APPROVED
Planning, Building &
Growth Management Department

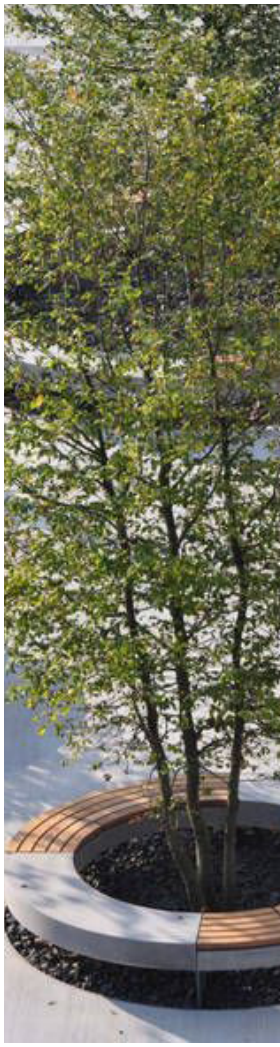
Allan A. Parsons
Director,
Development Services and Design Division

May 22, 2024
DATE

BLOCK 47-1:
TOWN CENTRE GUIDELINES

Block 47-1 and Block 47-2
Community Design Guidelines Addendum

City of Brampton, Ontario



mbtw wai

Prepared by: MBTW - WAI

Prepared for: Block 47-1 Landowner Group Inc.

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Disclaimer:

These guidelines incorporate current City standards, or approved alternative design standards, 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.

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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.

All costs related to this project, including all project related costs off property, i.e. Valleyland, R.O.W. works, will be the Developer's Costs.

For further information or questions pertaining to the document or this disclaimer, the reader is encouraged to contact Urban Design Services at (905) 874-2050 or 311.

1.0 Background and Intent

Blocks 47-1 and 47-2 are Block Plan areas within the Highway 427 Industrial Secondary Plan Area (also known as Secondary Plan Area 47), located at the north-east quadrant in the City of Brampton. A Town Centre is being proposed in the southwest quadrant of Block 47-1, at the intersection of The Gore Road and Castlemore Road. The location of the Town Centre was established to be adjacent to the Gore Meadows Community Centre and Library. As such, the Town Centre will complement and further support the community centre as a vibrant social hub for all residents. Please refer to *Figure1: Context Map* for more details.

This document represents an Addendum to the *Block 47-1 and Block 47-2 Approved Community Design Guidelines (April 2023)* and focuses on more detailed design guidelines for the Town Centre. It is to be read in conjunction with the Community Design Guidelines (CDGs) and will conform to the City of Brampton's parent policies and design guideline documents, including:

- The City-wide Urban Design Guidelines;
- The Sustainable Community Development Guidelines (SCDG's);
- The Architectural Control Guidelines for Ground Related Residential Development (ACGGRD); and
- Brampton 2040 Vision

As envisioned in the *Block 47-1 and Block 47-2 Community Design Guidelines*, The Town Centre will be:

"A central node of Block 47-1 and act as a local work and live magnet, allowing people to live, work and play close to home. The Town Centre will be inclusive of higher-density mixed use built form and will be easily accessible due to its location close to the arterial roads and rapid transit stops that surround the community."

Due to its location within Block 47-1, the Town Centre will be supported by a mix of uses and densities including Medium and High Density residential designations that require mixed (residential / commercial) uses. For more details on the proposed land use distribution, please refer to *Figure 2: Extract of the Ontario Land Tribunal, previously the Local Planning Appeal Tribunal (LPAT) Approved Block Plan for Block 47-1 (Figure 2-6* in the *Block 47-1 and Block 47-2 Community Design Guidelines).*

The Town Centre is a Special Character Area and will be treated as such. All 'typical' City of Brampton standard treatments will be elevated and unique to the area.

As one of the Special Character Areas within Block 47-1, the Town Centre will provide diversity in terms of densities, housing typologies and commercial and recreational uses.


Sackville

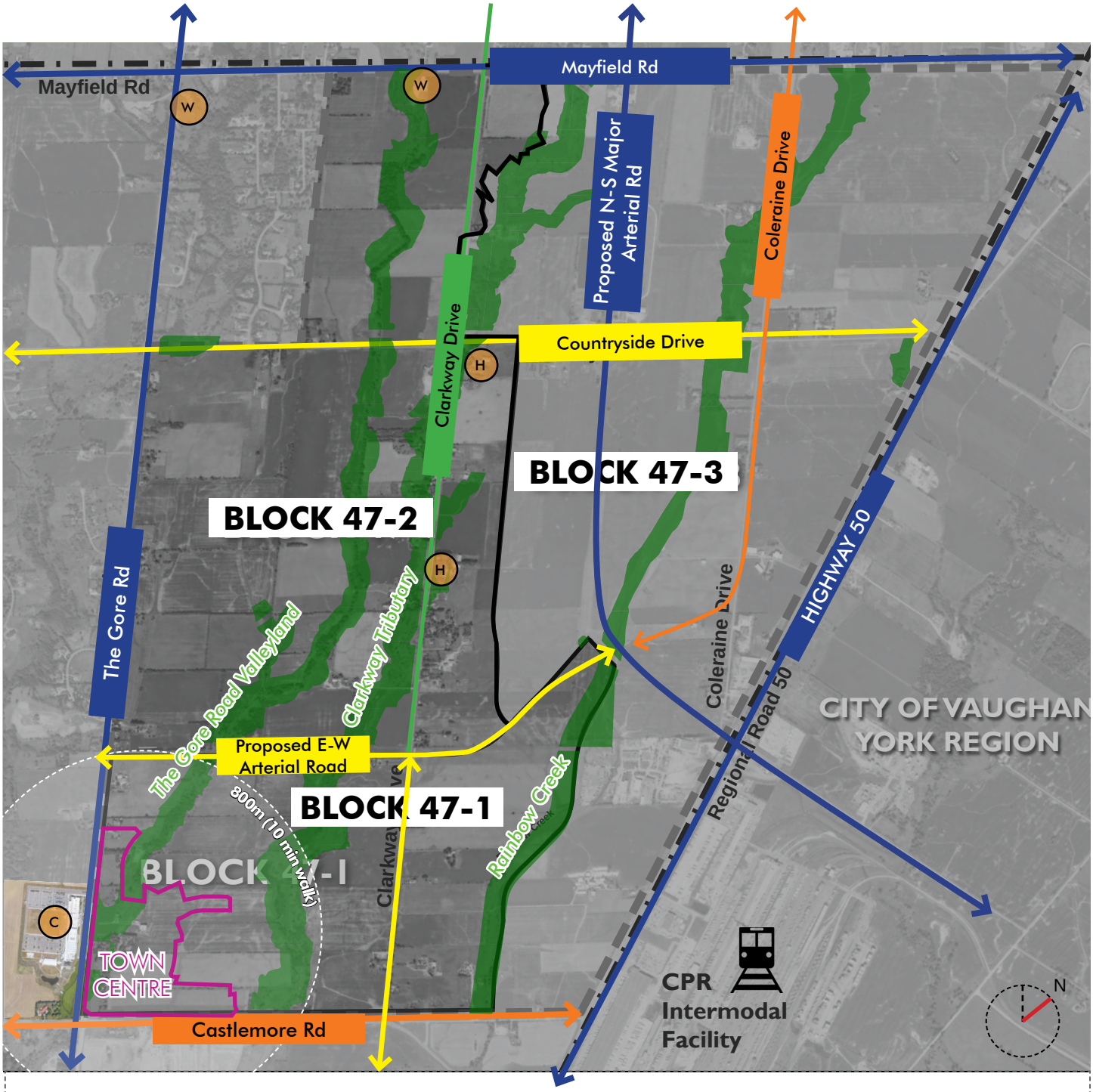
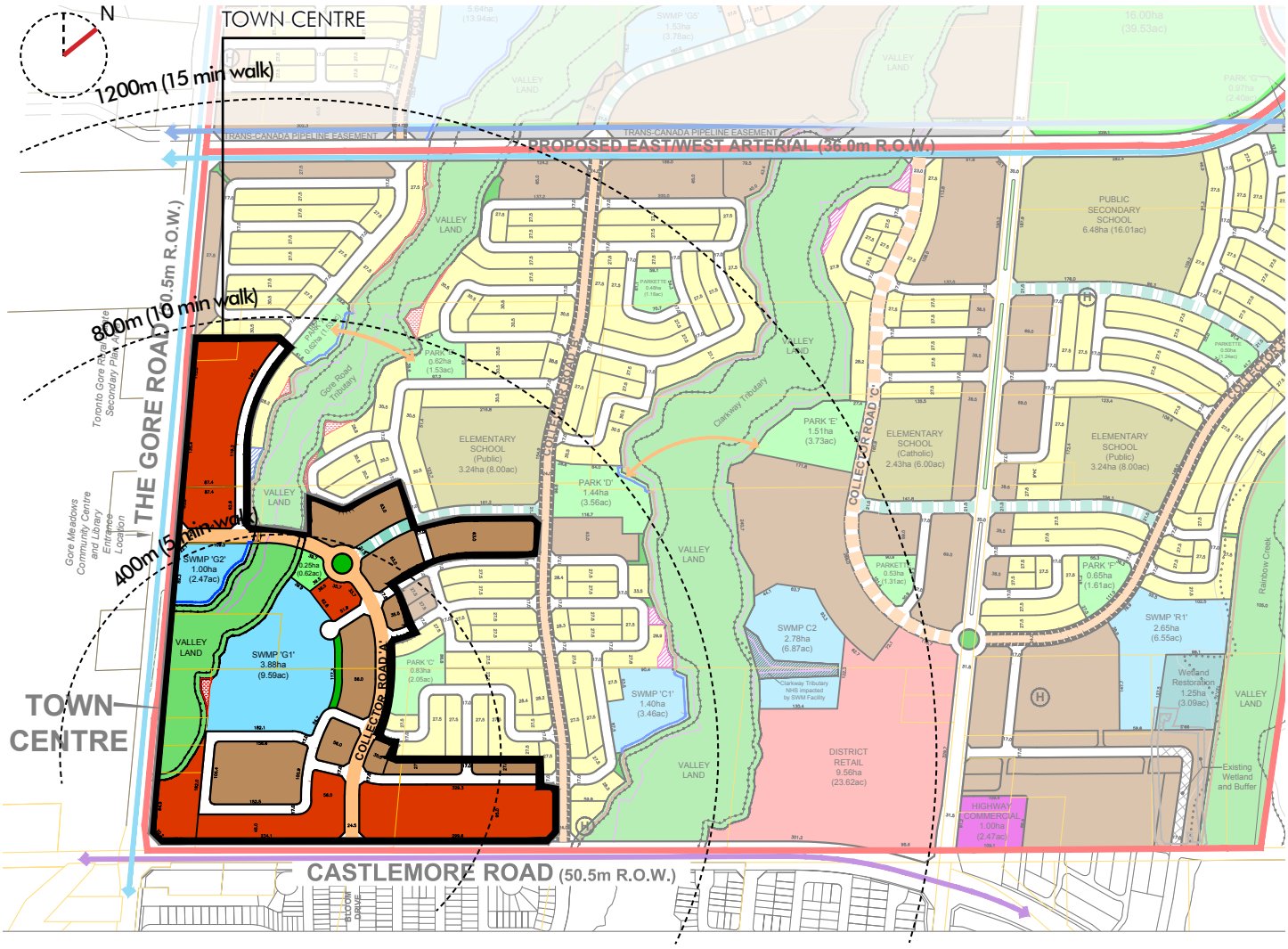


FIGURE 1 - Existing Context Map: proposed Town Centre location



SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Legend

- Executive Residential
- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- District Retail
- Convenience Retail
- Neighbourhood Retail
- Highway Commercial
- Service Commercial
- Elementary / Secondary Schools
- Place of Worship
- Community Park
- Park
- Vista Block
- Valley Land
- SWM Ponds
- Wetland Restoration Area
- Regional Floodline
- Top of Bank (as per Site walks)
- Proposed Limit of Development (10.0m offset from constraint)
- Existing Wetland and Buffer
- Cultural Heritage Resources
- Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)
- Proposed 24.0 - 24.5m Collector
- Proposed 23.0m Collector
- Proposed 21.5m Collector
- Northwest GTA Corridor Study Identification Area
- Cross Valley Connection
- Existing Region of Peel 3.0m Multi-Use Path in Boulevard
- Proposed 3.0m Asphalt Multi-Use Path (MUP)
- City of Brampton Citywide Pathway Network
- Bike Lane (on Road)
- Trail within NHS Valley Land (low constraint)
- Trail within SWM Facility or Public Park
- Conceptual Trail on tableland

FIGURE 2 - Extract of the LPAT Approved Block Plan for Block 47-1 (Figure 2-6 in the Block 47-1 and Block 47-2 Community Design Guidelines)

2.0 General Design Considerations

2.1 Town Centre Character

2.1.1 Structure Plan

The Town Centre is envisioned as a vibrant and attractive community that will meet the needs of existing and future residents by providing a diverse mix of uses along with high-quality built form and public realm. The proposed developments within the Town Centre will build upon existing natural and cultural heritage and implement placemaking design strategies to create a destination with a distinct sense of place while enabling healthy lifestyle along with a safe and an efficient pedestrian and vehicular movement.

Several key strategies were employed to realize this vision:

- Distribute high-rise, mid-rise and high density mixed-use development along major arterial roads (The Gore Road and Castlemore Road);
- Combine retail and commercial uses within medium and high-density buildings and in close proximity to active uses and arterial roads to create anchors and destinations throughout the Town Centre area;
- Ensure that built form and building frontages address The Gore Road and Castlemore Road to provide a well-defined streetscape and attractive community edge;
- Create primary and secondary gateway features through landmark architecture and enhanced landscape treatments to address key intersections:
    - The Gore Road and the proposed Collector Street ‘A’;
    - The Gore Road and Castlemore Road; and
    - Castlemore Road and the proposed Collector Street ‘A’.
- Protect and enhance existing open spaces by focusing proposed SWM areas and recreational uses around the existing Valleyland and Woodlots;
- Complement the existing pedestrian network by providing new continuous, efficient and attractive pedestrian connections, such as a network of sidewalks and pedestrian pathways adjacent to the Valleylands;
- Concentrate medium and low density development around existing and proposed open spaces and along lower hierarchy streets;
- Utilize setbacks and introduce appropriate transition of built form typologies and massing to provide an appropriate transition from high to low-rise built form;
- Create a “heart” within the Town Centre by introducing a Town Square; and
- Provide a safe and accessible connection to the Gore Meadows Community Centre.

FIGURE 3 - Town Centre: Conceptual Structure Plan

2.1.2 Building Rhythm and Articulation

- **Varied Building Heights and Setbacks:**
  - Ensure a diverse range of building heights, streetwall heights, and setbacks within the Town Centre; and
  - Ensure future developments prioritize attractive, harmonious, and human-scale built forms through thoughtful consideration of building heights, massing, setbacks, architectural treatments, and streetscape and landscape design.
- **Strategic Placement of Tall Buildings:**
  - Situate taller buildings along major arterial roads such as The Gore Road and Castlemore Road to establish well-defined community edges; and
  - Ensure the placement of high-rise and mid-rise developments at key road intersections to create landmarks at gateway locations.
- **Mixed-Use Development Focus:**
  - Ensure high-rise and mid-rise buildings to be mixed-use, incorporating retail and commercial spaces at ground floor levels; and
  - Design towers with step-backs and podiums, featuring higher floor heights and ample fenestration at street level to enhance the public realm.
- **Elevated Ground Floor Residential Units:**
  - When ground floor residential units face public streets, ideally raise the ground floor above the adjacent sidewalk elevation by at least 0.6 metres (2 feet) to establish a clear separation between public and private spaces; and
  - Implement raised front porches to promote “eyes on the street” and community engagement.

- **Gradual Height Transition:**
  - Ensure buildings within the inner Town Centre gradually reduce in height, transitioning to medium density to harmonize with surrounding medium and low-density developments; and
  - Utilize an enhanced base treatment to seamlessly integrate high-density development into lower density residential built forms.
- **Setback and Streetscape Considerations:**
  - Respect minimum setbacks from property lines, tailored to specific lot requirements, to accommodate sidewalks and landscape areas, contributing to pedestrian-friendly streetscapes; and
  - Introduce controlled variation in front yard setbacks on long, straight street blocks for visual relief, following a curving pattern across dwelling groupings.
- **Front Facade Design:**
  - Design ground-related dwelling front facades to visually dominate over garages when facing the street; and
  - Ensure projections into the front yard, such as porches and bay windows, to enhance architectural interest.
- **Corner Lot Design Integration:**
  - Address both street frontages on corner lots consistently, employing ample fenestration, wall/roofline articulation, and architectural detailing.
- **Elevations Aesthetics:**
  - Incorporate appropriate massing, wall articulation, roofline variation, and wall openings on street-facing elevations to prevent blank and uninteresting facades; and
  - Design elevations to create a cohesive and visually engaging urban environment within the Town Centre, promoting a balanced blend of architectural elements and ensuring a high quality of life for its residents.
- **Massing Breaks and Variation:**
  - Introduce multi-storey massing breaks for buildings wider than 80 metres, ensuring varied articulation and incorporating double-height mid-building connections where appropriate.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023)

2.1.3 Grain and Permeability

The Town Centre will be structured as a fine-grained, pedestrian-scaled urban environment, with a network of streets and pedestrian routes that create small blocks, multiple route choices, and maximum street frontages.

This means:

- Ensure a rich network of pedestrian routes throughout the Town Centre that connect to all community anchor points, natural heritage features, SWM ponds, the Town Square and parks and open spaces;
- Ensure smaller blocks;
- Ensure breaks in streetwalls to facilitate views to/from adjacent public spaces;
- Provide buildings that help to define the public realm with strong streetwall edges that form a consistent setback along the street;
- Discourage on-site surface parking in front of buildings between the front façade and the street. Any on-site surface parking will be located at the rear of the building and appropriate landscaping screen will be provided;
- Implement the use of tandem garages, where feasible, to limit disruption to the sidewalk and public realm; and
- Provide amenities and services within 5-10 minute walking distance within the Town Centre.

2.2 Orientation, Siting and Visual Axes

Orientation & Siting:

Buildings will be oriented and situated to optimize both public and private views of the existing valleylands and proposed SWM ponds. This means that in general, high-rise building and medium-density blocks will be oriented with the longer dimension towards open spaces and valleylands to maximize the views from the proposed built form and create framed views from mid-block pedestrian connections.

