

OFFICE CONSOLIDATION

CHAPTER 54

KENNEDY ROAD SOUTH REVITALIZATION AREA SECONDARY PLAN

April 2017

EXPLANATORY NOTES

Office Consolidation Kennedy Road South Revitalization Area Secondary Plan Area 54 Chapter 54

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the 2006 Official Plan (policy 5.4.10 in the 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1993, 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,

- (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 54, Kennedy Road South Revitalization Area Secondary Plan)

This office consolidation of the Kennedy Road South Revitalization Area Secondary Plan consists of Chapter 54 of the document known as the 1993 Official Plan.

Chapter 54 is based on Official Plan Amendment OP93-266 to the document known as the 1993 Official Plan, as adopted by City Council August 2, 2006 (By-Law 255-2006).

Chapter 54 incorporates all modifications and referrals made by the Ontario Municipal Board (Order No. 2844), issued on November 5, 2007 along with the following Official Plan Amendments approved by the City of Brampton:

OP2006-104

This office consolidation has been prepared without the following original documents:

OPA 23	OPA 80	OPA 97	OPA 101
OPA 103	OPA 120	OPA 229	OPA 263
OP93-167	OPA 92-266		

This office consolidation is provided for convenience only. For official reference, resource should be had to the original documents noted above.

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THE KENNEDY ROAD SOUTH REVITALIZATION AREA SECONDARY PLAN
(Official Plan Amendment OP93-266)
Chapter 54

1.0 PURPOSE

The purpose of this Chapter, together with Schedules SP54(A) is to establish, in accordance with Section 5.4 of the Official Plan for the City of Brampton Planning Area, detailed planning policies for the lands on either side of Kennedy Road South, north of Steeles Avenue and south of the CN tracks. The lands include all properties fronting onto Kennedy Road except for the northeast quadrant of Steeles Avenue and Kennedy Road South (former AMC Plant) and total 71.25 hectares in area (176 acres).

This Secondary Plan sets out the detailed land use and policy framework for the area known as the Kennedy Road South Revitalization Area. This Chapter identifies Secondary Plan Area Number 54 by three well defined areas (residential, industrial and commercial) fronting a major arterial road. The intent of the Secondary Plan is to provide a controlled land use planning framework which also allows a series of initiatives to improve the functionality and appearance of street frontages and a clearer definition of the three land use areas. The Secondary Plan also provides for a set of urban design and sustainability guidelines to be used in the area.

This Chapter specifies the desired pattern of land use and the transportation network, and provides a set of urban design and sustainability guidelines to achieve high quality, efficient and orderly urban development within the Kennedy Road South Revitalization Area Secondary Plan Area.

The general policies of Secondary Plan Areas 17 and 18 with respect to the overall development area, population and facilities shall continue to apply. The policies of Secondary Plan Areas 17 and 18 with respect to areas designated for medium and high density development shall also continue to apply to the Kennedy Road South Revitalization Area.

2.0 LOCATION

The lands subject to the policies of this Chapter are:

- comprised of a total area of approximately 71.25 hectares (176 acres);
- generally described as lands on either side of Kennedy Road South, north of Steeles Avenue and south of the CN tracks; and,

- shown as the lands subject to this amendment on each of the schedules attached hereto.

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to Secondary Plan Number 54 outlined on Schedule SP54(A) shall be developed in accordance with the policies of this chapter (Chapter 54 of Part II) and with Schedule SP54(A) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Kennedy Road South Revitalization Area Secondary Plan shall not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to the Secondary Plan Number 54 Area can only be achieved by reading the overall Official Plan together with Chapter 54.

The Kennedy Road South Revitalization Area Secondary Plan is intended to replace portions of the Brampton East Secondary Plan (Number 17) and the Brampton East Industrial Secondary Plan (Number 18), as amended.

4.0 GENERAL OBJECTIVES AND CRITERIA

In addition to the goals enunciated in the General Plan (Part I), the following general objectives/criteria constitute the basis for the formulation of the Kennedy Road South Revitalization Area Secondary Plan in that it:

- continues to function as an area with Kennedy Road South as a major arterial road which serves three distinct land use areas: commercial to the north, residential and institutional to the southwest and industrial to the southeast. The areas are not expected to significantly change in terms of land use in the foreseeable future.
- is expected to continue to provide flexible and affordable commercial space for a variety of businesses;
- continues to maintain a healthy, stable industrial area on the east side of Kennedy Road;
- promotes the redevelopment and improvement of the lands through the designation of clearly defined residential, commercial and industrial areas along Kennedy Road South;

- provides a response to the concerns and issues associated with the area by proposing a framework in which initiatives to improve the area can be easily implemented;
- provides a detailed level of urban design to improve the public and private realms including pedestrian networks;
- is sensitive to a wide range of land use considerations to ensure that redevelopment occurs in an orderly and efficient manner;
- promotes the consolidation of driveways along Kennedy Road South to alleviate fragmentation;
- considers the need to study the future collector road network to the east of the Secondary Plan Area;
- recognizes, protects and ensures the continuation and appropriate expansion of existing industrial operations; and,
- promotes increased ridership on public transit by improvements to bus shelters and access to bus stop locations.

The primary objective for the existing residential area in the Kennedy Road South Revitalization Area is to create a more positive street frontage along Kennedy Road and improve the pedestrian realm.

The primary objective for the commercial areas is to provide for a more cohesive commercial corridor with improved design and accessibility. It is also a primary objective to provide an opportunity for the redevelopment of the consolidated parcels immediately south of Clarence Street on the east side of Kennedy Road which clearly prohibits incompatible uses such as motor vehicle repair, service, body shop or sales establishments.

The primary objective for the industrial areas on the east side of Kennedy Road is to maintain and strengthen the existing employment uses and allow for expansion.

5.0 **LAND USE PRINCIPLES**

As a result of a comprehensive land use planning and transportation study known as the Kennedy Road South Revitalization Study completed by Brook McIlroy (June 2006), several recommendations were made to revitalize the Kennedy Road South Revitalization Area and provide for a planning framework in which to implement land use and transportation related changes in both the short and long term planning horizon.

All development proposals shall comply with the urban design and sustainability guidelines for the Kennedy Road South Revitalization Area as provided in Appendix A.

The following policies shall be considered in conjunction with all development applications in the Kennedy Road South Revitalization Area:

5.1 **Residential**

5.1.1 The residential lands which front onto Kennedy Road South provide for a range of multiple housing types including townhouses and high-rise apartments. The primary objective in the residential areas is to improve the pedestrian realm, the interconnection of open space and pedestrian movement.

5.1.2 Medium and high density residential uses shall continue to be permitted within the residential areas in accordance with the policies of the Official Plan.

5.1.3 Future consideration for limited live-work uses in the residential designations shall be subject to appropriate urban design and traffic studies. Implementation of live-work uses shall require an amendment to the Official Plan and the Zoning By-law.

5.1.4 In conjunction with the permitted medium density residential uses, the 0.4 hectare (0.99 acre) parcel of residential land on the north side of Dean Street, approximately 50 metres east of Kennedy Road South, known municipally as 34-46 Dean Street, may be developed, used and maintained for commercial (including live-work) purposes, and is to be subject to the following urban design principles:

OP 2006-087

- a) use of upscale building architecture with high quality materials;
- b) use of substantial landscape buffering along the westerly lot line;
- c) screening of utilities and loading areas; and,

- d) a building location in proximity to Dean Street which generally will not exceed a front yard setback of 19 metres.

5.1.5 **Special Policy Area 4**

Special Policy Area 4, as shown on Schedule SP54(a), may be developed for high density residential purposes with at-grade commercial uses within the ground floor adjacent to Kennedy Road South, and subject to the following development and urban design principles:

OP 2006-104

- a) density shall not exceed an F.S.I. of 3.1 over the entire site and the maximum building height shall not exceed 19 storeys;
- b) separation and buffering from the low density residential area to the west shall be accommodated with a building height transition regulated by a 45 degree angular plane beginning at the western property line and rising eastwards. A terraced design shall be encouraged along with the use of green roofs;
- c) a range of service commercial uses are permitted;
- d) form and layout of buildings oriented to the abutting streets;
- e) parking areas situated internally within the site;
- f) parking shall be located predominantly below grade;
- g) outdoor storage of goods and materials and automotive sales, service or repair uses shall not be permitted;
- h) building walls shall be provided along the majority of the Kennedy Road South and Research Road frontages except for those areas comprising of public use space and driveways;
- i) streetscapes shall support pedestrian activities and landscaping, hardscape elements and main building entrances shall be along the Kennedy Road South and Research Road frontages; and,
- j) high quality building treatments, details and materials.

5.2 **Institutional**

- 5.2.1 The Kennedy Road South Revitalization Area contains a community soccer recreational centre and a public elementary school. There is also an existing long term care facility. It is intended that these uses are expected to continue in the foreseeable future.
- 5.2.2 Expansions to the existing institutional uses shall be permitted and implemented through the Zoning By-law and be subject to land use and traffic studies.

5.3 Commercial

5.3.1 The commercial areas in the Kennedy Road South Revitalization Area are comprised of a range of commercial uses and include a convenience commercial centre, a neighbourhood commercial centre and a highway commercial use. There is also a mix of service commercial and industrial commercial uses which front onto Kennedy Road South. There is an older shopping centre on the east side of Kennedy Road South just south of Clarence Street and a mix of retail and service commercial uses scattered along the east side of Kennedy Road South. It is intended that the area continue to permit a range of community serving commercial uses. Redevelopment in the commercial areas shall aim to improve urban design and accessibility and create more cohesive commercial centres.

5.3.2 Convenience Commercial

5.3.2.1 The existing convenience commercial centre located at the northwest corner of Kennedy Road South and Steeles Avenue is designated as Convenience Commercial and shall continue to serve the day to day needs of the surrounding community and employment area.

5.3.3 Neighbourhood Commercial

5.3.3.1 In the long term, redevelopment of the existing commercial plaza designated Neighbourhood Commercial at Kennedy Road South and Rambler Drive shall be encouraged to provide for a mixed-use form of development, including offices on the second floor and continue to be compatible with the existing residential area. Redevelopment of these lands shall promote development closer to the street and promote superior urban design.

5.3.4 Highway Commercial

5.3.4.1 The existing service station located at the northwest corner Kennedy Road South and Rambler Drive is designated Highway Commercial. It will continue to serve the surrounding community and any redevelopment shall be compatible with the existing residential community and incorporate superior urban design.

5.3.4.2 No motor vehicle repair, service, body shop or sales establishments shall be permitted.

5.3.5 District Commercial

- 5.3.5.1 The lands located south of Clarence Street on the east side of Kennedy Road South are designated District Commercial. The uses permitted shall be in accordance with the District Commercial policies of the Official Plan.
- 5.3.5.2 Redevelopment shall proceed where possible on the basis of consolidation of all of the lands to provide for a new commercial centre. There shall be limitations on the number and location of drive-thru facilities which shall be implemented through the Zoning By-law.
- 5.3.5.3 Redevelopment of the lands shall be undertaken in accordance with a comprehensive site plan which provides for shared parking, access, signage and landscaping. A new ring road shall be encouraged to service the new development and development shall be encouraged to move closer to the street.

