3.0 STREET NETWORK

The Street Network is one of the major elements that define the physical structure of a Block Plan or neighbourhood area. Documentation of the Block Plan shall identify the hierarchy of streets within the Street Network and the design strategies that develop their character.

Design Guidelines:

- Create road patterns with multiple connections between streets to provide alternative routes for pedestrian, vehicular and bicycle movement.

- Design the Street Network to preserve and respond to existing natural and topographical features such as wetlands, woodlots, valleylands.

- Develop clear, understandable street patterns that promote ease of orientation within the plan and convenient access to community facilities and the Open Space System.

- Design the Street Network to promote a sense of place, reinforce pedestrian scaled spaces and to facilitate connections within local areas.

- Design the Street Network to promote views to public open spaces and facilities by providing significant street frontage for these elements.

- Design the Street Network to incorporate the designated public transit routes.

In general the Street Network consists of Primary Streets and Local Streets.

3.1 Primary Streets

Primary Streets are defined as those roads within the community which have a distinct role in delivering an enriched public realm. These streets provide primary access to and through the community as well as connect community focal points. Primary Streets may consist of Arterial Roads, Community Connector Roads and Neighbourhood Connector Roads. Primary Streets will be subject to a high level of design control.

Design Guidelines:

- Primary Streets shall incorporate the pedestrian / bicycle trail system wherever practicable.
- Primary Streets shall be planned and designed to connect communities, neighbourhoods and community focal points.
- On-street parking is encouraged along Primary Roads to promote convenience and traffic calming.
- Large canopy tree species are encouraged in the curbside boulevard to define the street edge and reinforce the public avenue of movement along these important streets.
- Landscaped medians are encouraged at intersections of primary streets.

3.1.1 Arterial Roads

Arterial Roads often define the boundary conditions of new communities, or constitute major transportation spines through them. Their design shall take into account their importance in establishing the image and perceptions of these communities.

Design Guidelines:

- Variation of the adjoining street pattern and built form should include a mix of parallel (window) streets, gateway intersections, focal land uses (commercial and employment areas), cul-de-sacs and reverse frontage lots.
- Large canopy trees should be planted along Arterial Streets.

Window Street along Arterial Road

Window Loop along Arterial Road

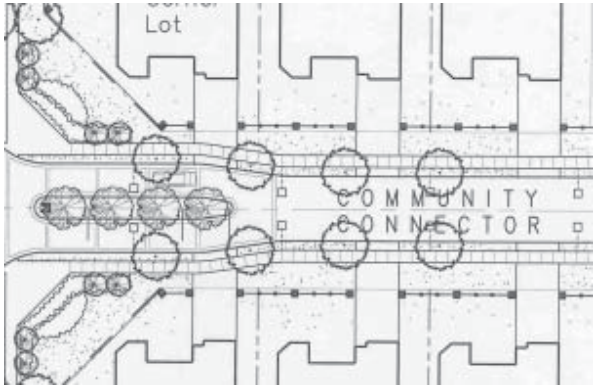
Scenic Drive adjacent to a Natural Feature

3.1.2 Community Connector Roads

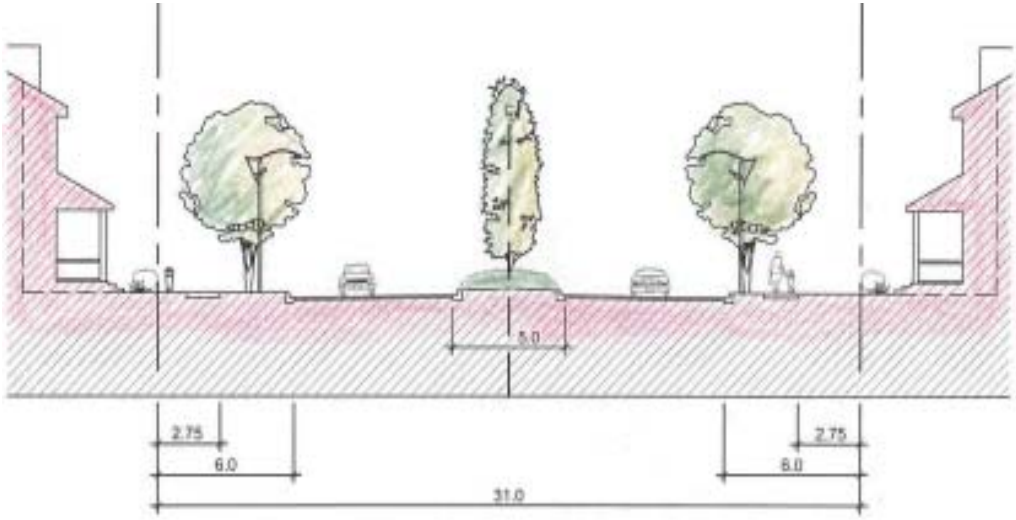
Community Connector Roads connect communities together.

