



Brampton Soccer Centre

B2 BUILT ENVIRONMENT

Brampton Plan recognizes the importance of built environment factors in influencing and shaping travel mode choices, impacting physical activity and improving the overall health of its residents.

A mix of housing types and amenities, employment, and live work opportunities, located within walking distance, provides the opportunity for residents to meet their day-to-day needs without reliance on the private automobile and provides for life-cycle housing allowing residents to remain in their communities.

The built environment should be planned and designed to ensure that developments contain the components essential to creating a compact, walkable, and transit supportive community. This includes a mix and diversity of land uses, a mix and diversity of housing types and amenities, employment opportunities, and live work opportunities, all located within a 15-minute walk.

B2.1 COMPACT DEVELOPMENT

Compact development and intensification create greater densities that take advantage of existing infrastructure, and the concentration of people and jobs that create the necessary critical mass to support the City's Centres, Boulevards, Corridors and Major Transit Station Areas.

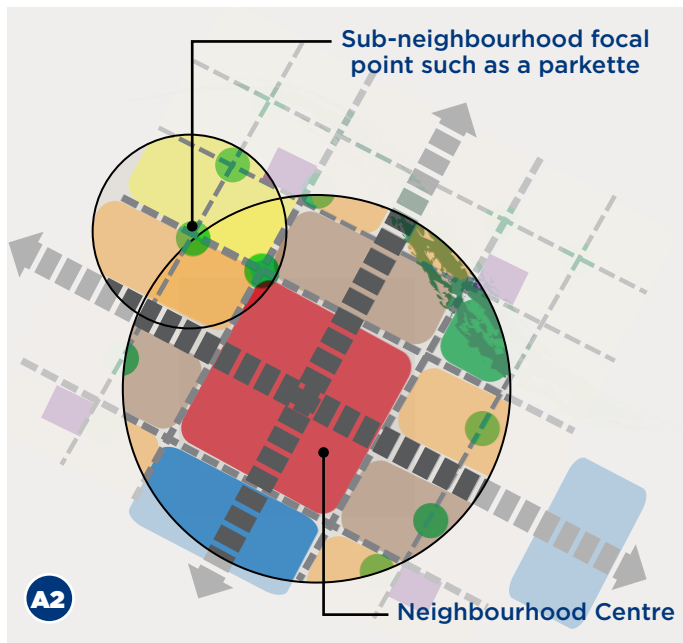
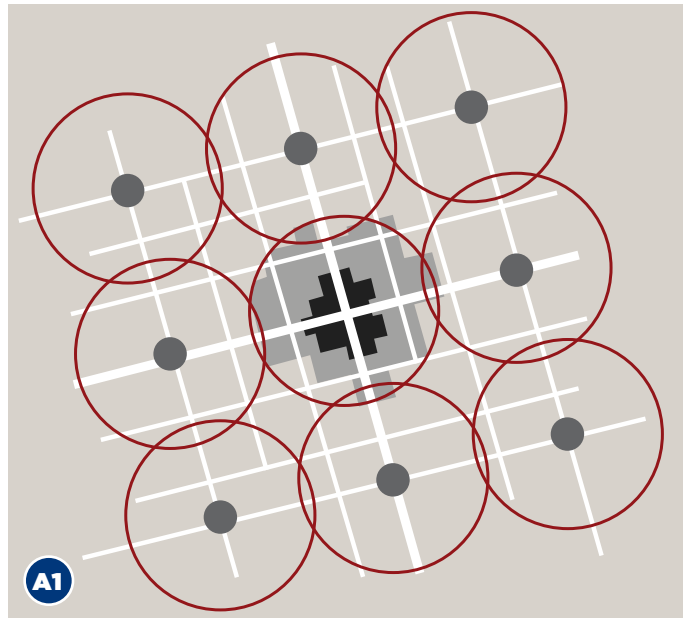
- 1 Ensure projects in Major Transit Station Areas, Centres, and Corridors support existing and planned transit services.
- 2 Place new housing close to transit facilities and within mixed-use centres to support transit and pedestrian mobility choices, reducing car use, and significantly reducing air pollution. 

