

#### 4.0 STREETSAPES

The design of Streetscapes within a plan express the image of the community, reinforce the Street Network and create an enriched public domain for residents and visitors.

Streetscape design is comprised of both the public and private realm. The key considerations in the design of the Streetscape are:

- *Street elements within the public street R.O.W.,*
- *Site Planning and Built Form on adjacent private lots, and*
- *The interface between public and private zones.*

Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the Streetscape combine to achieve a high quality environment. These shall illustrate:

- width of street right-of-way
- roadway pavement width
- boulevard widths
- pedestrian sidewalks
- bicycle paths, if applicable
- boulevard landscaping / tree locations
- streetlight locations and styles
- minimum building setbacks and projections
- relationships to garages



Streetscape Character

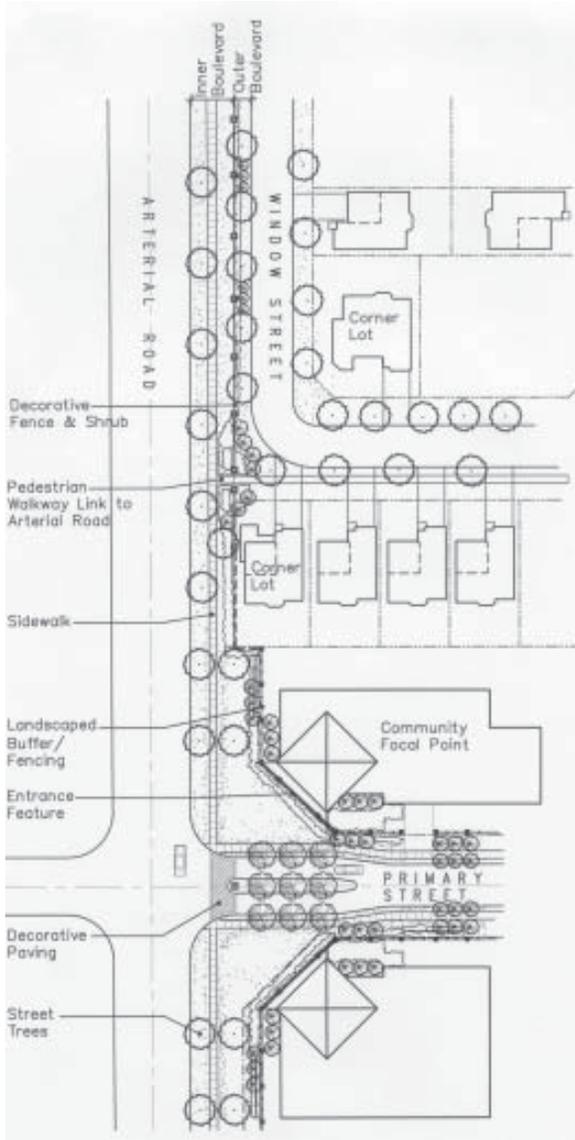
## Design Guidelines:

- In general, at important community sites, built form should be sited close to the street with its primary facade oriented to the street, to reinforce the street edge. A more detailed discussion on the siting of built form can be found in section VI.
- Streetscape design shall consist of Street Trees, Lighting, Street Furniture, Signage, Built Form and Landscape Features, co-ordinated to reflect the character and image of the community.
- Street tree planting shall form a continuous canopy along the street; tree species shall be selected to reinforce the role of the various streets within the community and to visually and thematically distinguish the various streets from one another.
- Street lighting shall be decorative and be placed in line with street trees; poles and fixtures shall be consistent throughout the entire community. Variation may occur to highlight special streets such as the Community Connector Roads, Gateway Intersections and Mixed-use / Commercial Areas.
- Street furniture shall be consistent for all streets and convey the community character and the City's design vision.
- Sidewalks should be located on both sides of Primary streets; along the east and/or north sides wherever possible. Their layout, configuration and extent may be modified to accommodate transit stops, commercial nodes, pedestrian nodes and other community features. Decorative roadway pavement should be designed as an extension of the pedestrian walkway.



Streetscape Components

- Signage should be incorporated along primary streets to indicate community features, focal points, and natural features.
- Above ground utilities should be visually screened by the use of 'unique' utility box designs, street furniture, light standards and other streetscape elements which may be utilized to mitigate the visual impact of the utilities.
- Driveways are to be designed to eliminate overlap of the property lines at the curb.



