4.10 URBAN DESIGN

The principles of urban design influence the physical design and layout of a city. It is an important planning tool used to assist with achieving a recognizable image for the city, enhance its quality-of-life, and promote greater economic vitality through the more efficient use of resources. Urban design encapsulates the way places work and matter and addresses the complex relationships among all of the elements of built and unbuilt spaces with a focus on:

- A sustainable urban context/structure,
- The connections between people and places,
- The relationship between buildings and streets, squares, parks and waterways and other spaces which compose the public domain,
- Patterns of movement,
- Nature,
- Human health, and,
- The processes for ensuring successful place-making.

The overall vision for Brampton is set out in the City's Six Pillars Strategic Plan that it aspires to be:

> *A vibrant, safe, and attractive city of opportunity where efficient services make it possible for families, individuals and the business community to grow, prosper and enjoy a high quality of life.*

Pillar Three states that Brampton will strive to achieve a high standard of civic design for the entire city through a number of means including the implementation of civic and development design guidelines. The City is committed to take a leadership role to continue to promote high quality urban design in the context of the increased urbanisation that is expected to take place over the next twenty to thirty years.

As stated in the City's Development Design Guidelines, a city involves "place, people and vision". The continued evolution and design of Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. Each of these elements contribute to the structure of the City and are defined by the complement of land uses, as well as the manner in which people use the spaces within each element. The physical design of these areas contributes to the image of the City through the public realm and built form. Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to achieve the goal of a high quality and sustainable physical environment.

Objectives

Through the Urban Design policies, the City of Brampton intends to:

a) Achieve and sustain a physical environment that is attractive, safe, functionally efficient, sensitive of its evolving character, and environmentally responsible;

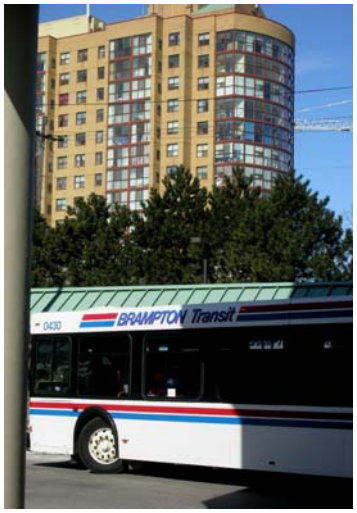
b) Reinforce Brampton's image as a modern, dynamic, beautiful and liveable city that is built on its rich heritage, including its historical roots as the Flower City, and a sustainable, compact and transit-oriented urban form;

c) Promote and reinforce the Central Area as a transit-oriented and pedestrian-friendly destination;

d) Provide strong policy direction for physical development design with reasonable flexibilities allowed to encourage innovative and diverse urban design;

e) Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development; and,

f) Ensure that new development and redevelopment conforms to Brampton's *Development Design Guidelines*.



Transit Supportive Development

4.10.1 Physical Design and the City Concept

In order to have a successful integration of Brampton's various nodes, corridors, neighbourhoods and districts, the City shall require the form of development to adhere to appropriate urban design principles, and meet higher expectations. The public realm and built form are complementary, and work in conjunction to create these elements.

Policies

4.10.1.1 The physical design of a site shall relate to its role in and enhance the overall City structure.

4.10.1.2 The physical design of a site shall contribute to the promotion of the vision and image of Brampton as a major urban centre and a sustainable and attractive city including the Flower City Strategy.

Farmers Market – Downtown Brampton

4.10.2 The Public Realm

Successful places can be identified by their character, the quality of the public realm, ease of movement, legibility, adaptability, and diversity. The public realm comprises a number of important components including public and open spaces, streets and parks. These are key shared assets that bond people and places together. They make up a significant part of the image and identity of a city and instil a sense of civic pride for the community.

Mayor's Town Hall Meting
Public Participation

The City shall create a high quality public realm that will set a model for high standard development design. To promote superior, innovative design in the public domain, the City shall

- Commit sufficient public resources and funding for public buildings and facilities;
- Use design competitions and awards to promote excellence in and public appreciation for urban design; and,
- Encourage public participation in the design process and ownership of the public realm.

