbourhood Parks plan.

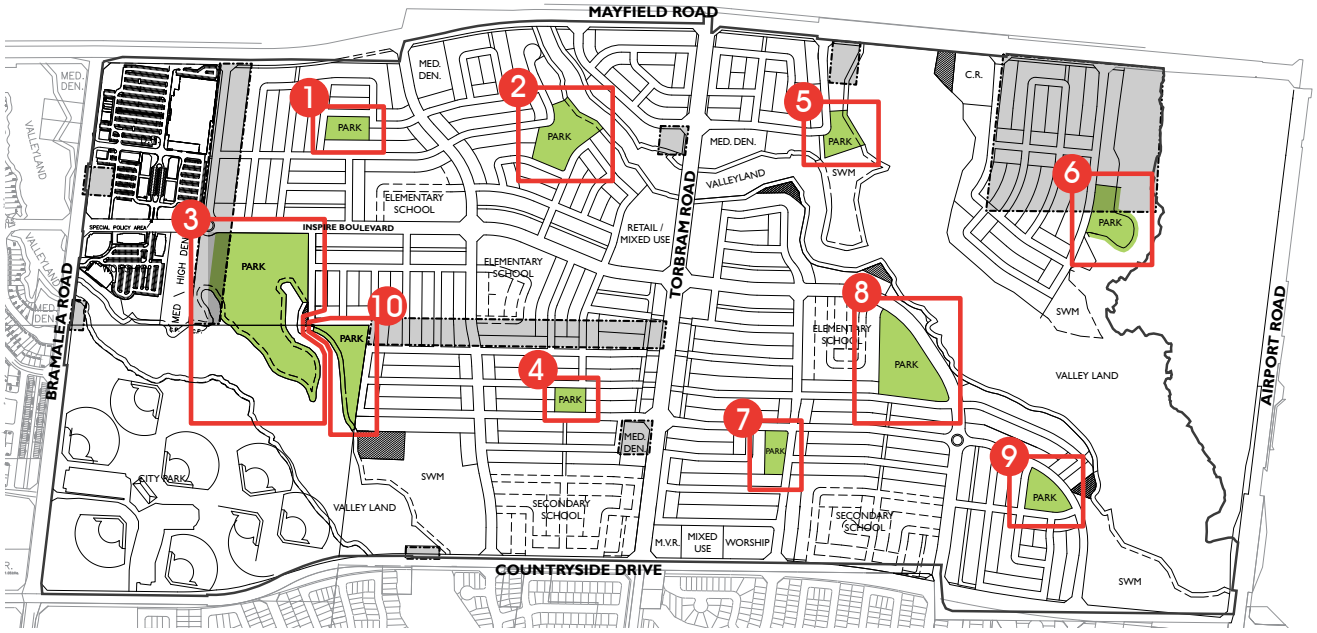
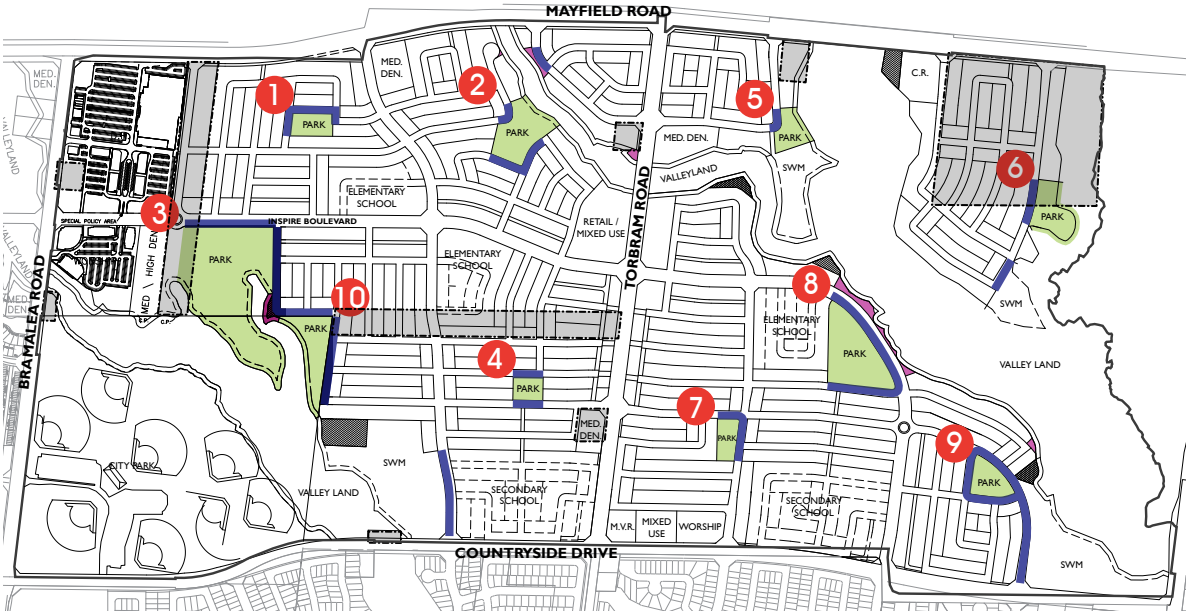


Figure 55 - Neighbourhood Parks

2. Two or more frontages have been provided for 80% of the provided parks and parkettes. The following Road Frontages plan and Table identify the total amount and frontage locations.



Number of Road Frontages

Park# 1	**3**
Park# 2	**3**
Park# 3	**2**
Park# 4	**2**
Park# 5	**1**
Park# 6	**1**
Park# 7	**2**
Park# 8	**2**
Park# 9	**3**
Park# 10	**2**

Legend:

Road Frontage

Figure 56 - Road Frontages

5.4 NATURAL HERITAGE – CONNECTION TO NATURAL HERITAGE

Metric Intent:
Provide connections to nature and green space to benefit human health through proximity or access.

Document Compliance:

1. Two natural heritage Valleyland features exist within the boundaries of the Block Plan
2. The integration and compatibility of the natural heritage features within the plan have been recognized as a key principle in providing a community enhancement. The Natural Heritage plan provided in Figure 57 illustrates where public access blocks, single loaded roads, and park blocks are that provide physical or visual access to the natural heritage features.

Total Natural Heritage Length: 8,770.0m
Total Visual & Physical Natural Heritage Accessible Length: 3,465.0m / 40%