Visual Axes:

Highlight and celebrate focal points and view corridors with public art installations, enhanced placemaking or unique architectural features on buildings that occupy the end of such axes.

Utilize wayfinding signage or public art at mixed use nodes and as focal points in open spaces to reflect the cultural heritage of the location. Public art can include, but not limited to, memorials, sculpture, water features, murals or individual installations at visually prominent sites.

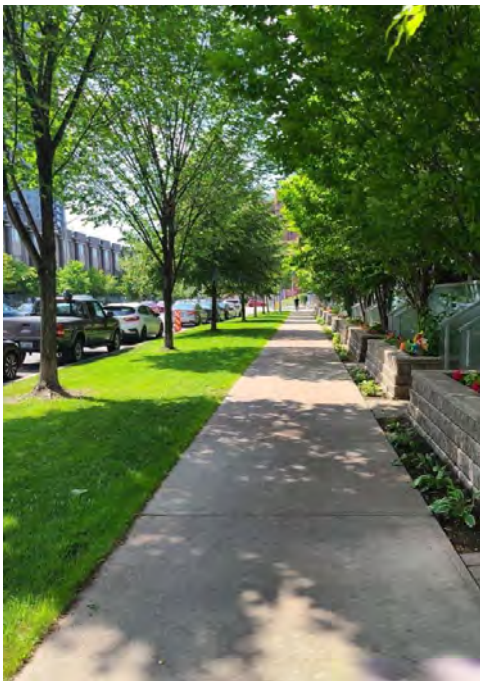
2.3 Access and Circulation

The Town Centre will be integrated with the surrounding neighbourhood, contributing to a permeable and connected system of streets, sidewalks and walkways to encourage active transportation and provide alternatives to the car, as per the guidelines established in the Sustainable Community Design Guidelines (SCDG) sections 4.2. Mobility.

Bus routes extend north-south along The Gore Road (50,31) and east-west along Castlemore Road (35,50,241). All Brampton Transit bus routes surrounding the Town Centre connect with the Züm route 501, offering links to Downtown Brampton and the Bramalea GO station. The Town Centre will distribute residential land uses so that they are within 400 metres (5 minutes walking distance) to existing or proposed bus routes and 800 metres (10 minutes walking distance) to higher order transit.

Access to the Town Centre area will be enhanced by proposing new collector roads that connect directly to existing arterial roads. A finer-grained network of local streets, laneways and pedestrian routes will be proposed within the Town Centre to create smaller blocks, provide easy access for all travel modes (walking, cycling, transit and cars), and offer multiple route choices. Further details on design specific requirements for different street typologies are described within Section 3.8 of these guidelines.

Loading and servicing facilities and driveways within the Town Centre will be consolidated to have limited interference with pedestrian or bicycle circulation and are screened from the public realm. Access to parking and loading will be from rear-side laneways / driveways wherever feasible.



3.0 Public Realm Guidelines

3.1 Public Realm Structure Plan

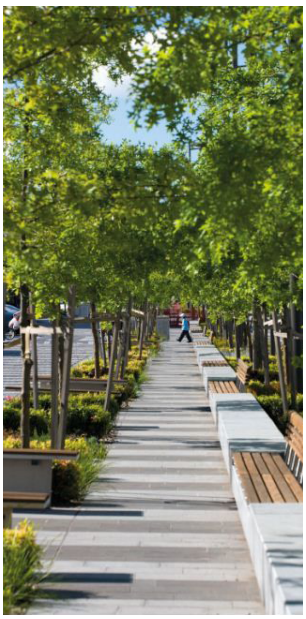
The Town Centre will provide a high-quality pedestrian friendly public realm for residents and visitors. Core strategies within the public realm design will include:

- Pedestrian comfort and security
- Promotion of accessibility and social interaction
- Provision of infrastructure to support healthy lifestyle
- Multi-modal connectivity to support mobility throughout the Town Centre area
- Connectivity to existing and proposed open spaces
- Placemaking through context-sensitive architectural and landscape design, enhanced to address focal points and visually prominent locations

Main elements of the Public Realm within the Town Centre are envisioned as follows:

- The proposed Town Square is envisioned to be the “heart” of the community;
- The valleylands and natural features;
- Two proposed SWM ponds;
- Proposed parks and open spaces;
- Streetscapes along proposed public and private roads;
- Proposed pedestrian pathways, trail and mid-block pedestrian connections; and
- Proposed outdoor amenity open spaces

For more details on Public Realm elements that are envisioned for the Town Centre, please refer to Figure 4.




Precedent Imagery of Public Realm Treatment

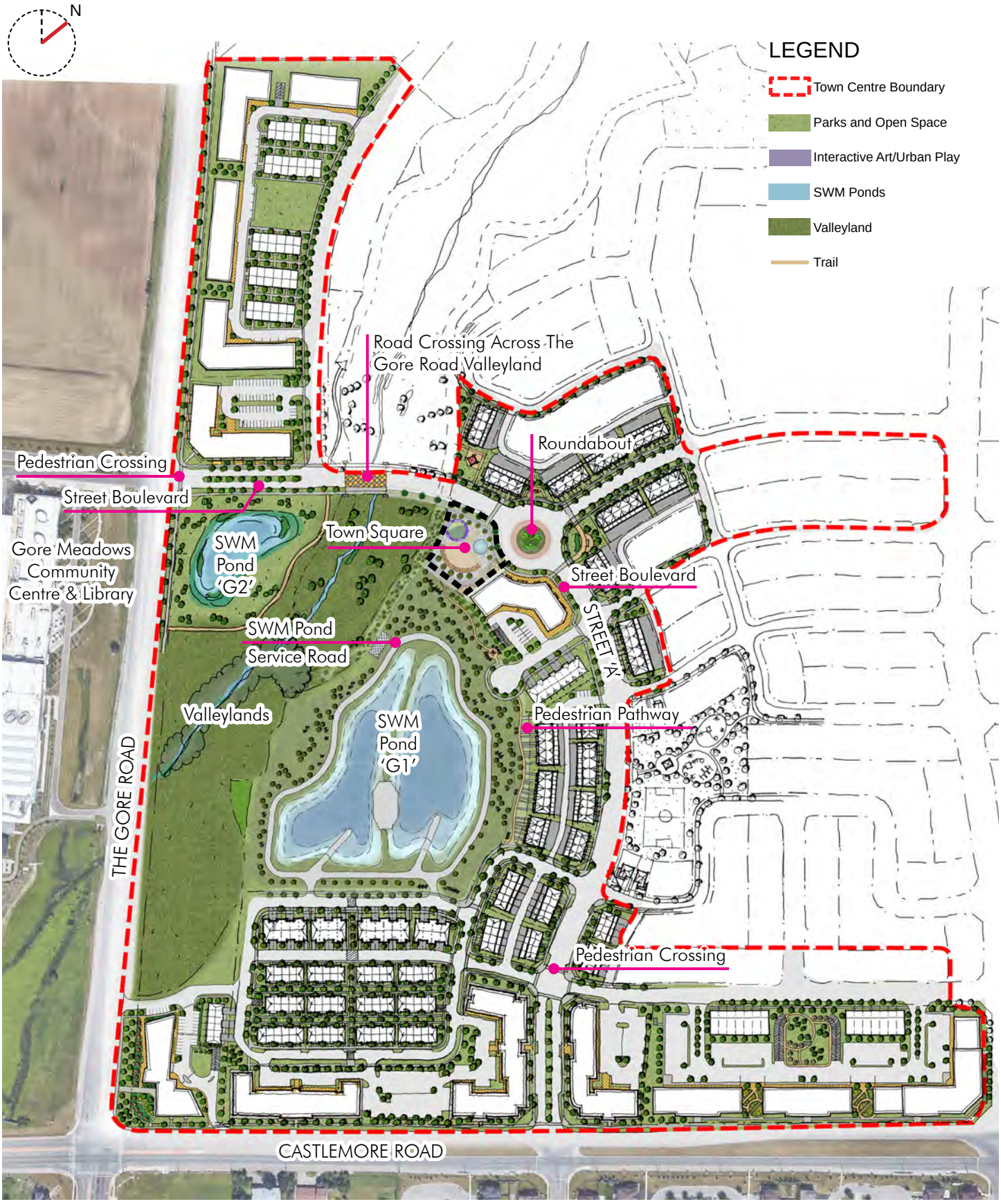


FIGURE 4 - Town Centre Public Realm Structure Plan

3.2 Town Square

The Town Square is envisioned to be the 'heart' of the Town Centre. It is located along the main proposed collector road and situated adjacent to a high density mixed-use development, the valleylands and the proposed roundabout.

The Town Square will be framed with Street 'A' along the northern edge, retail/commercial uses at grade along the eastern edge, valleylands along the western edge and a SWM pond at the southern edge.

The uses and facade of the proposed development will be active, transparent and attractive to help animate the square and contribute to creating a sense of place.

The Town Square will provide active and passive uses including interactive public art, Interactive water feature shade structures, seating areas and an open area for a variety of neighbourhood programming. A pedestrian connection will be provided from the Town Square through the natural heritage to the Town Centre (please refer to Figure 4 for overall structure of Town Centre and Figure 5 for more details on Town Square elements).

The Town Square will be designed with high-quality and memorable softscape and hardscape treatment as well as attractive and unique furniture and play structures to create high sense of place.

Precedent Imagery of Town Square Landscape treatment

Precedent Imagery of Town Square Interactive Play Area

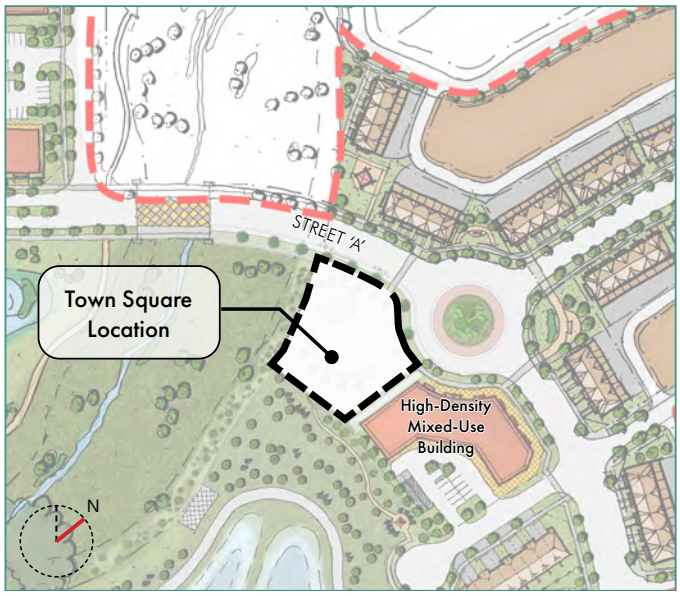


FIGURE 5 - Town Square Key Map

3.2.1 Town Square Concept

The Town Square's design will aim to craft a compact urban open space with a primary purpose to act as a central focal point within the area, fostering a sense of community and offering a destination for public gatherings. The design emphasizes opportunities for neighborhood programming, ensuring it serves as a versatile space for various activities. Characterized by an organic urban form, the square's promoted design and functionality will elevate the overall aesthetic and usability, creating an inviting and engaging environment for residents and visitors alike.

It will follow the distinctive areas guidelines such as:

1. **Focal Point and Community Hub:**
   - Ensure the square serves as a central destination, fostering public gatherings and neighborhood activities; and
   - Embrace its role as a central gathering point, enhancing community cohesion and placemaking.

2. **Urban Integration and Enhancement:**

   Hardscape Emphasis:
   - Incorporate significant hardscape elements to establish a robust urban presence while maintaining aesthetic harmony.

   Enhanced Pedestrian Areas:
   - Enhance pedestrian spaces with special paving materials, lighting, and landscaping.

3. **Functional Design Elements:**

   Integrated Natural Elements:
   - Incorporate diverse planting areas strategically, providing greenery for space definition, shade, and aesthetic appeal.

   Scenic Lookout Points:
   - Design specific areas or structures for panoramic views, and inviting appreciation of the surrounding landscape.

   Versatile Seating Design:
   - Create varied seating arrangements for communal interaction and relaxation, supporting diverse preferences for community engagement.

   Year-Round Activity Design:
   - Plan for all-season functionality with adaptable spaces and amenities for diverse activities throughout the year.

   Prominent Public Art Spaces:
   - Incorporate dedicated areas within the square for interactive public art installations, aiming to enhance the square's cultural significance. These installations will also serve as urban play elements, fostering engagement and interaction among visitors while contributing to the cultural enrichment of the space.

4. **Enhanced Site Furnishings, Lighting, and Pedestrian Amenities:**
   - Provide site furnishings, tiered lighting, and materials unique to the square yet complementary to the surrounding Town Centre;
   - Incorporate tree grates and seat walls as integral design elements;
   - Integrate street furniture and related pedestrian amenities, including benches, lighting, bicycle racks, etc., in the design to define the Town Square as a distinctive area;
   - Coordinate street furniture and related amenities with the City of Brampton to maintain consistency; and
   - Integrate overhead weather protection structure with other functional design elements .

5. **Interactive Elements and Neighbourhood Programming:**
   - Include an interactive water feature to enhance the square's appeal and engage visitors; and
   - An open area for neighborhood programming opportunities will be retained, ensuring flexibility for diverse community events.

6. **Support for Pedestrian Connectivity:**
   - Design pedestrian linkages within the square to seamlessly connect to surrounding open spaces; and
   - Ensure pathways are accessible and universally designed for all residents and visitors.

These comprehensive guidelines aim to create an engaging, functional, and inclusive Town Square, serving as a vibrant hub within the community while harmonizing with the environment.

Please Refer to Appendix 'A' for Town Square public realm library for more specific details.

FIGURE 6 - Town Square Concept

Note: Final designs for Town Square may change over time. Design, programming, facility fit, layout of elements, surface treatment, material palette, etc. are conceptual only, and subject to further review and assessment. Proposals are dependent on the approval of City of Brampton (COB), as per the standards during the subdivision development detailed design review and construction stages and will be assessed and finalized at the time of the development based on current City standards.

3.2.2 Activities Options

The Town Square design is conceived as a dynamic and versatile space, adaptable to a variety of activities throughout the year. Embracing a central gathering and destination role, the square will serve as a placemaking hub for markets, seasonal activities, interactive water features, exhibitions, music festivals, and more.

Key Features of the Town Square include:

- **Interactive Art and Urban Play:**
  - Art installations designed for interaction;
  - Urban play elements integrated for community engagement; and
  - Splash pad/water feature for refreshing play.
- **Distinctive Signage:**
  - Visual markers enhancing the identity of the square.
- **Passive Relaxation and Urban Play:**
  - Shade structures for relaxation; and
  - Unobstructed play zones and urban play structures.
- **Creative Hardscape Design:**
  - Blend of urban furnishings, tiered lighting, and durable materials; and
  - Harmonizes with the aesthetic of the surrounding Town Centre.
- **Well-Defined Layout:**
  - Clear circulation paths for easy navigation;
  - Designated activity areas for diverse programming; and
  - Seating, gathering spots, and weather-protective zones.
- **Community-Focused Amenities:**
  - Tree grates, seat walls, and carefully planned entry points.
- **Neighborhood Programming Opportunities:**
  - Open area facilitating various neighborhood events; and
  - Ensures a vibrant, adaptable, and engaging heart for the community.

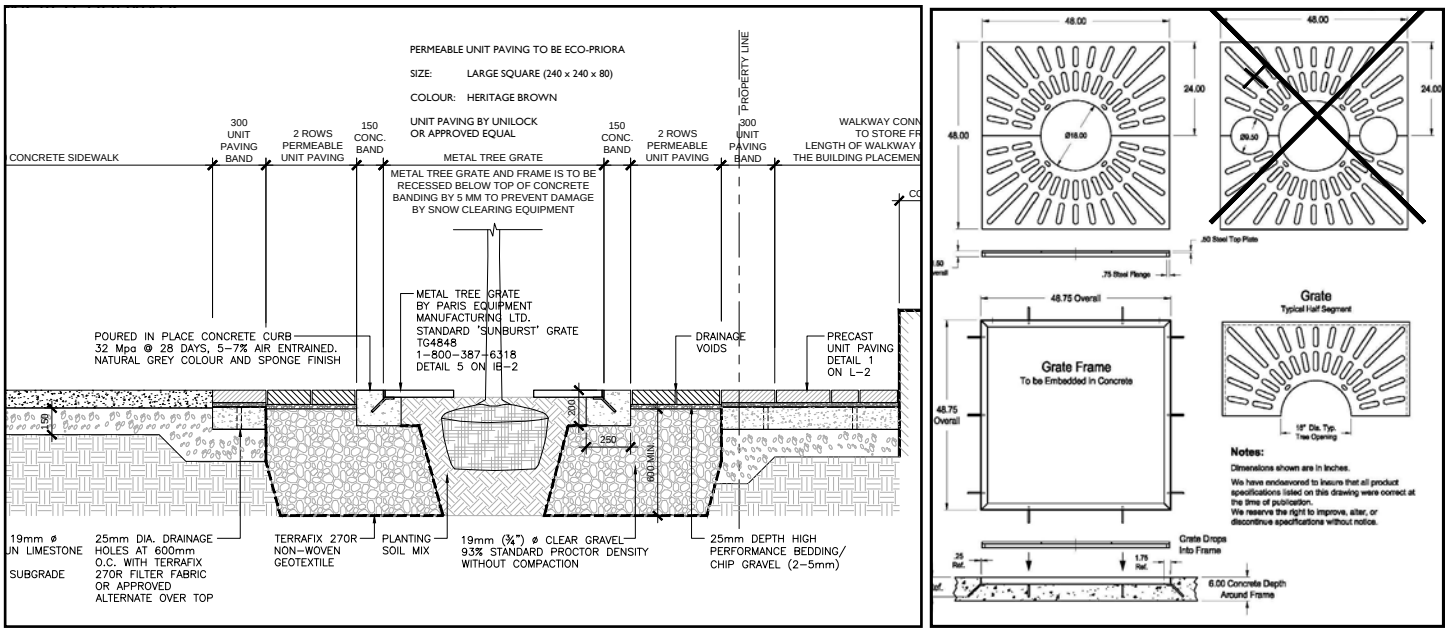
The Town Square design is thoughtfully crafted to offer a flexible canvas for a wide range of activities, providing a lively and inclusive space for the community to gather, play, and connect.