The design of the public domain shall be in accordance with the policies of this section and the *Development Design Guidelines* and should address the following structuring elements:

- Streetscapes
- Public Squares & Landmarks
- Edges and Gateways
- Views and Vistas
- Public Spaces and Civic Projects
- Semi Public Open Space

Gage Park

4.10.2.1 Streetscapes

The development of a comprehensive streetscape system is integral to the identity of a community and the creation of an attractive and efficient public domain.

Policies

4.10.2.1.1 Streetscape design is comprised of the public realm and built form. Key considerations include:

- Street elements within the public street right-of-way;
- Site planning and Built Form on adjacent private lots;
- The interface between private and public zones;

Downtown Brampton
Main Street

- Creating an animated, well-used street by prohibiting, where feasible, reverse-fronting lots;
- How buildings address the street edge; and,
- The location of utility and transit services.

4.10.2.1.2 Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features and road infrastructure. The design of these streetscape elements shall be co-ordinated to achieve the following objectives:

- Communicate the image and character of the community;
- Reinforce the street network and enhance special community roads (primary streets);
- Promote an urban relationship between built form and public spaces;
- Enhance the daily experience of the residents and visitors;
- Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
- De-emphasize the importance of the car/garage on the streetscapes;
- Promote Sustainable Management Practices to address water quality, including minimizing impervious cover; using "at source controls" and infrastructure that is environmentally friendly; and,
- Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the "Crime Prevention through Environmental Design" principles to reduce the incidence and fear of crime.

George Street –
Downtown Brampton

4.10.2.1.3 Roofscapes shall be designed to provide visual interest for the public streetscape.


Roofscapes
Vales of Castlemore

4.10.2.1.4 The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape.

4.10.2.1.5 Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of "unique" utility box designs, street furniture, light standards and other streetscape elements.

4.10.2.1.6 The design of the major arterial road streetscape will be in accordance with the City's Street Corridor Master Plan to create a strong, distinct and recognizable image with emphasis on creating strong links with the Flower City Strategy. The City will establish a program for implementing civic design and streetscape treatments for arterial

corridors and gateways. Priority will be set in accordance with the hierarchy illustrated in Schedule "2" and the capital road programs of the City and the Region to achieve the most cost effective and visible impacts within the resources available.

Street Network

The structure of the street network has a major influence on streetscapes. As well, public streets are public spaces and shall be designed to that end. It is the City's intent to implement an appropriate street network that fulfills the transportation needs of the community, based upon a hierarchy of grid-like streets.

Street Design to Cater to Various Modes of Transportation

Policies

4.10.2.1.7 The street network shall be established in accordance with the Transportation policies of this Plan, and subscribe to the following urban design-oriented principles:

(i) Provide street patterns in a grid-like pattern with walkable block lengths, multiple connections between streets to provide alternative routes for pedestrian, vehicular and bicycle movement;

(ii) Street patterns shall be clear and understandable to promote ease of orientation and convenient access;

(iii) The street network design shall preserve and respond to existing natural and topographical features such as wetlands, woodlots and valleylands;

(iv) The street network shall promote pedestrian movement, safety and pedestrian-scaled spaces by using finer and more connected grid design, hence more walkable block lengths;

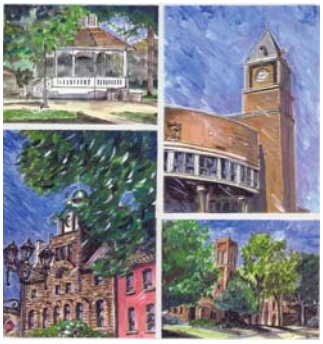
(v) The street network shall be designed to accommodate public transit, specifically at community focal points (i.e. libraries, schools and community centres);

(vi) Street rights-of-way shall promote the safety of passage for all users through flexible rights-of-way widths, the use of public and private lanes, and the integration of traffic circles and round-abouts; and,

(vii) Where a street abuts a natural open space on one side the streetscape treatment on the developed side of the street will be consistent with the adjacent built form, whilst the open space side shall be enhanced for pedestrian comfort and movement, and views into the area.

GTA Example of Round-About

Main Street – South of Steeles Road



Brampton's Major landmarks

McLoughlin Park – Queen Street

Public Art at City Hall

4.10.2.1.8 A variety of road and cross section designs should be explored including sidewalk widths, curb radii, intersection size, and design that can accommodate on-street parking to support and promote pedestrian movement and transit use in conjunction with the adjacent land use and built form.