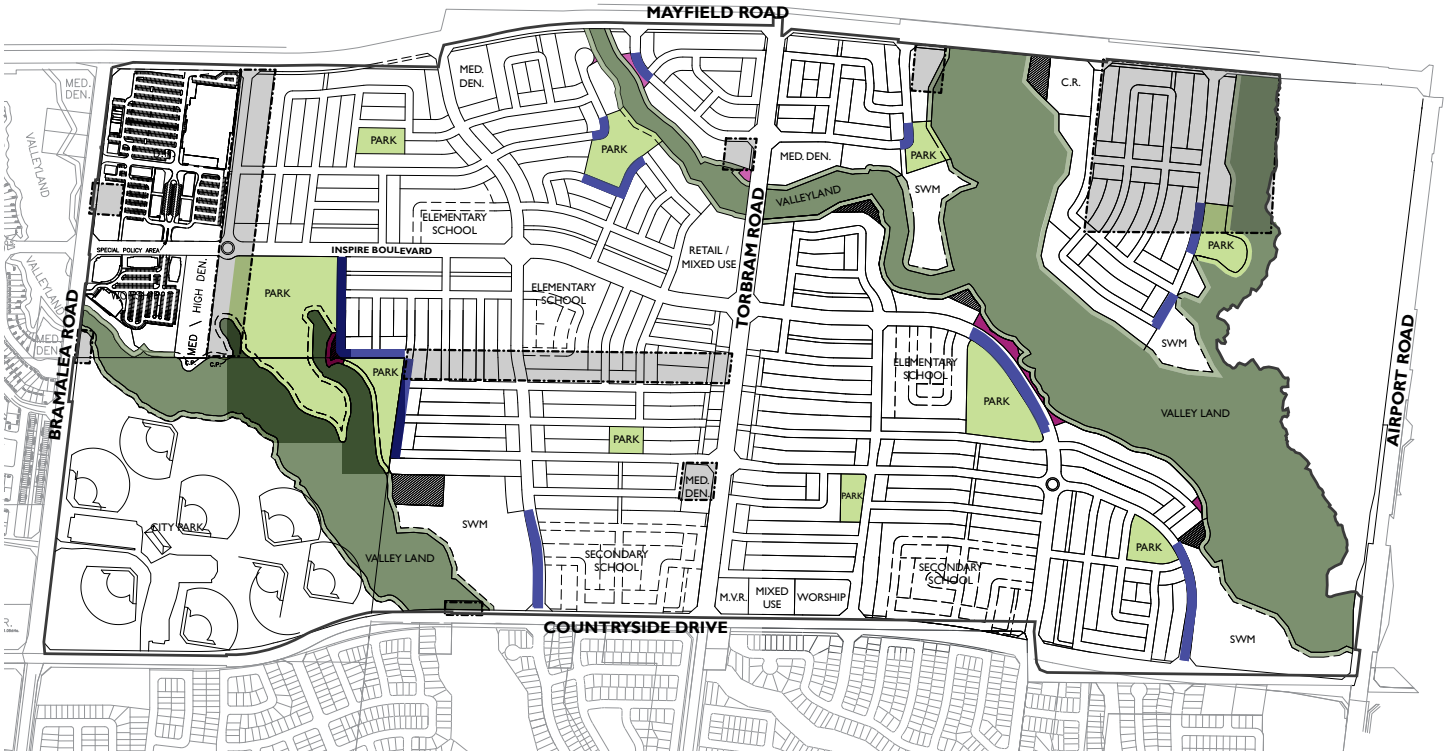


Figure 57 - Natural Heritage Plan

Legend:

- *NHS / Valleyland*
- *10.0m Environmental Buffer*
- *Parks with access to Valleyland**
- *Public Access Blocks**
- *Single Loaded Road with access to Valleyland*

**Note: Physical access provided through trails located within parks or public access blocks.*

6.0 IMPLEMENTATION

6.1 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 planning for commercial, mixed use, and institutional uses for the Countryside Villages Block Plan 48-2.

The CDG is 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.

6.1.1 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 CDG document may be approved in advance of the approval of supporting studies, including, but not limited to:

1. Functional Servicing Report (FSR), prepared by The Municipal Infrastructure Group Ltd. (TMIG);
2. Environmental Impact Statement (EIS), prepared by Beacon Environmental; and
3. Cultural Heritage Impact Assessment, prepared by Archeological Services Inc. (ASI).

Refer to Section 1.1.1 "Amended Approval Process" of this report for the full list of remaining studies and approvals required to achieve what is shown in the CDG and FSR.

6.2 CONFORMITY TO THE COMMUNITY DESIGN GUIDELINES

If it is determined, in the opinion of the City, that a site plan deviates from these approved CDG, 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 CDG, 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 CDG, 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 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 5 on page 10 identifies those blocks subject to requirements of this CDG. If the townhouse 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.

6.3 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) by-law reimburses proponents for the design and construction of municipal works included in the DC by-law and subdivision agreement. Cost reimbursement is based on current City minimum development standards.

Works proposed by this CDG 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

6.0 IMPLEMENTATION

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 cost exceeding DC service level		■
Shade structures	■	
Shade structure in Park 5	■	■
Pathway within existing DC service level	■	
Pathways exceeding existing DC service level		■
Decorative paving and columns at park entrances		■
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 crossings - pedestrian bridge, stairs		■
Asphalt trail, lighting (if required) landscape restoration, benches/ waste receptacles	■	
Lookouts/view points/trail heads: paving retaining walls, barriers, benches		■

COST RESPONSIBILITY MATRIX FOR CONVENTIONAL LOTS	Capital Cost City Responsibility (DC funded)	Capital Cost Developer Responsibility (Developer funded)
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		■
4.5m Decked Townhouses Front Yard Setback		
Landscape treatment of front yards (groundcover, shrubs, and ornamental trees)		■
Streetscapes		
Landscaped roundabout		■
Street lighting		■
Naturalized Open Space Blocks		
Grade, topsoil, and sod		■
Street trees		■
Plantings within blocks		■

6.4 BUILDER'S 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 (W Architect Inc.). The Design Control Architect will review all submissions for compliance with these design guidelines. Where submittals are in compliance with these guidelines, the Design Control Architect will apply a stamp for the sole purpose of indicating such compliance. Submittals include:

1. Preliminary Designs;
2. Working Drawings;
3. Material and Colour Schedule; and
4. 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.

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:

1. Municipal Zoning Requirements;
2. Municipal Development Engineering Standards;
3. Ontario Building Code Regulations; and
4. Grading Requirements, as Set out by the Project Engineer.

6.5 PRELIMINARY REVIEW

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

1. House Designs, including:
   - 1.1 Master Sheet of Elevations;
   - 1.2 Floor Plans.
2. Special House Designs for Priority Locations for:
   - 2.1 Gateway Lots;
   - 2.2 Corner Lots;
   - 2.3 Side and Rear Elevation Upgrades, where Applicable.
3. Exterior Colours and Materials, including:
   - 3.1 Preliminary Selection Chart;
   - 3.2 Samples.
4. Sitings, including:
   - 4.1 Site Plan;
   - 4.2 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.

6.6 FINAL REVIEW AND APPROVAL

6.6.1 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.

6.6.2 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.

6.6.3 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.

6.6.4 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.

6.6.5 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 two 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.

6.7 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.

6.8 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 addendum, 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.

6.9 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.

APPENDICES

APPENDIX A - Alternative Design Standards Approved Engineering Cross Sections

1. Countryside Transit Spine Collector - 13.5m Pavement on 29.0m R.O.W.
2. Minor Collector - 12.5m Pavement on 24.0m R.O.W.
3. Minor Collector Road - 10m Pavement on 21.5m R.O.W.
4. Local Road - 7.5m Pavement on 18.0m R.O.W.
5. Minor Local Road - 7.5m Pavement on 16.5m R.O.W.
6. Buffer Road - 7.5m Pavement on 18.5m R.O.W.
7. Rear Laneway - 6.0m Asph. Pavement on 8.0m R.O.W.

