

1.0 INTRODUCTION..... 1

1.1 Purpose of Document..... 1

1.2 Master Plan Goal.....1

1.3 Design Objectives.....2

1.4 Design Approach..... 2

2.0 PROJECT SCOPE.....2

2.1 City Context 2

2.2 Regional Context 2

3.0 DESIGN VOCABULARY.....3-6

4.0 ARTERIAL ROAD HIERARCHY.....7

4.1 Primary Arterial / Main Streets.....8

4.1.1 Design Objectives.....8

4.1.2 Conceptual Design Solutions.....8

4.2 Primary Arterial Roads.....9

4.2.1 Design Objectives.....9

4.2.2 AcceleRide Program.....9

4.2.3 Conceptual Design Solutions.....9-10

4.3 Secondary Arterial Roads..... 11

4.3.1 Design Objectives..... 11

4.3.2 Conceptual Design Solutions..... 11-12

4.4 Perimeter Arterial Roads..... 13

4.4.1 Design Objectives..... 13

4.4.2 Conceptual Design Solutions..... 13-14

4.5 Tertiary Arterial Roads..... 15

4.5.1 Design Objectives..... 15

4.5.2 Conceptual Design Solutions..... 15-16

5.0 GATEWAYS..... 17-18

5.1 Design Objectives..... 18

5.2 Conceptual Design Solutions..... 19-21

7.0 IMPLEMENTATION & FUNDING STRATEGIES..... 22

7.0 IMPLEMENTATION & FUNDING STRATEGIES

Implementation of the Street Corridor Master Plan is expected to occur gradually over time, as funding or other circumstances allow. Sources for implementation and funding strategies are the following:

1. Capital road works such as road widening or reconstruction by the Region or the City.
2. Special capital initiatives by the City and/or the Region.
3. Development amenities associated with new private development and funded by the developer.

5.2.3 PERIMETER GATEWAYS

Perimeter gateway features are proposed at five significant points of entry to the City, namely where the perimeter arterials intersect and where major east/west arterials meet Winston Churchill Blvd. The design reinforces Brampton’s ‘Flowertown’ image with a floral feature located at the daylight triangle, facing motorists as they enter the City and having a bed sloping up from the curb side to increase its visibility from the road. Signage welcoming visitors to Brampton accompanies the floral feature.

The locations for perimeter gateway features are the following:

- Steeles Avenue W. and Winston Churchill Blvd.
- Embleton Road and Winston Churchill Blvd.
- Wanless Drive and Winston Churchill Blvd.
- Mayfield Road and Winston Churchill Blvd.
- Mayfield Road and Regional Road No. 50

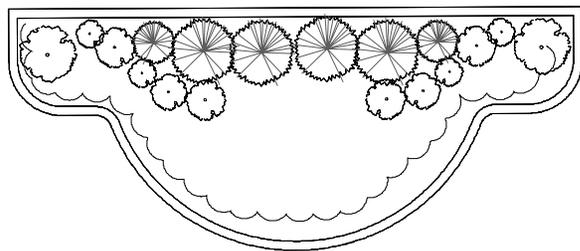


Figure 5.2.3 - Perimeter Gateway and Floral Feature Entry Point Plan

5.2.4 FLORAL FEATURE ENTRY POINTS

Floral feature entry points occur where each of the remaining arterials enters the community from the north. They will consist of a floral bed located at the daylight triangle of the south-west corner, sloping up from the curb and facing motorists as they enter the City, to reinforce the ‘Flowertown’ image and accentuate the point of entry.



Figure 5.2.4a - Floral Display



Figure 5.2.4b - Floral Display

5.2.2 SECONDARY GATEWAYS

Five community entry points are identified as secondary gateway locations.

Four of the locations have been previously identified for design treatment within the Gateway Beautification Program. (Refer to *Figure 5.0g - Arterial Corridors Gateway Mapping, page 18*).

The secondary gateway design includes a feature wall and planter within the boulevard, positioned to be seen by motorists entering the City. At two locations it also includes a wide median with raised planters and irrigation as a zone of transition approaching the intersection.

The secondary gateway locations are as follows:

- Airport Road north of Highway 7
- Mavis Road north of Highway 407 (includes transition zone)
- Queen Street and Mississauga Road (includes transition zone)
- Dixie Road and Mayfield Road
- Airport Road and Mayfield Road



Figure 5.2.2a - Secondary Gateway Typical Elevation



Figure 5.2.2b - Secondary Gateway Typical Plan

5.2 CONCEPTUAL DESIGN SOLUTIONS

5.2.1 PRIMARY GATEWAYS

Seven major community intersections are identified as Primary gateway locations, including the site of the existing feature on Hurontario Street south of Steeles Avenue.

Five of these locations have been identified previously for design treatment within the Gateway Beautification Program. (Refer to Figure 5.0g - Arterial Corridors Gateway Mapping, page 18).

The Primary gateway design proposes a wide median with raised planters and irrigation as a zone of transition approaching the intersection, a feature wall (similar to the Internal Focal Point wall) fronted by a decorative precast planter and backed by a larger planter within the boulevard, positioned to be visible to motorists entering the city.

The Primary Gateway locations are as follows:

- Hurontario Street south of Steeles Avenue (existing)
- Castlemore Road and Regional Road No. 50
- Queen Street and Regional Road No. 50
- Steeles Avenue and Mississauga Road
- Bovaird Drive and Mississauga Road
- Highway 10 north of Mayfield Road
- Tomken Road at the Highway 410 exit



Figure 5.2.1a - Primary Gateway Typical Elevation



Figure 5.2.1b - Primary Gateway Typical Plan

Independent of the Gateway Beautification Program, this study proposes three types of gateway locations to receive design features. Gateway locations are sites within the arterial grid which have been identified based on the following:

- Highly visible location
- Large volumes of traffic
- Access to historic downtown core

These locations are indicated on figure 5.0g and include:

- Primary Gateways
- Secondary Gateways
- Perimeter Gateways
- Floral Feature Entry Points

5.1 OBJECTIVES

Gateways should be designed with the following objectives:

1. To create visual focal points.
2. To create a sense of civic, corporate and community identity that is distinct for the City of Brampton.
3. To assist wayfinding and provide landmarks.