4.10.2.2 Public Squares and Landmarks

Landmarks are prominent, memorable landscapes and buildings that are recognizable for their symbolic significance, cultural heritage values, special visual appeal or a combination of these factors. In addition to the well known civic examples such as the City Hall, Gage Park and the Rose Theatre. There are numerous other significant landmarks that include places of worship, schools, high-rise apartment buildings and parks across the City.

Policies

4.10.2.2.1 It is the City's intent to:

(i) Preserve and enhance existing landmarks,

(ii) Require important public and institutional buildings/ development at gateway locations to be designed to attain landmark status to further reinforce its strategic location and importance in the City's image and identity; and,

(iii) Locate community institutions (such as schools and places of worship) to form local landmarks in appropriate locations.

Public Art

4.10.2.2.2 The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity.

4.10.2.2.3 To further promote public art in Brampton, an Arts and Culture Master Plan shall be developed, including a public art policy to provide directions on site identification, selection, funding and incentives.

4.10.2.3 Edges and Gateways

Edges and gateways help to define a community's identity by providing the means for the community to understand its boundaries. There are three types of edges and gateways in the City: community edges, gateway intersections and entrance features.

Edges

Edges reveal and in some cases conceal the community's image and the character of individual neighbourhoods, as viewed from the adjacent arterial street. They play an important role in establishing appropriate interfaces with adjacent land uses that may or may not warrant exposure, depending on the circumstances.

Landscaped Edges - Grovewood Drive

Policies

4.10.2.3.1 Arterial roads are the primary edges of a community and a variety of street patterns will be encouraged along this edge including the use of window streets. Special attention shall be given to prohibiting reverse frontage, where feasible, in favour of window streets and other lotting types.

4.10.2.3.2 Arterial roads should form the primary edges of the communities and corridors. Their function should be multi-faceted and should not focus solely on the movement of vehicles. Through their design, arterial roads should link communities on either side of the road and not become barriers/separators between communities.

4.10.2.3.3 Edges should have an outward focus to the street and the public realm and not inward into the adjacent community. Accordingly, edges and corridors should be the focus for medium and high density uses which should be oriented to the road to help define and reinforce the edges. The design of the arterial road should support these land uses and provide a comfortable environment for the pedestrians. The scale and location of the intersections of these roads should be designed to ensure pedestrian safety and convenience.

Entrance Feature, Vales of Castlemore

Gateways

Gateways are prominent sites located at the entry points into the City and nodes and districts. They are visually prominent locations, or are part of landmark precinct and may have historic importance. A hierarchy of gateways has been defined under the City's Gateway Beautification Program.

Gateway to Downtown Brampton

Policies

4.10.2.3.4 Gateway intersections shall be designed as an integral component of primary streets. At these locations, the sense of entrance, arrival and movement shall be reinforced and achieved through the surrounding built form and site planning.

4.10.2.3.5 Community image and identity shall be conveyed through the detailed design of the built form and entrance features. These shall include orienting the primary building to face the intersection/corner, and the use of special architectural elements and landscape features.

4.10.2.3.6 Gateway design shall be co-ordinated with the City's Gateway Beautification Program to promote the Flower City image.

4.10.2.3.7 Entrance features may be provided at the initiative and expense of development proponents and with the City's approval, to mark the entrance of the local street to the neighbourhood and reinforce their identity.

4.10.2.4 Views and Vistas

Views and vistas are significant visual compositions of important public and historic buildings, natural heritage and recreational open spaces, landmarks, and skylines which enhance and liven the overall physical character of an area. "Views" are generally panoramic in nature while "vistas" usually refers to a strong individual feature often framed by its surrounding.

The Manors of Wellington Crowne

Policies

4.10.2.4.1 View and vistas shall be determined at the secondary plan or block plan stage to reinforce the land use pattern and public spaces (in particular the location of parks, community facilities, institutions and open space links).

4.10.2.4.2 The strategic location of view corridors should contribute to the creation of neighbourhoods as they provide transitions between land uses and points of orientation.

4.10.2.4.3 Views and vistas shall be achieved through the strategic alignment of rights-of-ways, the layout of pedestrian circulation and open space systems and the siting of major features, public use and built form.