APPENDIX B - Fencing Master Plan

APPENDIX C - Street Trees Master Plan

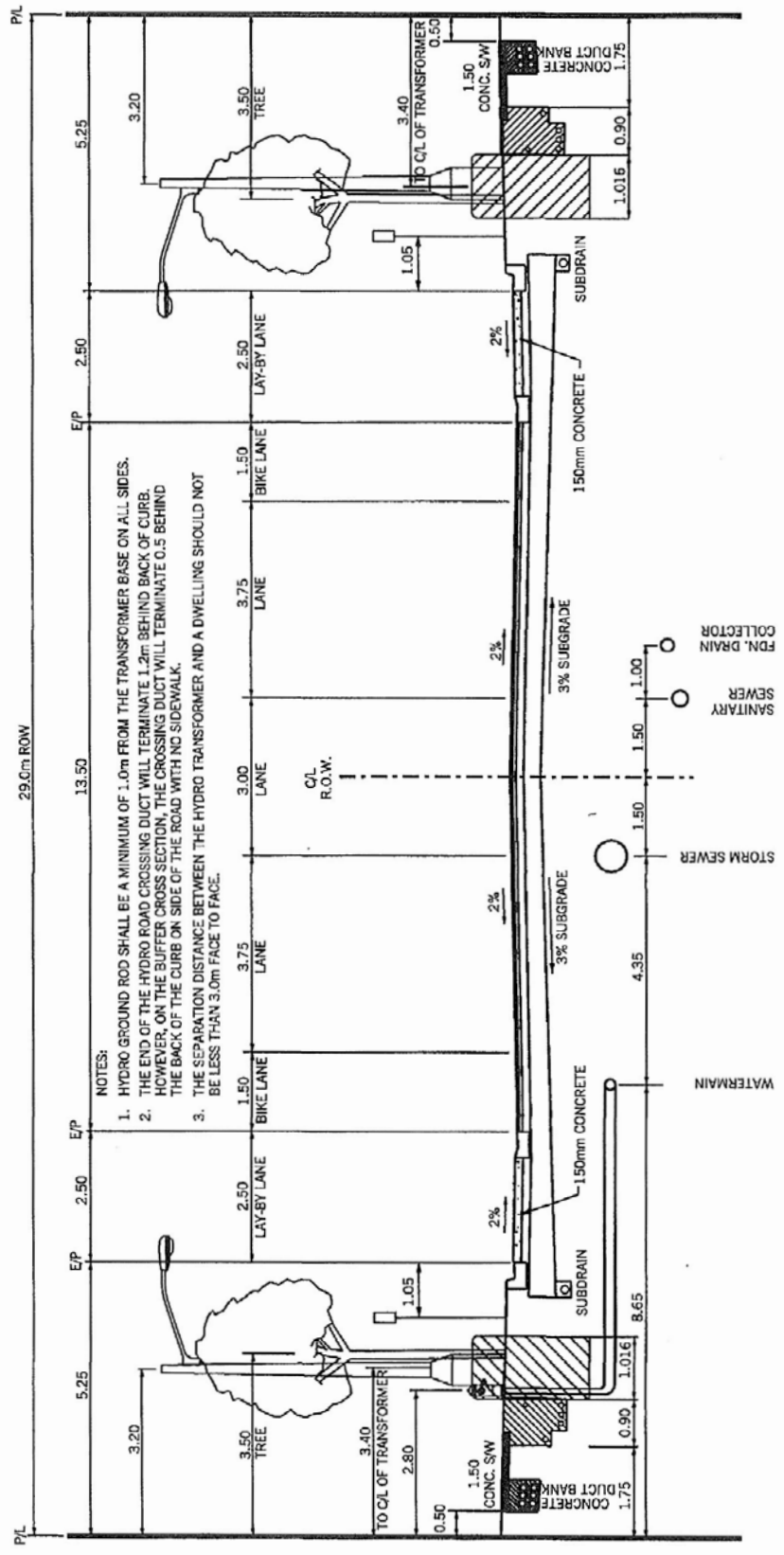
APPENDIX D - Priority Lot Plan

APPENDIX E - Proposed Trails / Active Transportation Plan

APPENDIX F - Approved Block Plan

APPENDIX A

Alternative Design Standards Approved
Engineering Cross Sections



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, 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

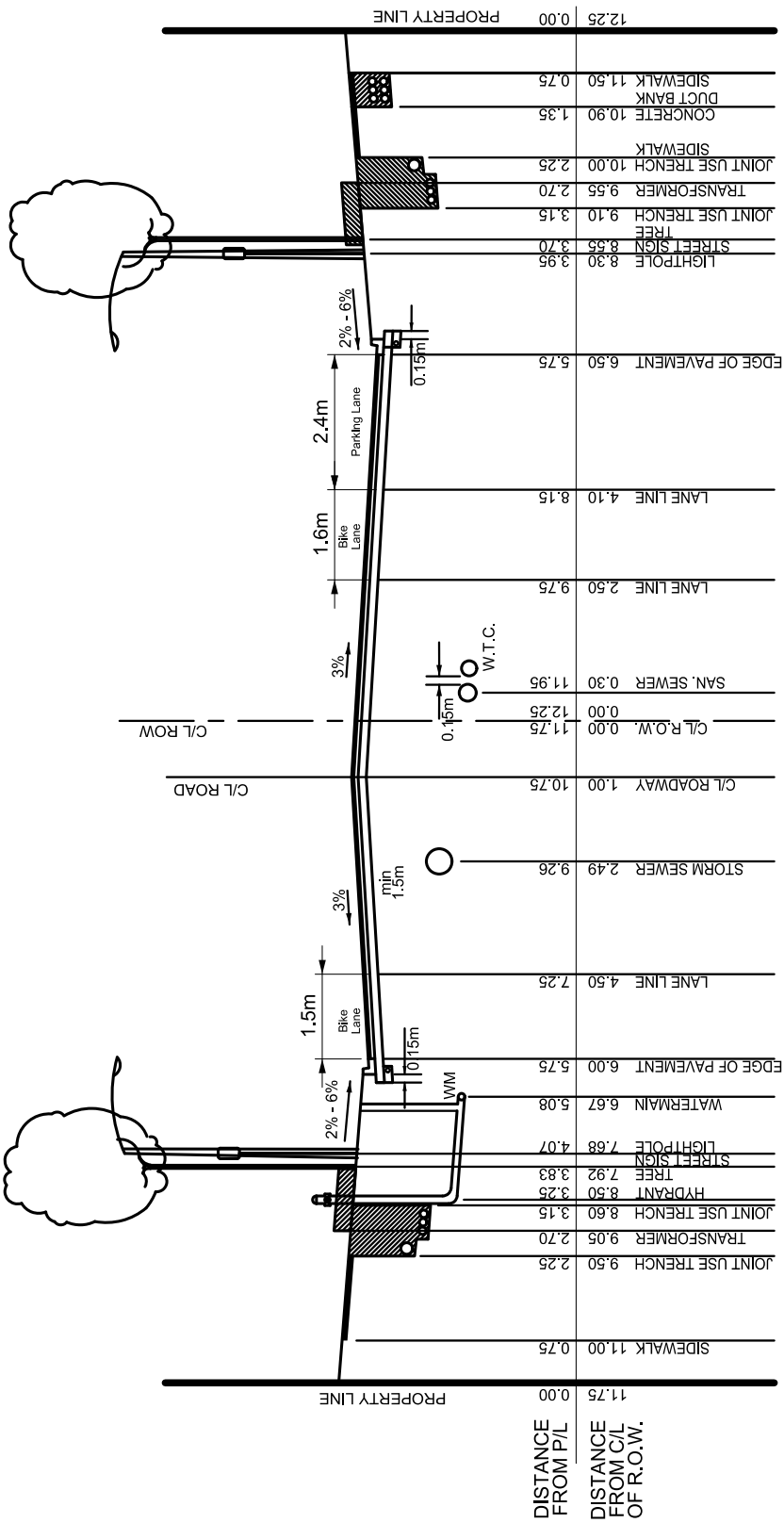
ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

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



NOTES:

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

BRAMPTON
Flower City
brampton.ca

APPROVED: 2014/05/14

REV. 1

MINOR COLLECTOR

BIKE LANES
& 2.4m PARKING LANE
12.5m PAVEMENT
ON 24.0m R.O.W.