5.3.6 Service Commercial

- 5.3.6.1 The lands located on the west side of Kennedy Road South, south of Clarence Street and north of the existing long term care facility are designated Service Commercial and shall be encouraged to develop as a commercial corridor.
- 5.3.6.2 A range of service commercial uses shall be permitted including service and office uses, accessory retail and restaurants. Commercial schools shall be permitted. While existing auto-related service commercial uses shall be permitted to continue, no new motor vehicle repair, service, body shop or sales establishments shall be allowed.
- 5.3.6.3 New infill development and redevelopment shall proceed with the consolidation of existing vehicular access driveways. Access to and from Kennedy Road South shall continue to be restricted. Parking shall be directed away from the street edge towards the rear of buildings.
- 5.3.6.4 The lands immediately north of the existing long term care facility shall be carefully considered for redevelopment and provide for service commercial uses which are compatible with the adjacent institutional use.
- 5.3.6.5 No outdoor storage of goods or materials may be permitted.

5.3.6.6 Special Service Commercial Policy Area 1

Special Policy Area 1, as shown on Schedule SP54(A), permits a range of uses as provided for in the Official Plan, and in addition recognizes the continuation of motor vehicle repairs as a legal non-conforming use and in conjunction with such use the ancillary use of the lands for motor vehicle sales shall be permitted in accordance with the following development principles:

- (i) motor vehicle sales shall be permitted on the lands for a period not to exceed five years, commencing on the date of approval of this amendment by the Ontario Municipal Board, subject to the display for sale of no more than three motor vehicles at any given time, and;
- (ii) the signage in respect of the motor vehicle sales shall be subordinate to and less predominant than any signage in respect of the principal use.

5.4 **Mixed Industrial/Commercial**

5.4.1 The areas located on the west side of Kennedy Road South, north of Clarence Street and along the east side of Kennedy Road South are designated Mixed Industrial/Commercial.

5.4.2 A range of service commercial and light industrial uses shall be permitted including service and office uses, accessory retail and restaurants. No new motor vehicle repair, service, body shop or sales establishments shall be permitted. No warehouse distribution centres shall be permitted.

5.4.3 No outdoor storage of goods or materials may be permitted.

5.4.4 Special Mixed Industrial/Commercial Policy Area 2

The lands designated Special Policy Area 2 on Schedule SP54(A) shall be used for limited outdoor storage in conjunction with a fencing business until the matter of outdoor storage is resolved through the next Official Plan review. The following development principals shall apply:

- (i) open storage is restricted to the present area and no expansions or additions shall be permitted on the subject property; and,

- (ii) appropriate screening shall continue to be provided on the subject site to minimize adverse impacts on surrounding properties and to minimize visual impacts from Kennedy Road South.

This Special Policy Area shall not be regarded as setting precedent for the approval of similar outdoor storage permissions for lands within the Kennedy Road South Secondary Plan Area that are not permitted by the implementing official plan amendment or zoning by-law.

5.5 Industrial

- 5.5.1 The existing industrial areas located on the east side of Kennedy Road South shall continue to be designated as Industrial and shall continue to permit a wide range of industrial uses including manufacturing, processing, repair and servicing, and warehousing.
- 5.5.2 While the existing retail and service commercial uses will be permitted to continue, new retail and service commercial uses shall be limited and implemented through the Zoning By-law. Such uses shall be restricted to locations at the front of the industrial buildings. No distribution centres shall be permitted.
- 5.5.3 No outdoor storage, or outdoor display or sale of goods and materials shall be permitted.
- 5.5.4 Notwithstanding Section 5.5.3 above, existing outside storage areas within the Industrial designation shall continue to be recognized, although expansion of same or the development of new open storage areas shall not be permitted.
- 5.5.5 Special Industrial Policy Area 3
 - 5.5.5.1 Permitted industrial uses on the lands designated Special Policy Area 3 on SP54(A) shall include warehousing, manufacturing, cleaning, packaging, processing, repairing or assembling of goods, foods or material within an enclosed building. Non-Industrial uses permitted shall include limited retail and service commercial uses which shall be defined by the zoning by-law.

6.0 URBAN DESIGN AND SUSTAINABILITY GUIDELINES

The following are general principles for urban design to be applied to all lands within the Kennedy Road South Revitalization Secondary Plan Area. All development proposals shall comply with the Urban Design and Sustainability Guidelines found in Appendix A. Sites that redevelop shall be subject to the Urban Design and Sustainability Guidelines.

The following key principles of urban design shall be addressed to improve the public and private realms:

- Improvements to landscaping and open space interconnections and integration;
- Improvements to the streetscape through the provision of street-oriented building design, lighting, street furniture, changes to surface parking areas and improved signage; and,
- Improvements to pedestrian connections and the creation of mid-block pathways, where appropriate.

7.0 TRANSPORTATION NETWORK

7.1 General Provisions

7.1.1 The general intent of this chapter is to ensure the development and maintenance of an efficient transportation network that will:

- (i) maximize accessibility to and within the Secondary Plan Area with no new access driveways to be permitted on Kennedy Road South;
- (ii) to promote the consolidation of driveways along Kennedy Road South to alleviate fragmentation;
- (iii) consider the need to study a future collector road network to the east of the Secondary Plan Area;
- (iv) accommodate the scope of redevelopment prescribed by the Secondary Plan, commensurate with the capacity of the local road network;
- (v) promote increased ridership on public transit through improvements to bus shelters and access to bus stop locations;
- (vi) encourage adequate and safe rail facilities; and,
- (vii) provide new pedestrian and cycling connections as part of redevelopment applications and where applicable, improvements to existing pedestrian and cycling pathways.

7.2 Road Network

- 7.2.1 Consideration shall be given to the creation of new East-West and North-South roads on the east side of Kennedy Road South outside of the Secondary Plan Area as provided in the urban design and sustainability guidelines (Appendix A). These potential roads shall be the subject of a further land use and transportation study to be undertaken by the City.

7.3 Railway Corridor

- 7.3.1 All proposed development will be required to undertake noise and vibration studies, to the satisfaction of the City of Brampton and the Ministry of the Environment and Energy in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse noise and vibration that have been identified.
- 7.3.2 Development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway authority.

8.0 WATER SERVICING AND SANITARY SEWER

- 8.1 New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.

9.0 IMPLEMENTATION

- 9.1 The provisions of Section 5.0 of the Brampton Official Plan shall apply to the implementation and interpretation of this Chapter.
- 9.2 The various terms used in the policies of this Secondary Plan shall be interpreted in accordance with the definitions in the Official Plan, or in accordance with any supplementary definitions in this Chapter, or if they are not specifically defined in either, in accordance with conventional planning or general usage.

APPENDIX A

Kennedy Road South Revitalization Area Secondary Plan
Urban Design and Sustainability Guidelines

5 URBAN DESIGN GUIDELINES

5.1 Public realm

The following recommendations are made to improve the appearance and functionality of the public realm of the Study Area and better serve the needs of pedestrians including local residents, students, visitors, and business owners and patrons. Improving the public realm for pedestrians would also contribute to a more vital character and role of the street in which its current 'divisive' role is transformed to facilitate connections, longer term changes in land use and improvements to individual properties.

The following short-term opportunities to improve Kennedy Road South are recommended:

- a) **Raise the cleanliness and maintenance standards:**
 - **Work with property owners to raise standards:** Communicate the importance of cleanliness and maintenance in a collaborative fashion.
 - **Dedicate enforcement personnel:** Dedicate enforcement staff to ensure that property standards are respected, and illegal parking and outdoor storage curbed. Ensure that enforcement communicates the priority placed by the City on the cleanliness and high level of maintenance of the area.
 - **Dedicate municipal cleaning staff:** Lead by example by adequately maintaining the public right of way.
 - **Increase the number of garbage and recycling bins:** Ensure that waste receptacles are regularly placed at key intersections, building entrances, transit stops and well-used pathways.
- b) **Enforce speed limits:** Respondents deplored traffic speeds much above the speed limit. Lower speeds enhance the perception of safety for pedestrians and lowers traffic noise. Area councillors and City staff should meet with the relevant unit of the Peel Regional Police to discuss the possibility of stepped up enforcement.
- c) **Reduce the number of curb cuts:** as discussed in Section 4.1 - Transportation, driveways should be consolidated over time to minimize conflicts between pedestrians and vehicles and increase planting opportunities. In any given block, consolidated driveways are a precondition to the implementation of the streetscape vision.
- d) Where property owners are reluctant to consolidate driveways and contribute to the streetscape vision and where landscaping requirements (e.g. 60% of the front yard must be landscaped in zone SC) have not been enforced, they should now be enforced.
- e) **Install pedestrian-scaled downcast lighting:** Highway lighting is not pedestrian-friendly and lights sidewalks poorly. Pedestrian-scaled lighting can be installed on existing street light standards but arms extend over the sidewalk instead of the roadway.
- f) **Install banners on street lights:** Banners create a sense of celebration and help furnish the street edges.



An attractive and comfortable public realm will help Kennedy Road South to become a desirable place for residents and visitors to shop.

5.1.1 Streetscaping Vision

The following streetscape concept is proposed to create a pedestrian-friendly environment along Kennedy Road South. Additional recommendations are made in the private realm to complement improvements to the public realm.

An important precondition to the success of this proposal is the collaboration between the City and property owners as the proposed concept considers the interface between the public and the private realm as seamless.

It is expected that the proposed concept will not be implemented over the entire length of the road in the short term, but that the City will take advantage of proposals for development and redevelopment and other opportunities like condominium conversions to implement elements of this vision in the Study Area over an entire block face at a time - to ultimately complete the streetscape vision over the entire length of Kennedy Road South in the Study Area.



Overhead wires are unsightly and impede the placement of new trees and consolidated driveways.



A planted median on Kennedy Road South could help to slow traffic.

Elements of the Concept:

Power Lines

Utility poles and above grade power lines are generally considered undesirable. If required, they should be limited to one side of the street and be of material and colour consistent with other streetscaping elements. The required clearances between power lines and trees must be factored into tree planting initiatives.

Poles should be coordinated between utilities and be of a joint-use nature, one pole capable of integrating street-lighting, hydro, cable, pedestrian lighting, banners and hanging planters is desirable. The City should work with Brampton Hydro to bury overhead wires over the entire length of the Study Area.

Planted Median

Implement a planted median: a 1.5 metre planted median frames the street and mitigates the impression of width, thus discouraging speeding. The median can only be installed where driveways have been consolidated. Medians have been identified as a desirable feature on arterial roads by Peel Region as per by-law 56-93

Tree Planting

- A double row of trees should be planted in collaboration between the City and property owners in districts 2 and 3 of the Study Area to better shade sidewalks and improve the area's appearance. The sidewalk should be moved between this row of trees. Where land is not available to implement a double row of trees, a single row of trees should be planted instead. The maintenance of trees should be the responsibility of the City.
- Trees should be planted at an interval of 6 to 8 metres on centre in a grass boulevard in Districts 2 and 3.
- Tree planting and in general streetscape improvements should only be implemented on blocks where no future driveway consolidations can be contemplated in the short to medium term.
- Where underground utilities limit tree planting, raised planters should be considered.
- In District 1, the proposed cross-section is urban in character and street trees are planted in tree grates at an interval of 6-8 metres instead of a double row and a grass boulevard. The City should be responsible for the planting and maintenance of trees and lift landscaping requirements throughout the district (except for a 10% open space requirement on private property in zone C3).
- Plant sloped areas: Due to a grade difference, the boulevard on either side of Kennedy Road South leading to the railway bridge cannot be animated with buildings. Instead, the sloped sections should be planted with mixed meadow species to add visual interest and texture.