4.10.2.4.4 Views and vistas, and associated community uses such as parks, shall be enhanced with an appropriate street network which terminates primary streets at these features. Streetscape design such as planting and lighting shall reinforce views to these locations.

4.10.2.4.5 The main façades of community facilities and neighbourhood park entrances shall be oriented at terminations of primary streets to act as the view's focal points.

4.10.2.4.6 The community block plan will be designed with regard to the protection of the natural heritage system, including naturalized elements such as stormwater management areas and at source landscaping, to provide view corridors and vistas which are to be gratuitously conveyed to the City and not counted as part of the parkland dedication requirements.

Stormwater Management Pond - Fletchers Meadow

4.10.2.4.7 Views and vistas shall be designed in accordance with the *Development Design Guidelines*.

4.10.2.5 Public Spaces and Civic Projects

Major elements of the public realm are the open space system and engineering structures. The design of the open space system should support a balanced vision for recreation, urban design, natural systems and community identity. Its design should be co-ordinated with that of engineering structures which form an integral and necessary component of the streetscape.

Open Space System

The City's open space system includes recreation and natural heritage features such as parks, open space links, multi-use trail system, and valley and watercourse corridors. Engineering elements such as stormwater management facilities can also be incorporated into the open space system. Design of the urban and recreational elements of the open space system shall be considered in conjunction with the Natural Heritage and Enviromental Management and Transportation sections of this Plan.

Paradise Mahogany

Policies

4.10.2.5.1 It is the City's intent that the open space system shall:

- Be identified and designed as appropriate in accordance with the Natural Heritage and Environmental Management and Recreational Open Space policies of this Plan, the *Development Design Guidelines,* the City's Asset Management's Greening Policy the Community Block Plan and EIR.;
- Contribute to the vision of creating a city of parks and gardens at Brampton and the City's Flower City strategy;
- Be a continuous and co-ordinated system by connecting the proposed with the existing systems and the City-wide open space system through the use of green connector roads, and a pedestrian/ bikeway system;
- Enhance the visual appeal of the community, and the health, safety and comforts of residents and users by providing protection from the elements and microclimatic modification;
- Provide social and recreational opportunities for residents and users; and,
- Be sustainable.

Fletchers Meadow Park – Multi-use Trail

Main Street Bridge

Engineering Structures

Engineered structures are generally located in the public right-of-way and/or public spaces and are an important part of the visual experience of the public domain. They include bridges, bridge abutments, headwalls, retaining walls, drainage channels and guardrails, among other features.

4.10.2.5.2 Engineering structures shall be designed to enhance the visual quality of the public domain and the community character, and in accordance with the Development Design Guidelines including:

- The scale, form, siting and massing of engineering structures shall be appropriate to its natural and built environment;
- Materials, colours and method of construction shall be consistent with other community design elements; and,
- Landscaping techniques that are sustainable and enhance environmental conditions and functions.

4.10.2.6 Semi Public Open Space

Policies

4.10.2.6.1 The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage.

Appealed to the OMB

4.10.2.6.2 These spaces will not be considered as contributing towards parkland dedications under the *Planning Act*.

4.10.2.6.3 A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art.

4.10.2.6.4 These spaces should be linked physically and visually to the pedestrian network and other public spaces.

4.10.2.6.5 These spaces should be designed to ensure an adequate penetration of sunlight.

4.10.2.6.6 The developer should promote the active management and programming of these semi public spaces.

4.10.3 Elements of Built Form

Built form is generally reflective of the private realm, but also defines the limit of the public realm. Built form has identifiable aspects relating to urban structure, urban grain, density and mix, height and massing, building type, façade and interface, details and materials, streetscape and landscape.

The built form is composed of the following identifiable areas:

- Multi-storey buildings (including both tall buildings and mid-rise buildings)
- Community Revitalization
- Transit-Oriented Development
- Mixed-Use Development
- Public and Institutional Buildings
- Auto-Oriented Development

GTA Example of Multi-Storey Building

4.10.3.1 Multi-Storey Buildings

The use of height to create a specific urban form is appropriate at certain locations within the City. Multi-storey buildings, specifically tall buildings, contribute to the image of a city and its skyline. Their design must therefore address issues including, but not limited to, their location, massing, use, and services. Sufficient on-site amenities and facilities should accommodate the anticipated use of the building.