ORIGINAL: 2011/06/07

216

N.T.S

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

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

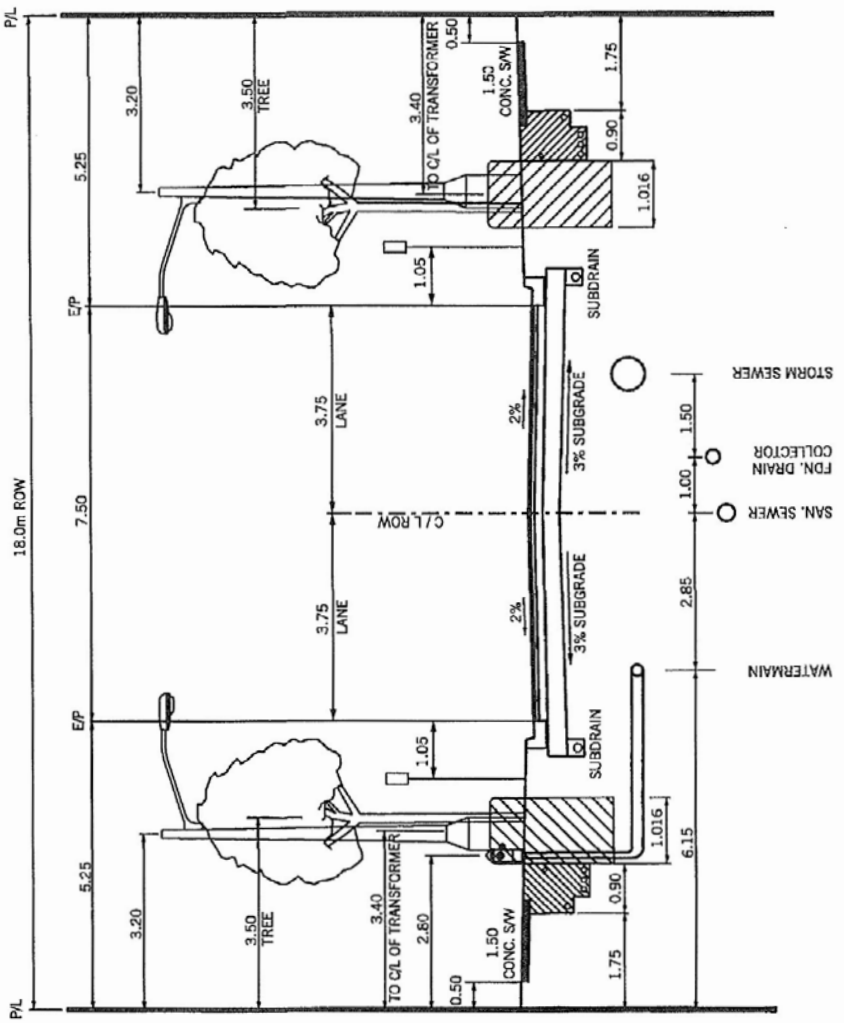
MINOR COLLECTOR ROAD

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

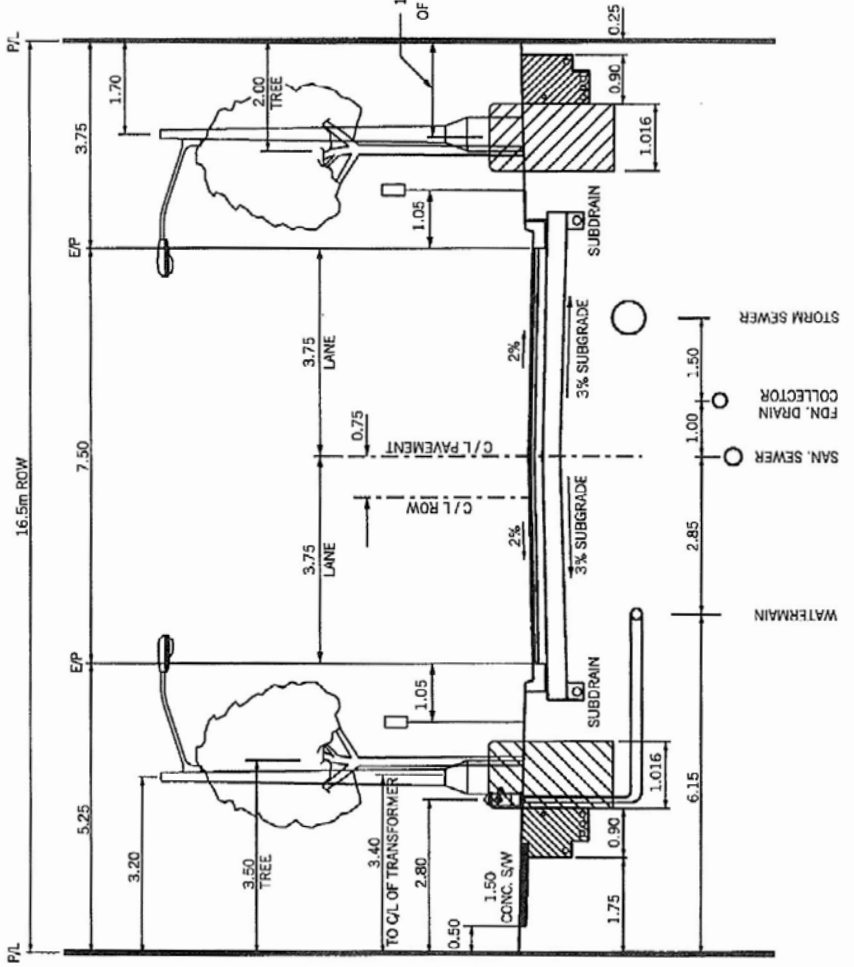
LOCAL ROAD

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

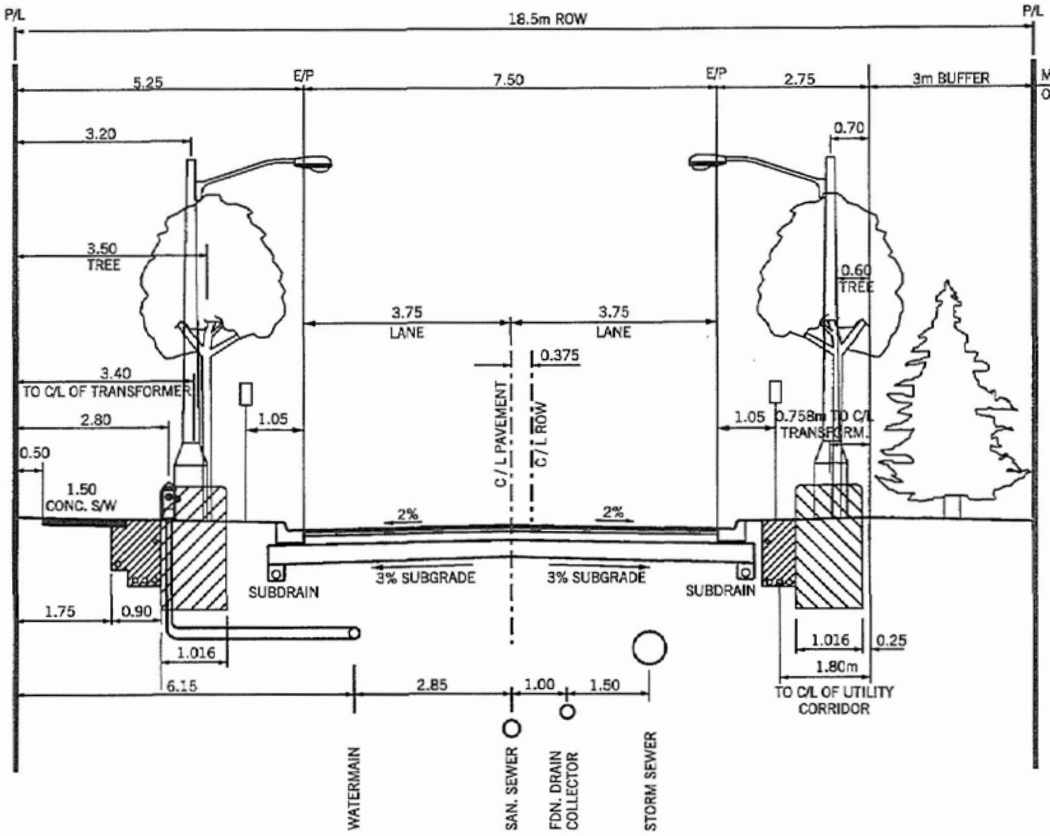
7.5m PAVEMENT ON 16.5m R.O.W.