Town Square Activities examples

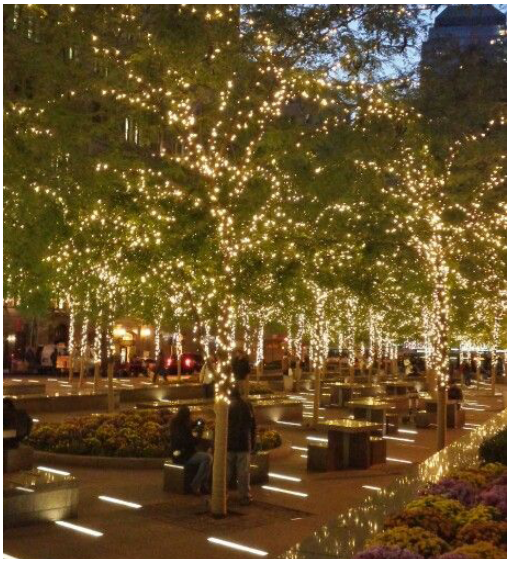
3.2.3 Town Square Landscape Guidelines

These guidelines aim to create a vibrant and functional Town Square landscape that integrates greenery, amenities, and interactive elements while ensuring sustainability, ease of maintenance, and community engagement. The following guidelines will be implemented (Subject to City of Brampton requirements and standards):

- Trees will be integrated into the paved areas of the Town Square to enhance greenery while maintaining functional spaces;
- Large continuous open trenches will be dug within the paving to accommodate tree planting. These trenches will provide ample soil volume for root growth and allow for proper irrigation;
- Tree grates and tree seating will be designed to integrate a natural irrigation system, ensuring efficient water distribution to support the health and vitality of the trees;
- Utilize tree grates and permeable pavers to facilitate the directed flow of natural waters towards tree pits, ensuring effective distribution to both the tree roots and the underground soil trench;
- Electrical outlets will be strategically placed throughout the Town Square to facilitate neighborhood programming options, such as events, markets, and performances;
- Shrub plantings and traditional planting beds will be eliminated to streamline maintenance and create a cohesive aesthetic;
- Landscape design will prioritize the use of trees and large shrubs, to provide greenery and shade.
- Minimal ornamental grass areas will be incorporated to reduce maintenance requirements and water usage;
- Interlock paving will be reserved for specialty accent areas to add visual interest and delineate specific zones and provide option for sustainable irrigation;
- The majority of paving will consist of decorative stamped or colored concrete, offering durability, aesthetic appeal, and ease of maintenance;
- The landscape plan will highlight the locations of specialty accent areas and the predominant use of decorative concrete paving;
- An interactive water feature will be incorporated into the Town Square design, following a linear, curvilinear, or grid pattern to engage visitors and provide a playful element;
- Interactive art installations will serve as urban play elements, encouraging creativity and interaction among residents and visitors;
- Overhead weather protection components, such as canopies or pergolas, will be integrated with other features if feasible, providing shelter from sun and rain;
- Functional and artistic tree grates will be seamlessly integrated into the design, enhancing tree protection and adding aesthetic value to paved areas; and
- A designated open area will be retained within the Town Square to accommodate neighborhood programming opportunities, fostering community gatherings and events.



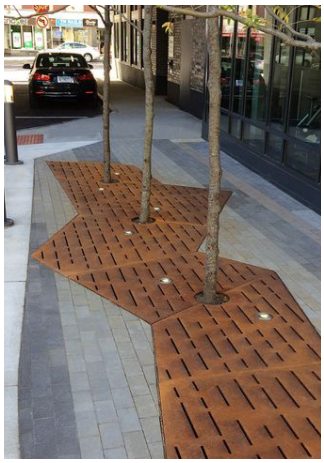
Example of Tree Grates TYP. Detail

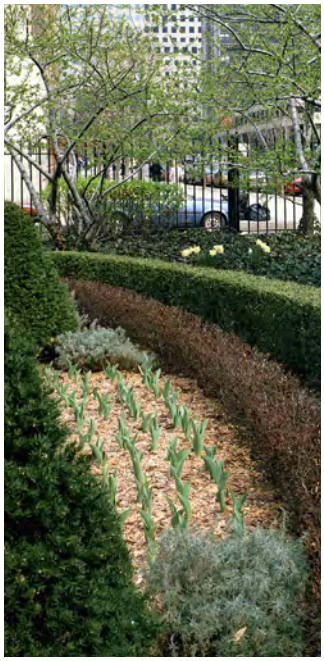


Town Square Landscape Elements Imagery












Town Square Landscape Elements Imagery (tree grates, electrical outlets, interactive play and shade structure examples)

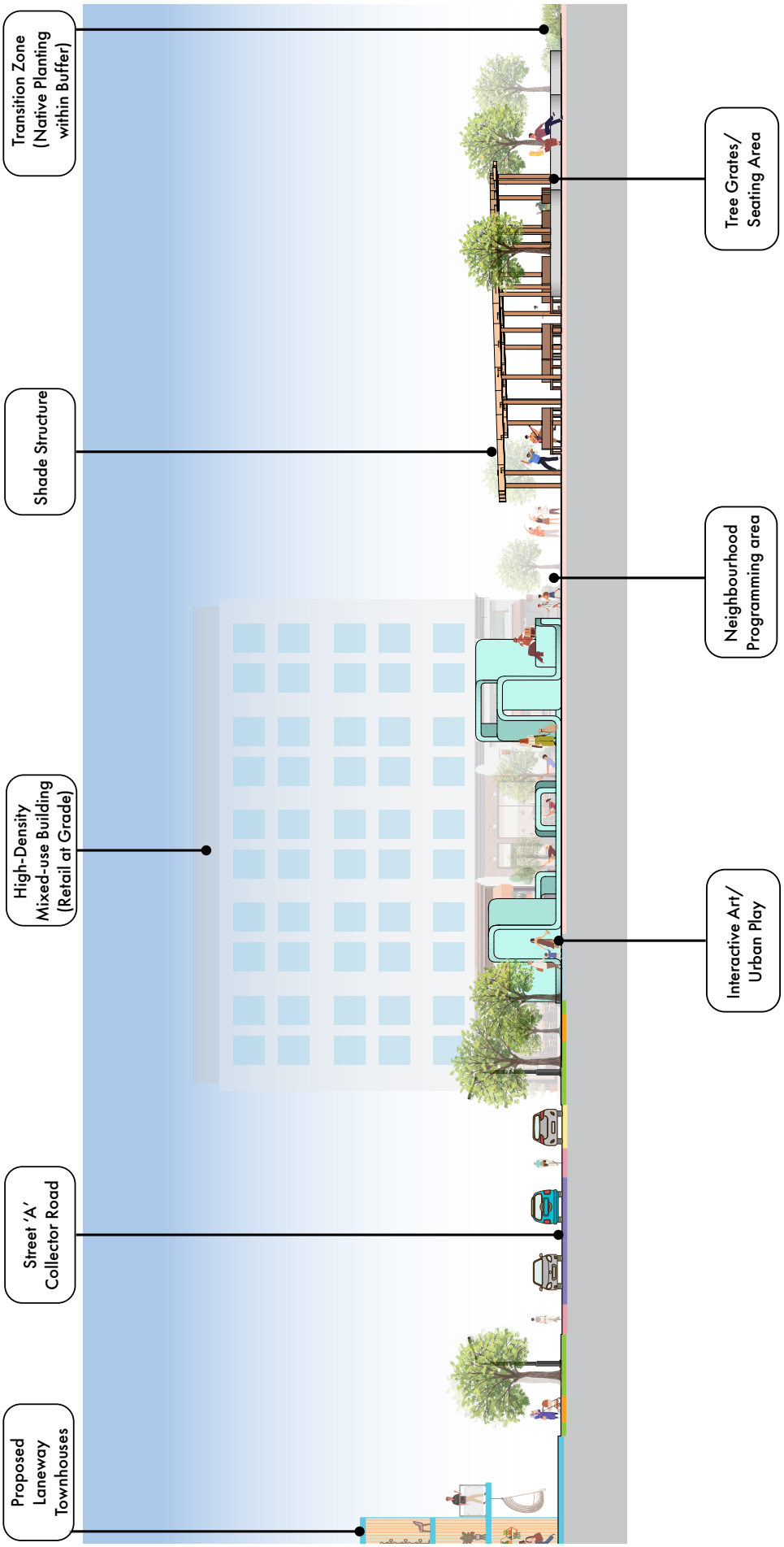
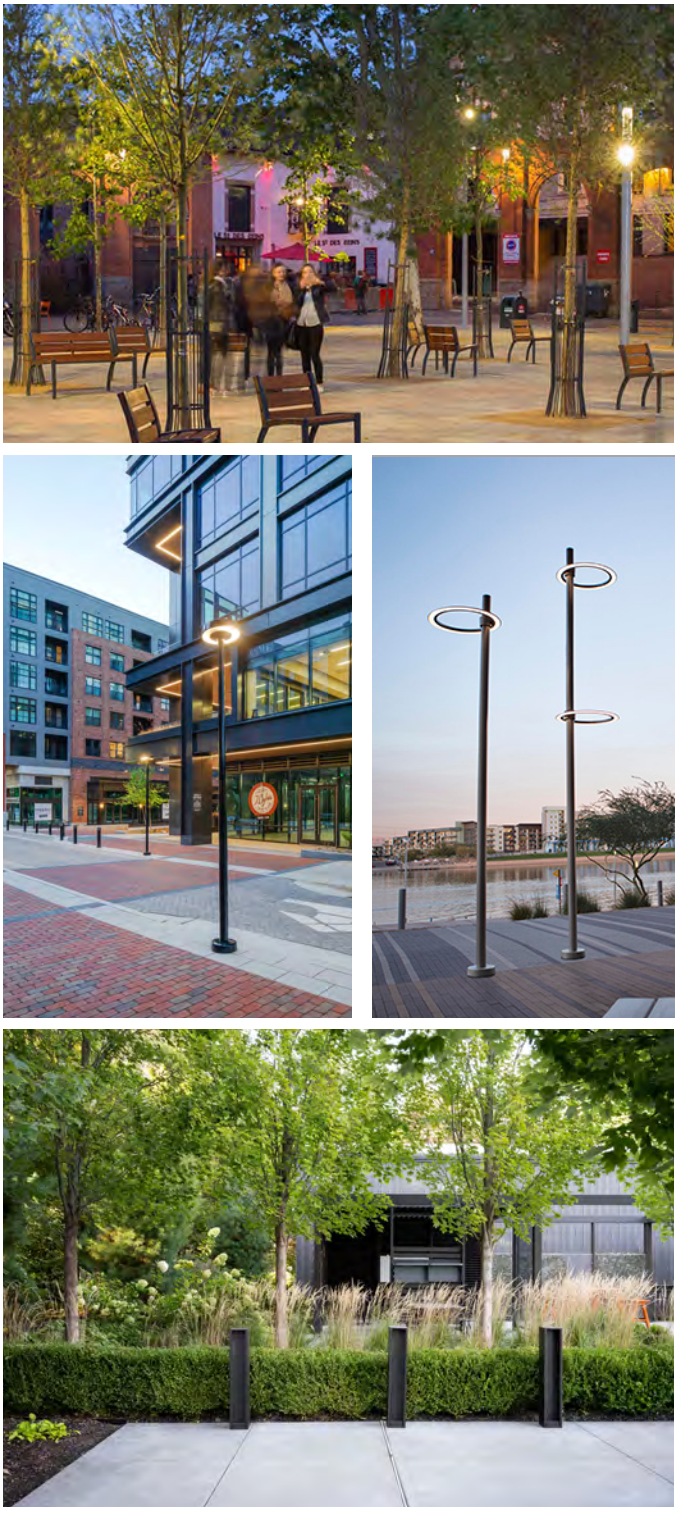


FIGURE 7 - Town Square Conceptual Cross Section

3.2.4 Lighting

The following general design recommendations apply to lighting concepts and designs within the Area 47 Town Square:

- Ensure light fixtures align with the architectural style, materials, color, and surrounding built environment;
- Integrate ground floor facade lighting at each entrance for mid-rise mixed-use buildings;
- Place lighting at each entrance to townhouse dwellings and garage openings (minimum one fixture per garage door);
- Design lighting to minimize spillage into residential areas;
- Align street lighting with street tree planting and utility boxes;
- Adhere to Dark Sky compliance standards for all lighting;
- Enhance night visibility and safety by following Crime Prevention Through Environmental Design (CPTED) principles;
- Implement pedestrian-scaled lighting on streets with sidewalks; standard local street height lighting in other areas;
- Incorporate utilities into street light poles when feasible;
- Use unique street light designs to distinguish the Town Centre from the surrounding community;
- Employ distinctive urban street lighting in the Town Square; and
- Ensure cohesive lighting designs throughout the Town Centre and Town Square.



Town Square Lighting Precedents

3.2.5 Park Summary Table

Park Type	Total Area	Street Edges	Proposed Facilities
Town Square	0.25 ha (0.62 ac.)	1	Interactive art/urban play area, a water feature/splash pad, an open neighbourhood programming area, patio seating, overhead weather protection and tree grates with integrated seating

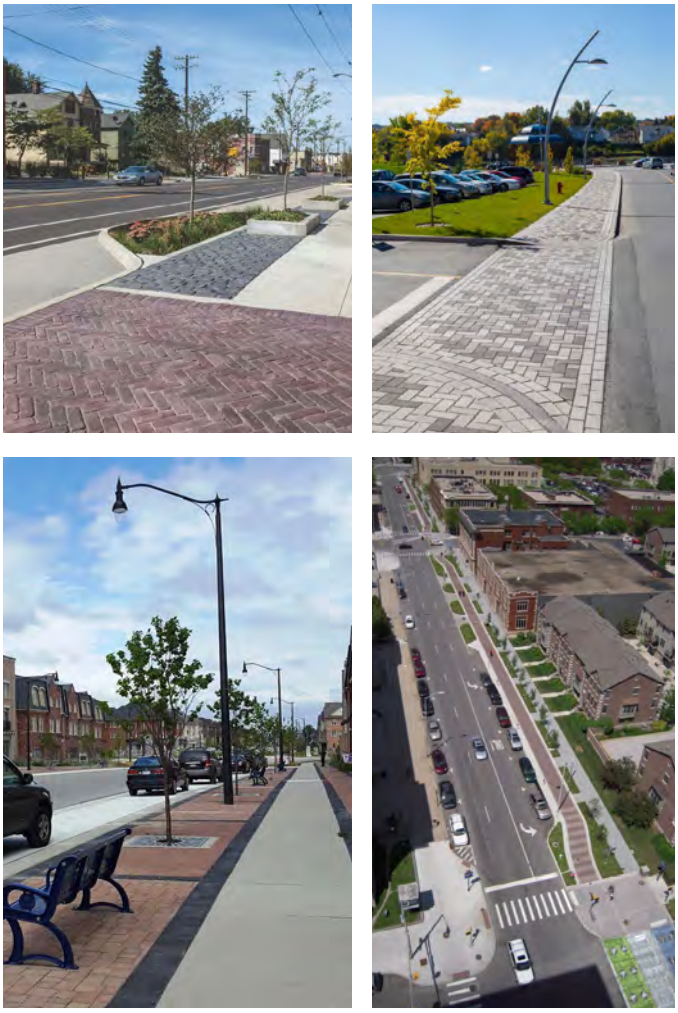
3.3 Boulevard Treatment

Boulevard treatments will transition from traditional street tree arrangements with grass between the curb and sidewalk, typically found outside the Town Centre, to an upgraded urban boulevard treatment within the Town Centre involving the enhancement of pedestrian amenities, landscaping, and street furniture. This transition aims to integrate the surrounding urban fabric with the Town Centre's environment, promoting connectivity and aesthetic coherence.

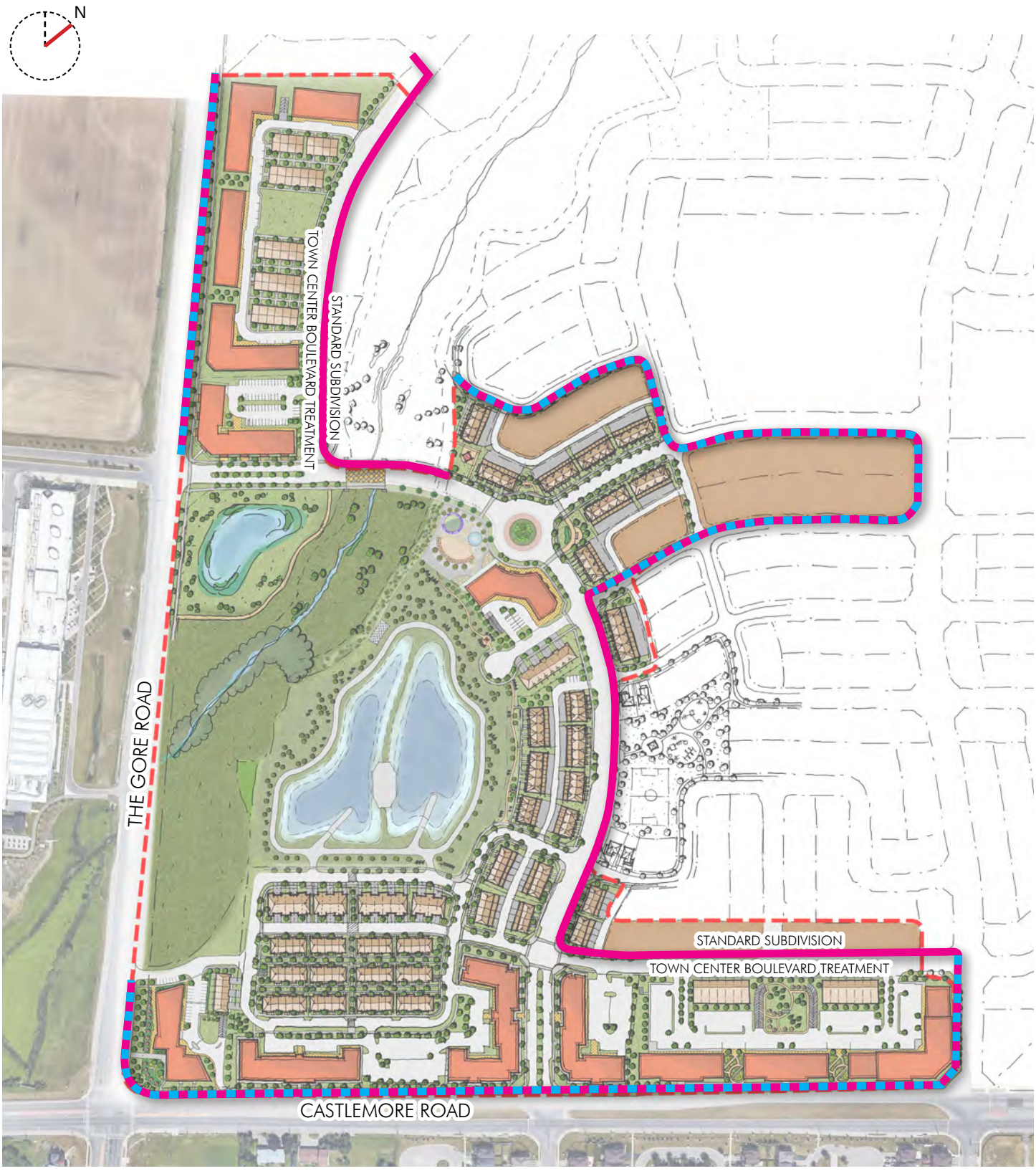
The following guidelines will apply to the Town Centre boulevard treatments:

- Boulevard treatment will transition from standard street trees in grass between curb and sidewalk outside of the Town Centre to a more urban hardscape treatment;
- Urban hardscape features such as tree grates with irrigated soil trenches, decorative paving accents, and street furniture will be utilized within the boulevards;
- A regularly spaced row of canopy trees will be provided along the street line;
- Incorporate alternate paving treatments including variations in color, texture changes, and materials to enhance visual appeal; and
- Ensure seamless transition from Town Centre boulevard treatment to standard subdivision boulevard treatment at street intersections within the urban boulevard design, in a manner that allows maintaining continuity and aesthetic harmony.