Arterial Road - Typical Plan

#### 4.1 Primary Streetscapes

##### 4.1.1 Arterial Roads

Arterial Streets form the edges and boundaries of the community, as described in section V - 5.0. Their design shall take into consideration their importance in establishing the image and identity of the community. The design of boulevard areas of arterial routes shall be configured to ameliorate the wider scale of these roads. Multiple rows of trees, tree groupings, plantings and sometimes berming shall be used to improve the spatial enclosure of Arterial Roads.

Design Guidelines:

- The following variety of street patterns are recommended along these edges:
  - Window Streets
  - Window Loops
  - Cul-de-sacs
  - Gateway intersections
  - Focal land uses (commercial and employment areas)
- Reverse frontage lots shall be used minimally and entertained only in areas which include a balanced combination of the above conditions.
- The design along Arterial Roads should create a visually consistent edge to the community.
- Design landscapes and landscape buffers that are appropriate to the adjacent street pattern and consistent with the character of the community
- Landscape design shall include decorative acoustical fencing as required, significant planting, decorative walls and decorative fencing.



Window Street



Landscape Buffer

#### 4.1.2 Community Connector Streets

Streetscape design along Community Connector Streets shall reinforce their role in connecting communities and facilitating movement and community life in the public domain.

Design Guidelines:

- Incorporate an increased R.O.W. width together with a landscaped centre median to reinforce the importance of these streets and their role within the community.
- Along these streets provide a row of large canopy street trees. Street tree species should be selected to visually or thematically distinguish these streets as Community Connector Streets.
- Incorporate frequent pedestrian nodes along its length; this may include seating areas or look-outs.
- In areas of increased activity such as commercial nodes and transit stops, their streetscape design should employ street furniture and lighting to support the intensity of use.
- The design of Gateway Intersections should be designed as integral components of the Gateway (Section V - 5.3) and reinforce the sense of arrival and community identity.



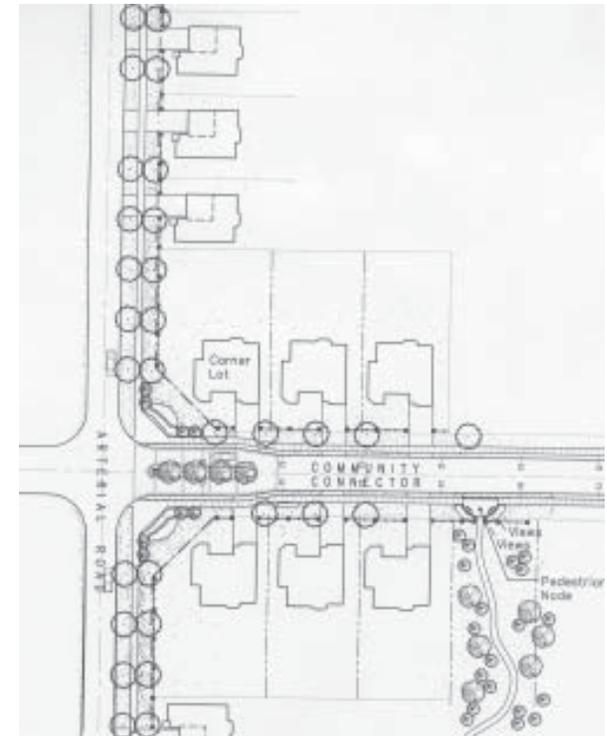
Pedestrian Node



Landscaped Centre Median



Corner Lot at Gateway Intersection



Community Connector Street - Typical Plan

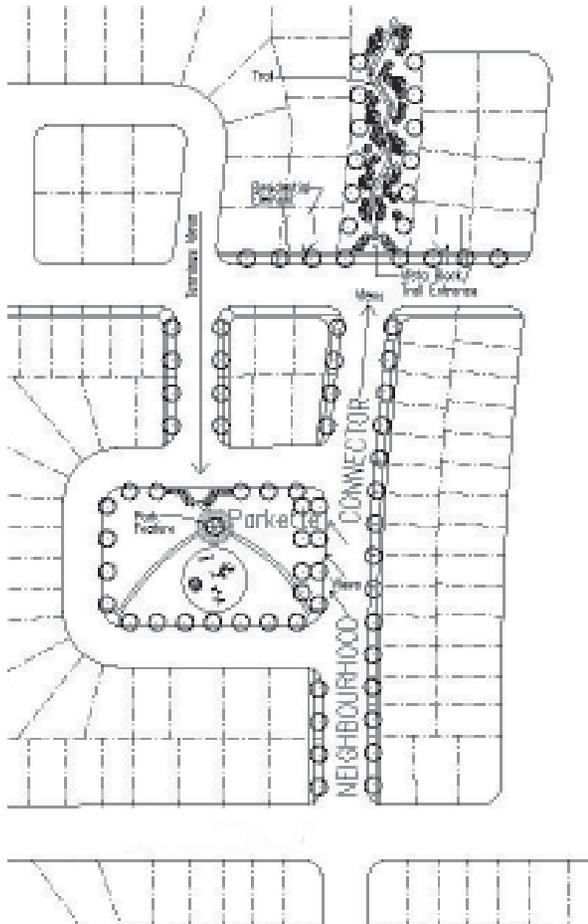
**4.1.3 Neighbourhood Connector Streets**