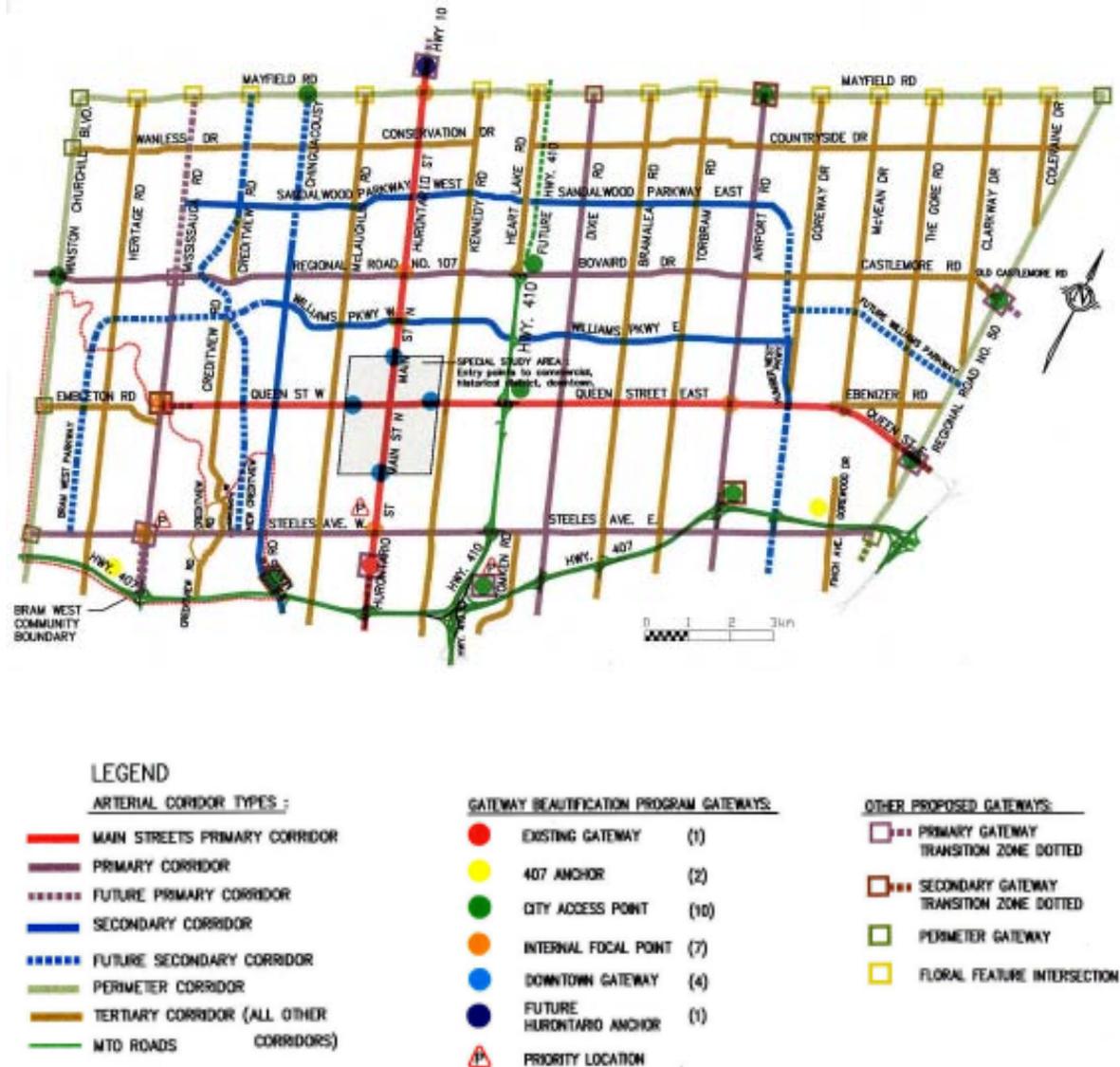


Figure 5.0g - Arterial Corridors Gateways Mapping

5.0 GATEWAYS

The Gateway Beautification Program

The Gateway Beautification Program precedes the work undertaken by the present study. The Program's intent is to demarcate and beautify highly visible streetscape locations that are well travelled points of City entry or orientation, with the installation of a decorative landscape feature or horticultural display.

The program establishes a hierarchy of design treatments and related locations for the following gateway features :

- Hurontario Street Anchor
- Highway 407 Anchor
- Internal Focal Feature
- City Access Point
- Downtown Gateway