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

CITY OF BRAMPTON
WORKS and TRANSPORTATION DEPARTMENT

BUFFER ROAD

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

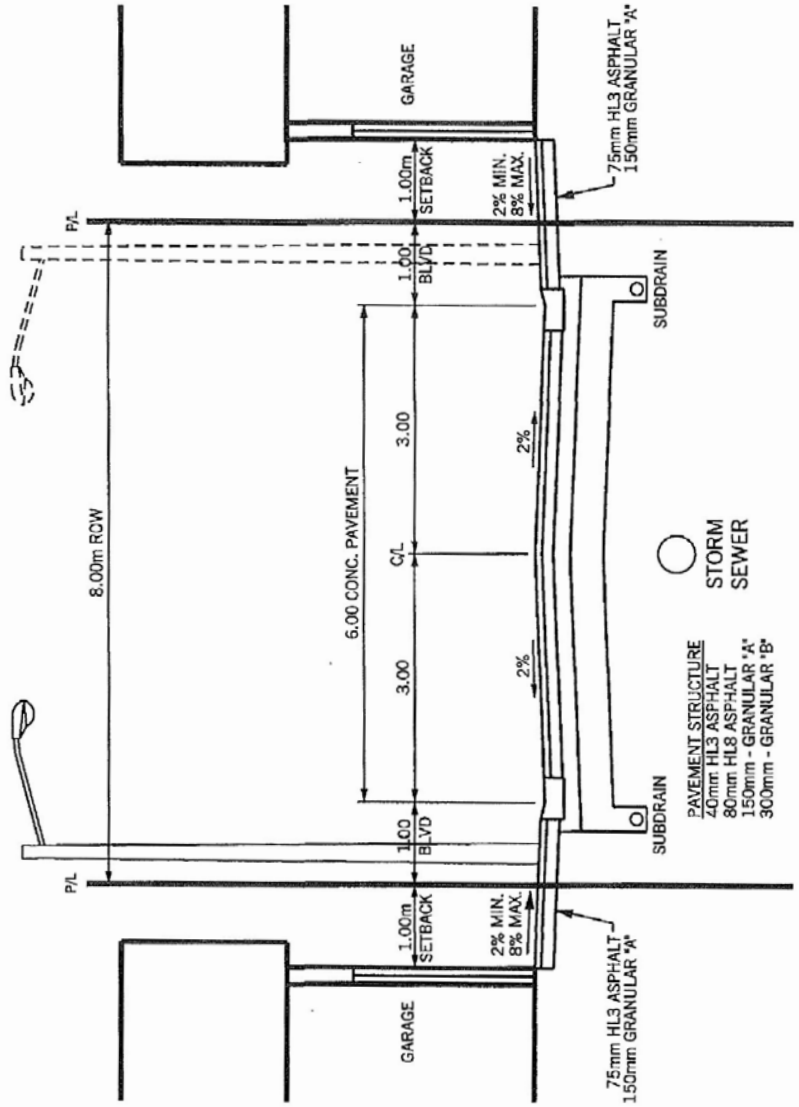


NOTES:

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 NO PARKING AND NO TRANSIT
MIN. SEPARATION BETWEEN WATERMAIN AND SEWER IS 2.5m

REVISION:	DATE:	CHECKED:	APPROVED:	SCALE:	DWG. NO.
REV.	2009-06-12	C. Bobs	T.W. McCloskey	N.T.S.	201 B
DATE:					