Refer to city standards for subdivision boulevard treatment.



Town Centre Boulevard Treatment Precedents



LEGEND

- Town Centre Boundary
- Limit of Town Centre Boulevard Treatment
- Town Centre Boulevard Treatment Only On One Side Of The Street

FIGURE 8 - Town Centre Boundary To The Standard Subdivision Limits Transition Locations Plan

3.4 Stormwater Management Pond and Natural Heritage Block

The proposed location of the Stormwater Management Ponds (SWM Pond) will take advantage of the natural drainage patterns of the site. The natural heritage block within the Town Centre includes a part of The Gore Road Tributary which crosses The Gore Road and extends north beyond the Block 47-1 boundary. A total of two SWM Ponds are being proposed for the Town Centre (SWM Pond 'G1' and SWM Pond 'G2' as referenced in the *Block 47-1 and Block 47-2 Community Design Guidelines*).

The SWM Pond facilities will be naturalized and will help to treat stormwater runoff, prior to reintroducing it into the tributary. This process will help to sustain the environmental quality and integrity of the natural heritage systems.

Stormwater management ponds promote sustainability and improve ecological habitat. They may also act as educational tools for schools within close proximity. These areas also provide opportunities for active and passive recreational activities.

The following SWM Pond design guidelines apply:

- Design and plant SWM facilities in conformity with the TRCA and City of Brampton guidelines for site design, species mix, sizing, and spacing requirements;
- Design SWM ponds in accordance with the City of Brampton's SWM pond standards;
- Provide slopes at a maximum grade 3:1, providing variation according to operational requirements as determined by the City of Brampton;
- Provide a stormwater facility maintenance access road;
- Arrange tree and shrub planting in groups to frame views of the pond from amenity areas;
- Incorporate concentrated bulb planting and / or natural species with flower bulbs into the pond area, and ensure structural interest and good fall colour;
- Integrate a strong presence of the daffodil flower in visible areas, such as on upper slopes and tablelands of the pond embankment, in accordance with the City of Brampton's Flower City Strategy; and
- Include fast growing wetland species of trees and shrubs to ensure rapid naturalization along pond edges (this may include black willows, silver and red maples, alders, grey dogwoods, among other species).

Note:

Final design is subject to the approval of City of Brampton and the TRCA as per their standards during the subdivision development review and construction stages.

SWM Pond “G2” Trail Precedents

SWM Pond “G1” Precedents

3.5 Private Public Open Spaces (POPS)

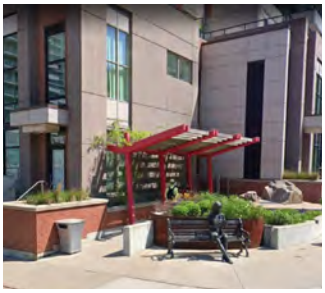
High-density developments within the Town Centre may envision providing Privately Owned Publicly-Accessible Spaces (POPs) within their development.

POPs are a specific type of urban open space which are open to public use but remain privately owned and maintained. This type of open spaces may include but is not limited to: courtyards, plazas, gardens, mid-block connections, landscaped setbacks / boulevards.

Privately Owned Publicly-Accessible Spaces:

- Will contribute to creating an enhanced public and open space network;
- Are intended to complement the City's public parks, open spaces and natural areas;
- Are intended to provide amenity space adjacent to streets and within open areas that make the public realm attractive, interesting, comfortable and functional;
- Will not be designed as "left over" spaces within a site and will be appropriately programmed, located and designed; and
- Will be designed with high quality landscaping and furniture and contribute to creating an attractive and comfortable public realm.

Precedent Imagery for POPS



Precedent Imagery for POPS

3.6 Gateways

Gateways in Block 47-1 serve as markers denoting entry points and set the tone for the area's distinct design. They're strategically positioned along The Gore Road and Castlemore Road, marking key access points to the Town Centre community. The primary gateway, planned at the intersection of The Gore Road and Street 'A' near the Gore Meadows Community Centre, aims to harmonize with the existing Community Centre's design. Additionally, secondary gateways are proposed at Castlemore Road and Street 'A', as well as The Gore Road and Castlemore Road, further emphasizing entry points into the area.

Due to their prominent location, community gateways require special design solutions and provide an opportunity to promote community character and identity through landmark architectural forms and enhanced landscape elements. Special lighting fixtures, signage, wayfinding, site furniture and decorative planting will be utilized to create visually memorable spaces in these locations.

Gateways Guidelines

- Coordinate the design of all gateways to maintain a consistent and distinguishable design language and features, including public art, site furniture, lighting, and planting;
- Provide enhanced architectural treatment at gateway corners, ensuring that buildings exhibit massing that imparts a sense of vertical scale and prominence to the site as a gateway node;
- Corner buildings should be designed with massing that emphasizes verticality and prominence, while any extensions from the corner may feature reduced scale with a more horizontal massing;
- Consider framing corner amenity spaces with buildings and architectural elements to create private plaza spaces that complement adjoining commercial units. Incorporate landscape features to enhance the sense of community gateway;
- Design entrances of corner buildings that face the gateway to be highly visible and architecturally prominent, ensuring they serve as prominent architectural features; and
- Public art installations should be strategically placed outside of the visibility triangles to ensure maximum visibility and impact without obstructing views or creating safety hazards.

Please Refer to Appendix 'A' for gateway identifier features library.

Note: Final designs for gateway features may change over time. Design, programming, facility fit, layout of elements, surface treatment, material palette, etc. are conceptual only, and subject to further review and assessment. Proposals are dependent on the approval of COB, as per the standards during the subdivision development detailed design review and construction stages and will be assessed and finalized at the time of the development based on current City standards.

3.6.1 Primary Gateway Design

The envisioned urban gateway feature stands as a vibrant connection point between the Community Centre and its surroundings specifically the Town Centre. Located between a mixed-use mid-rise building on one side and a SWM pond on the other, this gateway is a blend of urban elements harmonizing with the natural landscape.

- Design the corner building as a landmark structure, enhancing the streetscape and serving as a visual focal point, with retail edges contributing to vitality;
- Maintain a consistent design language for the gateway identifier feature, integrating public art, site furniture, lighting, and planting, ensuring visual cohesion with other Town Centre gateways;
- Ensure the corner building exhibits vertical prominence and scale, with entrances oriented towards the gateway for high visibility and architectural significance;
- Utilize the SWM Pond for community signage or impactful gateway features, transforming it into a focal point with artistic expression;
- Install various site furniture elements like seatwalls, benches, bike racks, and seating areas to enhance the pedestrian experience and encourage social interaction;
- The gateway identifier feature will consist of a horizontal element (Signage) and a vertical element (Public Art), harmonizing with other design elements to create a cohesive and visually striking gateway experience; and
- The gateway detailed design is subject to City of Brampton approval, ensuring compliance with the architectural and design treatment of the proposed buildings on site.

Gateway Treatment Precedent

Note: Applicant who submits the first detailed development application package is responsible to provide gateway/ entry feature details for review, comment, consideration and approval to the City. Approved details will be made available for future use for all Town Centre development applications.
Contact the Landscape Architectural firm who authored the Town Centre design guidelines for direction.

FIGURE 9 - Primary Gateway Concept Plan

3.6.2 Secondary Gateway Design "1"

Recognizing the importance of gateway design within Area 47, buildings will be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point; A secondary gateway feature, including enhanced landscaping, will be provided at the corner of The Gore Road and Castlemore Road.

- A corner amenity space may be framed by building(s). The resulting space may function as a plaza space complementing the adjoining commercial unit with the associated landscape features serving to emphasize the community gateway;
- Place landmark buildings strategically at significant intersections to serve as prominent visual anchors. Emphasize vertical scale and unique architectural features for corner structures, ensuring their entrances face the intersection for high visibility;
- Utilize adjacent spaces for community identity through impactful gateway identifier feature, creating memorable focal points that reflect the neighborhood's essence;
- Maintain a consistent design language for the gateway identifier feature, integrating public art, site furniture, lighting, and planting, ensuring visual cohesion with other Town Centre gateways;
- Install various site furniture elements like seatwalls, benches, bike racks, and seating areas to enhance the pedestrian experience and encourage social interaction;
- The gateway identifier feature will consist of a horizontal element (Signage) and a vertical element (Public art), harmonizing with other design elements to create a cohesive and visually striking gateway experience; and
- The gateway detailed design is subject to City of Brampton approval, ensuring compliance with the architectural and design treatment of the proposed buildings on site.

Gateway Treatment Precedent

Note: Applicant who submits the first detailed development application package is responsible to provide gateway/ entry feature details for review, comment, consideration and approval to the City. Approved details will be made available for future use for all Town Centre development applications.
Contact the Landscape Architectural firm who authored the Town Centre design guidelines for direction.

FIGURE 10 - Secondary Gateway "1" Concept Plan`

3.6.3 Secondary Gateway Design "2"

Two residential blocks frame an entry point at the intersection of Castlemore Road and Street 'A'. This presents an opportunity to define and enhance this intersection as a major gateway into the community, while positively contributing to the streetscape, making a positive long term contribution to the vitality and growth of the community as a whole.

- The corner buildings will have massing that provides a sense of vertical scale and prominence to the site as a gateway node. Buildings extending from the corner may be reduced in scale with a more horizontal massing;
- A corner amenity space may be framed by building(s). The resulting space may function as a plaza space with the associated landscape features serving to emphasize the community gateway;
- Corner buildings with entrances that are oriented to the corner gateway will be highly visible and, therefore, will be designed as prominent architectural features;
- Maintain a consistent design language for the gateway identifier feature, integrating public art, site furniture, lighting, and planting, ensuring visual cohesion with other Town Centre gateways;
- Install various site furniture elements like seatwalls, benches, bike racks, and seating areas to enhance the pedestrian experience and encourage social interaction;
- The gateway identifier feature will consist of a horizontal element (Signage) and a vertical element (Public art), harmonizing with other design elements to create a cohesive and visually striking gateway experience; and
- The gateway detailed design is subject to City of Brampton approval, ensuring compliance with the architectural and design treatment of the proposed buildings on site.

Gateway Treatment Precedent

Note: Applicant who submits the first detailed development application package is responsible to provide gateway/ entry feature details for review, comment, consideration and approval to the City. Approved details will be made available for future use for all Town Centre development applications.
Contact the Landscape Architectural firm who authored the Town Centre design guidelines for direction.

FIGURE 11 - Secondary Gateway "2" Concept Plan

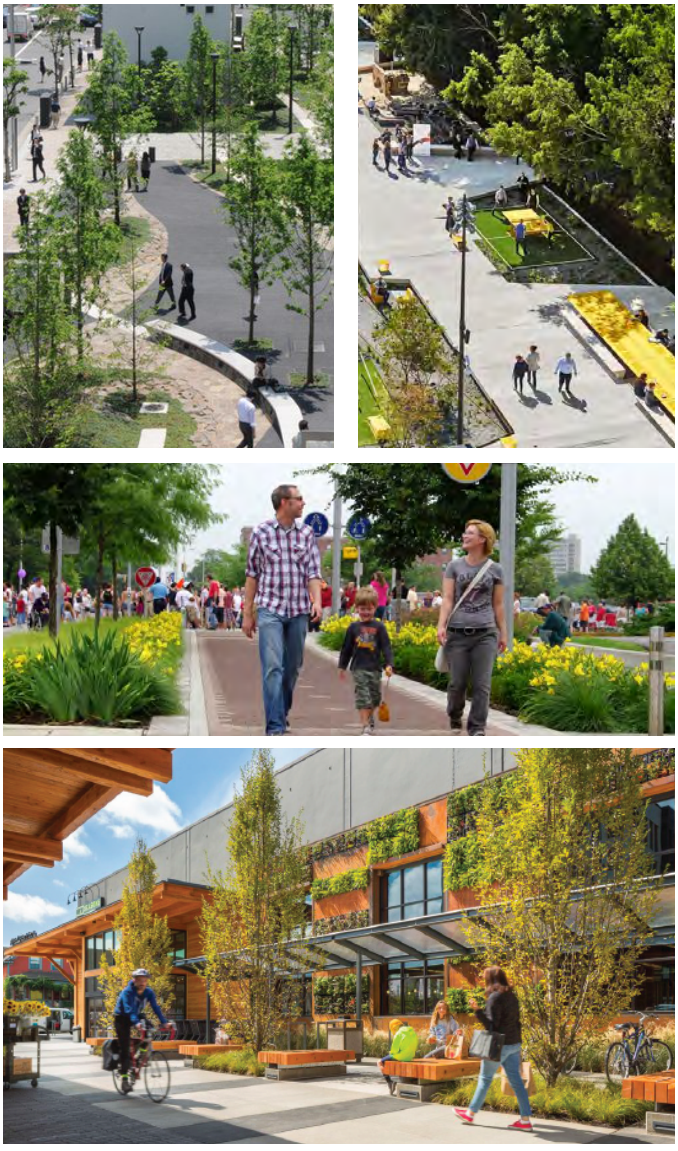
3.7 Pedestrian Pathways

- **Destination Proximity:** The Town Centre's proposed structure and land use distribution must ensure that essential destinations are conveniently accessible within walking distance for residents;
- **Complete Streets Design:** All streets within the Town Centre will be designed to accommodate various modes of transportation, with particular attention to pedestrian needs. Streetscapes will prioritize pedestrian safety, comfort, and accessibility;
- **Continuous Pedestrian Movement:** A network of sidewalks and pedestrian pathways will facilitate uninterrupted pedestrian movement throughout the site;
- **Efficient Connectivity:** The vision for the Town Centre necessitates efficient pedestrian connections to key anchor points within the community, such as parks, the Town Square, and other proposed amenities;
- **Pedestrian Pathway:** The Pedestrian Pathway serves as a vital pedestrian connection running north-south connecting the Town Square and the Mixed-Use Building with the rest of residential development internally;
- **Linking Key Locations:** The pathway links essential destinations such as the Town Square in the north to proposed residential blocks and mixed-use buildings in the south; and
- **Access to Amenities:** The proposed pathway provides direct access to amenities such as the SWM pond. It also intersects with other pathways and sidewalks, enhancing connectivity to mid-block connections and various parts of the proposed residential development.

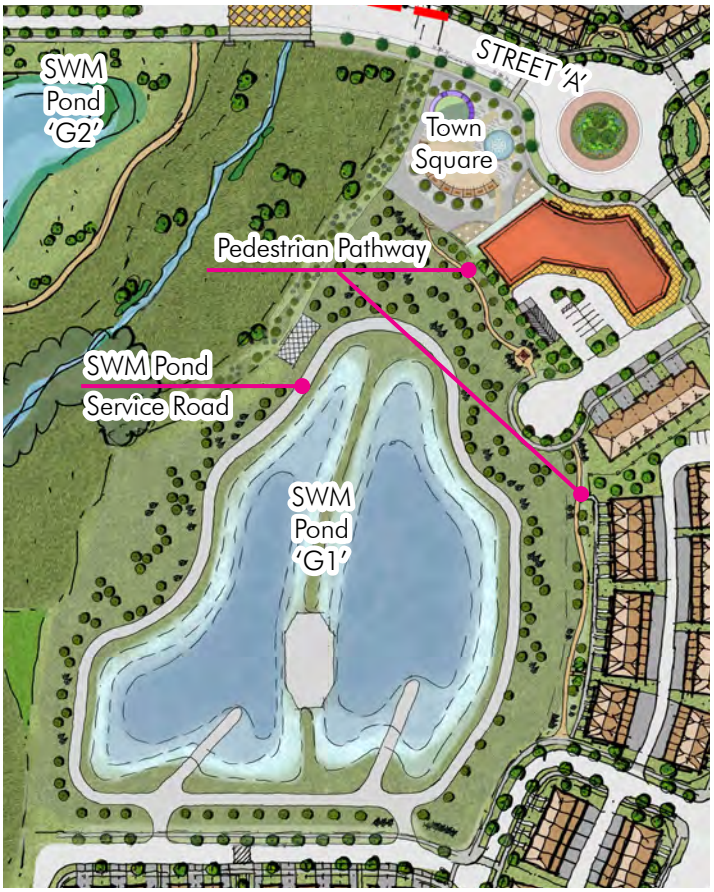
By adhering to these guidelines, the Town Centre can ensure efficient, safe, and accessible pedestrian pathways, fostering physical activity and social engagement among residents and visitors alike.

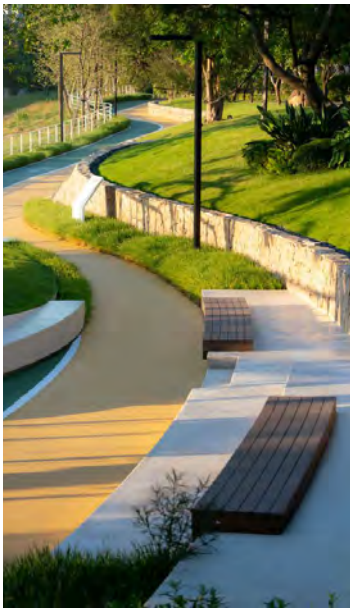
Note:
Final trail locations, lighting, surface treatment, and dimensions of setbacks are subject to the approval of City of Brampton and the TRCA as per their standards during the subdivision development review and construction stages.