Figure 5.1a Hurontario Street Anchor



Figure 5.1d Internal Focal Feature



Figure 5.1b Highway 407 Anchor, Front View



Figure 5.1e City Access Point Feature

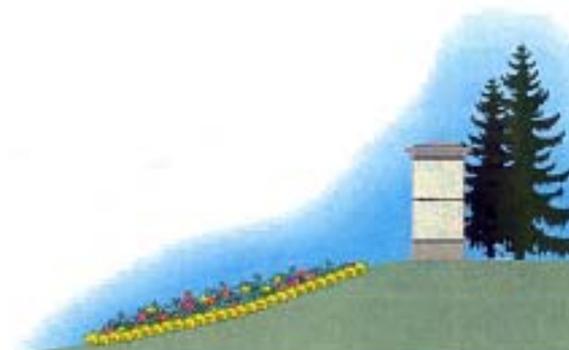


Figure 5.1c Highway 407 Anchor, Side View

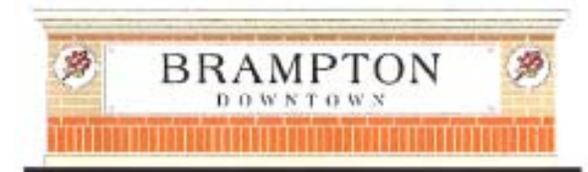


Figure 5.1f Downtown Gateway Feature

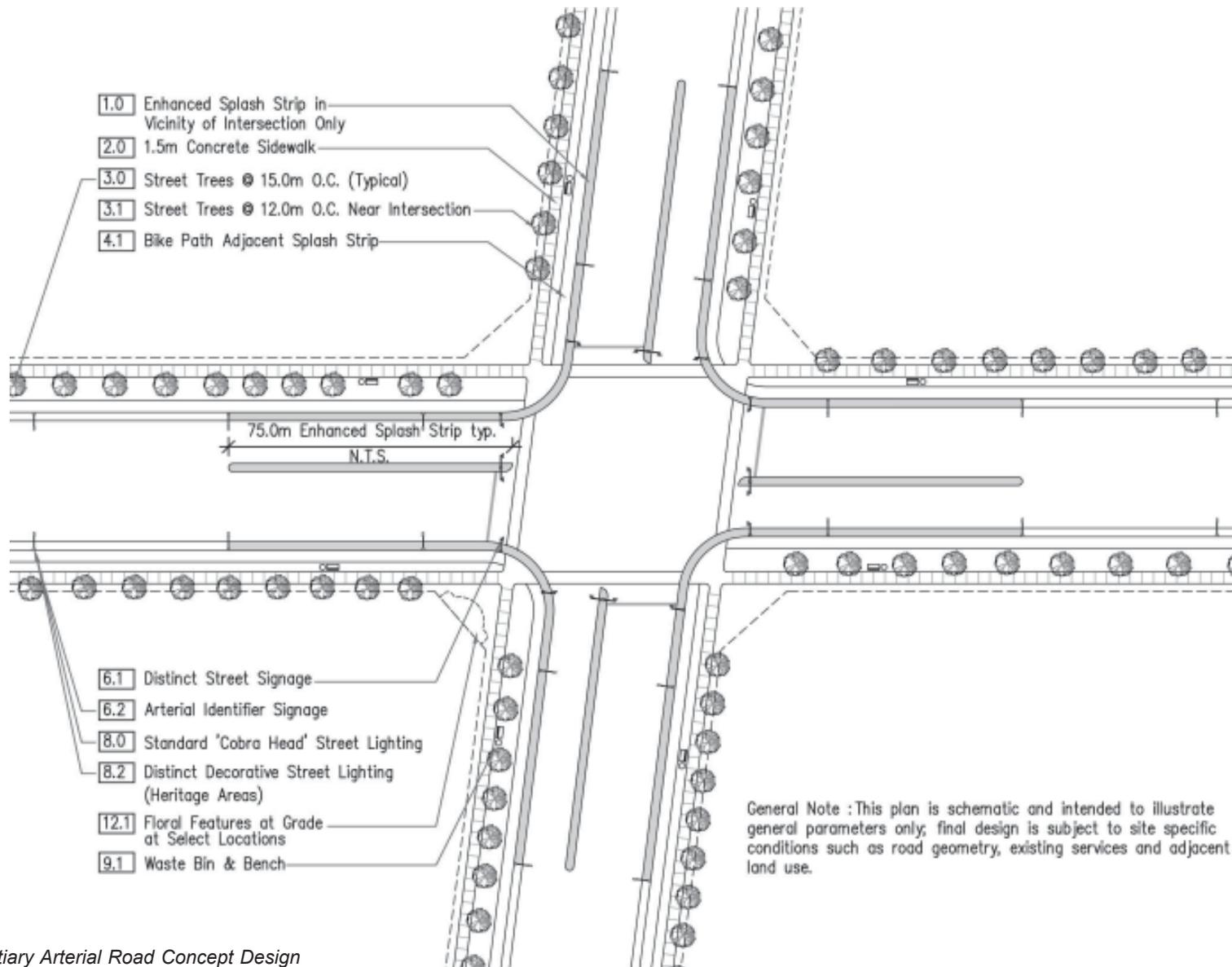


Figure 4.5.2 - Tertiary Arterial Road Concept Design

4.5 TERTIARY ARTERIAL ROADS

Tertiary Arterial Roads includes all those arterial roads which have not been designated in the aforementioned categories.



Figure 4.5a - Window Street Design

- McLaughlin Road
- Heart Lake Road
- Torbram Road
- McVean Drive
- Clarkway Drive
- Gorewood Drive
- Creditview Road
- Wanless Drive
- Countryside Drive
- Tomken Road
- Castlemore Road
- Kennedy Road
- Bramalea Road
- Goreway Drive
- The Gore Road
- Coleraine Drive
- Heritage Road
- Embleton Road
- Conservation Drive
- Ebenizer Road
- Finch Avenue

Tertiary Arterial Roads generally serve new residential and rural areas.

4.5.1 OBJECTIVES

These roads should be designed with the following objectives:

1. To promote the image and identity of the City.
2. To create visually attractive and consistent streetscapes.

4.5.2 CONCEPTUAL DESIGN SOLUTIONS

The Tertiary Arterial Roads should receive features as indicated on the following plan, figure 4.5.2.