- 3 Strategically allocate density to contribute to a compact urban form, increase transportation efficiency and walkability within the community, and conserve natural resources.
- 4 Minimize the land area required for school sites in urban areas and encourage School Boards to build multi-storey elementary and secondary schools located close to the street.
- 5 Build multi-storey public/institutional buildings for site and servicing efficiency. Consider co-locating complementary community uses (school, library, community centre, park) and shared facilities.



B2.2 COMMUNITY FORM

Brampton Plan envisions that most Neighbourhoods will be developed or transition into 15-minute neighbourhoods through the design and retrofit of new and existing communities (Built-Up Areas and Designated Greenfield Areas) and appropriate infill in Neighbourhoods, with the intent to support community health, well-being and quality of life.



A. 15-MINUTE NEIGHBOURHOODS (A)

- 1 Develop neighbourhoods within a 15-minute walk of a Neighbourhood Centre in which higher density residential forms, supportive commercial and community services and facilities are concentrated. 🌿
- 2 Include a broad range of residential uses as well as neighbourhood-supportive commercial and community services and facilities, such as libraries, recreation centres, schools and child care centres, that serve and support the residents of these neighbourhoods. 🌿
- 3 Locate public/community uses to form landmarks within the community and/or within Neighbourhood Centres.
- 4 Provide a highly permeable network of collector and local roads to ensure strong connections, accessibility, and route choices within the community and between neighbourhoods and Neighbourhood Centres.
- 5 Plan new developments to ensure connections to adjacent developments, existing neighbourhoods, and future developments are provided and appropriately phased.
- 6 Weave the Natural Heritage System into the fabric of the neighbourhood / community.
- 7 Design the street network to avoid, wherever possible, encroachments on and fragmentation of the Natural Heritage System.
- 8 Plan the Street Network and Active Transportation Network to create linkages to the Parks and Open Space System, and to ensure continuous and varied pedestrian routes throughout the community.

B. NEIGHBOURHOOD CENTRES (B)

Neighbourhood Centres act as focal points and provide for a range of neighbourhood supportive uses such as local scale retail, service and office uses, cultural and recreation facilities, all within a 15-minute walk of most residents.

- 1 Distribute Neighbourhood Centres to ensure daily activities and amenities within a 15-minute walk of residences and to support walking, cycling, and local transit within the community. 🌿
- 2 Locate and cluster higher residential densities, mixed uses, retail and employment opportunities, and access to higher order transit to form Neighbourhood Centres. 🌿
- 3 Include a community facility such as a school, a park or urban square in the Neighbourhood Centre.
- 4 Integrate cultural heritage resources as part of the fabric of the Neighbourhood Centre, potentially within a park or with other community facilities.

C. BLOCKS (C)

- 1 Plan and design blocks with a preferred maximum size of 80m by 150m to support excellent pedestrian walkability and permeability, as outlined in the SNCP. Longer block lengths, generally up to 250m, may be considered where they continue to support a connected and walkable public realm, such as through the inclusion of a mid-block park or other pedestrian-oriented amenities. 🌿



- 2 Encourage high-quality mid-block pedestrian connections, with or without vehicular access, where block lengths exceed 150m, to support walkability and connectivity (as per the excellent design practice outlined in the SNCP). These connections should be sufficiently wide to accommodate all types of users (cyclists and pedestrians), lined with active uses for natural surveillance, and incorporate proper lighting and AODA access. 🌿
- 3 Organize blocks to set up views and vistas to natural heritage features, parks and open space.
- 4 Design blocks with a consistent orientation, either front-to-front or back-to-back configuration along streets/lanes or around open spaces. Avoid front-to-back configurations.
- 5 Minimize the visual impact of long blocks, by turning lots at the ends of the block by 90-degrees, where appropriate.
- 6 Minimize the use of cul-de-sacs, except where necessary due to grade conditions, or at view terminus sites. Where they are necessary, sidewalks/trails should be provided to facilitate pedestrian/cyclists connections and active transportation. 🌿
- 7 To maximize passive solar orientation the street and block alignment should be designed within 15-degrees of geographic east-west, where feasible.