Pathways

As a means to promote walking and cycling, pathways through blocks are encouraged to increase accessibility between public amenities and facilities. Pathways should generally be lit from adjacent street lights or pedestrian-scaled light standards designed to minimize light pollution where necessary. In general they should have a minimum 2 metre right-of-way incorporating a concrete surface that is suitable for pedestrian and bicycle use and requires minimum maintenance.

Frequent mid-block connections are particularly important to increase east-west connectivity to and from Kennedy Road South. Where possible, a break in the façade facing Kennedy Road South should occur at least every 100m.

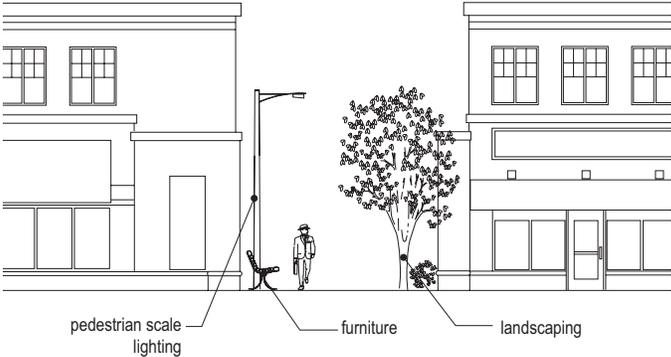
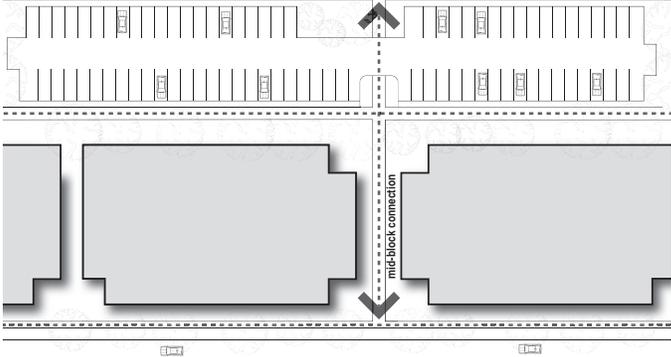
A contiguous pathway network between the Tullamore Nursing Home and Steeles Avenue with multiple connection points to Kennedy Road South and Bartley Bull Parkway should be pursued with new connections secured as part of site plan agreements.



The sloped areas at the north boundary of the Study Area should be planted with meadow species to minimize mowing maintenance.



In Districts 2 and 3, a double row of trees should line the sidewalks to create a feeling of enclosure and buffer pedestrians and residential areas from fast moving traffic.



Mid-block connections to the rear of properties should be provided, particularly where surface parking is located at the rear.

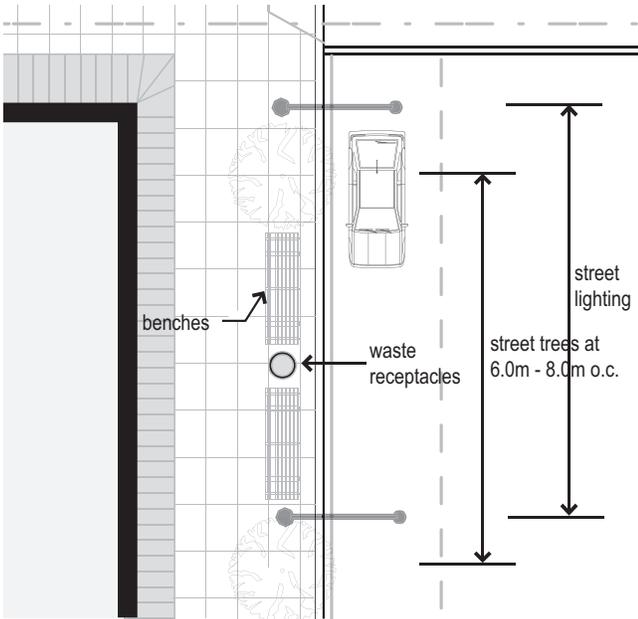
Sidewalks

To enhance Kennedy Road South as a desirable pedestrian and commercial destination, a unified and improved palette of streetscape paving materials should be developed. Sidewalks should be typically broom finish concrete and/or pavers and should be continuous across driveways. Where crossing over driveways and intersections occur, sidewalks should be marked through other materials such as large format concrete pavers. Sidewalk edges and curbs should be graded and scored to provide barrier-free access for people physically and visually impaired.

- Widen sidewalks to at least 2.5 metres: Where possible, to make walking more comfortable and enhance the perception of safety. In districts 2 and 3, the sidewalk should be located between two tree lines if the setback allows. In District 1, it should be against the curb but feature decorative banding against the curb.
- Landscape strips that are less than 1.0 meters in width and are adjacent to a hard edge, such as a wall or curb, should be paved with a feature paving material.
- Landscape strips that are 1.0 – 3.0 meters in width should be planted with grass or other groundcover material.
- Landscape strips which are greater than 3.0 meters in width should consist of grass groundcover and deciduous street trees.
- Stamped concrete feature strip should be avoided. Permeable concrete unit pavers are preferred. Accent pavers can be used as banding or in strategic locations, such as building entrances.
- As new east-west traffic warrants in District 1 (as per Section 4.1 - Transportation) signalized crosswalks should be installed at Research Road and Stafford Drive.



Open spaces should be landscaped with native, low maintenance, drought resistant and diverse plantings.



A continuous line of street trees should be planted at 6.0 - 8.0m on centre along both sides of Kennedy Road South. A double row of trees should be planted in Districts 2 and 3. Pedestrian amenities such as benches and waste receptacles should not hinder pedestrian movement.

Planting Recommendations

Planting material should be chosen for its ability to withstand the climate, for its visual interest throughout the year, and for ease of maintenance. Intricate planting patterns should be avoided: masses of low-maintenance plants should be placed at key locations to direct pedestrian traffic, screen parking lots and provide visual interest.

- To ensure that trees do not suffer from soil compaction that restricts water and air around their roots, the bases of trees should be either planted with groundcover or shrubs and mulch, or metal tree grates for areas with intense pedestrian traffic - for example in District 1. Adjustable tree grates that allow for the growth of the tree should be chosen. Gravel should be filled under the tree grate to prevent debris from accumulating between it and the finished planted grade.
- All sidewalks and pathways should be lined with landscaped areas. Such areas should be protected from vehicle traffic, snow storage and removal and should direct but not hinder pedestrian movement.
- Street trees should be planted on each sidewalk or pathway facing a street or open space at between 6 and 8 meters on centre. In District 1, trees should be planted in a continuous trench below the sidewalk to allow for adequate root growth. Trenches should measure 1 meter deep by a minimum of 1.4 meters wide. Tree grates should be provided to protect the underlying soil from compaction. Street trees should be set back a minimum of 1 metre from the curb line to protect from salt penetration.
- In District 2 and 3, sidewalks should be a minimum of 2.5 metres in width. Trees are planted outside the sidewalk area. In District 1, sidewalk areas should be designed to accommodate street trees and should therefore be a minimum of 4.0-5.0 meters in width including the planting area. As blocks and individual buildings redevelop, building setbacks should accommodate this dimension.
- All new trees should be at least 7.5 cm in diameter measured 30 cm from the ground and be planted in soil composed of 50-60% sand, 20-40% silt, 6-10% clay, 2-5% organic and have a ph between 6.8 and 7.5.
- Only native species that are tolerant of urban conditions, salt, poor soil and uneven irrigation should be planted. Good examples are Silver Maple, Red Maple, Red Oak and White Oak.
- Electrical outlets should be provided at the base of every street tree for seasonal lighting in District 1.
- Where underground utilities limit tree planting, raised planters should be considered.



Appropriate street trees include the Acer Ginnala Amur Maple (left) and Quercus Rubra Red Oak (right).



Tree grates or trenches for tree protection should be provided.

Above Grade Utilities

Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres should be incorporated into the building and not located at corners or visible to pedestrians. Above-grade utilities generally contribute to a negative image of the streetscape, particularly when placed in highly visible areas of the public right-of-way. Streets that have smaller lots require a greater number of above grade utilities and the location of above grade services reduce opportunities to plant street trees.

Utility companies should be continually encouraged to bury these elements or examine ways to improve the appearance and interface of utility infrastructure. Less publicly visible locations (at the side or rear of buildings) and attractive enclosures or screening for utilities such as on-sidewalk transformers should be developed.



Above grade utilities require particular attention in the industrial area. They must be screened from view or buried below grade wherever possible.

Public Art

Public art creates character and identity, contributing to the overall spirit and success of a location. For a small percentage of a total project budget, public art will provide an added level of sophistication and quality. A public art strategy is encouraged to identify appropriate locations for art and the requirements for making it happen.

Public art can be incorporated into the design of pocket civic spaces, for example to satisfy the requirement of 10% landscaped area in Zone C3 (District 1).

Public art could occur in locations such as:

- Building forecourts and gardens
- In public plazas i.e. the Mall property
- At street intersections and central medians



Public art should be located in strategic locations, particularly in parkettes and other landscaped open spaces.

5.1.2 Furnishing Recommendations

Street furniture such as benches and garbage cans encourages the use of the area and helps maintain cleanliness. Bus shelters encourage the use of transit – and walking to and from transit stops. Benches, bicycle racks, waste receptacles, and bollards should have a standard form throughout the Study Area to unify the area visually, to reduce maintenance and to simplify replacement.

- A collection of street furniture should be selected for its durability, its compatibility with Brampton’s climate, and its availability for additional purchases in the future.
- Street furniture should be chosen for ease of distribution and to ensure that it will withstand Canadian winters.
- Colours and materials of site furniture should be coordinated as much as possible. Painted finishes should be avoided; the natural colours of materials will minimize long term maintenance.
- Furniture styles should be complementary and consistent. Contemporary, classic designs should be preferred over heritage styles - which are inappropriate for this area.
- Bus shelters should be installed at each bus stop. Each bus shelter should be named (e.g. name of the intersecting street) and include a map and schedule.
- Advertising on street furniture should be avoided.
- All garbage receptacles should include multiple containers to allow recycling.
- Street furniture should be placed out of the way of emergency and maintenance vehicles, especially snow removal vehicles.
- Bicycle racks should be installed at regular intervals throughout the Study Area to promote non-motorized transportation.



Examples of contemporary street furniture.



Examples of suitable bicycle rings.



Bus shelters should be placed at all bus stops along Kennedy Road South.



Benches, bike racks, garbage receptacles, pedestrian lighting etc should be standardized and complementary to each other.

5.2. Private realm

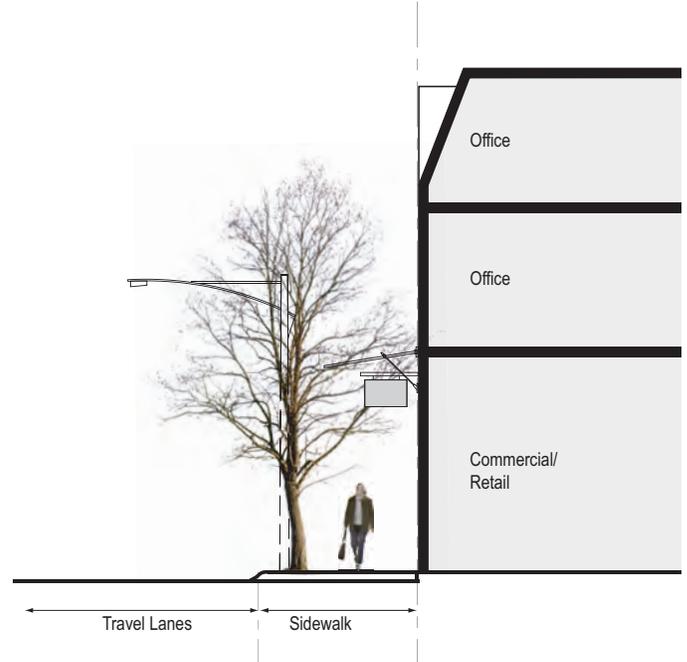
The purpose of private realm urban design guidelines is to guide a discussion between the City and property owners on the appearance and functionality of new buildings and their surroundings. These guidelines can be used by proponents to guide the design of proposed buildings and by staff to evaluate proposals. The guidelines can also serve as a guiding document by a new Design Review Panel that the City could form to evaluate new proposals.