Figure 4.5b - Reverse Frontage / Landscape Buffer

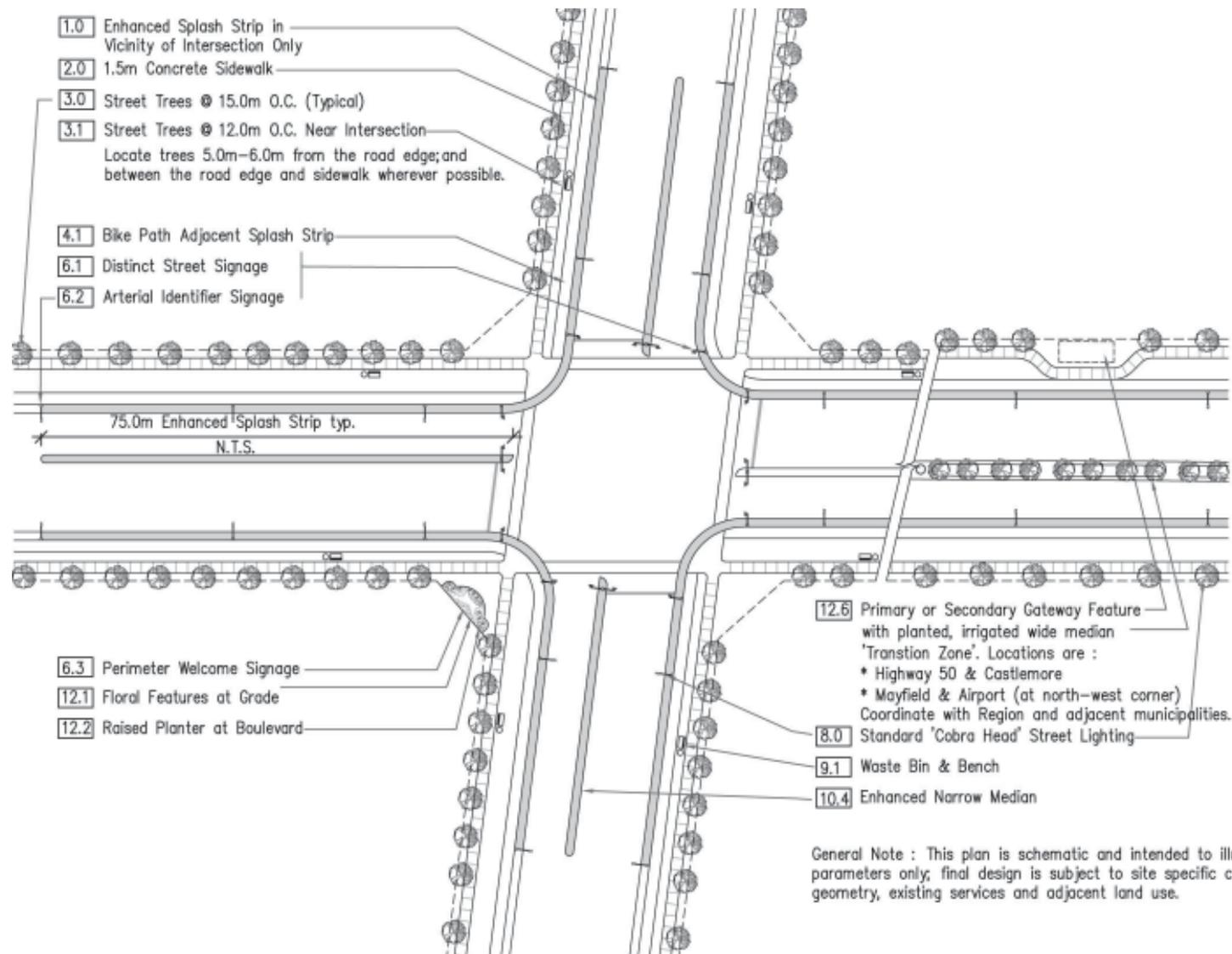


Figure 4.4.2 - Perimeter Arterial Roads Concept Design

4.4 PERIMETER ARTERIAL ROADS

- Winston Churchill Boulevard
- Mayfield Road
- Regional Road 50

These Perimeter Arterial Roads define the City's boundaries.

4.4.1 OBJECTIVES

These roads should be designed with the following objectives:

1. To promote the image and identity of the City.
2. To create visually attractive and consistent edges to the City.

4.4.2 CONCEPTUAL DESIGN SOLUTIONS

The Perimeter Arterial Roads should receive features as indicated on the following plan, figure 5.2.2.



Figure 4.4a - Mature Landscape Buffer



Figure 4.4b - Landscape Buffer / Reverse Frontage



Figure 4.4c - Floral Display



Figure 4.4d - Decorative Paving in Centre Median

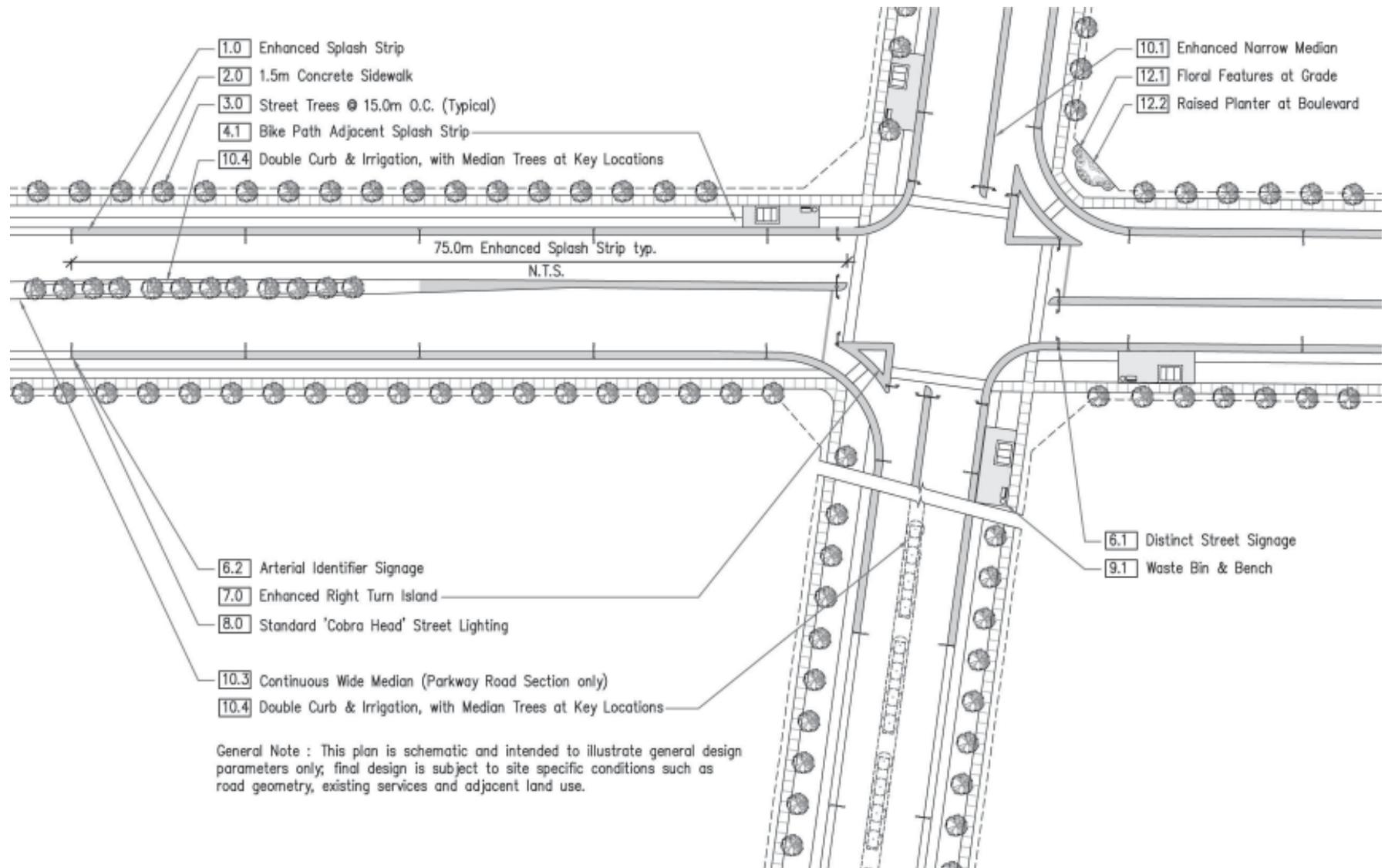


Figure 4.3.2 - Secondary Arterial Roads Concept Design



Figure 4.3a - Consistent Street Trees



Figure 4.3b - Treed Centre Median



Figure 4.3c - Treed Centre Median

4.3 SECONDARY ARTERIAL ROADS

- Sandalwood Parkway
- Williams Parkway
- Chinguacousy Road
- New Creditview Road
- Heritage Road

Secondary Arterial Roads generally serve residential areas. Most have a parkway cross section, with continuous wide median.