D. LOTTING (D)

- 1 For low-rise residential development, provide a mix of lot sizes on each block.
- 2 Locate larger lots to encourage greater massing and density in key community locations, such as:
 - a. Community edges and gateways.
 - b. Along neighbourhood collectors.
 - c. Facing parks and open spaces.
 - d. At the ends of blocks.
 - e. At view vistas / termini.
- 3 Discourage rear lotting onto the NHS , and parks and open space.



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E. REAR LANES (E)

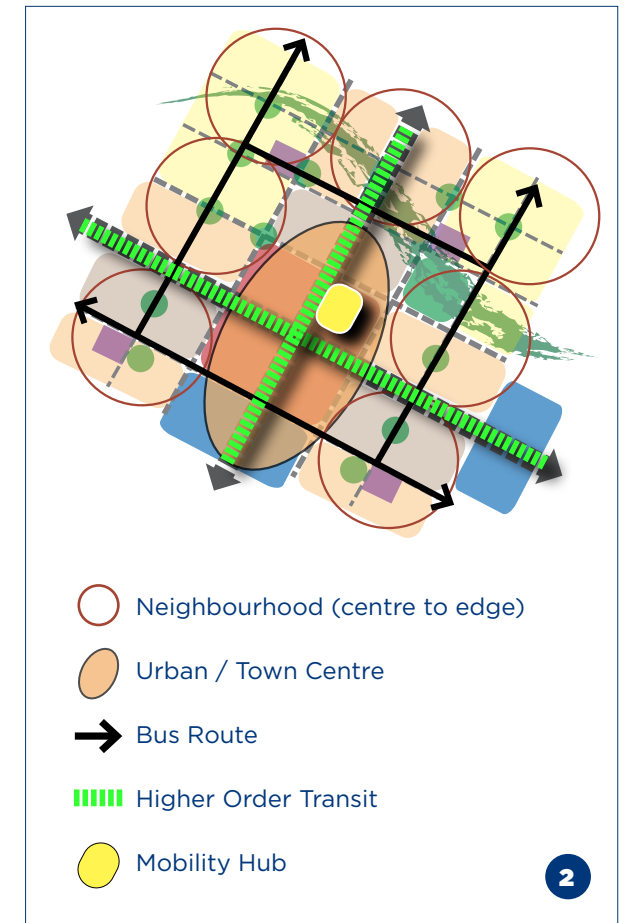
- 1 Promote the use of rear lanes to create a more pedestrian-friendly public realm, particularly in the Urban Centres, Town Centres, Neighbourhood Centres and Major Transit Station Areas.
- 2 Encourage the use of rear lanes in mixed-use developments that contain grade related non-residential uses to allow for servicing and loading at the rear of the mixed-use building and to avoid potential conflict between pedestrians and vehicles.
- 3 Encourage lane-based housing forms/lots that front parks and schools.
- 4 Focus rear lane-based forms in contiguous areas of a development / plan to allow for efficient maintenance.
- 5 All rear lanes shall adhere to City Standards and are subject to approval from Public Works and Engineering.



B2.3 MIX AND DIVERSITY OF LAND USES (L)

A mix and diversity of uses contributes to creating healthy and vibrant communities by strengthening the live-work-play relationship through a proper balance of residential, employment, commercial, retail, and public amenity land uses.