Surface treatment for pedestrian promenade will be approved by the City of Brampton and the TRCA during the detailed design review stage.



Pedestrian Pathway and Corridor Treatment Precedents





Pedestrian Pathway and Corridor Treatment Precedents

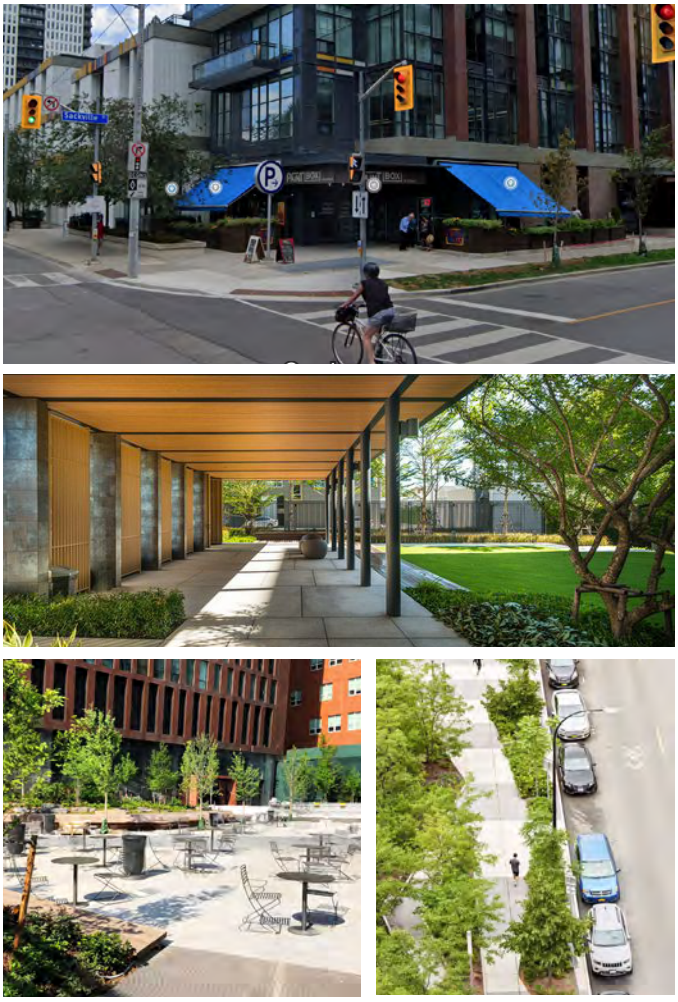
3.8 The Gore Road and Castlemore Road Streetscapes

The Gore Road and Castlemore Road are major arterial roads along the periphery of the Town Centre. As such, where feasible, they require special attention in order to create attractive, pedestrian-friendly and vibrant streetscapes. High-rise development is being proposed along these roads, which will utilize landmark architecture and design gateways. High-rise mixed-use development also creates an opportunity to have commercial activity at ground level, which will create active and transparent frontages that will help to establish safe and highly active spaces.

The following general design guidelines apply to these streetscapes:

- Provide breaks in massing and an enhanced base treatment to sensitively integrate the high-density mixed-use development and provide a transition to lower density residential development;
- Locate parking within the interior portions of developments along The Gore Road and Castlemore Road to promote a positive streetscape at the community edges;
- Provide permeable, accessible and comfortable pedestrian connections from The Gore Road and Castlemore Road into the proposed developments, where feasible;
- Provide pedestrian routes from the Town Centre to the proposed multi-use path and the citywide pathway network along Castlemore Road and the existing valleyland and the proposed SWM Pond, where feasible;
- Create an urbanized streetscape that comprises complete street design measures that accommodate the envisioned built form and circulation for the area, subject to approval from the Region of Peel for The Gore Road (Regional Road);
- Short-term bike parking is to be provided on the site frontage along The Gore Road and Castlemore Road to promote active transportation modes; and
- A double staggered row of trees will be implemented along the arterial roads, either within a grass boulevard or hard surface treatment, based on location and adjacent use.

Note: Detailed cross-sections for local streets and Pedestrian connections to Castlemore Road will be provided in subsequent Urban Design Briefs (UDB) for development applications.



Streetscape Treatment Precedents

3.9 Street Typologies

3.9.1 Collector Streets

Street 'A' is envisioned as a Collector Road. It connects existing arterial roads - The Gore Road and Castlemore Road, and features a roundabout design adjacent to the Town Square. The general right-of-way for collector roads within the Town Centre will be 24.0m and will be designed in accordance with the design guidelines presented in Part V – Block Plan Design Guidelines / Section 3.0 Street Network of the The Development Design Guidelines.

The intersection at The Gore Road and Street 'A' also provides connectivity to the Gore Meadows Community Centre, situated adjacent to this intersection. As such, safe and accessible multi-modal connections will be provided between the Town Centre and the Gore Meadows Community Centre.

Street 'A' crosses The Gore Road Valleylands and connects the proposed neighbourhoods, public and private parks and open spaces, natural features and other Town Centre focal points. Street 'A' can be classified as Scenic Drive and a Green Connector Road (as per Part V – Block Plan Design Guidelines / Section 3.0 Street Network of the The Development Design Guidelines).

The following general design guidelines apply:

- The intersections of Collector Roads with Arterial Roads are key intersections, providing entry to neighbourhoods. These intersections will receive an enhanced landscape treatment in the boulevard to reinforce the sense of arrival and entry;
- Street tree planting is required within the curbside boulevard to define the street edge and reinforce the public avenue of movement; and
- On-street parking is required to promote convenience and traffic calming.

For typical engineering cross-sections, please refer to Appendix A within the Block 47-1 and Block 47-2 Approved Community Design Guidelines (April 2023).

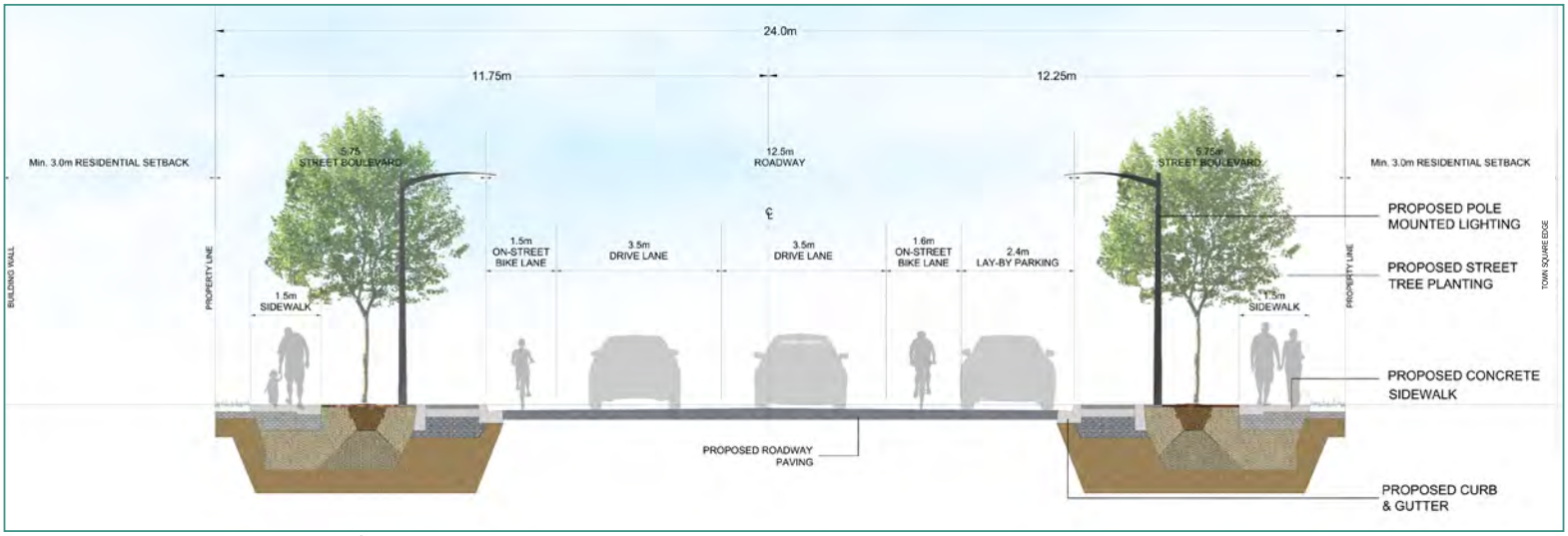


FIGURE 12 - Street 'A' Cross Section

3.9.2 Residential Streets

Vehicular movement within the Town Centre is further enabled through a series of local residential streets. The local streets are valuable outdoor spaces in the life of the community at the neighbourhood level. Their design will facilitate ease of movement, accessibility and visibility.

The following general design guidelines apply:

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

For typical engineering cross-sections, please refer to the Appendix A within the *Block 47-1 and Block 47-2 Approved Community Design Guidelines (April 2023).*

3.9.3 Private Laneways

Should private laneways be proposed within the Medium Density Residential blocks, the laneway will provide access to garages located at the rear of townhouses. Pedestrian and vehicular use may be delineated through variations in paving materials, contributing to the overall quality and functionality of the site's public realm. The desirable lane length is between 130 to 160 metres to follow emergency services standards.

3.9.4 Roundabout

A roundabout is situated along Street 'A' and provides the view axes from the primary gateway into the Town Centre at The Gore Road and Street 'A' intersection. The roundabout is flanked by the Town Square, high density mixed use development and townhouse blocks. The roundabout is envisioned to have enhanced landscaping and to facilitate safe and accessible multi-modal connections. As such this roundabout will be designed to complement the unique public realm to which it belongs.

The following general design guidelines apply:

- Construct roundabouts in accordance with City of Brampton standards, design of roundabout to be completed at detailed design stage;
- Provide hard landscaping along the perimeter of the roundabout island to facilitate the movement of large vehicles and protect vegetation from plowing and salt damage;
- Provide hard landscaping within the transition between the hardscaped perimeter strip and the elevated, landscaped area (clear zone);
- Use decorative pavement or coloured concrete within the transition area, if possible; and
- Integrate safe, accessible, and permeable pedestrian connections at roundabouts.

Example Roundabout at the intersection of Squire Elise Drive and John Carroll Drive - Brampton, Ontario

Example Roundabout at the intersection of Inspire Boulevard and Wardenwood Drive - Brampton, Ontario

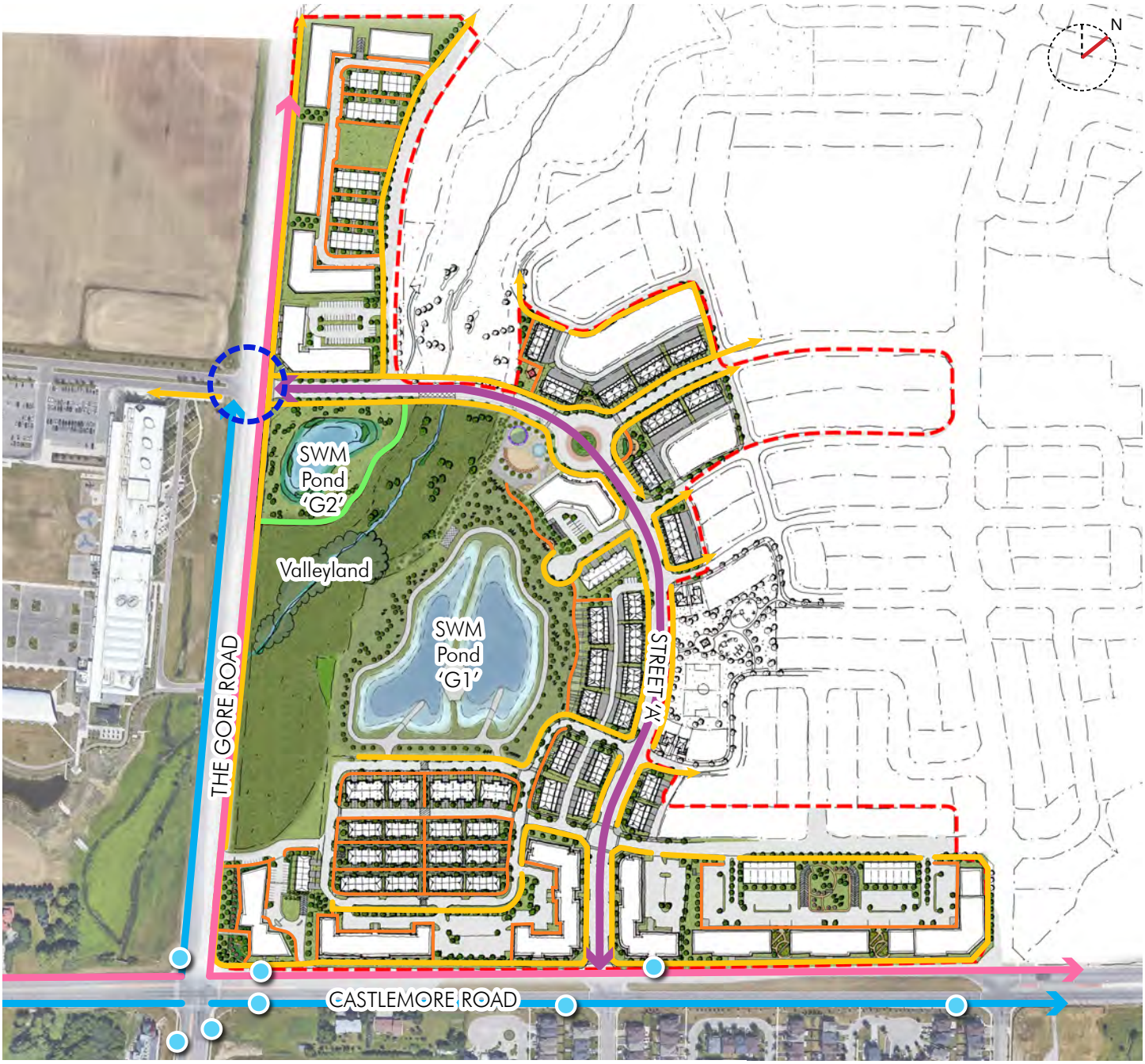
3.10 Multi-modal Connectivity

Multi-modal connectivity is a part of the sustainability objectives for the Town Centre. In addition to pedestrian and vehicular movement, the proposed designs for the Town Centre will address other types of transport such as cycling and public transit opportunities. Strategies that support sustainability are strongly recommended within the proposed designs for the Town Centre 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.

In order to achieve multi-modal connectivity, the following general guidelines will apply:

- The City of Brampton will, in conjunction with Brampton Transit, identify proposed transit routes and transit stops;
- Consideration will be given to locating transit stops at community focal points and key intersections;
- Co-ordinate transit stops and associated shelters with the general streetscape design and site furniture such as seating, trash receptacles and vending boxes;
- Maintain clear site lines at Transit stops for pedestrian and vehicular safety;
- Implement traffic calming measures such as on-street parking, reduced lane widths and raised intersections to reduce vehicular traffic speeds and to ensure safe walking and cycling environments;
- Design local roads at a pedestrian and cycling scale, supported by appropriate urban design and streetscape principles, to provide the opportunity for pedestrians and cyclists to reach nearby destinations in a safe and supportive environment;
- Implement a network of active transportation facilities - connected pedestrian and cycling routes and walkways, sidewalks, bicycle lanes - that are integrated with existing and future public transit services. Wherever possible, pedestrian and cycling routes will connect to or from transit stops;
- Provide bicycle parking within mixed use developments and at key nodal locations to promote purposeful cycling; and
- Short-term (visitor) bicycle parking will be included and located in a well-lit and unobscured area. The design layout for bicycle racks will be in accordance with the Association of Pedestrian and Bicycle Professionals (Bicycle Parking Guidelines, 2nd Edition).

Active Transportation Elements Precedents



LEGEND

- Subject Site
- Sidewalk
- Pedestrian Pathway
- Trails
- Bike Lane
- Existing Multi-Use Path (3.0m)
- Future Multi-Use Path (3.0m)
- Bus Station
- Connection to Community Centre (Signalized Intersection)

FIGURE 13 - Active Transportation Plan

3.11 Landscape Design

The Town Centre will incorporate landscaping principles that promote a high quality public realm. The streetscape along the proposed collector and local streets within the Town Centre will be of an upgraded standard and coordinated with the character of the surrounding neighbourhood and community.

The following landscape design guidelines apply within the Town Centre:

- Propose high quality paving which delineates places of special importance and resting areas from circulation routes. To enhance pedestrian crossings visibility and quality, utilize distinctive feature paving through the use of alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians;
- Ensure the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces, as a stormwater run-off management strategy;
- All planting materials will adhere to the City of Brampton approved plant list and standards;
- To animate the public realm along higher hierarchy roads, ensure ample fenestration along the street edge, particularly along ground floor indoor amenity spaces and commercial / retail spaces located on the ground floor of high-rise mixed-use building;
- Design sidewalks as follows:
    a. 1.5 metres on local roads;
    b. 1.8 metres on collector and arterial roads; and
    c. 1.8 to 3.0 metres in areas with high pedestrian movement.

    Sidewalks will be provided particularly where retail is proposed along the street in order to accommodate sidewalk cafes, kiosks, and street vendors. In all cases, sidewalks will be clear of obstructions with sufficient space provided for street furnishings, public utilities, tree plantings, and transit shelters;
- Special treatments will be implemented at trail head entrances including high quality features such as landscaping, benches, decorative paving pattern, interpretive or wayfinding signage, or wider pathway widths;
- Concentrate street furniture in areas with the highest pedestrian traffic, such as mixed use nodes, neighbourhood centres, key intersections, and parks;
- Provide wayfinding signage that has a high level of clarity, visibility, and visual interest; is made of high quality materials, and aids pedestrians and drivers in navigating the area, especially at night;
- In order to promote walkability and a pedestrian-focused environment, provide a formal pedestrian crossing at every four-way intersection in high pedestrian areas. Pedestrian crossings will have a minimum width of 3.0 metres, be continuous, and connected to adjacent sidewalks; and
- Plant street trees to contribute to the urban tree canopy, to incorporate a buffer to separate pedestrian movement from moving vehicles, and to create a canopy and shade over sidewalks.

4.0 Built Form Guidelines

Various types of built form are being proposed within the Town Centre, including:

- Low-Rise Townhouse Blocks;
- Mid-Rise Mixed-Use Building; and
- High-rise Mixed-Use Buildings.