Neighbourhood Connector Streets shall be designed to facilitate movement between neighbourhoods and to focal points within the community. Neighbourhood Connector Streets include:

- Scenic Drives
- Green Connector Streets
- other special roads

Guidelines:

- An additional row of trees should be provided along private property adjacent to Open Space, Community Uses, Commercial Sites, and Schools.
- Street tree species should be selected and placed to visually or thematically distinguish these streets from others within the community.
- Accent trees may be planted at the intersections of the Neighbourhood Connector Streets with other Primary Streets.
- Incorporate frequent pedestrian nodes along its length; this may include seating areas or look-outs.



Neighbourhood Connector Street - Typical Plan



Focal Element



Vista Block / Valley Entrance



Visually Consistent Street Trees

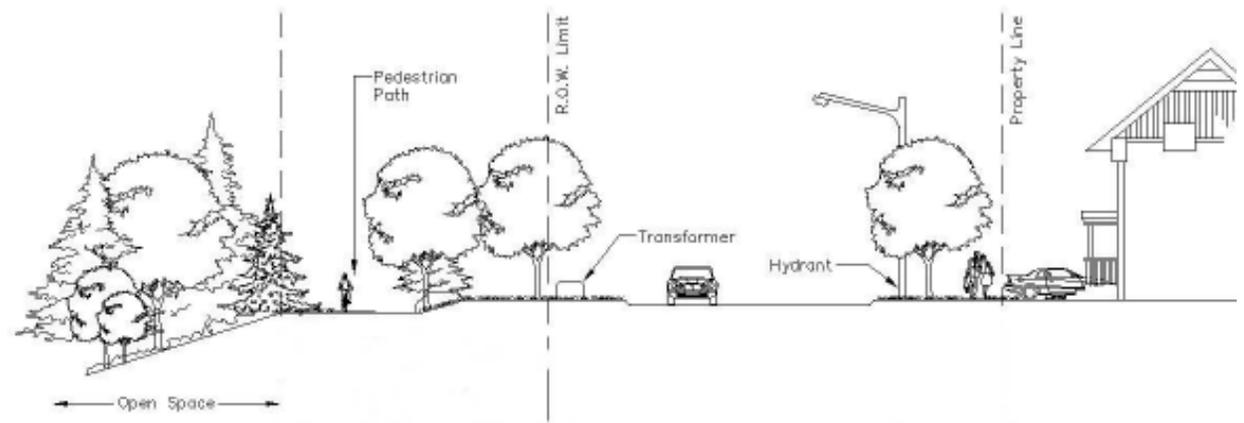
4.1.3.1 Scenic Drives

Scenic Drives abut the natural Open Space System with development occurring on the opposite side of the street. The streetscape treatment on the development side shall be consistent with other Primary or Local Roads. On the open space side the following shall apply:

Design Guidelines:

- An enhanced streetscape design should be implemented along these streets to enhance pedestrian comfort and movement, encourage views and create a continuous, co-ordinated pedestrian route.
- A pedestrian / bicycle path shall be placed within a zone 2.0 metres from the curb to 2.0 metres from the open space; the combined pedestrian / bicycle path shall be a minimum 2.4 and 3.0 metres in width, paved with asphalt and may take on a meandering form.
- At intervals, the pathway should be connected to the Pedestrian Trail System within the open space.
- Utility blocks which are placed along the open space edge shall be screened with landscaping and landscape structures.
- Street trees consistent with the opposite side of the street shall be planted in along the R.O.W.
- Planting within the pedestrian path zone shall consist of native planting material, formally planted to suggest the transition from urban edge to open space.