- 1 Provide a diverse mix of land uses and the greatest densities in the City's Centres, Boulevards, Corridors and Major Transit Station Areas. 🌿
- 2 Provide commercial, employment, and institutional uses, as well as transit, and parks and open space within a 15-minute walk of most residents. The City's service level is 400m for Local Parks and 800m for Community Parks. 🌿
- 3 Locate institutional uses at the centres of communities, as civic focal points and adjacent to parks and/or community facilities.
- 4 Provide appropriate transitions in use, intensity, and scale from Centres, Boulevards, Corridors and Major Transit Station Areas to Neighbourhoods areas.



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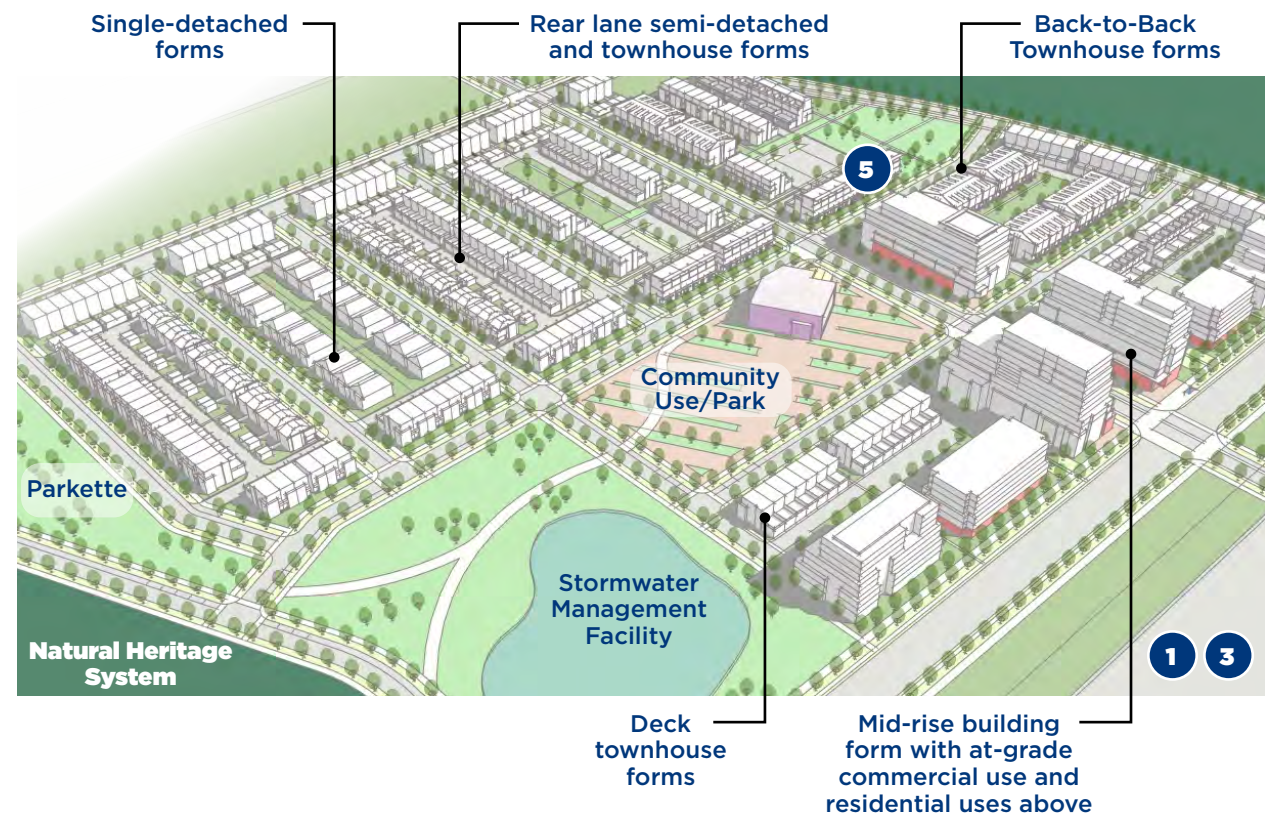
- 5 Cluster office, retail, and service commercial uses where they have access to collector or arterial roads. 🌿
- 6 In addition to a mix of uses within communities /neighbourhoods, encourage a mix of uses within buildings to create an urban streetscape that includes retail at street level and residential above.
- 7 Promote opportunities for the redevelopment and intensification of underutilized and vacant sites in the City's Centres, Boulevards, and Corridors.