Guiding Principles

Reduce setbacks: As the area redevelops, new buildings or additions should be built closer to the road. Façades animate the street, thus making walking more interesting. Reduced setbacks can also discourage speeding.

Positive Frontages: Throughout the Study Area, buildings should be designed to provide an active frontage onto Kennedy Road South, with abundant glazing, a ground floor at street level and a clearly located entrances.

Sensitive Parking Design: Parking facilities should not constitute a focal point from Kennedy Road South but should be located as much as possible at the rear of properties. When at the front, parking should be broken up and well screened from public areas.



A vertical mix of uses is desirable, particularly in Districts 1 and 2.

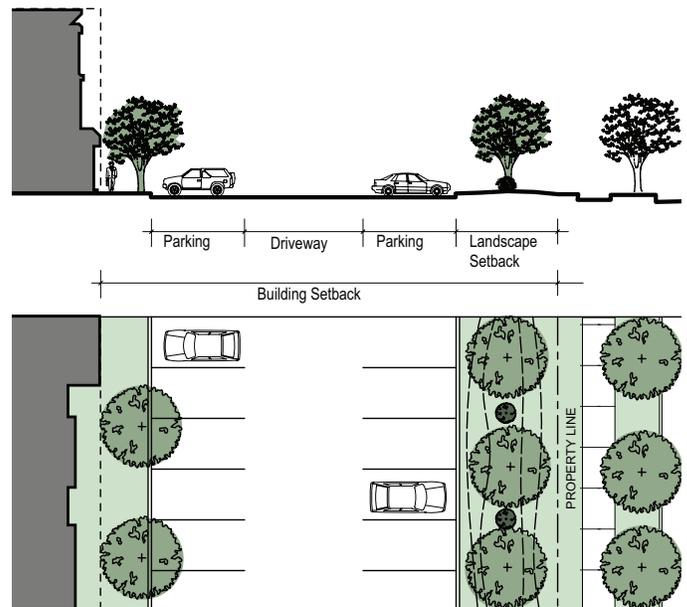
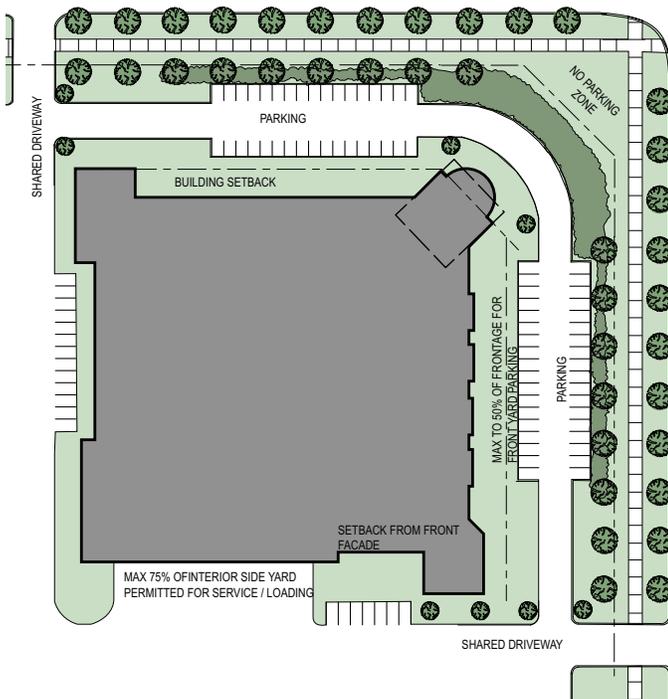


Illustration of sensitively designed parking adjacent to public areas.

The reduction of setbacks in the long term and the placement of prominent buildings at corner locations will help to create an attractive and consistent street edge along Kennedy Road South.

5.2.1. Design of Surface Parking

These guidelines apply to the design of both public and private parking lots.

Guiding Principles

Appropriate Scale: Off-Street Surface Parking should be configured and designed to reduce the overall mass and visual dominance of paved areas.

Pedestrian Friendly Access: Off-Street Surface Parking should incorporate pathway infrastructure as an integral element of the design to safely separate pedestrian and vehicle movements.

Positive Appearance: Off-Street Surface Parking should be designed to provide a strong visual quality through the use of high quality landscaping, lighting and pavement materials.

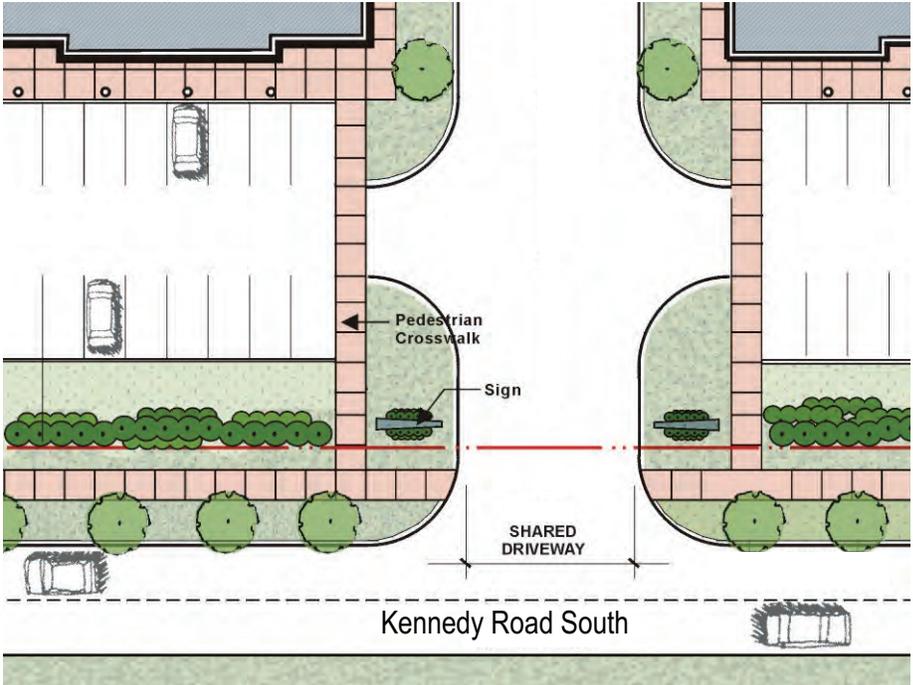
Environmental Sustainability: Off-Street Surface Parking should be designed to minimize stormwater runoff and 'heat island' effects. Permeable or semi-permeable pavement and tree planting should be implemented wherever possible.



PerVIOUS and light coloured pavements reduce stormwater runoff and the 'heat island effect'.



Off-street surface parking should be screened through dense landscaping.



Internal pedestrian pathways and landscaping are integral to pedestrian safety and comfort in surface parking lots.

Layout and Orientation

The total amount of parking should be minimized through shared parking between adjacent properties, particularly in the evenings, on weekends and during other off peak periods.

- Parking should be located at the rear or behind buildings.
- Internal vehicular routes should be clearly defined by raised and curbed landscape islands planted with trees and low level vegetation. Parking bay dimensions should comply with municipal standards.
- Appropriate lighting levels and consistency of coverage should be provided in parking areas to assist both pedestrian and vehicular circulation. The height and intensity of light standards should be sensitive to adjacent land uses.
- Designated disabled and mobility impaired parking spaces should be located as close as possible to building entrances and be clearly identified by signs or markings.
- Larger parking areas should be placed at the side or at the rear of buildings and include combinations of landscaping and pedestrian pathways to subdivide expansive areas of asphalt.



Landscape Buffers

High quality landscaping treatments should be used to define site boundaries, provide buffers between adjoining developments and screen storage and utility areas.

- The property setback of all parking areas should provide a landscaped area a minimum of 3.0m wide.
- Trees at the perimeter of parking areas should be planted every 6.0 to 8.0m on centre.
- To ensure opportunities for surveillance from adjacent areas, perimeter hedge and shrub screening should not exceed 1.2 meters in height.
- Selection of plant materials should consider year-round appearance, seasonal variety, hardiness & resistance to disease, maintenance requirements, tolerance of salt and other urban conditions.



Landscaped areas around parking provide a visual buffer, absorb stormwater runoff and are visually pleasing.



Parking areas should not be a dominant feature of industrial uses, as seen from public areas.

Pedestrian Access

Pedestrian pathways should be contiguous to main drive aisles opposite primary building entrances to enable safe and direct pedestrian movements.

- An internal pedestrian pathway network should define visually and functionally smaller parking ‘courts’.
- Pathways should be a minimum of 3.5 meters in width, including a pedestrian zone of 1.5 meters in width and a landscaping zone of 2.0 meters in width.
- Pathways should include pedestrian-scaled amenities wherever possible, such as benches, trash receptacles and lighting.
- Drive aisle crosswalks should be signed and constructed of materials that are different than the drive aisle, such as interlocking brick paving.
- If parking is provided against a building, a pathway of at least 3.0m in width should be provided between parking spaces and the façade.

Internal Landscaping

Internal landscaping elements should define visually and functionally smaller parking ‘courts’ and reduce the overall impact of surface parking areas.

- A landscaped island should be located at each end of every parking aisle. Landscaped islands should be a minimum width of 2.5 meters and include one tree per parking row. Ideally, islands should include a pathway
- A landscaping island should be provided at the mid point of the parking aisle, and/or every 13 to 15 parking bays (whichever provides a greater number of islands). The landscaping island should be a minimum width of 2.5 meters and include one tree per parking row.
- Planting beds and landscaped islands should include a 4 inch curb to prevent damage caused by vehicular movements and snow clearing.
- Permanently installed irrigation systems should be provided for all non drought resistant landscaping.



Highly visible pedestrian pathways and landscaping internal to parking lots are desirable.

Landscaped areas internal to parking lots are desirable.

5.2.2. Signage

The quality of signage is of great importance in creating a positive and attractive image for a neighbourhood. Low quality signage can undermine the general appearance of an area despite efforts made to improve buildings and the public realm. Issues include mobile signage, too much lettering in windows, double signage, tall signage pylons. Oversized and highly contrasting signage responds to automobile-centred environment, which creates a less pedestrian-friendly atmosphere.

Enforcement

An important first step is to enforce existing regulations concerning signage.

- Signage should be integrated into the site plan for each proposed development to ensure complementary and overall consistency of design throughout the Study Area. A consistent design for building identification should be applied to each distinct commercial development to establish a coordinated image and orientation to commercial areas.