These roads should receive the third highest level of design attention.

4.3.1 OBJECTIVES

These roads should be designed with the following objectives:

1. To promote the image and identity of the City.
2. To create visually attractive and consistent streetscapes.

4.3.2 CONCEPTUAL DESIGN SOLUTIONS

The Secondary Arterial Roads should receive features as indicated on the following plan, figure 5.1.2.

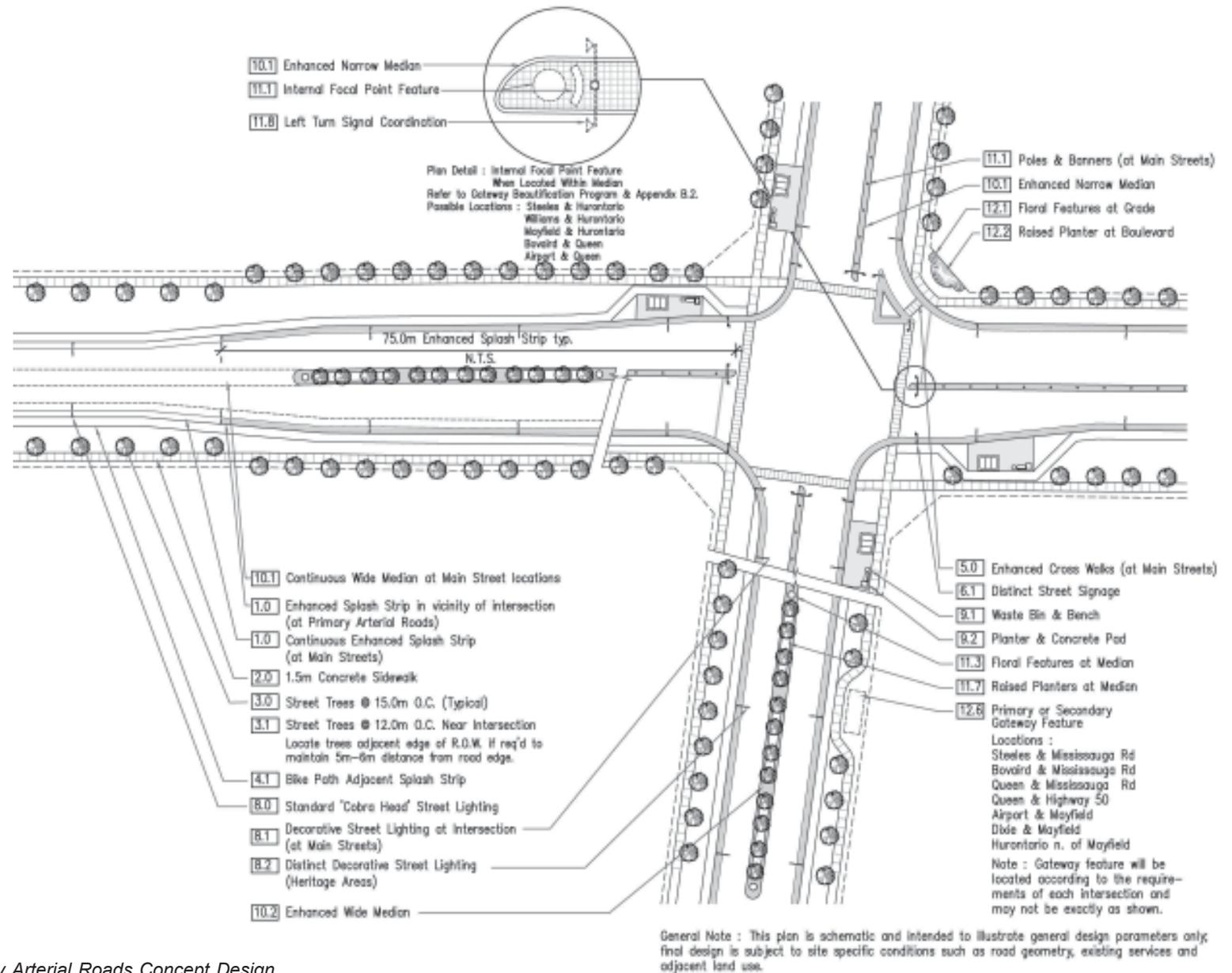


Figure 4.2.3 - Primary Arterial Roads Concept Design

4.2 PRIMARY ARTERIAL ROADS

- Steeles Avenue
- Bovaird Drive
- Mississauga Road
- Dixie Road
- Airport Road

These Primary Arterial Roads connect important areas within the City and connect to adjacent municipalities. Their streetscape design should reflect their relative importance within the street network hierarchy and their role in a civic and ceremonial function.

These roads should receive the second highest level of design attention and the second greatest number of design features relative to other arterial roads.



Figure 4.2a - Decorative Lights at Intersection



Figure 4.3b - Decorative Lights in Centre Median



Figure 4.3c - Landscaped Median

4.2.1 OBJECTIVES

These roads should be designed with the following objectives:

1. To promote the image and identity of the City.
2. To create visually attractive and consistent streetscapes.

4.2.2 ACCELERIDE PROGRAM

The Primary Arterial /Main Street corridor design must coordinate with the AcceleRide program, which will presently implement Bus Rapid Transit service (BRT) along Queen Street and Main Street, bringing a high level of transit service to Brampton’s residents and businesses and providing one component of a coordinated transit network throughout the GTA. Service enhancements will include:

- Five minute service intervals all day.
- Enhanced east-west connections with TTC (in conjunction with York Region) and north-south connections with GO services.