Design Guidelines:

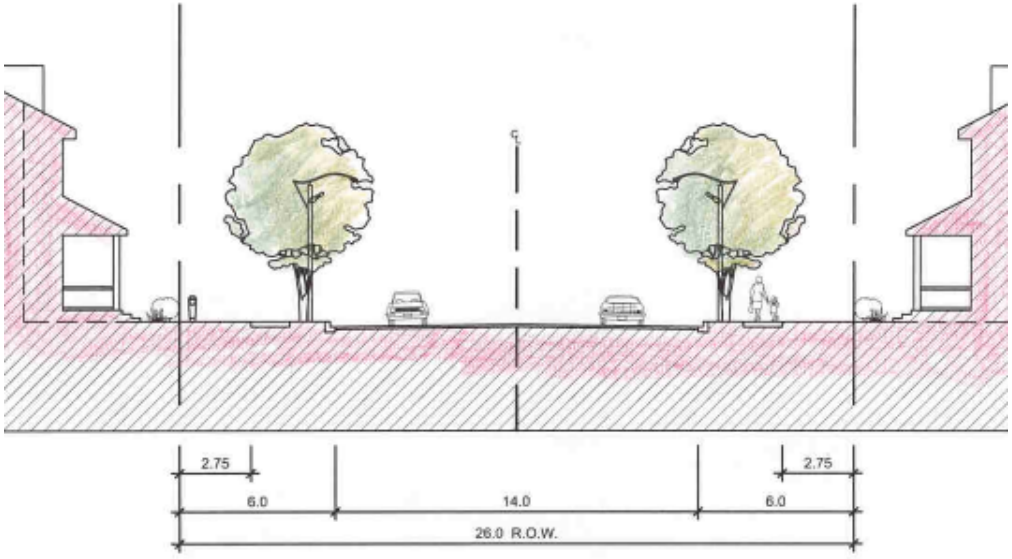
- The intersections of Community Connector Roads with Arterial Roads shall be designed as Gateway Intersections.
- At Gateway Intersections an enhanced landscape treatment in the boulevard together with a landscaped centre median is encouraged to reinforce their importance and promote a sense of arrival and entry.
- Consideration should be given to siting uses of relatively higher levels of activity along these sections of the street system (i.e. commercial, medium-density residential).
- Street tree planting is encouraged in the curbside boulevard to define the street edge and reinforce the public avenue of movement.
- Encourage landscape medians at gateways to include the planting of a minimum of 4 trees (@ 6.0 metres on centre).



Community Connector Gateway Feature



26.0m R.O.W. with 5.0m Wide Centre Median



26.0m R.O.W.

3.1.3 Neighbourhood Connector Roads

Neighbourhood Connector Roads connect neighbourhoods, parks, natural features and other community focal points to one another.