Buildings as Signs

The lack of coordination between the Planning Act, which regulates the built environment, and the Municipal Act, which regulates signage, contributes to a void resulting in the phenomenon of the building-as-billboard. The building itself, through its shape, colour scheme and signage is instantly recognizable from a distance as representing a corporate interest. Such buildings generally fit poorly with neighbouring buildings, age poorly, undermine a unique sense of place and in the case of an existing building, damage the original architectural character of the structure. As a result, the City's legislative framework should severely limit this type of buildings in along Kennedy Road South.

Signage Design & Location

- Signage should be designed as a complementary, not dominant feature.
- Signage should be closely related to entrances and generally placed in a low wall element or on the building itself. Commercial signage should add diversity and interest to retail streets, and be compatible with the building design in scale, material and colour.
- Standalone signs (ground signs) should be shared among tenants, integrated in landscaping and not exceed 3.0 metres in height. Self-standing signs should be located at least 100 metres apart on Kennedy Road South.
- Signage is encouraged to be integrated in building design rather than applied to a self-standing structure. Building identification signs should be compatible with the building design in scale, material and colour, should not occupy more than 15% of a façade and should comply to the City of Brampton's Sign by-law.



Retail signage should be incorporated into the building design.



As in the example above, building facades that are entirely dedicated to advertising signage undermine the sense of place.

Street Furniture Signage

- With the exception of bus shelters, street furniture should not include signage except to indicate the source of funding for the streetscape item in simple lettering on a small surface.

Directional Signage

- Pedestrian-scaled directional signs and maps should be provided for pedestrian pathways, parking and service areas. The graphic quality of directional signs should be clear and distinct and be coordinated with the desired image of the Study Area.

Pedestrian-scaled signage should be provided to destinations within the Study Area and beyond:

- Downtown Brampton & City Hall
- Sir Wilfrid Laurier Public School
- Ken Giles Soccer Centre
- For residential buildings, directional signage should be closely related to the principal building entrance and generally placed in a low wall element.

Other Signage Principles

- Externally lit signs are encouraged, particularly those that face the public street or parallel a pedestrian pathway. In general, the following signage types should not be used:
 - Backlit sign boxes
 - Billboards - on poles or roofs
 - Revolving signs
 - Roof signs
 - Movable or portable signs - Mobile signage should be phased out as it is difficult to enforce and creates visual clutter.
- Temporary real estate signs should be limited to an area of 2m².
- Signs (including lettering) should not obstruct more than a small percentage of window areas (e.g. 10%) unless the building is under significant renovation and vacant.
- Backlit signs (except signs composed of individual letters) are less desirable and should thus be subject to a lower area limit calculation than other signs.
- Just as total signage area is subject to a limit, the total power consumption devoted to commercial signage should be limited as well. If additional consumption is desired, the proponent should commit to purchases of renewable energy.
- Up-lighting of signs should be prohibited to limit light pollution.
- Excessive illumination of the signage, building or site should be avoided.
- Highly contrasting colour schemes and corporate architecture should be avoided throughout the area.



Advertising on street furniture is undesirable as the billboard generally overwhelms the furniture and results in visual clutter.



Wayfinding and directional signage should be appropriately scaled and located.

5.2.3 Commercial Areas

These guidelines apply to all development in C1, C2, C3 and SC Zones in the Study Area, as well as M1 and M2 zones that include commercial uses.

Built Form Design Principles

1. **Strong Street Edge:** All commercial retail development should provide continuous physical definition to streets and public spaces. This physical definition is achieved by locating buildings close to the street edge, with off-street parking located behind buildings or through parking decks and structures. Definition of the street edge – particularly on Kennedy Road South - is a priority.
2. **Distinct ‘Sense of Place’:** Commercial development on Kennedy Road South should incorporate high quality architectural treatments, building materials, and site planning that provides visual interest at the scale of the pedestrian and provides a distinct sense of place.
3. **A Mix of uses and sizes:** Although a certain type of use may dominate in a given zone or district, a mix of uses - even without residential - and unit sizes should be provided throughout the area.
4. **Dual Frontages & Multiple Entrances:** Commercial retail development should provide multiple entries at multiple frontages to improve site design flexibility and options for building location. Buildings should first respond to Kennedy Road South, then to other internal streets or parking areas.
5. **Think Ahead:** Block patterns for single-storey and/or single-use buildings should be designed to ultimately accommodate multi-storey, mixed-use development.



Retail development should create a strong “sense of place” and create a pedestrian-friendly environment.

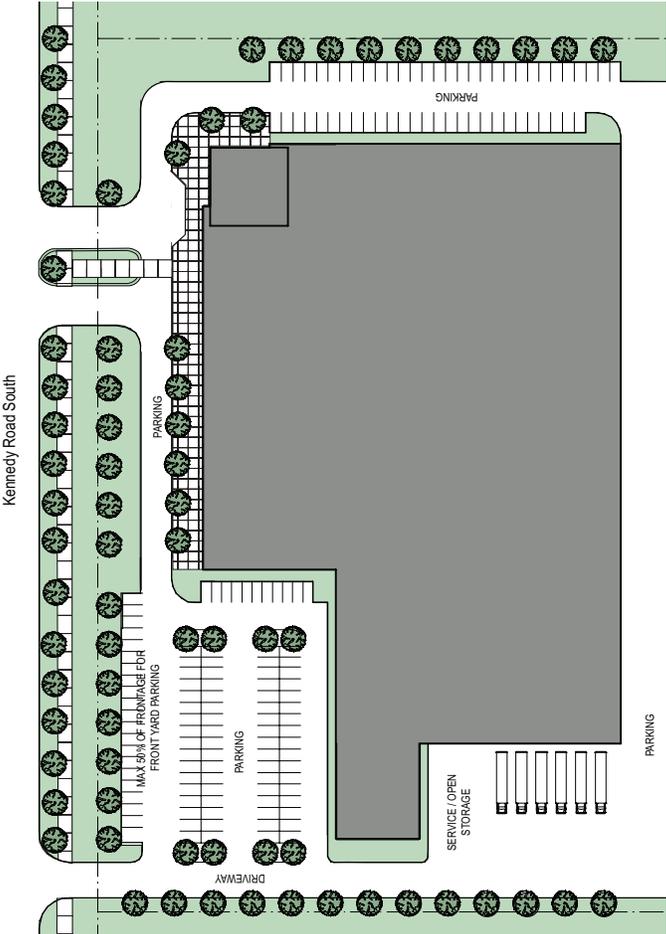


Retail development should address and define the street with abundant glazing, space for merchandise displays and parking located at the rear.



Orientation & Site Layout

- Buildings should be organized to define and frame abutting streets, internal drive aisles, sidewalks, parking and amenity spaces. Buildings thus require multiple active façades and entrances.
- In District 1, at least 70% of the usable street frontage on Kennedy Road South and Clarence Street should be occupied by buildings on the west side of the street, 50% on the east side (see District 1 Demonstration Plan on page 16).
- Building setbacks should be reduced to minimize distances between building entrances and abutting public street sidewalks and to create a semi-continuous streetwall, while allowing for a degree of articulation and the creation of civic spaces at regular intervals. A maximum building setback of 8 metres is permitted from the curb on Kennedy Road South in areas with commercial uses, but 20 metres in District 3 (please refer to zoning table).
- Large format blocks created through land assembly should be broken into functionally and visually smaller units by internal drive aisles, a network of connected pathways, and landscaping. The pedestrian comprehension and functionality must be high (e.g. clear sightlines and presence of short-cuts) to encourage walking. At least one internal street with two connections to a public street should be provided in the Mall property and abutting lots zoned C3.
- The location of smaller-format Commercial Retail Units (CRUs) can be used to define street edges, intersections, entries, and enclose smaller public spaces in the C3 Zone. A minimum setback of 3.0m to the property line should be used.
- All CRUs should be sited and designed to be compatible with the character of principal commercial and mixed-use buildings in the area.
- The co-location of retail commercial units in close proximity and the coordinated alignment of entrance doors are encouraged to facilitate sequential shopping.
- Areas enclosed or between buildings should be heavily landscaped and programmed with outdoor seating and dining areas. Pedestrian amenities, including pathways that connect entries, seating and human-scaled lighting should also be provided. In general, patios and/or outdoor sitting areas are encouraged.



As this guideline illustrates, a maximum of 50% of lot frontage may contain of surface parking.

Architectural Design

Prominent Focus Buildings

- Corners should be occupied by buildings or landscaped civic spaces. Corners should never be occupied by a parking lot or an auto service station.
- Corner buildings at all intersections of two public streets in the Study Area at gateway locations should include articulated building elements in the form of towers, bays, projections, recesses, materials or other details that emphasize the focal nature and visibility of these buildings, particularly from Kennedy Road South and at the corners of Kennedy Road South and all cross-streets.
- To ensure street animation, corner building facades facing the street should have at least 60-70% of exterior walls contain glazing or entranceways between grade and 4.5 metres above grade.



Prominent landmark features contribute to a sense of place.



Colonnades can be used along front facades to provide weather protection.

Pedestrian Entrances and Access

- A strong emphasis should be placed on encouraging walking to the Kennedy Road South corridor from the adjacent residential communities through an enhanced pathway network.
- Entrances should be oriented towards streets and open spaces. Buildings fronting onto two or more streets are encouraged to provide entrances on each façade that faces onto a public street or on a corner.
- Entrances should be provided at the termination of sidewalks and pathways perpendicular to building façades.
- Wherever possible, the character and scale of materials used in the building should be carried through in those chosen for pathways, courtyards and areas directly surrounding the building to contribute to a cohesive and integrated image of the development.
- A continuous sidewalk at least 2.5 metres in width should be provided along all façades that include a public entrance or face a street or public space.
- A pathway of at least 2.0 metres, but preferably 3.5 metres should be provided from all main building entrances to public streets and designed to minimize walking distances. At least 20% of sidewalk and pathway surface should be textured and/or tinted so as to contrast with drive aisles. The use of unit pavers with a strong base to prevent heaving is preferred over pressed concrete techniques since patching of poured surfaces can never fully replicate the original pattern.
- Main entrances to buildings should be emphasized through canopies, awnings, double-height glazing or taller, non-habitable building structures. The volume and height of such structures emphasize the prominence of entrances particularly at a corner location.
- Public spaces with seating are encouraged near entrances, as well as space to be used for merchandise displays and patios. A minimum clearance of 3.0 metres should be provided on sidewalks and pathways where merchandise displays are installed.
- Windows should be coordinated with the location of pedestrian pathways to provide interest and improve security along these routes.
- Access to ground level units accessible to the public should be barrier-free and avoid the use of steps or ramps.
- Where ramps are required, they should be coordinated with the design of the building and should conform to barrier-free access requirements as set out by the Ontario Building Code, and the Canadian Standards Association's Accessible Design for the Built Environment.
- Pedestrian-scaled lighting should be provided throughout the Study Area and can be integrated within the building façade whenever a sidewalk is provided along a building edge. All lighting should be designed to minimize light pollution and spillover onto adjacent properties.