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

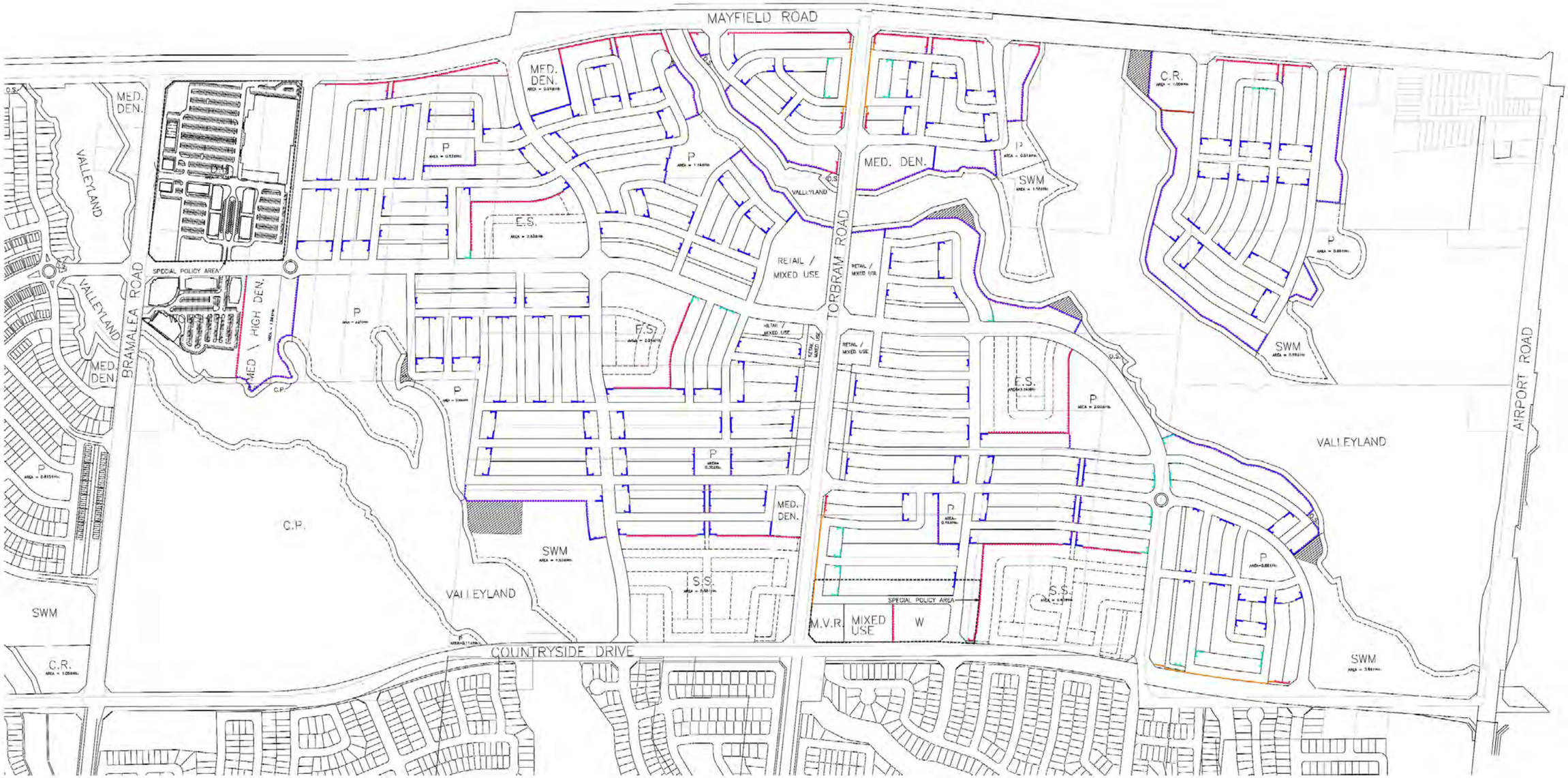
REAR LANEWAY - GARAGES BOTH SIDES

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



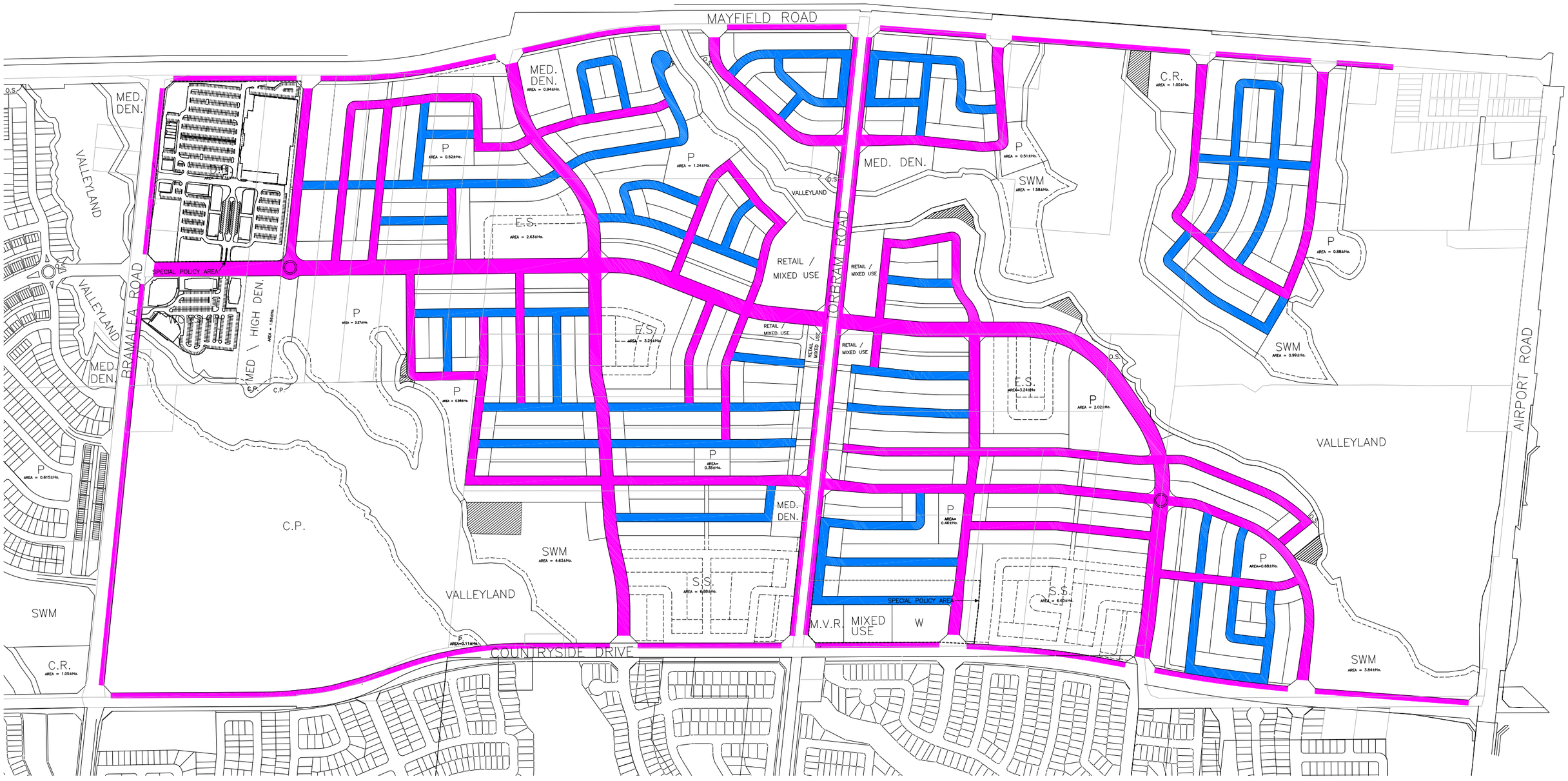
Fencing Master Plan

- 2.2m High Masonry Wall on Earth Berm
- 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