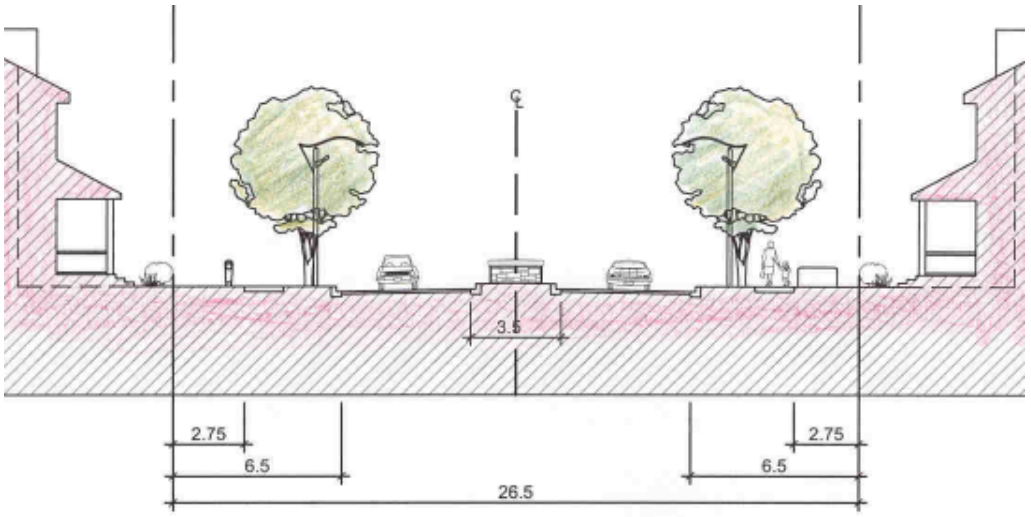
They include:

Green Connector Roads which connect parks and open space, and

Scenic Drives which abut natural open space such as Valleylands, Woodlots, Naturalized Channels and Stormwater Management Facilities.

Design Guidelines:

- The intersections of Neighbourhood Connector Roads with Arterial Roads are key intersections, providing entry to neighbourhoods. These intersections should receive an enhanced landscape treatment in the boulevard together with a landscaped centre median to reinforce the sense of arrival and entry.
- Street tree planting is encouraged in the curbside boulevard to define the street edge and reinforce the public avenue of movement.



23.0m R.O.W. with 3.5 m Wide Centre Median

23.0m R.O.W.

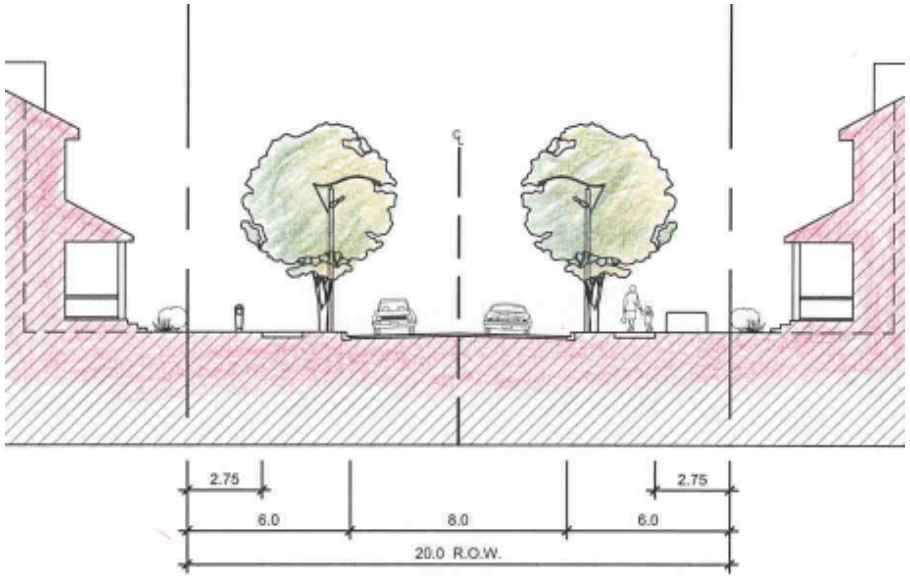
3.2 Local Streets

Local Streets are all other roads within the community which are not designated as Primary Streets.