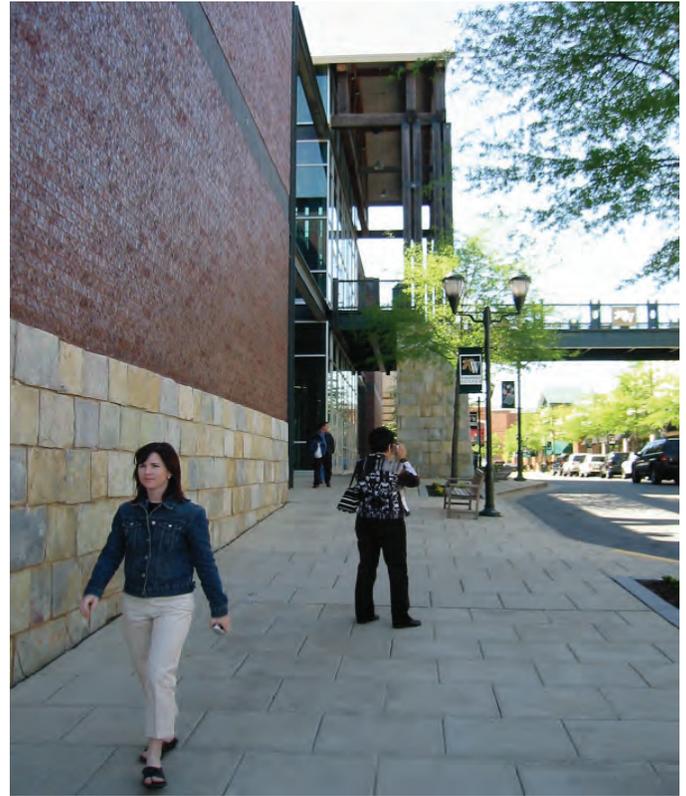
The primary entrance design should incorporate high quality architectural treatments such as clerestory windows and materials.



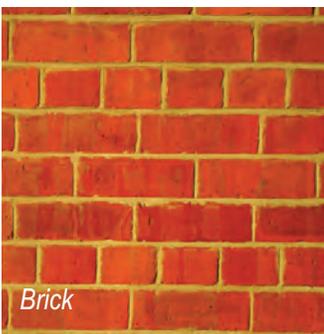
Accessible ramps should be integrated into building design.

Building Materials

- Building materials recommended for new construction include clear or lightly tinted glass curtain wall, solid-coloured brick, natural or synthetic stone and steel. Wood may be appropriate as an accent material or for screening. Materials including aluminium, steel and metal panels may be used provided they are used within an appropriate context. Synthetic siding and mirrored glass should never be used on façades visible from public areas. Too varied a range of building materials is discouraged in favour of achieving a unified building and district image.
- Cladding materials may include brick, stone, metal, glass, in situ concrete, and pre-cast concrete. Stucco should not be used as a principal wall material at the lower levels of a building. Vinyl siding, plastic, plywood, concrete block, tinted and mirrored glass and metal siding utilizing exposed fasteners are strongly discouraged.
- In general, the appearance of building materials should be true to their nature and should not mimic other materials.
- Building materials should be chosen for their functional and aesthetic quality. Exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance. If materials that require regular refinishing such as wood are used, maintenance programs should be provided.
- Materials used for the front façade should be carried around the building or at a minimum to all building façades fronting onto public streets or public spaces.



Changes in cladding materials provide vertical and horizontal transition.



Samples of preferred, high-quality, durable architectural elements.

Façades

A strong articulation of building façades is required. In particular:

- The base, middle and top of the building façade should be expressed through the use of materials and detail design. A change in material or articulation should be provided at least every 10 metres in elevation.
- No uninterrupted façade on any side of a building should extend over 20 metres horizontally. Façades exceeding 20 metres should be subdivided through articulations, entrances, windows, arcades, colonnades or liner stores to establish divisions that express a hierarchy of entrances and identify individual businesses, where applicable. The depth of recesses or projections should be at least 3% of the length of the façade and extend over at least 20% of the façade.
- Blank façades that extend the entire length of the building parallel to a public street should not be permitted. At least 60% of a façade fronting onto a public street or space should feature one or more of the following:
 - Windows (display windows or views of the interior)
 - Entrances
 - Outdoor patios

The remaining length should be landscaped with dense plantings that include conifers for all-season appearance to a minimum height of 3.0 metres or animated with public art.

- Glazing should be actively used to provide storefront windows or merchandise displays. 'Spandrel', faux glazing, heavily tinted or reflective glazing should never be used at elevations lower than 3 metres from the ground.
- Functional building elements such as vents or rainwater leaders within the wall plane should be integrated into the architectural design.
- Display windows should be provided on the street side of the unit to create visual interest and encourage walking along the street. The main ground level façade should be transparent for at least 60% of its facade between 1.0 and 3.0 metres in elevation.



Extensive glazing should be used at grade.



Design guidelines for street-facing retail building.

Roofs, Cornices and Parapets

- Rooflines should be varied to visually break up roof line and feature a change in plane and/or height at least every 30 metres of façade length.
- Pitched or sloped roofs may be considered as alternatives to flat roofs for commercial development. Where sloped roofs are required, a minimum 30-degree slope is recommended.
- The average height of parapets should not exceed 15% of the height of the supporting wall. At any point, parapets should never exceed 30% of the height of the supporting wall.
- Roof materials/colours should complement the building cladding materials. On sloped roofs, a single roofing colour and material is recommended for visual continuity.
- Rooftop mechanical equipment, including antennas, should be screened both visually and acoustically, and integrated with the building design and rooftop units and vents should be screened using materials complementary to the building. Where appropriate, parapets should be used to screen rooftop mechanical units. Unscreened rooftop mechanical equipment should never be visible from public areas or adjacent residential buildings.
- Flat roofs planted with a 'green' roof are encouraged. When a green roof is not feasible, flat roofs should feature highly reflective materials to minimize the urban heat island effect.
- Rooftop billboards should not be allowed.



Green roofs minimize water runoff and assist building insulation systems.

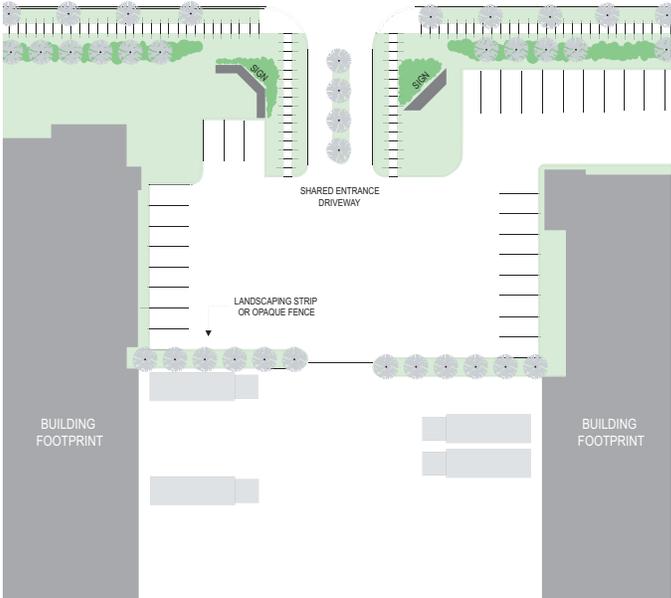


The bulk of large buildings can be reduced through articulating buildings form and architectural elements, varying the roofline.

Service Areas & Storage

- Service areas should not be oriented to face Kennedy Road South or other public streets.
- Service areas should not be visible from public areas, landscaped open spaces or amenities and should therefore be screened from view on all sides and throughout the year.
- Areas for outdoor storage, truck parking, refuse collection and compaction and loading should not be located closer than 7.5m from public or private streets, sidewalks and pathways and 25.0m from residential properties.
- Service areas should form an integral part of the building and/or site design and not separate stand-alone structures. Storage of goods or garbage, as well as utility buildings should be internal to the main buildings.
- Where solid screens are provided, their materials should be similar or complementary to those of the building's exterior finishes and follow the same high quality standards as specified for principal buildings. Pressure-treated or unfinished wood fences should be avoided. Landscaping may be considered a suitable screening device only when all other alternatives are exhausted.
- Service areas for delivery, loading and garbage pick-up should be coordinated to reduce vehicular interruptions along the public street and within parking areas.
- Service area entrances should be located off of cross streets side streets or service driveways, and never off of Kennedy Road South.

- Areas for the storage and sale of seasonal merchandise should be clearly defined and screened with walls or fences. The materials, colours and design of these screens should conform to those of the main buildings.
- Cooking odours should be eliminated to the extent feasible by installation of best available ventilation technology. Project applications should include information on proposed ventilation systems and odour scrubbing technology to be used.



Guideline illustrating the location and screening of loading and service areas.



The design of service and loading areas should be integrated into the overall building and site design and feature durable materials of high quality and aesthetic value.

5.2.4. Mixed-Use Areas

These guidelines apply to new development in District 2 and is contingent upon long-term rezoning to allow mixed-use developments.

Uses, General Location & Orientation

- The first floor of all buildings fronting onto Kennedy Road South should be devoted to non-residential uses.
- Main entrances should face public streets and be directly accessible from public sidewalks.
- Buildings with multiple frontages and on corner sites should provide entrances on both adjoining streets.

Height, Mass and Transitions

- The design of taller buildings should respect potential negative impacts on adjacent properties, particularly the existing residential properties to the west, and the public realm. In order to avoid negative impacts such as overshadowing, overlooking and wind tunnel effects, building height and mass should be appropriate to the type and nature of adjacent development.
- Buildings exceeding 3 storeys in height should be stepped back after the third storey, ideally located to form a building base that contrasts with the taller element through articulation, fenestration and materials.
- Buildings exceeding 30.0 metres in height should be designed as 'point towers', with a tower floorplate that averages 750 square metres.

Architectural Design

Pedestrian Access and Entrances

- Primary building entrances should clearly address the street with large entry awnings and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. The sense of arrival to a building should be expressed through the design and detailing of its entrance. Canopies or colonnades extending towards the street providing weather protection should be provided at all principal entries where possible.
- Pedestrian entrances to service areas within the principal building should be combined with exposed communal areas such as exercise areas or meeting rooms to provide casual surveillance opportunities.
- Curb cuts and accesses should be consolidated with a frequency not exceeding one driveway every 20.0 metres.



Example of mixed-use building that incorporates retail, commercial and residential.

Façades

- Proper maintenance is the first step towards an attractive facade.
- A high standard of design, detail and variety of materials should be combined to create front building façades with a distinct street presence.
- Façades facing a public street or public area should incorporate glazing on 60% of the façade at grade and where possible continue this treatment on the first two storeys to encourage pedestrian interaction and safety. Transparent areas should allow views into the structure or into display windows from the outside.
- Façades facing a public street or public area should incorporate weather protection for the comfort of the pedestrian and articulation of building façade. This may be achieved either by canopy, awning or colonnade.
- For façades facing a public street or public area, 60-70% of any wall between grade and 4.5 metres above grade shall contain openings.
- The minimum floor-to-ceiling height of a non-residential ground floor should be 4.0m.
- Building façades should be articulated with architectural features such as awnings, pilasters, bay windows, a distinct base, recessed display windows, a cornice or varied roof line.
- Blank façades should be avoided and must not face a public street or public space.
- Façades fronting onto public streets should have a design and materials standard equal to the front façade treatment.
- Changes in the use of wall facing materials should occur at wall setbacks or projections, or to articulate the transition between the building base, middle and top.
- Balconies should be designed as integral parts of the building design. Balconies should be provided for residential apartments wherever possible.
- Signage makes a significant contribution to the appearance of a facade. The sign guidelines provided in Section 5.2.2 should be considered.



Façades fronting public streets should incorporate 60-70% glazing at-grade and where possible on the first two storeys. Canopies or awnings frame the street and protect pedestrians from the elements.