APPENDIX C

Street Trees Master Plan

Street Trees Master Plan



Street Trees with Coarse Canopy Textures

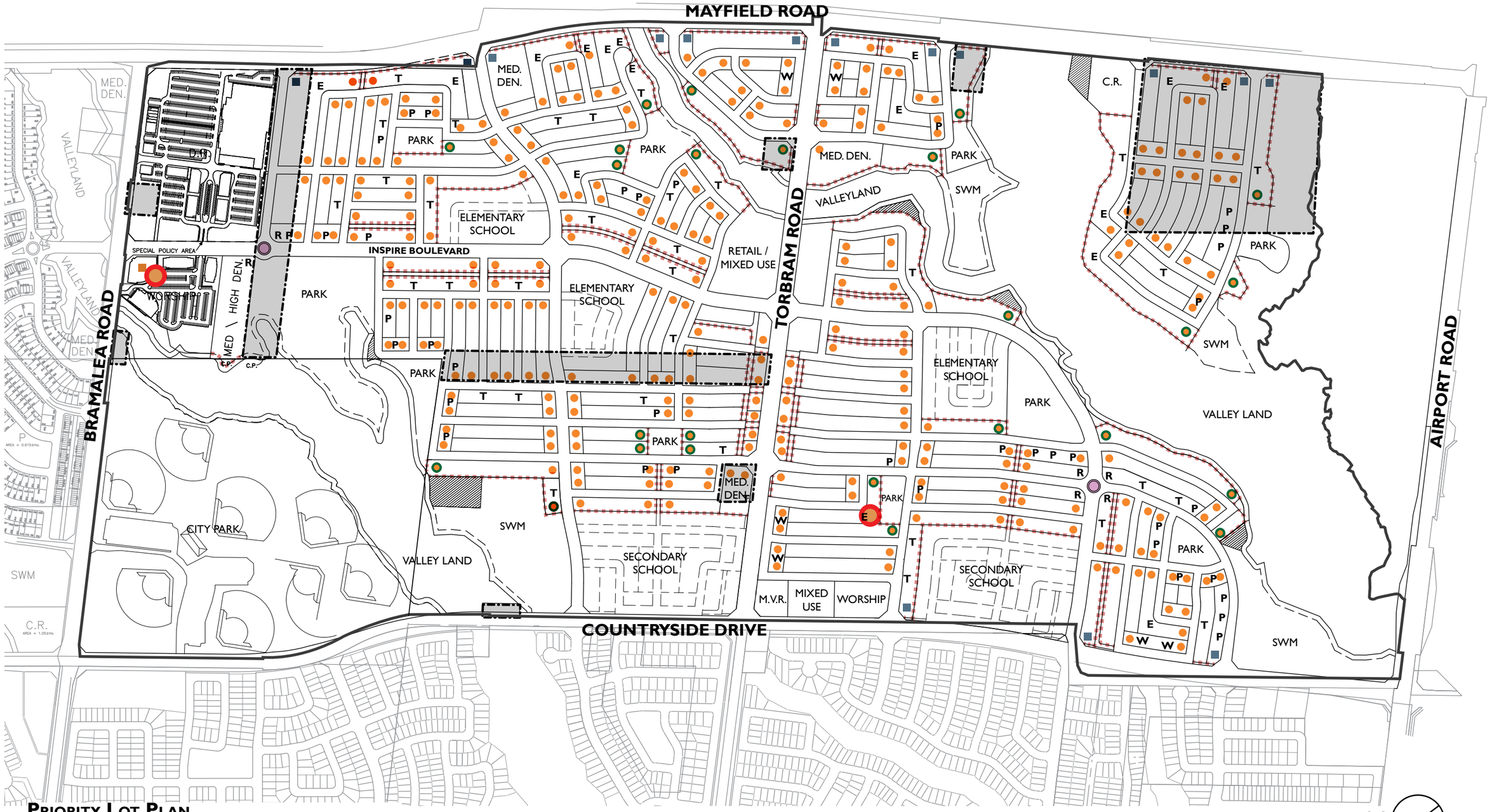
- Acer saccharum (Sugar Maple)
- Acer x freemanii 'Armstrong' (Armstrong Freeman Maple)
- Acer x freemanii 'Jeffersred' (Autumn Blaze Maple)
- Quercus macrocarpa (Bur Oak)
- Syringa reticulata 'Ivory Silk' (Ivory Silk Japanese Lilac)
- Tilia cordata 'Greenspire' (Greenspire Linden)
- Tilia x flavescens 'Glenleven' (Glenleven Linden)

Street Trees with Fine/ Medium Canopy Textures

- Gleditsia tricanthos 'Shademaster' (Shademaster Honeylocust)
- Gleditsia tricanthos 'Skycole' (Skyline Honeylocust)
- Ginko biloba (Maidenhair Tree)
- Pyrus calleryana 'Redspire' (Redspire Ornamental Pear)
- Ulmus x 'Homestead' (Homestead Elm)
- Zelkova serrata 'Green Vase' (Green Vase Japanese Zelkova)

APPENDIX D

Priority Lot Plan



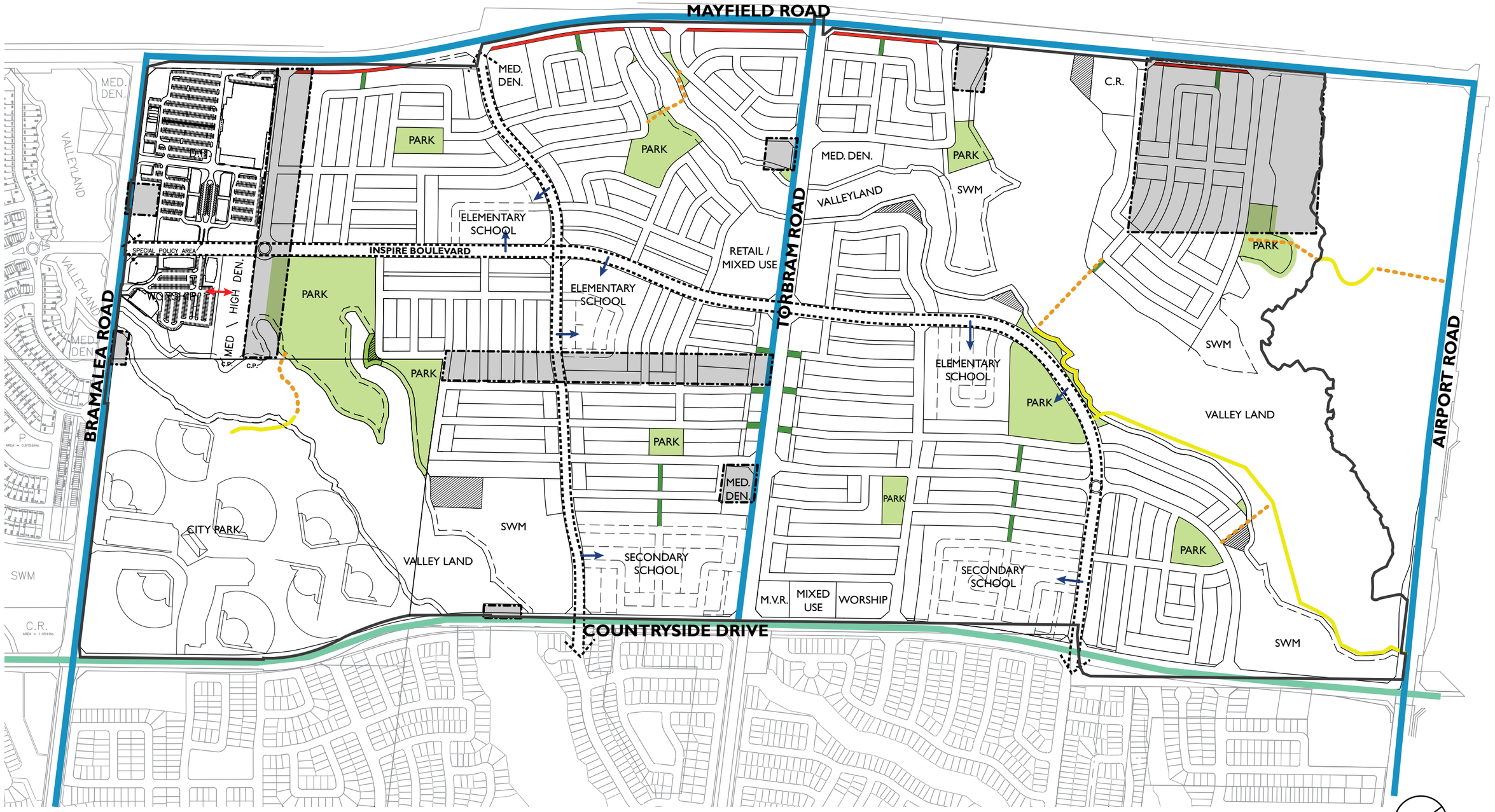
Priority Lot Plan

Legend:

- **T** *T-Junction*
- **E** *Elbow & Cul-de-Sac House*
- **W** *Community Window Lot*
- **P** *Frontage onto Open Space*
- **R** *Roundabout Lot*
- *Gateway Lot Architecture*
- *Corner Lot Architecture*
- *Abutting Open Space*
- *Roundabout*
- *Rear & Side Elevation Upgrades*
- *Limit of Block Plan*
- *Heritage Buildings*

APPENDIX E

Proposed Trails / Active Transportation Plan



Proposed Trails / Active Transportation Plan

**Note: Please refer to the page 2 Section 1.1.1 Amended Approval Process.*

Legend:

- *Neighbourhood Parks*
- *Staked Recreational Trail / Crossing*
- *Proposed Recreational Trail*
- *Existing 3.0m Multi Use Pathway (MUP)*
- *Proposed 3.0m Asphalt Multi Use Pathway (MUP)*
- *Walkways*
- *Buffer Blocks*
- *Conceptual trail Crossing Location at Spine Road or Collector Road*
- *Potential Future Conceptual Private / Public Connection*
- *1.5m Wide Bike Lane*
- *Non Participating Owner*

APPENDIX F

Approved Block Plan

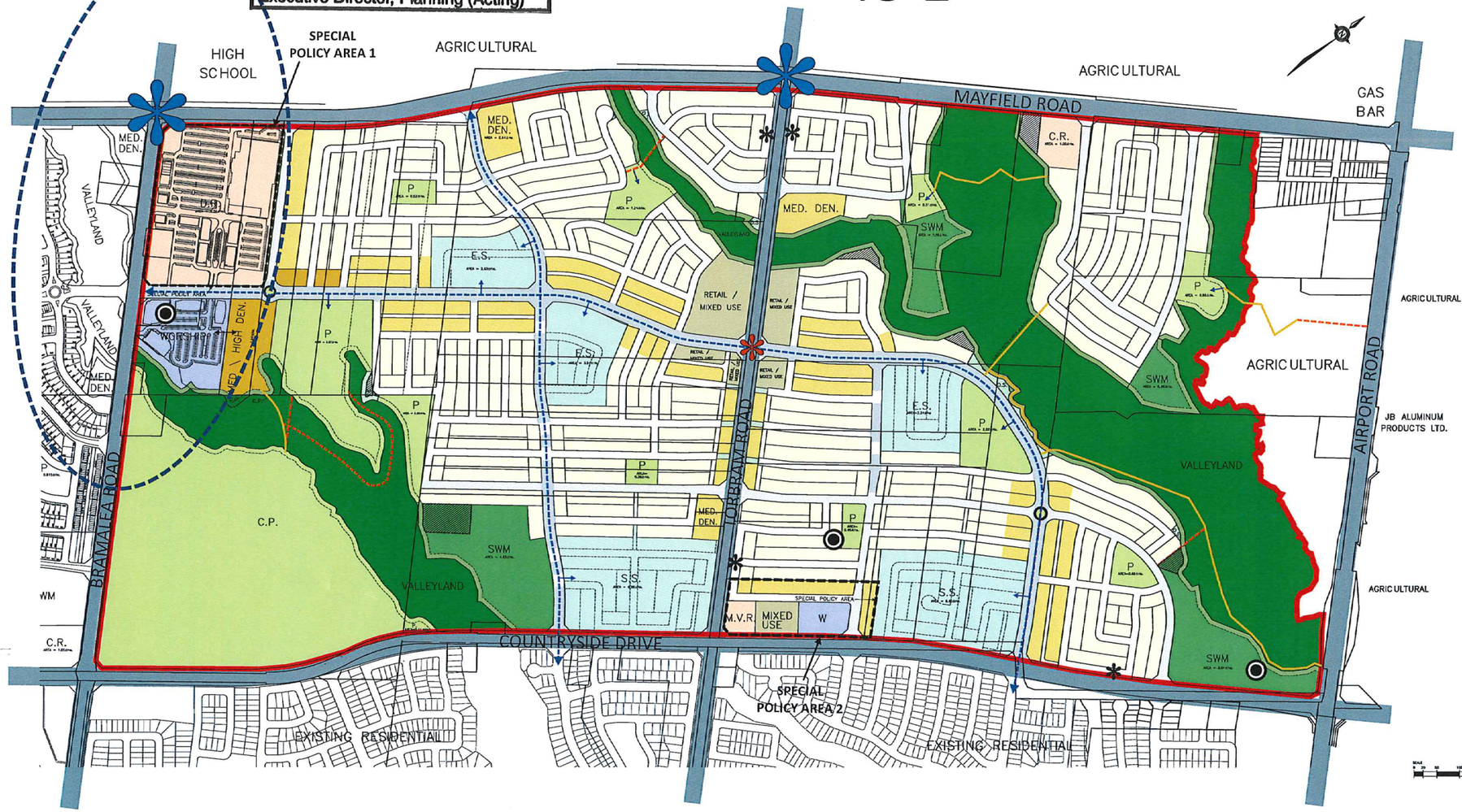
CITY OF BRAMPTON
Planning & Infrastructure Services
BLOCK PLAN APPROVED

DATE: APR 2 7 2016

Heather MacDonald
Heather MacDonald MCIP, RPP
Executive Director, Planning (Acting)

CONCEPTUAL BLOCK PLAN

48-2



LEGEND

- LOW / MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM / HIGH DENSITY RESIDENTIAL
- MIXED USE
- OPEN SPACE
- PARK
- SCHOOL
- 10m BUFFER
- STORMWATER MANAGEMENT
- VALLEYLAND / CHANNEL
- COMMERCIAL
- WORSHIP
- NEIGHBOURHOOD GATEWAYS
- 29.0m ROADS
- 24.0m ROADS
- 21.5m ROADS
- 18.5m ROADS
- 18.0m ROADS
- 16.5m ROADS
- VILLAGE CORE
- URBAN SQUARE
- SPECIAL POLICY AREA
- CULTURAL HERITAGE RESOURCE
- STAKED RECREATIONAL TRAIL / CROSSING
- POTENTIAL RECREATIONAL TRAIL
- POTENTIAL ON ROAD 1.5m WIDE ASPHALT BIKE LANE
- CONCEPTUAL TRAIL CROSSING LOCATION AT SPINE ROAD OR COLLECTOR ROAD
- POTENTIAL FUTURE CONCEPTUAL PRIVATE / PUBLIC CONNECTION
- COMPENSATION AREAS = 1.48 Ha. (3.67 Acs.)

2219dec57

FEB 3, 2016
1:4000

mbtw watchorn

KLM PLANNING PARTNERS INC.
Planning • Design • Development
64 JARDIN DRIVE - UNIT 1B, CONCORD, ONT. L4K 3P3
PHONE (905) 669-4055 FAX (905) 669-0097 design@klmplanning.com