Acceleride will have certain impacts on street corridor design, while also complementing the more pedestrian environment advocated within the present study. Corridor design and streetscape enhancements for Queen Street and Main Street will be coordinated with the AcceleRide program, and will include the following:

1. BRT traffic signals having priority over other vehicles.
2. Lane and island modifications, lane widening and re-striping as required to provide dedicated BRT lanes and stops.
3. Improved appearance of BRT streetscape facilities within the pedestrian realm, including shelters, benches, landscaping and waste bins, as well as security lighting and surveillance.

(Refer to Figure 4.2.3).

4.2.3 CONCEPTUAL DESIGN SOLUTIONS

The Primary Arterial Roads should receive features as indicated on the following plan, figure 4.2.3.



Figure 4.3a - Decorative Paving



Figure 4.3b - Main Street, Brampton



Figure 4.3c - Boulevard Design



Figure 4.3d - Centre Median Planter

4.1 PRIMARY ARTERIAL / MAIN STREETS

- Hurontario / Main Street
- Queen Street (East and West)

The City's two principal north/south and east/west streets, Hurontario and Queen Street respectively, connect focal parts of the City, including the downtown core as well as the City to adjacent municipalities. Their streetscape design should reflect their primacy within the street network hierarchy and their role in a civic and ceremonial function.

These roads should receive the highest level of design attention and the greatest number of design features relative to other arterial roads.

4.1.1 OBJECTIVES

These roads, should be designed with the following objectives:

1. To promote the image and identity of the City.
2. To incorporate heritage elements.
3. To facilitate wayfinding and orientation.

4.1.2 CONCEPTUAL DESIGN SOLUTIONS

The Primary Arterial / Main Streets should receive the same streetscape enhancements as for the Primary Arterial Roads, indicated on figure 4.2.2. In addition, the Primary Arterial / Main Streets should also receive the following features:

- Decorative light fixtures at arterial intersections.
- Continuous coloured impressed concrete splash strips and medians.
- Decorative cross walks at intersections.
- Planted medians at key locations.

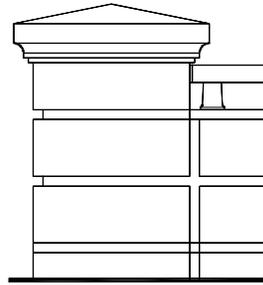
4.0 ARTERIAL ROAD HIERARCHY

From both a functional and symbolic perspective the Arterial Roads in the City of Brampton fall into five categories. Their streetscape design should reflect their place in this hierarchy and include features based on their relative importance - the most important receiving the highest level of design attention and the greatest number of design features.



14.0 Enhanced Bridge Details

Brampton Standard profile for precast pier caps (and copings where applicable). Cast in place piers and walls with false joints. End piers should allow for inset of future Brampton rose logo panel. Metal railing and mounts painted subdued blue.

**16.0 Services**

- 16.1** Below grade services location coordinated with sidewalk, bike path and tree locations to minimize disruption during servicing.
- 16.2** Above ground service boxes and pads: coordinate to minimize visual impact (especially at intersections) & physical intrusion upon pedestrian movement; where several must occur, they should be grouped and located for minimal visual impact.
- 16.3** Traffic signal boxes : locate in concealed locations where possible, beyond the daylight triangle.

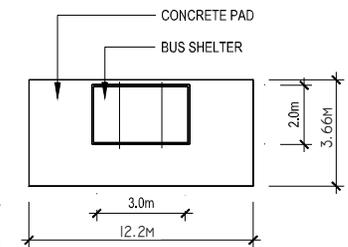
17.0 Bus Bays or Lay-bys

- 17.1** Preferred location for Brampton Transit is at the near side of the intersection, but is ultimately determined by local traffic flow.
- 17.2** Midblock bus bays should be provided according to traffic flow; eg. within 6 lane heavy volume arterials and busier 4 lane arterials.

18.0 Bus Shelters

Existing bus shelter construction is steel frame with tempered glass panels and requires a concrete pad 7.6 m x 3.6 m minimum.

The recently designed cantilevered transit shelters with large diam tubular steel frame and curving roof, (used in City of Toronto), have a larger footprint than those currently in use in Brampton, and if introduced, would probably require replacement of the existing concrete shelter pads at considerable expense, so it is unlikely there will be a forthcoming change in transit shelter design for the City.

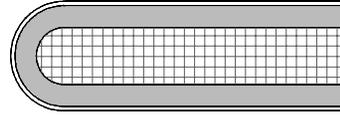


Shelters should be located as far from the road edge as possible (keeping in mind that the boulevard width is reduced at intersections by additional pavement width for turning lanes).

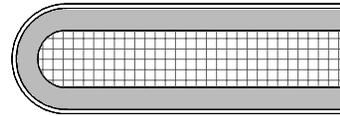
19.0 Adjacent Lands

Guideline recommendations for lands adjacent the R.O.W. are developed according to land use. Refer to Section 5.5 for more information.

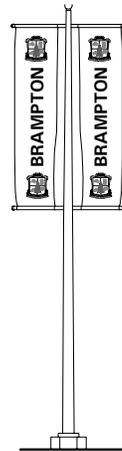
10.2 Wide medians (5.0 m typical but may vary according to local conditions), introduced as aesthetic transitions to key intersections for streets otherwise designed using the standard street section. Medians taper to 1.0-2.1 m wide approaching intersection to accommodate left turn lane. Coloured, Impressed conc. splash strip typical.



10.3 Continuous wide medians at park - way street section, (5.0 m typical but may vary between 3.5 – 7.0 m according to local conditions); coloured, impressed concrete splash strip at key locations. Medians taper to 1.0-1.5 m wide approaching intersection to accommodate left turn lane. Coloured, impressed conc. splash strip typical.



10.4 Double curb and irrigation at wide medians where at-grade planting is to occur.



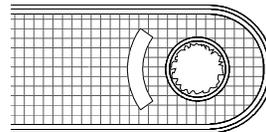
11.0 Median Features

11.1 Poles and banners within narrow medians at key intersections.

11.2 Public art at key intersections.

11.3 Floral Features at key intersections.

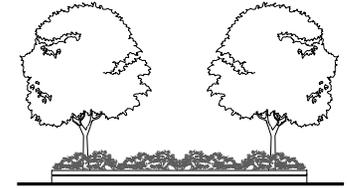
11.4 Internal Focal Point Gateways within median at up to 7 locations (irrigated median).