- The use of guardrails along scenic drives should be minimized through safe grading and management of the adjacent slopes in accordance with the City of Brampton’s transportation and landscaping requirements. Where guardrails are required, such as at valleylands, the type of guardrail used should be a box beam guardrail type.



Scenic Drive - Typical Section



Scenic Drives Adjacent Wood / Valleyland



**4.2 Local Streets**

The streetscape along Local Streets shall be consistent with the character of the neighbourhood and community.

Guidelines:

- Street trees should be planted in locations within the street R.O.W. which is consistent with the City of Brampton’s standards.
- Street lights should be located as required.
- Driveway interruptions to the sidewalk should be minimized; pairing of driveways is encouraged, however, occasional unpairing is recommended.
- Decorative paving is encouraged to emphasize pedestrian nodes, major intersections, transit stops and other community features that may occur along the local street.
- Buried (underground) utilities are encouraged.
- Placement of utility boxes should be co-ordinated with the detail design of the streetscape to mitigate their visual impact.



Built Form Edge



Garages Along Rear Laneway



Initial Streetscape



Mature Streetscape

**4.2.1 Laneways**

Laneways may occur within the Local Street pattern.

Guidelines:

- Parking and sidewalks shall not be permitted in rear lanes.
- The location of utilities are encouraged in rear lanes and are subject to the approval of the City of Brampton.
- A variety of setbacks and/or architectural features are encouraged to promote an attractive rear lane appearance.
- Innovative design and detailing of garages should allow flexibility and variety yet maintain an overall identifiable or consistent style.
- Lighting shall be provided and attached to garages.
- Access to the rear yard from the laneways should be provided for each unit.
- Rear yard privacy fencing may be located between the garages and may extend to the R.O.W. line.
- Sod and/or a decorative low maintenance strip should be placed between the rolled curb and the privacy fence.
- Rear laneways may be considered for approval when recognized in the secondary plan and are subject to the submission of a detailed engineering and design study that will determine the development standards to the satisfaction of the City of Brampton.

**4.3 Streetscape Components**

Streetscape Components are critical to the design of the public street realm. These components shall be planned, co-ordinated and designed to:

- *enhance the public domain,*
- *reinforce pedestrian scaled spaces, and*
- *promote the character and identity of the community.*

Streetscape Components include:

- Street Trees
- Street Lighting
- Seating
- Trash Receptacles
- Vending Boxes
- Traffic Bollards
- Signage
- Fencing
- Mailbox Kiosks
- Decorative Paving

**4.3.1 Street Trees**

Street Trees are an important component of the streetscape zone. The type and spacing of street trees should reflect the role of the street and reinforce the street zone. Street tree species should be selected for horticultural diversity, variety in colour, form and textures and visual interest.



Decorative Paving



Seating Area



Street Lighting



Mailbox Kiosks



Lookout Area

#### 4.4 Engineered Structures / Elements

Integral and necessary components to the streetscape are engineered structures. These structures, generally located in the public R.O.W. or public spaces, form part of the visual experience of the public domain, and as such should be designed with the following objectives:

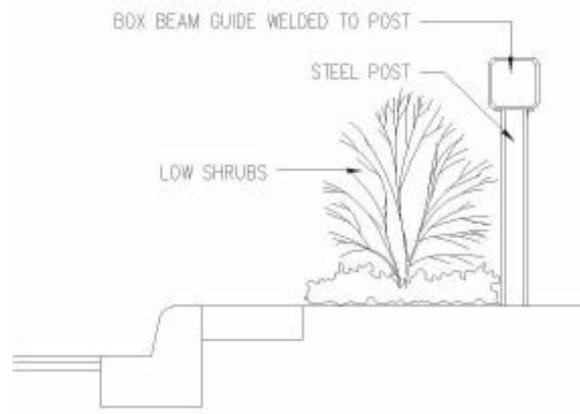
- *to enhance the visual quality of the public domain,*
- *to promote the character of the community, and*
- *to communicate civic identity.*

Engineered Structures include:

- Bridges
- Bridge Abutments
- Headwalls (associated with Stormwater management Facilities)
- Retaining Walls
- Drainage Channels (refer to Naturalized Channels)
- Guardrails

Guidelines:

- The scale, form, massing and siting of engineered structures should be appropriate to its surrounding natural and built environments.
- Materials, colours, method of construction and/or fabrication should be consistent with other community design elements.
- The design of these structures should incorporate elements of civic design (such as motifs, signage, colours).



Box Beam Guardrail - Typical Section



Bridge Design



Bridge Design



Bridge Design