Windows

- Façades facing public streets should include between at least 40% surface window areas, and 60% at grade.
- Bay windows are encouraged as they increase visibility from private dwellings to the public realm and add to the building character.
- Window design should be primarily an expression of the interior dwelling use. Creative arrangements of windows should have a functional role in providing natural ventilation and light, views, and privacy to the individual and adjacent dwellings.
- Skylights and clerestory windows are encouraged. Skylights should be treated as distinct roof elements and be coordinated with other roof and building elements. Skylights are encouraged and should be located behind the roof ridge, away from the street view. Clerestory windows should be detailed to provide a structural and coordinated junction between the building wall and roof.
- The detailing of window elements is important to avoid a “tacked-on” appearance. The use of window mullions or recessed windows, set into the façade, will create a more solid expression and increased shadow lines.

Roofs

- Vents, mechanical equipment rooms, elevator penthouses and antennas should be integrated with the architectural treatment of roofs and screened from public view. To create greater interest in the skyline, higher buildings should introduce articulation in the upper floors. This can be achieved through the use of terracing and/or architectural appurtenances like projecting roof lines, trellises or vertical elements.
- Roofs and terraces should be usable for private and communal outdoor patios, decks, and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality, cooling ambient air and adding visual interest.



Clerestory windows are encouraged.



A varied roof line can be used to screen rooftop mechanical equipment.

5.2.5. Residential Areas

Guidelines for new residential buildings are not warranted for the Kennedy Road South Study Area as no vacant sites currently exist. Any new residential use to be constructed in the area should be part of a mixed use building, for which guidelines are provided in the previous section.

The following guidelines apply to existing residential areas and specifically pertain to pedestrian circulation and the interface of residential areas with Kennedy Road South. The opportunity exists to implement the following guidelines as permits are sought to conduct improvements or applications made to change tenure type - e.g. from rental to condominium.

Interfaces

Residential areas should project a positive image on Kennedy Road South. Backlotting, solid fences and chain link fences should be avoided. Instead, residential parking lots and amenity areas should be separated from the road by a low masonry wall or a wrought iron fence and low shrubs.

Parking areas between residential buildings and public streets should be avoided and replaced where possible with amenity areas.



Attractive alternatives for interfaces between the residential properties on the west side of Kennedy Road South and the street edge should be sought.

Connections

Vehicular and pedestrian connections make the area safer by encouraging walking and preventing 'no go' areas. Connections should be encouraged throughout the area to connect the area's apartment and townhouse complexes, the Tullamore Nursing Home, the Sir Wilfrid Laurier Public School, the Ken Giles Soccer Centre, Kennedy Road South, Rambler Drive and Bartley Bull Parkway to one another.

Please refer to Section 5.1 - Public Realm Guidelines for additional details.



The existing pedestrian connections should be enhanced and new residential developments should integrate connections between existing residential neighbourhoods and Kennedy Road South.

5.2.6. Industrial Areas

These guidelines apply to Zones M1 and M2, where industrial uses abut Kennedy Rd S. Where commercial uses abut Kennedy Rd S, follow Section 5.2.3: Commercial Areas, on page 60.

Design Principles

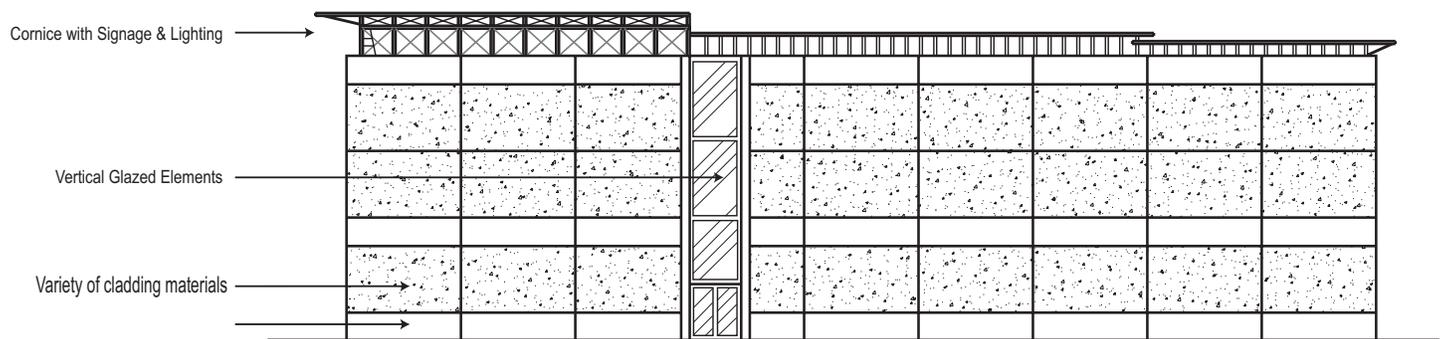
- 1. Sensitive Interfaces:** Industrial uses should be separated from abutting commercial uses. The location and quantity of parking areas and storage areas should not exceed minimum requirements and screened appropriately.
- 2. Sustainable Design:** Site and building design should address sustainability principles. Development should respect the natural environment through appropriate design and location of infrastructure and buildings.
- 3. Friendly Frontages:** Industrial Buildings should project a positive image on Kennedy Road South with clearly marked entrances facing the street and a high percentage of transparent glazing facing public areas.



Articulated building elements should be used to emphasize the focal nature of industrial areas.

Orientation & Site Layout

- Building placement, massing and landscape features should provide a high level of design to reinforce the focal point of industrial areas.
- Buildings should be placed at recommended minimum building setbacks, especially those fronting on to a 'gateway' intersection. For setbacks, please refer to see Section 3.4.5.
- Industrial buildings along Kennedy Road South should provide direct pedestrian access from sidewalks to building entrances from the street, especially at transit stop locations. Building entrances should face the road.
- Articulated building elements in the form of towers, bays or other structures should be used to emphasize the focal nature of industrial areas, including those located at 'gateways' and at main street intersections.
- Building façades that are visible from the street should apply some amount of architectural expression beyond blank, single material walls. Treatments could include colour and material variations, windows and articulations in the wall plane.
- At-grade retail uses including shops and restaurants are encouraged to support an active streetscape. A transitional building zone including uses such as retail, cafés, etc. should be incorporated to help connect public activity with the building, street and open spaces.
- Minimum building setback lines should be no less than 3.0m and no greater than 20.0m to define a more urban street edge.



Guideline image illustrating the articulation of an industrial built form.

Height, Mass & Transition

- In order to maintain a reasonable transition between buildings in industrial areas, a maximum building height of five storeys should be maintained.
- Industrial areas facing residential areas should be low rise (max. 3-4 storeys) and compatible in mass and form to the residential built form.

Site Access and Circulation

- Where feasible, shared driveways between two properties should be provided to parking and service areas to minimize disruption of the public sidewalk and to facilitate vehicular access to public roadways.
- Where parking, loading and service requirements are substantial, a separate entrance driveway and service access driveway should be provided.
- Sidewalks should be provided on at least one side of all internal roads.
- A pedestrian pathway should be provided between the public sidewalk and main building entrance, aligning the main drive aisle, where possible. Pathways should be a minimum width of 1.5 metres and 3.5 metres where trees or landscaping are provided.
- Pathways in front of principal building entrances should be a minimum of 3.5 metres and provide landscaping in the form of low planters or trees a minimum of 1.5 metre from the curb edge.
- Pedestrian pathway paving material should differ in material and appearance from vehicular routes. A variety of materials may be used, including patterned concrete, unit brick pavers, gravel and asphalt.
- Pedestrian pathways should be lit with pedestrian-scale lighting using freestanding fixtures, bollards, wall mounted or recessed mounted lights. Consistency in the selection and combination of light fixtures will contribute to a high quality image for the site.
- Landscaped traffic islands should be used to delineate and enhance main driveways, subdivide parking areas into smaller “courts”, and improve edge conditions between the public road, buildings, open space areas and adjoining properties.



A minimum setback between surface parking and industrial buildings should allow for sidewalks and pathways.



Industrial parking areas and internal circulation should be broken up into smaller parking courts and screened with landscaping.

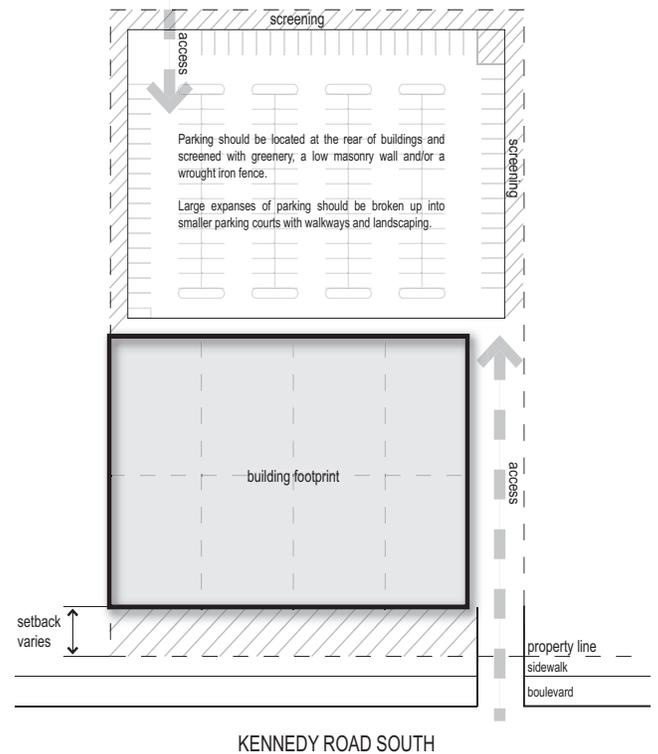
Outdoor Storage & Service Areas

Outdoor storage areas should be screened from public view through architectural screening, landscape buffering, berms or a combination of such treatments.

In general, open storage should be located at the rear of lots, screened by building placement or by landscape screening. Outdoor storage should not be permitted on front yards within Light Industrial or Business Park areas.

Service, delivery and outdoor storage areas should not be visually obtrusive. The visual impact of service and delivery areas should be minimized, especially the views of such areas from public ways and along designated view corridors.

- Loading docks should be located outside storage and service areas in areas of low visibility such as at the side or at the rear (non-street side) of buildings.
- Outdoor storage areas should not be permitted in front of a primary building façade.
- Loading, service and outdoor storage areas should not exceed 75% of the linear building frontage or 60% of the linear lot frontage in the side yard.
- Loading, service and outdoor storage areas may occupy the full rear yard frontage if recommended landscape edge and buffer treatments are provided.
- With the exception of outside storage areas, when it is not possible to locate loading facilities and service areas on a non-street side of the building, loading docks and doors should not dominate the building frontage and should be screened from all adjoining public rights-of-way. Loading and service facilities should be offset from driveway openings. Loading docks and service areas should be combined between multiple sites and screened from public view with fencing, walls, other structures and/or landscaping.
- Service entrances should be identified with signs to discourage the use of main entrances for deliveries.
- Service and refuse areas should not encroach onto the parking setback. Such areas should be screened with a minimum 1.8 metre wall height enclosure. Service and refuse areas should be paved with an impervious surface of asphalt or concrete.
- Service and outside storage enclosures should be constructed of materials to match or complement the building material. No enclosure should be made of any form of chain link fencing. Gates and/or access doors may be constructed of materials different from the actual enclosure material to facilitate operation of the gates or access doors. Trash enclosures should enclose an area designed to accommodate the peak needs of varied potential industrial users of the building.