4.1 Low-Rise Townhouse Blocks

The following guidelines will apply to all townhouse blocks:

- 2 to 4 storeys in height;
- 3+ dwelling units share a common wall which extends from the ground level to the roof line and/or a plaque between levels (i.e. stacked condition);
- Usually blocks of 3 to 8 units in a row (single ground level frontage), with a total of 3 to 32 units per block depending on the type of townhouse (see 'Townhouse Types');
- Units are generally 4.5 metres to 8 metres wide,depending on number of units per module and parking configuration;
- Main entrance oriented towards the street. Parking access from the street or a laneway;
- Various parking configurations from single or double car garages (detached or attached) to surface and underground parking;
- Continuous and consistent architectural details and materials along the townhouse block; and
- Contemporary and traditional architectural designs.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.1.1 Townhouse Types

Street Townhouse Dwellings

Attached units oriented to the street and located on conventional lots with street accessed integrated garages. Also known as Street Townhouse

Example of Street Townhouse dwellings

Rear Lane Townhouse Dwellings

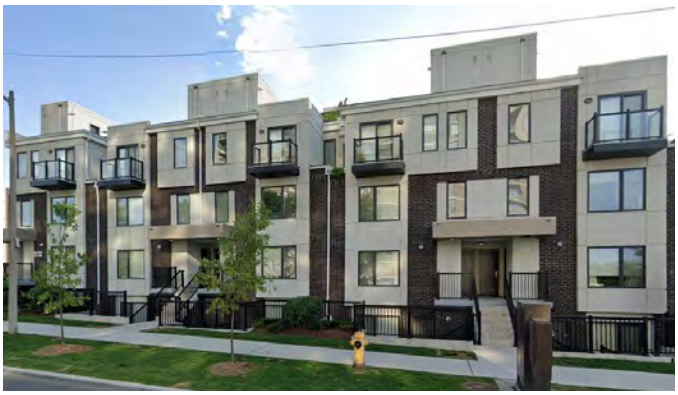
Attached units oriented to the street with attached (Deck Townhouse) or detached garages located at the rear and accessed from a lane/private driveway. Effective in reinforcing important locations such as parks, public spaces, community nodes and primary streets.

Example of Rear Lane Townhouse dwellings

Back-to-Back Stacked Townhouse Dwellings

Attached units that combine both Stacked and Back-to-Back configurations and are oriented to both the street and the rear of the block. Parking is provided in structures, above or below grade.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



Example of Back-to-Back Stacked Townhouse dwellings

Note:Figure 13 legend is based on City-Wide Urban Design Guidelines (Draft November 2023).

FIGURE 14 - Built Form Diagram

4.1.2 Orientation, Placement And Setbacks

- Orient buildings to face the public realm, including streets, pedestrian connections, and open spaces;
- Design and place buildings to preserve natural features and mature trees on site;
- Ensure habitable interior spaces are located on the building face(s) fronting the public realm;
- Place buildings with a consistent orientation, either front-to-front or back-to-back along streets/lanes or around open spaces;
- Protect views to existing natural/built heritage and landmark buildings;
- Create pedestrian-oriented streetscapes by providing front setbacks that locate buildings close to the street edge;
- Ensure varied front yard setbacks to mitigate long, straight street blocks, allowing for increased setbacks for tree planting;
- Provide reduced front yard setbacks where large lots predominate or existing setbacks exceed 6.0 metres, with a limit not exceeding 30% reduction of adjacent setbacks;
- Locate and orient buildings to ensure privacy, minimize overlook on adjacent properties, maximize sun penetration, and minimize shadow impacts;
- Provide a minimum building face-to-face distance of 15 metres between buildings facing open space or common lanes/roads; and
- At corner locations, provide greater exterior side yard setbacks for added wall articulation and projecting elements such as porches, with a recommendation of at least 3 metres setbacks.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.1.3 Access, Parking And Servicing

- Prioritize lane-based/underground parking to preserve public space;
- Avoid front integrated garages on narrow lots, instead placing them at the rear with 2nd/3rd levels built over the driveway;
- Setback front integrated garages at least 1.5 metres from the main wall or include a significant projecting entry feature;
- Screen parking areas with landscaping and avoid large uninterrupted surface parking lots;
- Design parking ramps and service entrances as part of the building elevation;
- Provide access to parking preferably from side streets or laneways;
- Locate walkways to parking areas and servicing areas beside habitable spaces for surveillance; and
- Ensure smooth height transitions between buildings, avoiding drastic changes and providing variation in heights, setbacks, and rooflines.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.1.4 Architectural Design And Building Articulation

- Ensure all faces of a building reflect a consistent and cohesive design/architectural style;
- Design front elevations to create/enhance a consistent, articulated and animated street wall along the streetscape;
- Design all elevations exposed to the public realm/ view to reflect the architectural level of the front elevation; this includes wall and roof articulation, proportions, fenestration, architectural details and materials;
- Ensure designs with clean lines and simple geometry that complement the character of surrounding built form;
- Ensure both traditional and contemporary architectural styles;
- Organize elements of the elevation in a logical grid (horizontally and vertically) to achieve sense of order and unity;
- Create highly-articulated elevations through wall projections and recesses, projecting elements such as box out, bay windows, porches, canopies, towers and turrets, enhanced fenestration, second-storey balconies (recessed or projecting), strong and articulated rooflines including gables and varied slopes, wrap-around elements (porches, box outs windows, etc) on corner units and well-executed high-quality architectural detailing;
- Avoid blank walls facing the public realm;
- Locate entries to face, animate and overlook adjacent streets, public spaces such as parks or private amenities such as mews;
- Ensure substantial, high quality glazing at ground level, while ensuring appropriate privacy for ground-level residential units; and
- Ensure appropriate privacy conditions when designing all above-grade amenity areas (e.g., balconies, decks, terraces, etc).

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.1.5 Roofs

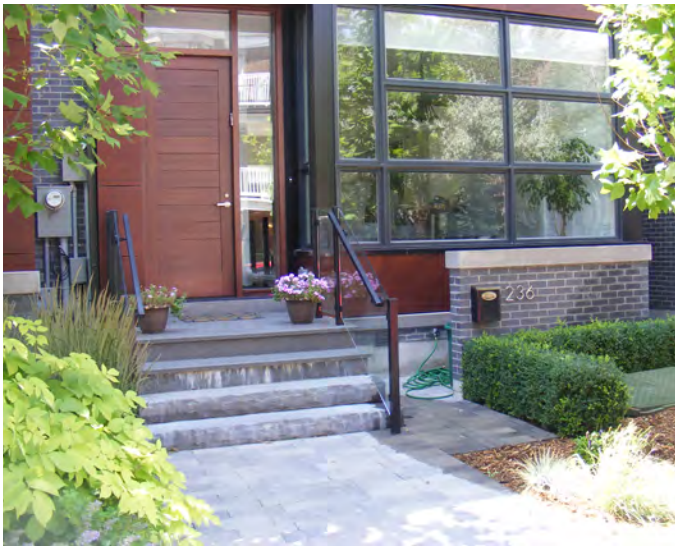
- Require a variety of roof forms and designs within a street block, providing different types such as cottage or hipped roofs, gabled roofs, mansards, and flat roofs where appropriate and permitted;
- Design roofs to be proportionate to the overall building massing and of consistent style;
- Ensure breaks on the roofline correspond to the articulation of the wall below;
- Design articulated roofs and roof lines with features like projections, gables, usable dormers, variation of roof ridges, and brows, using accent materials to highlight these elements;
- Design traditional style building roofs with steeper slopes, back-to-front slopes of at least 5.9:12 on the main roof, and side slopes of minimum 7.9:12;
- Design contemporary style building roofs to be flat or have lower pitches/slopes, with deeper overhangs (600-900mm), profiled caps, cornice edges, elevated parapets for flat roofs, and strong cornice lines;
- Provide minimum roof pitches of 6:12, incorporating steeper pitches for gables within main roofs;
- Provide a consistent soffit overhang of at least 300mm to add shadow lines and projections to the elevation design; and
- Locate stacks, gas flutes, and vents on the rear slope of the roof where possible, and gas flues as close to the roof ridge as possible.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.1.6 Entry Features, Doors And Windows

- **Design entry features:** Ensure main entrances face public realms, are visible, consistent with building design, and include weather protection elements. Entrances will be deep enough and close to the grade, with proportionally scaled columns and complementary architectural details;
- **Enhance entry features through:** Covered porches, roofs, architectural details, highlighted doors, transom/side lights, complementary light fixtures, and coordinated elements for a cohesive appearance. For contemporary designs, ensure generous overhangs and massing elements;
- **Recessed entries:** Limit depth to 1.5 metres to avoid hiding places and integrate steps as part of the design, discouraging the use of precast steps;
- **Accessibility and safety:** Integrate ramps where applicable, ensure high-quality railings, and provide appropriate natural light penetration and ventilation through strategically sized and organized windows; and
- **Window design:** Maximize window openings facing public spaces while ensuring privacy and safety, align ground and upper level windows for an upgraded elevation design, keep window treatment consistent, and use thermally sealed, double glazed windows. Sliding doors are not permitted on front and exposed elevations.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



4.1.7 Materials, Address Plaques And Lighting

- Select materials to reflect and complement the architectural style of the building;
- Create colour/material palettes to include contrasting but complementary colours. For new subdivisions, provide varied but distinct palettes that contribute to harmonious streetscapes;
- For new subdivisions, provide separate colour/material packages for traditional and contemporary designed buildings;
- Use high quality, durable and low-maintenance materials. Such as:
  a. Brick masonry.
  b. Stone; natural type preferably.
  c. Cementitious siding.
  d. High quality vinyl such as 'board and batten'.
  e. Industrial materials (metal, concrete), marble, wood, masonry with smooth finishes, as well as large calibre, smooth finish cementitious siding for contemporary designs.
- Favour:
  a. Natural finishes.
  b. Locally sourced and sustainable materials, and ensure recycled ones, where appropriate.
- Use materials and fastening systems that are authentic to their purpose and neatly detailed. Do not use materials that imitate other materials;
- Keep main materials to a maximum of two, with a third material to be used only for accents;
- Limit the use of stucco (or similar) and PVC siding to accents such as projecting elements and windows;
- Use consistent cladding materials on all elevations of the main and ancillary buildings of the development. All elevations exposed to public view will incorporate the same materials of the front/main elevation;
- On exposed elevations, changes in material will be purposeful and coincide with substantial massing elements (e.g., changes in plane) or organizing lines of the building. Changes in material will not occur at building corners;
- On interior elevations, return materials from the front facade and terminate them at 1200mm (47") from the front of the unit or to a logical stopping point such as a change in;
- Coordinate and align the termination of materials and architectural details;
- Use materials and colours to highlight the building's components (base, middle and top) and enhance its articulation;
- Favour roof colours darker than the main cladding materials;
- Incorporate distinct cladding materials at the base of buildings of 3 or 4 storeys;
- Incorporate lighting into the elevation design:
  a. At entrances, above garages (1 per garage door) and along soffits.
  b. Ensure light fixtures complement the elevation design in terms of style, scale, materials and colour.
  c. Favour energy efficient lighting such as LED and solar options.
- Coordinate the building and landscape colour/material palettes for a cohesive design.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.1.8 Site Organization

- Implement townhouse forms as appropriate building transitions between mid-rise and low-rise buildings;
- Ensure lane-based and underground parking townhouse configurations, especially for infill developments;
- Ensure minimum unit widths of 6 metres for front-loaded townhouse units and 5 metres for lane-based or underground parking townhouse units;
- Ensure wider units for townhouse blocks with front-loaded garages, with a recommended frontage of 6.5 metres;
- Limit townhouse block length to 8 units (width) or 52 metres, encouraging shorter blocks of 4 to 6 units and articulating greater blocks vertically;
- For interior end units adjacent to pedestrian connections or lanes, ensure interior setbacks of at least 1.2 metres for light articulation and natural light into the unit;
- Provide wider lots for end units of townhouse blocks to accommodate flankage elevations upgrades and enhanced landscaped side yards;
- Maintain a minimum separation distance of 15m between townhouse blocks facing other low-rise built forms up to 4 storeys separated by a mews or similar open space;
- Limit driveway and garage door widths to maximum 60% of the width of front yards and townhouse units respectively;
- Provide private outdoor amenity spaces for each townhouse unit, whether in rear yards, on decks/ terraces, or balconies at the front; and
- Provide a singular walkway leading to a shared landing for paired entrances to adjacent units.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023) and Block 47-1 and Block 47-2 Approved Community Design Guidelines (April 2023)

4.1.9 Built Form

- Maintain consistent architectural treatment, roof style, and materials throughout the townhouse block to create visual cohesion;
- Design the townhouse block as a unified building, while providing different but complementary elevation designs to differentiate individual units and create a unique architectural expression;
- Emphasize and differentiate individual units within the block by varying setbacks, wall plane variations, articulated rooflines, highlighted entrances, different entrance/window treatments, and varied but complementary materials/colors;
- Ensure the incorporation of second-story balconies to introduce vertical breaks along the block elevation;
- Ensure uniformity or complementary design of entry features, providing pairing unit entrances where possible for a cohesive block elevation;
- For townhouses with front integrated garages, maintain consistent garage treatment within a block, provide staggering garages for enhanced elevation articulation, and provide varying garage styles between blocks to further differentiate designs;
- Keep cladding materials consistent throughout the block, but allow for different but complementary materials when appropriate to accentuate individual units while maintaining overall coherence; and
- Ensure that utility metres do not dominate the front facade of the townhouse block or individual units, preserving aesthetic quality.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.2 Mid-Rise Mixed Use Buildings

4.2.1 Orientation, Placement And Setbacks

- Place and orient buildings to maximize view corridors, vistas, and privacy;
- Enhance streetscape and public realm through well-proportioned building frontages;
- Ensure 0 metres side setbacks along commercial corridors for continuous streetwalls;
- Set back buildings for retail and residential uses to allow for outdoor spaces;
- Provide additional setbacks for narrow boulevards/sidewalks;
- Arrange buildings to face and frame open spaces, both private and public;
- Design new developments for appropriate transitions in height and massing;
- Incorporate setbacks, angular planes, and stepbacks for sunlight penetration and privacy;
- Ensure mid-rise buildings are no more than 80 metres in length;
- Provide separation distances between buildings for privacy and views;
- Design upper levels of mid-rise buildings above the podium with smaller floor plates;
- Provide separate structures over one large slab for taller mid-rise buildings;
- Provide minimal or greater setbacks at gateway or corner sites;
- Treat both frontages of corner lots as main elevations with enhanced designs;
- Articulate elevations on corner lots abutting low-rise residential built form;
- Locate taller buildings along primary streets and intersections;
- Design buildings at gateways as landmark structures with distinct built form;
- Contribute to an active public realm by ensuring ground-floor uses have direct access or a presence on the street;
- Reinforce and extend a fine-grained public realm network on larger sites; and
- Promote walkability by limiting block length and providing high-quality mid-block pedestrian connections.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

Examples of Mid-Rise Mixed-Use Buildings

4.2.2 Access, Parking And Servicing

- Provide access to parking and service areas from lanes and/or secondary/side streets, away from corners, to minimize impact on the public realm;
- Minimize the visual and functional impact of multiple vehicular accesses on the public realm by consolidating accesses, reducing access width, and employing traffic calming measures if consolidation isn't possible;
- Ensure shared access between different sites/ developments to reduce individual vehicular accesses, ensuring clear pedestrian pathways;
- Avoid mid-block vehicular access; if necessary, design them to be shared and integrated into building massing;
- Ensure continuous pedestrian connectivity through clearly delineated linkages through driveways and shared lanes;
- Locate passenger pick-up/drop-off areas internally or at the rear/side of buildings to minimize impact on public realm;
- Minimize presence and impact of parking and servicing areas on public realm through underground parking, screening, and incorporating servicing areas interior to the building or at rear/side of the site/building;
- Prohibit parking areas in front setbacks to preserve urban aesthetics;
- Integrate vehicular entrances into elevation design, de-emphasizing them through recessed walls and doors;
- Cover ramps to underground parking to prevent weather damage;
- Design surface parking to minimize environmental impact, including landscaping, buffers, and permeable paving materials;
- Provide preferential parking for bicycles, car sharing, and alternative energy vehicles;
- Provide ample, secure bicycle parking and supporting facilities;
- Locate storage rooms/units interior to the building, away from public frontages, and ensure they do not encroach into front or exterior yards; and
- Surface parking will be minimized, parking for ground floor retail/commercial uses will be provided in underground parking.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.2.3 Height And Massing

- Building heights will be proportionate to the width of the street;
- Maximum building height will reflect the adjacent Right-of-Way (ROW), with considerations for stepbacks and maintaining a pedestrian-scaled environment;
- Ensure lower podium heights, with maximum heights based on the width of adjacent streets;
- Provide transitional podium heights for developments on corners, with height transitions at logical points and higher podiums along major street frontages;
- Provide floor plate controls for taller buildings on narrower streets, based on site-specific context;
- Provide transitions in height and massing towards lower adjacent built forms, including limiting streetwall height and incorporating stepbacks;
- Ensure a range of heights for developments with multiple buildings, establishing a height hierarchy based on site conditions and context;
- Set minimum floor to ceiling heights for both residential and non-residential uses to ensure adequate space;
- Incorporate bases reflecting adjacent buildings and avoid placing tallest components near low-density areas;
- Provide visual interest through prominent massing, additional height, and enhanced architectural design, particularly at corners, intersections, and view terminuses; and
- Emphasize similar scale and architectural style for buildings at gateways to enhance the sense of entry and place-making.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.2.4 Architectural Design And Building Articulation

- Design buildings with cohesive architectural style, proportions, and materials, emphasizing differentiation between base, middle, and top components for massing articulation;
- Design floor plans to break mass and contribute to interesting building elevations;
- Design elevations to be articulated vertically and horizontally, reflecting internal uses, and displaying consistent architectural style and materials;
- Promote high-quality pedestrian environments with active uses along streets, articulated podium elevations, and high proportion of glazing at ground level;
- Ensure major vertical massing breaks, articulated elevations, and double-height mid-building connections for buildings wider than 80m;
- Ensure significant multi-storey massing breaks for mid-rise buildings taller than 6 storeys;
- Maintain consistent design quality for corner buildings;
- Design gateway buildings with special attention to base, top, active uses, enhanced fenestration, and landscape features;
- Continue frontage features on side elevations to avoid blank walls;
- Design mid-rise developments in context with neighbouring buildings, considering scale, articulation, fenestration, and materials;
- Prohibit blank walls on elevations exposed to public view;
- Mitigate unavoidable blank walls through art or special treatments; and
- Integrate building signage into architectural design to enhance streetscape character, considering weather protection elements.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.2.5 Roofs

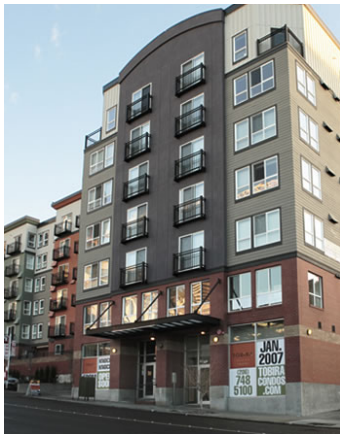
- Create a consistent and visually appealing roofline, ensuring an adequate view of the sky from ground level;
- Design the top component of the building in a consistent architectural style, proportionate to the overall building scale;
- Integrate mechanical penthouse and rooftop elements into the overall building design to avoid an afterthought appearance;
- Ensure the full bulk of mechanical penthouses is within any required angular plane;
- Choose reflective, low-intensity colors to reduce heat island effects and HVAC loads;
- Use high-quality and visually appealing roofing materials for mansard or peaked roofs, selecting colors that contrast and complement the building elevation; and
- Promote green rooftops to enhance building appeal, reduce urban heat island effects, improve air quality, and provide noise insulation. Provide green rooftops only where planting could thrive.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.2.6 Entrances, Windows And Balconies/Terraces

- **Strategic Pedestrian Entrances:** Position main entrances to engage with the public realm effectively;
- **Accessibility and Connectivity:** Ensure entrances directly link to sidewalks with clear pathways;
- **Prominent Entrance Design:** Design entrances to be visible and significant, integrating weather protection and ample glazing;
- **Mid-block Connections:** Provide covered connections between buildings for accessibility and convenience;
- **Universal Access:** Make entrances universally accessible, minimizing the need for ramps and ensuring seamless integration with sidewalks;
- **Secondary Entrances:** Incorporate secondary entrances into the design, highlighting them with architectural details;
- **Ground-Related Units:** Emphasize ground-level units with architectural elements like porches and enhanced landscaping;
- **Visual Variety:** Incorporate windows, balconies, and other architectural features to enhance building elevation and connections to the outdoors;
- **Balcony Setbacks:** Allow balconies to encroach slightly within setbacks while providing overall building massing;
- **Privacy and Shelter:** Use recessed balconies to enhance privacy and minimize wind impact while reducing building bulk;
- **Architectural Detailing:** Include attractive details on balcony undersides visible from the public realm; and
- **Consistent Design Elements:** Maintain consistency in canopy/awning styles and select materials that complement the building's overall aesthetic.