B2.4 MIX AND DIVERSITY OF HOUSING

A mix and diversity of housing, including suitable and affordable housing, is important in creating complete communities and makes it possible for households to move / remain within one community as housing needs and lifestyle preferences change (lifecycle housing).

- 1 Provide for a range of housing types and tenures to address different needs such as age, income, physical ability, household structure, lifestyle, etc.
- 2 Provide housing that includes a range of unit types and sizes, including universally accessible units, with a range of number of bedrooms. 🌿
- 3 Encourage provision for a minimum of three of the following housing types within a 15-Minute Neighbourhood: 🌿
 - a. Single- and semi-detached units
 - b. Townhouse units
 - c. Apartment units
 - d. Mixed use residential units
 - e. Live-work units
- 4 Locate seniors housing, retirement homes and long-term care facilities closer to the Neighbourhood Centre or Mixed-Use nodes, and incorporate multi-storey components to achieve sufficient yield on small sites.
- 5 Provide built form transitions between higher- and lower-density developments. Refer to C3 Low-Rise Development, C4 Mid-Rise Development, and/or C5 High-Rise Development for relevant guidelines.
- 6 Provide for live-work units to facilitate home-based employment. 🌿
- 7 Ensure the application of the Brampton Accessibility Technical Standards to promote universal design principles that will enhance accessibility in residential areas.



B2.5 WALKABILITY (W)

A modified grid pattern of streets and connected system of neighbourhoods, parks and open space, promotes walkability, and supports 15-minute neighbourhoods. A high degree of connectivity supports the accessibility and convenience of transit, schools, retail, and community services and ultimately, reduces car-dependence.

- 1 Provide for an interconnected network of sidewalks, bicycle routes, transit, and multi-use trails ensuring proper integration with surrounding neighbourhoods and a variety of destinations, allowing for continuous movement throughout the community. 🌿
- 2 Design the street layout to ensure efficient walking routes to schools, centres, transit, and other key destinations.
- 3 Consider traffic calming strategies to create safer walking and cycling environments. This may include such measures as on-street parking, reduced lane widths, curb bump-outs, raised intersections, and traffic circles. 🌿



- 4 Plan and design blocks with a preferred maximum length of 150m to reflect excellent design practice (as outlined in the SNCP), promote active transportation, and help disperse traffic movement. 🌿
- 5 Locate schools such that pedestrians and cyclists can easily reach building entrances without crossing bus zones, vehicle routes, parking entrances, and student drop-off areas.
- 6 Locate mailboxes adjacent to activity areas, preferably adjacent to parks, to foster social interaction and sense of community.
- 7 Design public pedestrian walkways while adhering to CPTED principles in order to provide a safe and comfortable environment for pedestrians.
- 8 Promote safety and accessibility by designing communities with walkable, permeable street systems that include walking and cycling facilities on both sides of the road. 🌿
- 9 Identify and fill in existing gaps in the sidewalk network and/or existing desire paths to formalize routes and increase accessibility.