The location, orientation and screening of surface parking contributes significantly to the pedestrian realm.

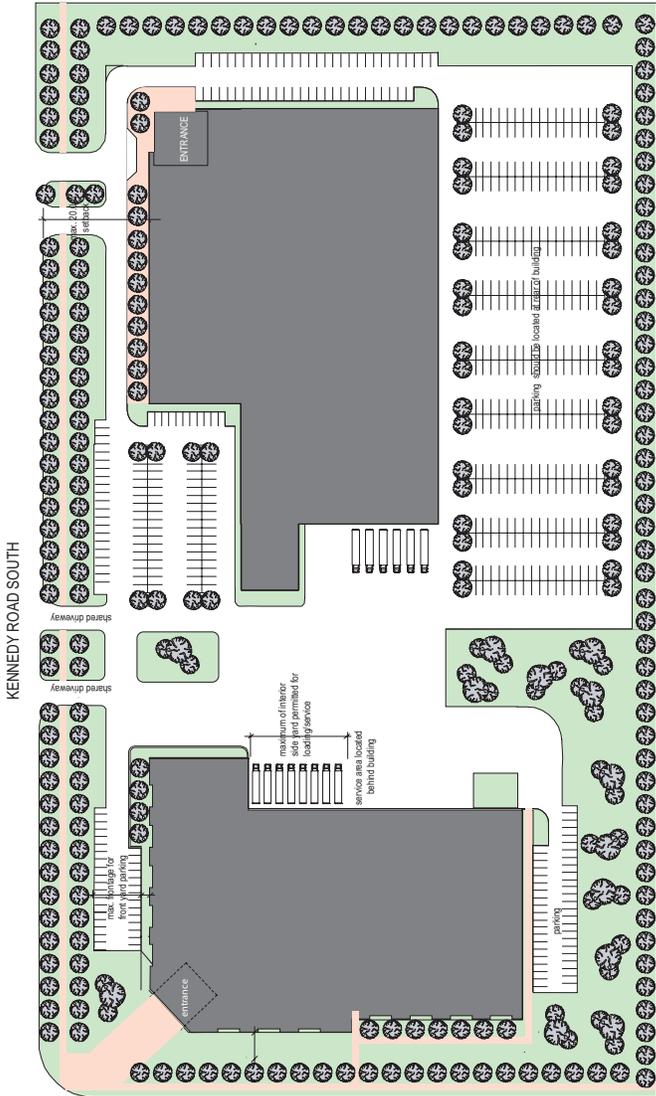
- Outside storage areas should not exceed 10% of the floor area of the principal structure and when authorized should be typically associated with the specific industrial operation proposed for the building.
- Outside storage areas should be fully screened by screen wall enclosures. Screen walls should have a minimum height of 1.8 metres, and a maximum height of 3.0 metres. Stored materials may not be stacked or be visible above the enclosure height.
- Loading and service areas should be screened from public view through architectural screening, landscape buffering or a combination of such treatments.
- Loading and service areas should be located at the rear or side façades, and should be screened from public view through architectural screening, landscape buffering, berming, or a combination of these treatments.



The design of service and loading areas should be an integrated part of the overall building design.



Landscape screening should be used for loading areas.



Site design guideline for light industrial development. Key site design features include: shared driveway, service area screening, reduced parking areas at frontage and minimum building setbacks.

6 URBAN DESIGN SUSTAINABILITY GUIDELINES

6.1 Sustainability Introduction

6.1.1 Definition

In 1987, the World Conference on Environment and Development defined sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (WCED, 1987). Since then, sustainability has been understood as the need for all development to take place in an environmentally, socially and economically responsible fashion – over the long term rather than the short term.

6.1.2. Implementation

The principles and guidelines below are only some of the opportunities for a healthier, greener and more energy efficient Kennedy Road South and eventually for the broader City of Brampton. Also, while the body of literature on green design is already substantial and growing, implementation strategies are unique to each context. In Ontario and Canada, few regulations and incentives are available today to foster these innovations and implementation remains largely voluntary and unsupported. It is through municipal awareness, coordination, leadership and advocacy that this situation can change. A significant first step is for the City to demonstrate leadership by implementing as many of the principles and guidelines below as possible in its own capital projects and operations.

Sustainable design elements are an up-front capital cost investment that often achieve full payback in under five years through operational savings. Lifecycle costing, or the calculation of a project’s capital and operational cost over its entire life, demonstrate that substantial cost savings can often be realized in the long-term, in addition to reduced exposure to volatility in energy prices. Incentives for sustainable features can be provided as part of the proposed CIP.

6.1.3. Public Realm Principles

In parallel with encouraging sustainable buildings from the private sector, the City should promote green streets and public spaces. Key opportunities include minimizing impervious hard surfaces, choosing reused and local materials in construction, favouring local species, minimizing the use of pesticides and minimizing light pollution.

Building stepbacks and terracing can enhance the public realm by providing roof gardens as well as providing area residents and employees views of green roofs.

The public realm is also adversely affected by the heat gain attributed to asphalt surfaces and conventional roof. The sustainable alternatives substantially reduce the heat island effect and thus provide a more welcoming outdoor environment in the hot summer months.



Cycling can be promoted with frequent bicycle parking areas.



Native planting and low level lighting.



These naturalized landscapes are virtually maintenance free and absorb significant amounts of stormwater runoff.

6.1.4. Adaptive Re-Use & Recycling

An effective means of achieving environmental sustainability objectives in the private realm is to reduce dependence on new materials use through remodelling or adaptive reuse of all or parts of existing buildings.

When feasible, this is often a better environmental option than demolition and recycling. However, the energy consumption of existing buildings should be carefully considered when assessing the environmental merits of a project.

The eastern portion of the Study area lends itself well to adaptive reuse. Older industrial buildings and warehouses, or portions thereof, can be transformed into attractive stores, offices and restaurants.

- Materials salvaged from demolition should be used in new building design, avoiding the waste and pollution of new production.
- If there are no salvageable materials available from an existing development site, they should be purchased directly from building demolition sales, from salvage contractors and used materials dealers. Reused materials can be used both in new buildings and in public amenity areas, for example and as outdoor paving.
- Many new and established construction products made with reprocessed waste materials are available for specification on new projects. Construction materials containing post-consumer waste or recovered materials have the greatest recycling merit and should be used where feasible.
- The annual energy consumption of existing buildings should be measured. Upgrading should be undertaken to existing buildings so that energy and thermal performance is comparable to new buildings.



Flat roofs and paved areas occupy a large percentage of the Study Area.



Photovoltaic panels produce energy that can be used to power consumption from the grid and even be sold back to the utility.

6.1.5. Buildings

New Building Design

- The City should encourage new developments to seek LEED certification. LEED certification distinguishes building projects that have demonstrated a commitment to sustainability by meeting higher performance standards in environmental responsibility and energy efficiency.
- Building construction and operation methods should aim at reducing dependence on non-renewable resources by using appropriate recycled materials and by promoting adaptive reuse of existing structures. Marginal energy costs should be reduced by promoting selection of locally manufactured or fabricated products and materials.
- A high degree of indoor environmental quality should be achieved through design techniques including daylighting and the use of low-emission finishes formulated to low or zero volatile organic compounds (VOC) standards.
- Building flexibility should be maximized to satisfy the varied demands of current and future users and residents.
- Building energy consumption and site systems (HVAC, hot water, lighting) should be reduced through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design, etc.).
- Renewable energy systems should be considered to power on-site light standards and to supplement building power requirements, for example as solar panels on flat roofs.
- Innovative wastewater treatment, water reduction and sustainable irrigation strategies are encouraged, including the use of water efficient plumbing fixtures.
- Natural ventilation systems should be considered as an alternative means to air conditioning through the promotion of passive convection cooling and ventilation. Passive systems can minimize or eliminate mechanical systems for heating, cooling and ventilating buildings.
- Efficient lighting equipment should be used and unnecessary lighting of occupied space should be eliminated by using room and task light switches, occupancy sensors and photocells as energy efficient occupant controls.
- Vegetated roofs should be developed to minimize water runoff and improve building insulation. Roof design should also incorporate daylighting to reduce dependence on internal artificial lighting.



Sustainable buildings harness the environment for energy, use reclaimed material, consume less energy and provide better indoor air quality than conventional buildings.

Water Runoff - Buildings

- In general, multi-storey development is preferred over single storey buildings with the same total floor area, to reduce the building footprint and maximize permeable surfaces. “Fake” second storeys should be avoided.
- Roof drainage should flow, in part or fully, into landscaped areas on site where lot size and soil conditions are adequate to absorb such runoff. Several downspouts should be provided to better distribute rain run off into various areas of the adjacent landscape.



Green roofs are attractive, reduce building energy requirements, cool the outdoors and absorb stormwater.



Porous surfaces or landscaped areas should be used to capture roof drainage and minimize water runoff, as in this Niagara Falls power centre.

6.1.6. Site Plan Principles

The site plan should address environmental sustainability principles. Stormwater management, heat island effect reduction, light pollution reduction, site disturbance reduction, redevelopment of contaminated sites, alternate transportation and building orientation are all key site sustainability issues. A range of appropriate design measures should be considered to evaluate the ability to achieve above mentioned elements.

6.1.7. Site Design

Site Landscaping

- Landscaping, as a percentage of the total site area, should be maximized to increase the total amount of water consumed by plants.
- Native plant materials should be used wherever possible. Naturalistic plantings should be provided in the vicinity of the woodlot and existing natural areas. Wherever possible, the creation of regeneration areas with limited public access is encouraged.
- Existing significant trees, tree stands, and vegetation should be protected and incorporated into site design and landscaping.
- Landscape design should incorporate a wide range of strategies to minimize water consumption, e.g. native species, use of mulches and compost, alternatives to grass and rainwater collection systems.
- The width of all planting beds should be at least 2.5 metres wide (except on sidewalks, where 1.5m is the minimum) to enable plant material to be massed to create a healthy and sustainable landscape.
- Impervious areas directly connected to the storm drain system are the greatest contributor to storm water pollution. Breaks in such areas, by means of landscaping or other permeable surfaces should be provided to allow absorption into the soil and avoidance or minimization of discharge into the storm drain system.
- The distribution of outdoor lighting should be controlled according to outdoor lighting design recommendations of the Royal Astronomical Society of Canada to minimize light pollution and maintain a dark night sky.



Examples of surface parking that captures surface runoff. Such pavers should be used for overflow parking areas as they do not withstand snow plowing.



Native drought resistant plant materials are landscaped here in a unique maintenance free way.

Water Runoff - Surface Areas

- Paved areas, such as surface parking, should be minimized wherever possible in order to maximize permeable surfaces that absorb and biodegrade certain toxins. This will also reduce the volume of runoff into the storm drainage system.
- Streets, driveways and parking areas should be as small as possible within allowable standards.
- Parking areas should drain into vegetative or grassy swales that are incorporated into large common landscaped areas within a project or perimeter landscaping.
- Driveways, where possible, should drain into adjacent on-site landscaped areas.
- Drainage basins should be located throughout parking lots to collect stormwater. These basins should be planted with native plant materials that thrive in wet conditions.
- A well-drained snow storage area should be provided in a location that enables melting snow to leach into drainage courses and storm drain inlets to prevent toxic materials from being washed into streams.



Asphalt parking lots and roofs greatly increase summertime urban temperatures, resulting in greater discomfort and cooling equipment loads.



Rainwater here is directed into a landscaped area instead of into a stormwater culvert.