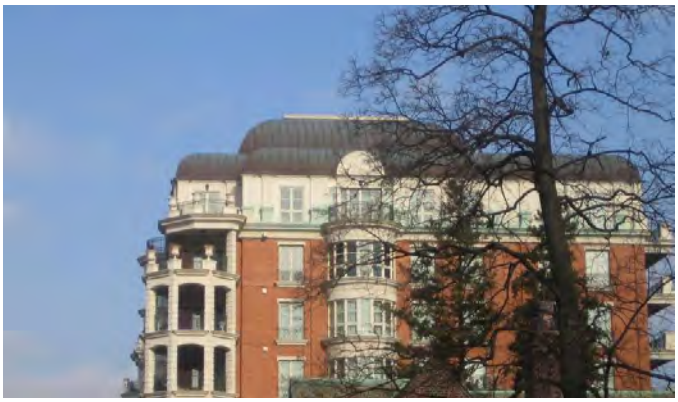
For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



4.2.7 Utility/Service Metres And Mechanical Equipment/Rooms

- Locate utility/service elements away from public frontages or screen them from public view, both externally and internally within buildings;
- Consolidate natural gas and other utility leaders, integrating them early into the building form;
- Position mechanical equipment and rooms away from public view, preferably to the centre of the rooftop, and use architectural features or rooftop amenities for screening;
- Employ architectural features to screen rooftop mechanical elements, ensuring they blend with the building's design;
- Ensure that if mechanical rooms are visible, their exterior structure enhances the overall design of the building's top;
- Utilize usable spaces, such as amenity or living areas, to screen mechanical rooms where feasible; and
- Clearly indicate utility locations and their treatment on site plan and elevation drawings for transparency and planning purposes.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



4.2.8 Materials, Signage And Lighting

- Select high quality and durable materials that complement and enhance the building design, as well as the neighbourhood character and adjacent streetscape. Natural materials such as stone, brick and glass are required;
- Use the highest quality materials at the building base, adjacent to the public realm and pedestrian areas, to create a visually appealing and functional urban environment, while contributing to its durability, safety, and overall value;
- Strategically use lighter materials to minimize the building mass, and heavier ones to emphasize important elements of the building design and its articulation;
- Ensure lighter materials and colour palettes on levels above 6 storeys to mitigate the impact of taller mid-rise buildings;
- Enhance vertical breaks and changes in plane through different materials, especially for buildings with long elevations that might otherwise become monotonous;
- Ensure changes in materials are provided at changes in planes;
- Lighting will complement the elevation design and reflect the uses on it. Incorporate high efficiency lighting (LED) wherever possible; and
- Meet LEED standards and the City of Brampton Sustainable Community Guidelines. Energy efficient measures and materials are required.

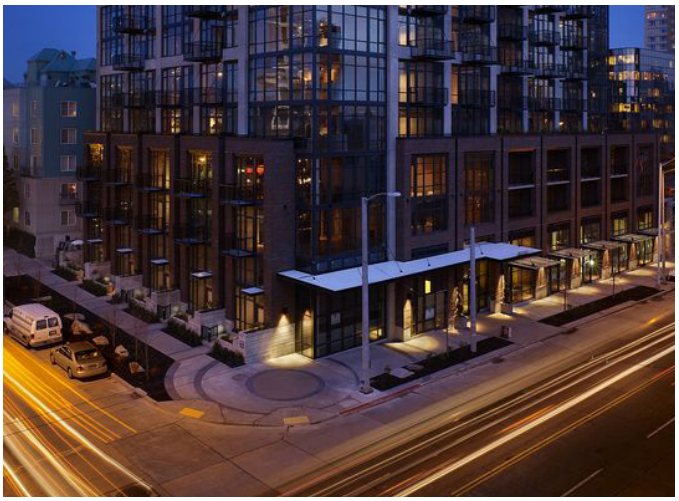
For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023) and Block 47-1 and Block 47-2 Approved Community Design Guidelines (April 2023)

4.3 High-Rise Mixed Use Buildings

4.3.1 Orientation, Placement And Setbacks

- Locate buildings along the street edge to frame and animate the public realm;
- Where a well-established street wall exists, maintain and reinforce existing setbacks of adjacent built forms by aligning the base with adjacent building bases;
- Where a well-established street wall exists, but the existing setback varies on either side of a high-rise building site, place the building base to resolve the differences (average distance between the differing setbacks);
- Where a street does not have an existing setback pattern or is planned to change, building placement will follow the required setback of the street. This includes providing at least 6 metres from the curb to the high-rise building facade, ensuring the front setback between the high-rise building wall at grade and the property line is at least 3 metres, and allowing for a front setback greater than 3 metres to accommodate anticipated higher volume of pedestrian traffic;
- Wider streets may benefit from additional setback width to improve pedestrian safety and comfort;
- Ensure greater setbacks, beyond zoning requirements and existing patterns, at corners, transit stops, building entrances, and other locations to accommodate heavy pedestrian traffic, amenities, and greening opportunities;
- For entrances to at-grade residential units, provide a minimum 4.5 metres setback from the property line to allow for usable private amenity space while maintaining visibility to the public realm;
- Orient main building elevations to align with major streets;
- Use building orientation and placement to optimize views, privacy, sky views, pedestrian comfort, daylighting, energy efficiency, and wind circulation throughout the site;
- For corner sites, locate taller parts of the development at the corner, oriented to intersecting streets and public spaces; and
- Ensure at-grade landscaped open spaces to consist of at least 25% of the total site area to prevent buildings from being situated too close to one another and to create livable micro-climate environments.

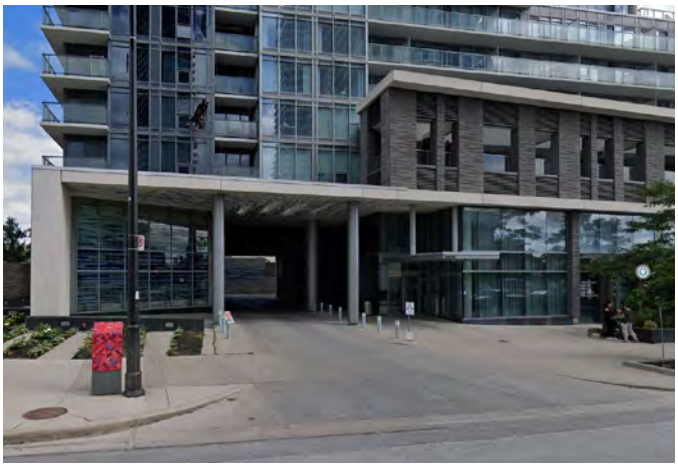
For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



4.3.2 Access, Parking And Servicing

- Provide access to parking, servicing, and loading areas from secondary streets or rear laneways to improve the pedestrian environment along main frontages;
- Combine access driveways between adjacent sites and align them with the adjacent road network to ensure continuous sidewalks and safe pedestrian access;
- Add new curb cuts only when necessary, preferably along secondary streets;
- Ensure the use of through lanes to minimize vehicle turnarounds;
- Ensure that site accesses, services, and utilities are not visible from public streets and spaces, and screen them with architectural or landscape elements;
- Integrate utility leaders/metering into building design;
- Avoid free-standing vehicle ramps, loading areas, and garbage depots;
- Ensure overhead clearance standards for loading areas;
- Provide indoor waste and recycling facilities, screened from public view;
- Provide bicycle storage inside buildings and short-term parking outside entrances;
- Include drop-off areas for high-rise developments with hotels or commercial uses;
- Locate parking below grade;
- Screen at-grade parking from public view with landscaping and architectural elements;
- Screen above-grade parking structures with active uses along public frontages and provide green roofs;
- Provide well-lit, convenient pedestrian and cyclist access to parking areas from the street; and
- Surface parking will be minimized, parking for ground floor retail/commercial uses will be provided in underground parking.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



4.3.3 Base (Podium)

A. Base Height And Massing

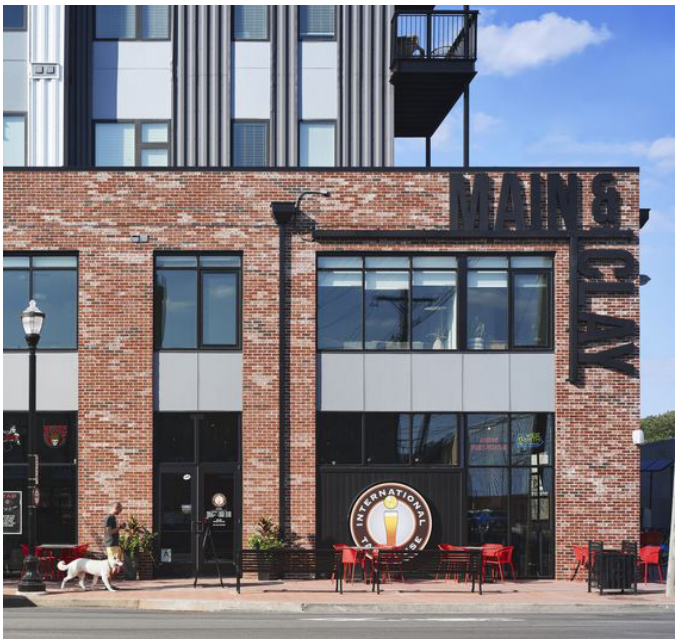
- Ensure the height of the base matches existing adjacent structures or is a minimum of 3 storeys (10-10.5m) to reinforce the pedestrian scale of the streetscape and provide for appropriate transition to the tallest component of the development;
- Limit the height of the base to 6 storeys or 80% of the adjacent street right-of-way, whichever is lower, to provide for generally consistent streetwalls along the street and ensure at least 5 hours of sunlight on the sidewalk on the opposite side of the street directly across the site on the fall equinox;
- Allow for additional base height up to 100% of the adjacent street right-of-way by providing a step back of minimum 3m from the top of the base wall;
- Provide a step back of a minimum of 2-3m between the 3rd and 6th storey of the building (or at the level of the existing established streetwall) to create/promote a consistent streetwall scale along the street;
- Ensure the height (floor to ceiling) of ground floors is minimum 4.5m for either residential or non-residential uses, to enhance visibility and safety while strengthening the relation between internal uses and the adjacent public realm; and
- On corner sites, design the building base to respect and respond to the height, scale/ massing, and character of the existing context on both streets.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

B. Architectural Design And Building/Elevation Articulation

- Ensure active uses at grade to animate the public realm;
- Design all elevations of the base to reflect architectural style and internal uses;
- Provide well-articulated bases that fit harmoniously within the street context;
- Incorporate vertical articulation elements or fractures for breaks in the street wall;
- Differentiate between different uses on the same elevation through architectural treatments;
- Restrict projected balconies on main streets within the first 10.5m (3 storeys) of the base building;
- Break down the scale of the building base through wall recesses, projections, and multiple entrances;
- Provide building entrances and transparent windows facing streets, parks, and open space;
- Ensure main entrances at corner sites;
- Include substantial transparent glazing along at-grade elevations related to non-residential uses;
- Ensure landscaped setbacks for at-grade residential units;
- Ensure upper floors include windows overlooking the public realm;
- Design special features to wrap around corners.
- Design building name/address elements to complement the elevation and enhance the streetscape;
- Avoid blank elevations exposed to public view; and
- Provide art or special wall treatments for blank walls exposed to public view.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



C. Entrances, Windows And Balconies/Terraces

- Design entrances to be prominent and universally accessible, incorporating double-height entrances where suitable;
- Ensure entrances are at grade level, wide enough for mobility devices, and incorporate ramps as integral components of the design;
- Incorporate secondary entrances strategically, such as at the back/side of the building or mid-block connections/courtyards;
- Clearly distinguish between main entrances and secondary entrances;
- Utilize porches, overhangs, and cantilevers to emphasize residential townhouse and/or commercial units at the base;
- Limit front steps for raised residential townhouse units to 6 risers;
- Provide raising the ground floor of residential townhouse units between 0.9-1.2 metres above sidewalk level for added privacy and a transition from public to private space;
- Incorporate permanent pedestrian weather protection elements like canopies, awnings, and overhangs at ground level, ensuring integration, appropriate sizing, and strategic placement;
- Allow upper storey cantilevers above 7.5 metres, limited to a maximum projection of 3.5 metres and occupying no more than 80% of the building frontage; and
- Note restrictions on projections/overhangs of weather protection elements on rapid transit corridors' right-of-way.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.3.4 Middle (Tower)

A. Middle Height And Massing

- Provide adjacent high-rise developments, land use, and street hierarchy when determining appropriate building height to minimize impacts on adjacent communities and open spaces;
- Minimize shadow and wind impacts through careful consideration of building height and massing;
- Ensure that multiple buildings within a development or block work together to create an elegant skyline, providing a range of heights and establishing a hierarchy;
- Place taller buildings closer to primary streets or corners;
- Design buildings so that the middle part is at least double the height of its base;
- Limit the floorplate of towers to 800 metres square to minimize shadow and wind impacts, maximize views, and improve privacy between neighbouring buildings;
- Design slab type buildings to incorporate vertical massing breaks, articulate elevations with changes in planes and materials, and provide multiple buildings of differing heights for larger sites to avoid overwhelming the pedestrian zone; and
- Ensure minimum floor heights of 3.0 metres for residential floors and 4.0 metres for non-residential floors.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

B. Orientation, Placement, Setbacks And Separation Distance

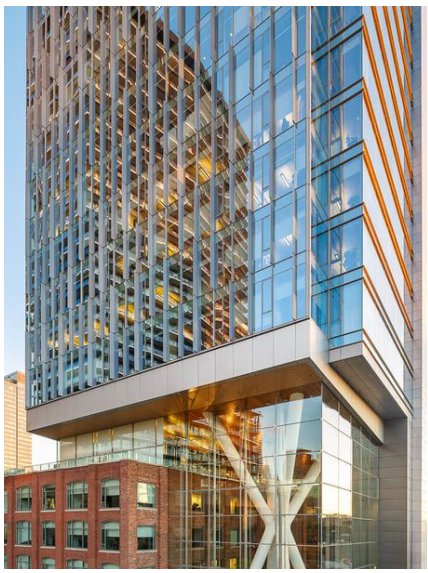
- Place and orient middles (towers) to maximize sky views and natural daylight, provide proper privacy, and minimize wind/shade impacts on surrounding areas. Ensure minimum separation distances between buildings, setbacks from property lines, and adequate sunlight on sidewalks and public open spaces;
- Setback middles (towers) from the base (podium) wall to differentiate building components, minimize shadow/wind impacts, and maintain pedestrian scale along the streetscape;
- Require terraces and/or rooftop amenities with greater setbacks/step backs;
- Orient the longest face of the building's middle to minimize shadows;
- Ensure proper solar orientation in middle (tower) placement, orientation, and design;
- Minimize overlap (parallel elevations) of middles (towers) where possible to avoid visual clutter;
- Allow a portion of a tower frontage to extend straight down to grade within the step back area without the presence of a base (podium); and
- Ensure high-rise developments comply with minimum separation distances, setbacks, and stepbacks to prevent overcrowding and maintain urban design standards.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

C. Architectural Design And Building/Elevation Articulation

- Ensure cohesive elevation design, considering architectural style, proportions, rhythm, and materials throughout the building's base, middle, and top;
- Design middle elevations to reflect the same architectural style and proportions, varying details based on public view exposure and internal uses;
- Break the mass of the building by designing floor plates effectively to accommodate the program, creating interesting and articulated elevations;
- Articulate elevations vertically and horizontally, using changes in planes, multi-storey breaks, enhanced fenestration, and coordinated materials;
- Clearly differentiate between uses on the same elevation through complementary architectural treatments;
- Ensure variation in the design of middle elevations for visual interest and responsiveness to adjacent context;
- Design special features to wrap around corners and terminate logically at changing planes;
- Include windows on all elevations, especially facing streets, parks, and open spaces, with appropriate balconies for residential buildings;
- Incorporate operable windows for natural ventilation and to reduce mechanical heating and cooling requirements;
- Avoid continuous balconies negatively impacting perceived mass by incorporating breaks, varied configurations, sizes, and materials;
- Avoid blank elevations exposed to the public view;
- Provide art and special wall treatments for blank walls when avoidance is not possible; and
- Mitigate negative wind impacts at grade with design treatments such as screens and materials.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).