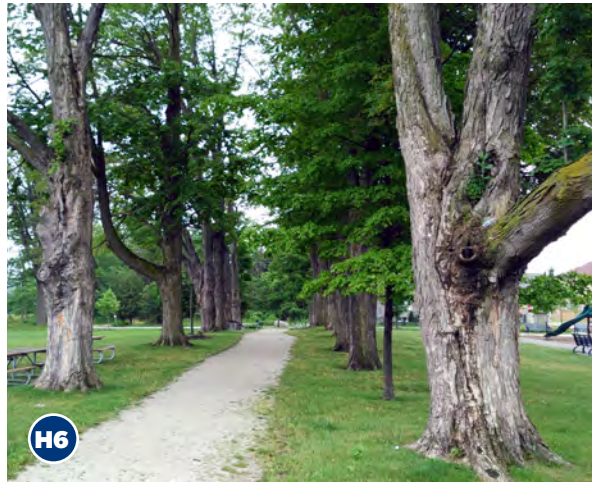
- 10 Direct pedestrian pathways to intersections rather than to mid-block locations. 🌿
- 11 Encourage opportunities for vibrant, diverse and pedestrian-oriented urban environments that provide for public safety, changing experiences, social engagement, and meaningful destinations.

B2.6 CULTURAL HERITAGE (H)

Brampton's built heritage is an integral component of the city's fabric. As the city evolves, it is necessary to protect significant heritage buildings, places and landscapes and create a balance between conservation and development. Brampton Plan establishes policies for the preservation and enhancement of the buildings and landscapes that make up the city's-built heritage.

- 1 Recognize the heritage status of properties on the Municipal Register (designated or listed), and identify and consider their heritage attributes or character-defining elements when proposing new additions or design developments. 🌿
- 2 For materials and architectural components concealed during previous renovations, use available physical and archival evidence to uncover and restore them to their near-original state and characteristics.
- 3 Retain original, historic, building materials whenever possible during restorative renovations. Repair of the original material is always preferred over replacement. If replacement is necessary, the material should match the original in form, style, dimensions, profile, texture and method of installation. Historic material should never be covered with modern materials, and unpainted brick should not be painted. 🌿
- 4 Where applicable, provide for the adaptive reuse of heritage structures. Relocation, including disassembly and reassembly, should only be considered if all other conservation options have been found non-viable. 🌿





H6

- 5 Where retention, relocation, or disassembly are not viable options, consider incorporating the character-defining elements of the heritage building into the new development to ensure the unique features of the former structure remain legible.
- 6 Where feasible and not precluded by grading or other servicing constraints, site alterations, including road widenings, road realignments, and slope or bank stabilization, should incorporate cultural heritage landscapes, such as hedgerows and rural road swales, into the development fabric.
- 7 Locate open spaces where there is an opportunity to preserve cultural landscapes.
- 8 Consider the rehabilitation and utilization of City-owned heritage resources as creative public spaces.
- 9 Promote, commemorate and celebrate cultural and built heritage via landscaping design, urban amenities, signage, plaques, public installations, etc.
- 10 Ensure that significant views and vistas to and from built or natural heritage resources are protected, enhanced and publicly accessible.
- 11 Development or infill in mature and established residential neighbourhoods should be especially context-sensitive to the prevailing local characteristics and architectural styles.



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- 12 The design of high-rise buildings in heritage districts or adjacent to heritage buildings should consider views of the developed lot from adjacent streets. The high-rise portion should be integrated with and transitioned to the heritage buildings to avoid dominating the pedestrian perspective. This may involve greater building setbacks, stepbacks above the podium, and other design strategies. Refer to C2.7 Built Heritage Context and C5 High-Rise Developments.
- 13 Where development is proposed adjacent to, or on a site that includes built heritage resources, new buildings should maintain and enhance the defining characteristics of the heritage buildings and ensure their heritage attributes are not adversely affected.
- 14 Promote public art as a means to integrate and repurpose cultural heritage elements, enrich community character, enhance the city's identity, and foster a strong sense of place. For guidelines on public art in the private realm, refer to C2.6 – Public Art.
- 15 Provide opportunities for public art in Urban Centres, Town Centres and Neighbourhood Centres.
- 16 Consider incorporating public art in parks, public spaces, private open spaces, and developments at the city, community and neighbourhood scales.



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H16



H16