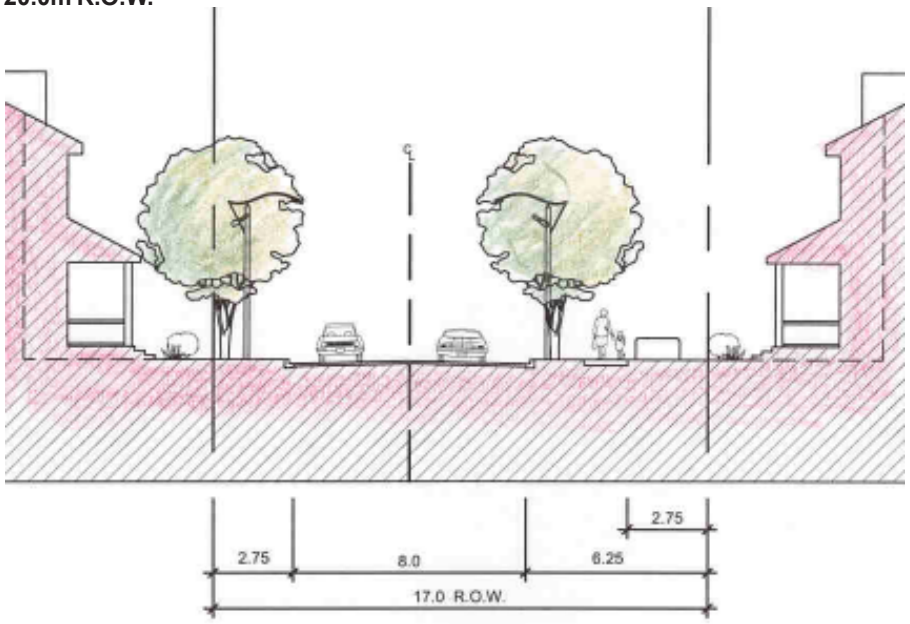
The local streets are valuable outdoor spaces in the life of the community at the neighbourhood level. Their design should facilitate ease of movement, accessibility and visibility.

Design Guidelines:

- The design of local streets should promote safety for residents and traffic calming.
- Block lengths should be scaled to promote a pedestrian friendly environment and visual variety. Longer block forms shall be used sparingly, and only as a result of specific constraints.
- A modified grid street system at the local street level shall be considered to respond to local natural features, to introduce visual variety in the streetscape and to enclose long vistas within residential neighbourhoods.
- Street trees species may vary in ultimate canopy and height along Local Streets.



20.0m R.O.W.



17.0m R.O.W.

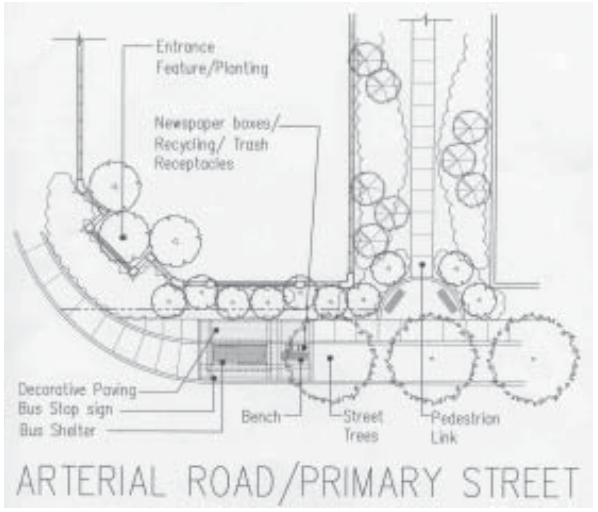
3.3 Transit System

Strategies that support sustainability are strongly recommended as this is one of the City's primary objectives. As transit-supportive communities reflect this vision, integration of the Transit System within the Street Network, at the earliest stages of planning is of critical importance.

Design Guidelines:

- The municipality shall, in conjunction with Brampton Transit, identify proposed transit routes and transit stops.
- Transit routes should be co-ordinated with the Pedestrian Trail System and Community Structure at the Block Plan stage.
- Consideration should be given to locating transit stops at community focal points such as libraries, schools and community centres.
- Co-ordinate transit stops and associated shelters with Streetscape design.
- Co-ordinate the Transit Stops and their associated shelters with site furniture such as seating, trash receptacles and vending boxes.
- Maintain clear site lines at Transit stops for pedestrian and vehicular safety.

Transit Shelter



Transit Stop - Typical Plan