D. Windows And Balconies/Terraces

- Include windows and incorporate balconies/ terraces on middle part elevations, especially for residential uses;
- Use different but proportionate window/balcony sizes to animate elevations and reflect various internal uses;
- Ensure balcony design integrates with the overall massing and design of the building;
- Provide inset or partially inset balcony arrangements for greater privacy and comfort, particularly on upper floors;
- Maintain balconies within the site's property boundaries;
- Ensure balconies are at least 1.5 metres deep with a minimum area of 3 metres square for adequate usable space and private amenities;
- Provide canopies over projecting balconies for weather protection;
- Be cautious with wrap-around balconies to avoid increasing visual impact and shadowing, ensuring integration with the building design and providing breaks in between;
- Design balconies to enhance sustainable objectives through arrangement, materials, and construction methods, impacting building energy performance; and
- Avoid transparent glass balconies to mitigate collision risks for migratory birds.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.3.5 Top (Rooftop)

A. General Guidelines

- Design high-rise buildings with visually appealing and clearly defined tops that complement the overall architecture and are proportionate to the building's scale;
- Incorporate design elements that enhance the skyline and provide orientation, such as unique geometry and lighting features;
- Design the top part of buildings to serve as visual landmarks at important locations within the community;
- Use reflective, low-intensity colors for rooftops to mitigate the heat island effect and reduce HVAC loads; and
- Incorporate green rooftops where suitable to enhance street-level appeal, mitigate urban heat island effects, improve air quality, and provide noise insulation, ensuring that planting can thrive.

B. Mechanical Rooms/Equipment

- Locate and design mechanical rooms as integral components of the building top to complement and enhance the overall building's design;
- Screen mechanical rooms/equipment through integral architectural features or usable spaces such as rooftop amenities or living areas (penthouses), using materials that complement those used on the building elevations and enhance their design; and
- Exposed telecommunication equipment is generally discouraged; if necessary, integrate telecommunications equipment into the rooftop design.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.3.4 Bird-Friendly Design

- Incorporate Bird-Friendly Design strategies to at least 85% of contiguous glass areas greater than 2 metres square within the first 16 metres of the building above grade, including interior courtyards and above green roofs;
- Apply Bird-Friendly Design strategies to ground-related residential development that is adjacent to the natural heritage system, parks, and other open spaces;
- Incorporate overhangs, canopies, and awnings to help mute reflections on glazing and achieve bird-friendly design; and
- Bird-Friendly Design Strategies may include:
  - Visual patterns on glass.
  - Visual markers provided on the glass of proposed buildings with spacing no greater than 50mm by 50mm.
  - Window films.
  - Fenestration patterns.
  - Angled glass downwards.
  - Reduced night sky lighting.

For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023).

4.3.5 Materials

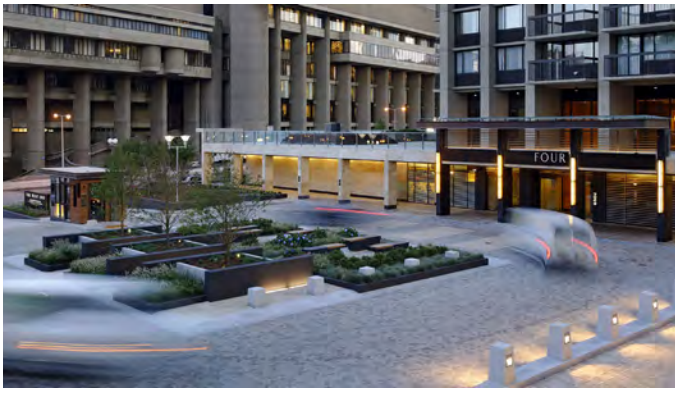
- Select materials and colors that complement the architecture, character, size, and style of the building design, as well as the streetscape;
- Ensure building elevations incorporate high-quality, permanent, and durable materials, such as glass, stone, brick, concrete, and metal, with appropriate texture and carefully crafted details to provide visually pleasing designs;
- Ensure the usage of natural materials, such as brick and stone, at the pedestrian level of the building;
- Avoid using stucco on high-rise building elevations;
- Maintain consistency of materials among elevations;
- Use changes in materials to break the building mass and enhance the elevation articulation/ design;
- Strategically use lighter materials to minimize the building mass and heavier ones to emphasize important elements of the building design and its articulation;
- Ensure changes in materials are done at changes in wall planes;
- Ensure environmentally sustainable materials and construction methods; and
- Incorporate energy-efficient measures and materials that can significantly impact building energy performance.

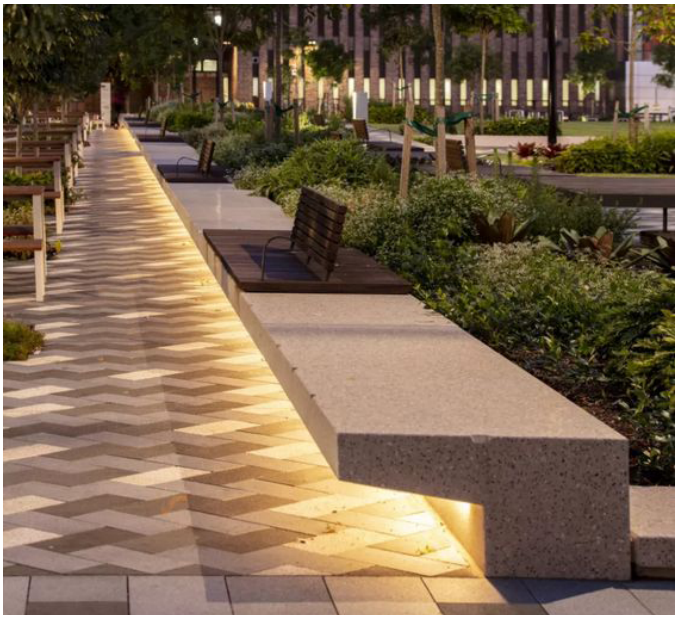
For more detailed guidelines please refer to the City-Wide Urban Design Guidelines (Draft November 2023) and Block 47-1 and Block 47-2 Approved Community Design Guidelines (April 2023)

4.4 Lighting

The following general design recommendations apply to lighting concepts and designs with the Town Centre:

- Ensure light fixtures are compatible with and reflect the architectural style, materials, colour, and surrounding built form and street furniture;
- For high rise mixed use buildings, integrate lighting in the ground floor façade of the podium and at each entrance;
- For townhouse built form, lighting will be placed at each entrance to the dwelling and at all garage openings at a minimum rate of 1 light fixture per garage door;
- Lighting design will minimize light spill over into residential areas;
- Place street lighting in line with street tree planting and utility boxes;
- Ensure that all lighting is Dark Sky compliant;
- Enhance night visibility and safety by ensuring that placement of street lighting is consistent with the principles of Crime Prevention Through Environmental Design (CPTED);
- Provide pedestrian scaled lighting on streets with sidewalks on both sides of the street. In all other areas, street lighting will be of standard local street height; and
- Incorporate utilities into street light poles, where possible.

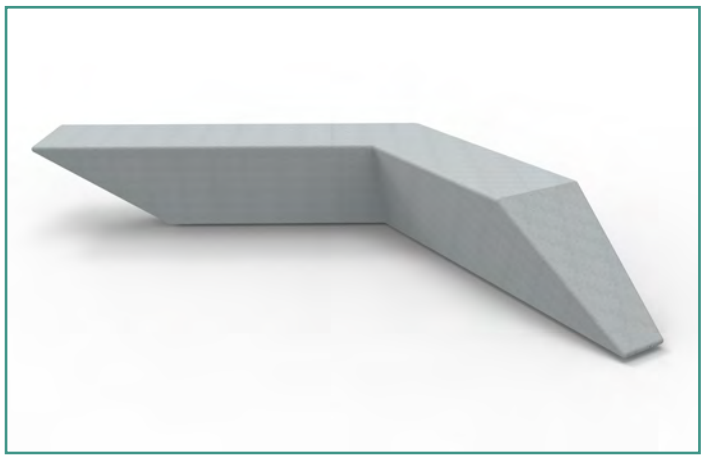




APPENDIX "A"
PUBLIC REALM LIBRARY

The following images are conceptual reference examples only. Styling, shape, form, etc., will be finalized during detailed development design review.

BENCHES & SEATWALLS

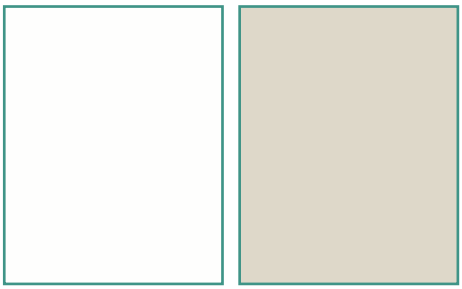


Contemporary Modular Seatwall

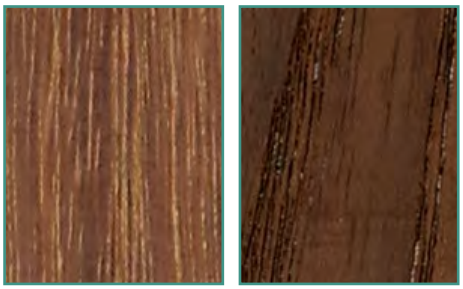
Curved Modular Seatwall

Contemporary Wood and Concrete Bench

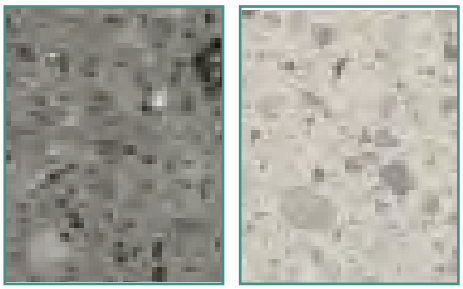
MATERIALS AND COLOURS



Ultra-high performance concrete



Woodgrains



Cast Stone

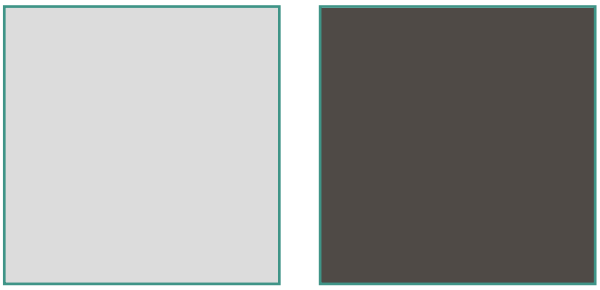
TABLES

Outdoor Aluminum Seating System Example

Outdoor Aluminum Seating System Example

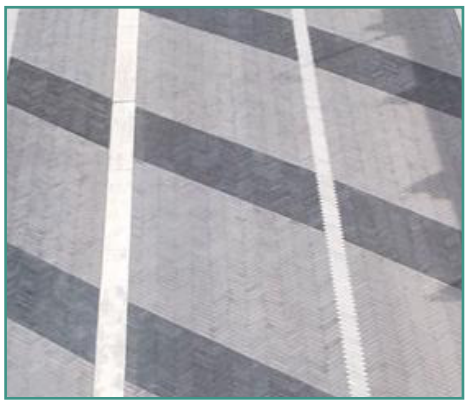
Outdoor Aluminum Seating System Example

MATERIALS AND COLOURS



Powder-coated Metal

PERMEABLE PAVING



Contemporary Paver Example

Contemporary Paver Example

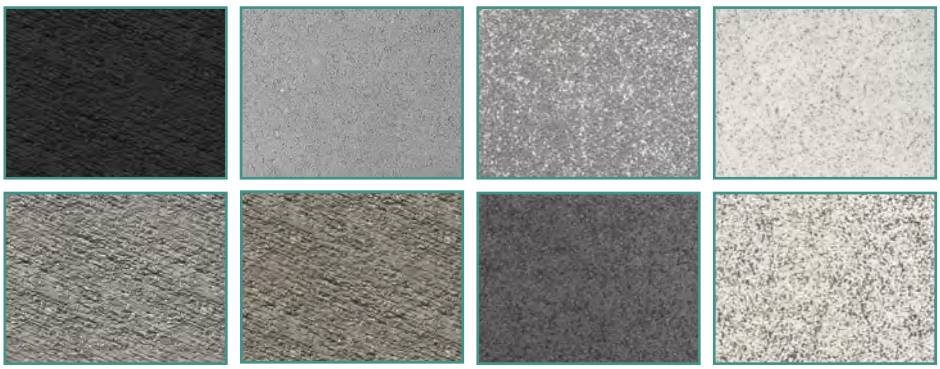
Contemporary Paver Example

Contemporary Paver Example

Contemporary Paver Example

Contemporary Paver Example

MATERIALS AND COLOURS



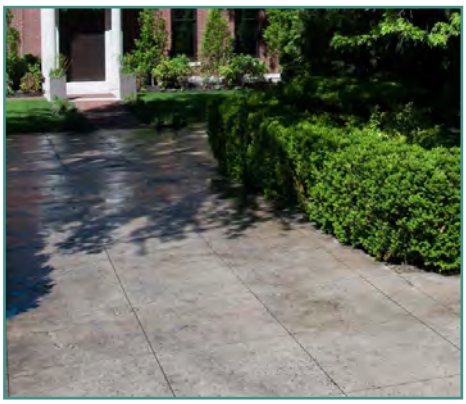
COLOURED/STAMPED CONCRETE

Stamped Concrete Example

Stamped Concrete Example

Stamped Concrete Example

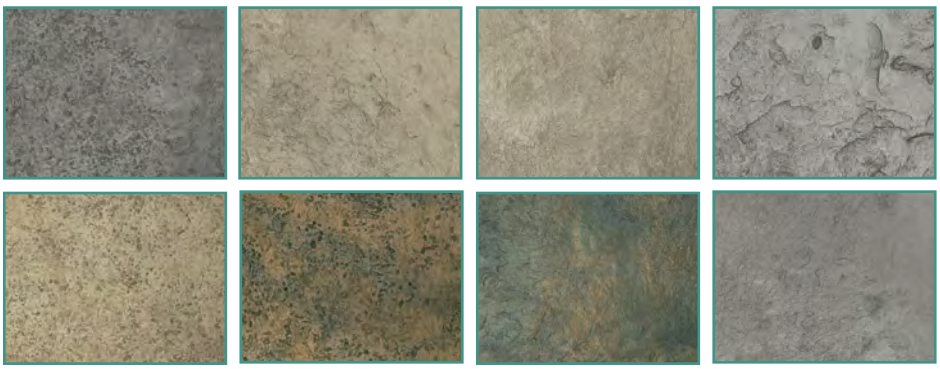
Stamped Concrete Example



Stamped Concrete Example

Stamped Concrete Example

MATERIALS AND COLOURS



GATEWAY IDENTIFIER FEATURE

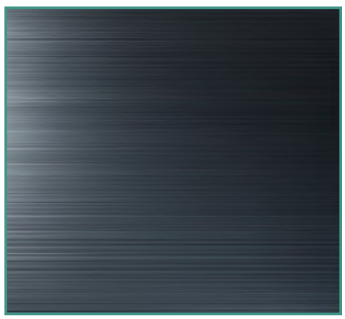
Conceptual Precedent Examples - Identifier features in urban settings for gateway conditions, a common theme needs to be applied into all gateways design (Require Custom Design)

MATERIALS AND COLOURS

High performance concrete

Wood

Aluminum



Coated Steel

The colors for the gateway identifier features will be chosen later based on the proposed architecture design implemented in the gateways.

SIGNAGE / WAYFINDING

Conceptual Precedent Examples - Signage & Wayfinding in urban settings for gateway conditions (Require Custom Design)

MATERIALS AND COLOURS

Aluminum | Stainless Steel | Coated Steel

The colors for the signage will be chosen later based on the proposed architecture design implemented in the gateways.

BIKE RACKS

Contemporary Bike Rack Precedent (Circular Shape)

Contemporary Bike Rack Precedent (Organic Shape)

Contemporary Bike Rack Precedent (Tapered Shape)

MATERIALS AND COLOURS

Powder-coated Metal & Anodized Aluminum

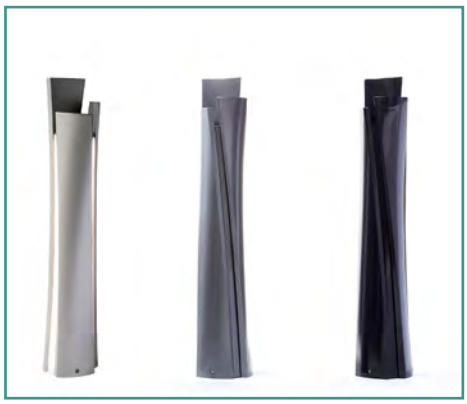
LIGHTING / BOLLARDS

Ring Shaped Light Fixture

Contemporary Sculptural Light Fixture

Minimalist Beam Light Fixture

Minimalist Stick Light Fixture



Contemporary Organic Bollard

Minimalist Beam Bollard

Contemporary Organic Light Fixture

Contemporary Sculptural Bollard

Lighting poles and Bollards made from aluminum

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APPENDIX "B"

Cost Responsibility Matrix

COST RESPONSIBILITY MATRIX FOR TOWN SQUARE	Capital cost City Responsibilty (DC Funded)	Capital cost Developer Responsibilty (Developer Funded)
Town Square		
Fine grading and topsoil spreading		
Walkways within exisiting DC service level		
Walkway lighting		
Benches , bench pads and waste receptacle pads		
Shade feature/Pavilion feature, paving under shade structures		
Drainage system Storm Lines (internal only)		
Plantings – trees, shrubs, perennials and ornamental grasses		
Interactive Public Art/Urban Play		
Pathway and walkways exceeding DC service level		
Standard playground and play surface material		
Playground exceeding City standard		
Central lawn area		
Alternative play feature (water play), if required by the City		
Park i.d. signage		
Rough grading		
Concrete or masonry seat wall		
Concrete planter		
Decorative/permeable paving		
Tree pits/seat walls and grates		
Signage (excluding park i.d. signage)		
Upgraded lighting		
Irrigation		
Note: all enhancements to the City of Brampton Standards are at developer cost.		

mbtw wai

255 Wicksteed Avenue, Unit 1A

Toronto, Ontario, Canada M4H 1G8

T 416.449.7767 F 416.449.1803

www.mbtw-wai.com

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