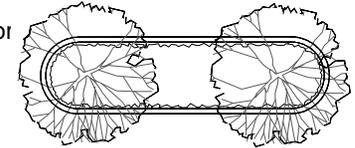
11.5 Downtown Gateway at 4 locations as presently designed. (Note : this design is assumed to be for a boulevard location, subject to future confirmation).



11.6 Planting beds at grade with irrigation, beyond intersection for key intersections or key corridor lengths.

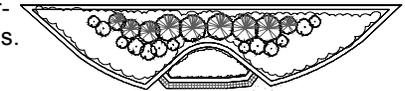


11.7 Raised planters with irrigation; design, materials and location coordinated with accompanying feature elements located within the adjacent boulevard. (eg. Hurontario Street Anchor and/or Primary Gateway + Transition zone).

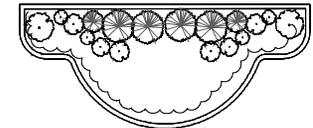


12.0 Boulevard Features

12.1 Floral features at grade; at key intersections or within key corridor areas.



12.2 Raised planters, landscaping and accent paving at intersection daylight triangles; design and materials coordinated with gateway features.

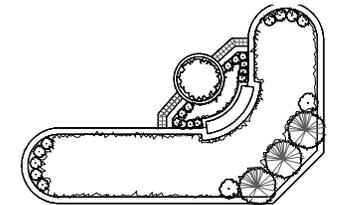


12.3 Internal Focal Point Gateway design or other gateway feature located within adjacent median.

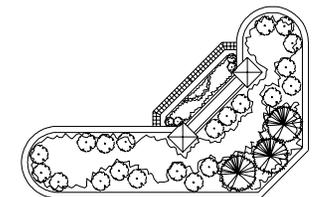
12.4 Public Art at key locations.

12.5 Downtown gateways. See note at 11.5.

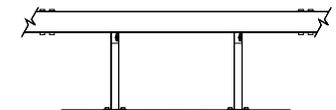
12.6 Internal Focal Feature/Primary Gateway and related planting beds and landscaping at key locations. May include a transition zone.



12.7 City Access Point Gateway/Secondary Gateway. Assume present design is for a boulevard location. May include a transition zone.



12.8 Highway 407 Anchors in 2 locations.



13.0 Enhanced Guard Rails
OPSS box rail standard – painted.

1.0 Enhanced splash strip
1.0 m wide typ; coloured, impressed concrete.



2.0 Sidewalks
Located as far from street edge as possible

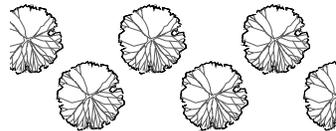


3.0 Street Trees

3.1 Continuous single row adjacent the street side of sidewalk where possible; approx. 15m o.c.



3.2 Double row within the ROW in feature areas where feasible.



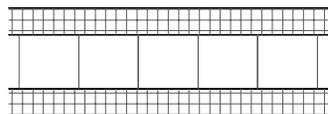
3.3 Second row within landscape strip of adjacent private lands where recommended by accompanying guidelines.



4.0 Bike Paths

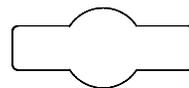
4.1 1.5m wide one way asphalt bike path adjacent splash strip on either side of road.

5.0 Enhanced Cross Walks
Impressed concrete flush with road pavement.

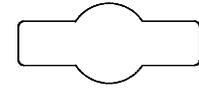


6.0 Enhanced Signage

6.1 Distinct Street Name Signage



6.2 Arterial Identifier Signage
Consider using Brampton and Peel colours, fonts and logos.

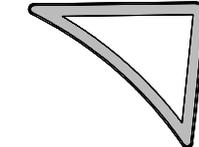


6.3 Perimeter Welcome Signage

All signage to conform to requirements of Ontario Highway Safety Act



7.0 Enhanced Right Turn Islands
1.0 m wide impressed concrete splash perimeter and broom fin concrete interior.



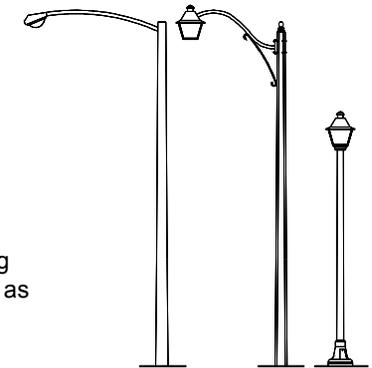
8.0 Enhanced Street Lighting

8.0 Standard 'cobra head' fixture on concrete pole.

8.1 Decorative Street Lighting
At key corridors and intersections; spaced closely at intersection.

8.2 Distinctive Decorative Street Lighting
To suit special local conditions such as heritage areas.

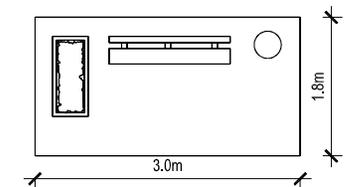
* All lighting to conform to RP8 2000 street lighting standard by IES.



9.0 Enhanced Street Furniture

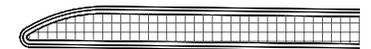
9.1 Waste bins with integral top; weather and vandal resistant benches

9.2 Planter matching bench design and 3.0 x 2.4 m min. conc pad with impressed concrete fin at key locations.



10.0 Enhanced Medians

10.1 1.0 -2.1 wide median with impressed, coloured concrete finish, length to suit locally required left turn lane length.



3.0 DESIGN VOCABULARY

The complete “kit of parts” referred to in Section 1.4 is summarized on the following pages. The various illustrated components are utilized according to the street hierarchy described in Section 4.0, with the highest order of enhancements on Queen Street and Hurontario Street.



Figure 3.0a - Street Tree Canopy



Figure 3.0b - Decorative Street Elements



Figure 3.0c - Decorative Paving

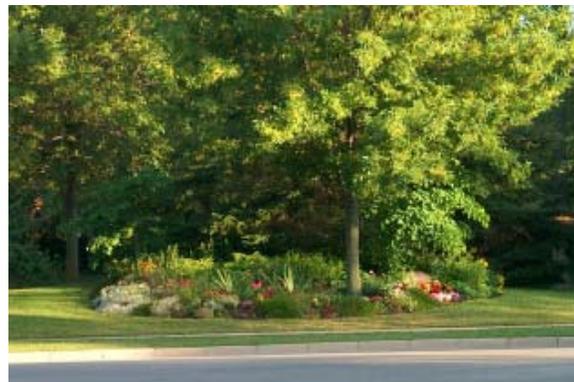


Figure 3.0d - Floral Display

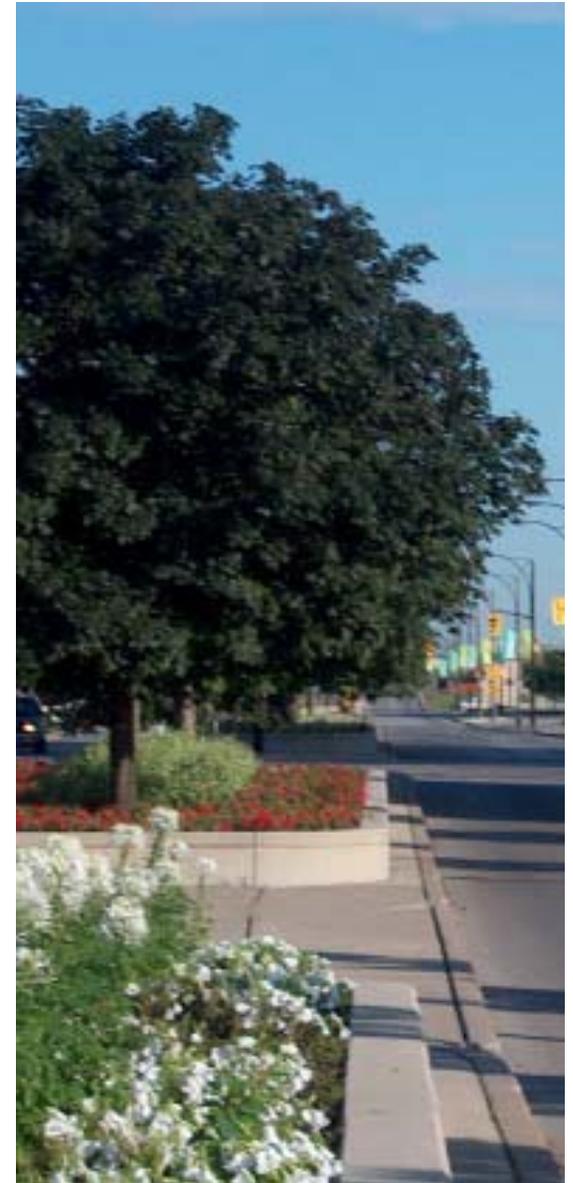


Figure 3.0e - Landscaped Centre Median

1.3 DESIGN OBJECTIVES

The design objectives for the Arterial Road Network Master Plan are:

1. To design streetscapes which reinforce the functional hierarchy of arterial road corridors and gateways.
2. To design streetscapes which enhance efficiency and safety for motorists, pedestrians and cyclists.
3. To design visually attractive streetscapes.
4. To co-ordinate the elements which comprise the street zone including:
 - Sidewalks, bikeways and walkway connections
 - Transit stops and shelters,
 - Site furnishing
 - Street trees
 - Light standards
 - Decorative paving
 - Signage
5. To ensure appropriate and attractive interfaces with adjacent land uses.

1.4 DESIGN APPROACH

The Master Plan was developed through a process containing two major steps, the first being the inventory and analysis of existing corridor conditions and the second being the development of design recommendations. The approach is based on defining corridors within a hierarchical system and prescribing a streetscape treatment appropriate to their position within this hierarchy, with the end objective of creating an identifiable, attractive and consistent network of arterial roads.

The analysis stage demonstrated that street corridors are actually a collection of distinct components which



Figure 1.3 - Examples of Streetscape Design

form an overall visual and functional composition. The challenge in preparing this Master Plan was to identify a number of key components that together would create a positive composition that would address the aforementioned objectives for the different types of corridors. These components form the design vocabulary of the Master Plan and are essentially a “kit of parts” for the City’s street corridors.

2.0 PROJECT SCOPE

The Street Corridor Master Plan provides a blueprint that will guide the development of the City of Brampton’s arterial road network over the next several decades. The Master Plan supports the City’s vision and design objective.

2.1 CITY CONTEXT

In the City-wide context, the Master Plan is an important step in achieving the City of Brampton’s design vision. It is also critical in providing detailed design guidelines for a component of urban design which has a major impact on the image and identity of the City and plays a critical role in establishing a design benchmark for the long-term development of the arterial road network.

2.2 REGIONAL CONTEXT

From a regional perspective, the Master Plan recognizes the relative importance of regional roads and gateways, provides the framework for the development of the City of Brampton as a distinct urban centre and co-ordinates the City and Region’s efforts in achieving design excellence in its development.

1.0 INTRODUCTION

In recent years the City of Brampton has undertaken and implemented a number of design initiatives aimed at guiding the development of the City towards a desired urban form. The City of Brampton’s Official Plan and Strategic Plan puts forth clear goals and objectives to this end with specific emphasis on creating strong links with the Flower City Strategy and ‘Community Identity & Image Master Plan’ currently being developed.

The City of Brampton initiated this study to guide the development of and provide urban design guidelines for the City-wide Arterial Road Network.

The findings from the first stage of the study is documented in detail and can be found in The City of Brampton Street Corridor Master Plan which provides a detailed discussion of the following:

- Design Principles
- Existing Corridor Conditions
- Design Recommendations



1.1 PURPOSE OF DOCUMENT

The purpose of this document is to provide a summary of the Street Corridor Master Plan with particular focus on streetscape design recommendations and graphic images which demonstrate and support these recommendations.

1.2 MASTER PLAN GOAL

The underlying goals of the Master Plan are:

1. To guide the development of streetscapes for the arterial road network based on the City of Brampton’s vision and design objectives.
2. To create a strong, distinct and recognizable image for the City through the design of one of its major urban design components - its arterial road network.