Mid-Rise Buildings

Mid-rise buildings are generally considered to range between 4 and 9 storeys in height. They are encouraged to frame the street they are fronting while allowing access to sunlight to adjacent properties.

Mid-rise buildings are appropriate along the City's corridors and within its nodes particularly as part of the larger-scale mixed-use and transit-oriented development areas.

The uses within mid-rise buildings should be contingent on the compatibility and flexibility of the uses with percentages of commercial, retail, office and residential uses specified depending on the location of the building. Mid-rise buildings should be permitted to develop to 3 FSI/FAR which generally allows four storeys with commercial uses at grade, and three storeys of residential uses above. A higher FSI/FAR may be considered on a site-specific basis, contingent on the merits of the quality of design and amenities of the project.

Examples of Mid-Rise Building

Policies

4.10.3.1.1 Mid-rise buildings shall address the following design issues:

- Building articulation and efficiencies;
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;
- Servicing (i.e. loading, garbage, parking);
- Separation between commercial and residential;
- Access to transit;
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);
- Build along the streetline and maintain common setback; and,
- Ground floor uses.

Tall Buildings

In the context of Brampton, tall buildings are defined as those over 9 storeys in height. Subject to the following policies, they may be appropriate for the built-up sections of the City such as along Queen Street and Downtown Brampton. High rise buildings may also be permitted in certain other areas of the City such as major nodes and gateway locations, where adequate services and road/transit capacity exist, to express or reinforce their image as focal points.

Policies

4.10.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.10.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in 4.10.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

Belvedere Tower –Infill Development

4.10.3.2 Community Revitalization

In the City's established neighbourhoods and built up areas, continual maintenance and improvement are required to conserve the fabric and to ensure their vitality and efficient functioning. Community revitalisation may take various forms including infill, intensification, replacement or redevelopment.

- *Infilling* describes the action of developing on a vacant lot which is bordered by existing uses.

- *Intensification* suggests an increase to the amount of land and/or air rights used for a particular use. This can mean incorporating additional residential units to an existing residential building (i.e.

converting a single detached house to a semi-detached house). It may also involve a commercial or industrial venture, which utilizes more land for additional building area. Or, it may involve an increase to the height of a building for additional gross floor area while not adding to a building's footprint.

- *Replacement* involves the demolition of a development and replacing it with a use / built form similar to the original.

- *Redevelopment* is often considered as the demolition of a development and replacing it with a more appropriate development (i.e. to lower density, to a different land use, or multiple housing, etc.). Redevelopment can also involve "re-inventing" a development for a different use (for example converting an industrial building for commercial or residential uses).

These development activities are encouraged because they help make better use of the existing infrastructure and resources and meet the City's objectives for managing growth. As well, the City is required to meet the minimum target, set by the Province's Growth Plan, of accommodating 40 percent of future growth through residential intensification and redevelopment within the built-up area starting by 2015.

The key consideration for new development/redevelopment in existing built-up areas is compatibility. Compatibility does not mean uniformity or even consistency, but should relate to the context of the site and surrounding neighbourhood. The physical context includes site conditions, the existing land use and neighbourhood, landscape and townscape. As such, it may sometimes be appropriate to have the same form and scale as the neighbouring, or a completely different form and design if the intention is to create a landmark. Each case must be considered on its own merits.

When considering new development within an established residential neighbourhood, consideration must be given to the massing, scale and height of development such that it is compatible with that permitted by the zoning provisions on neighbouring residential properties. New development must allow adjacent properties to maintain their access to privacy and sunlight. Adequate separation between new and existing buildings is required, along with the use of comparably mature landscaping and fencing in order to maintain privacy and character.

If new development is of a density higher than that existing, service areas (i.e. garbage storage) should be located such that these areas do not adversely affect the function or visual quality of the development, nor impinge on an adjacent landowner's ability to enjoy their own property.

Policies

4.10.3.2.1 Community revitalization is encouraged throughout the City except in the Estate Residential and Open Space designations of Schedule "A", and subject to the policies of this Plan.

4.10.3.2.2 In areas of a predominant character, proposed lot sizes need not be the same, but must be compatible.

4.10.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour and materials.

4.10.3.2.4 Proposed development shall adhere to the existing prevalent road and lotting pattern in the area. Creation of public streets is preferred over private ones.

4.10.3.2.5 There should be sufficient capacity in the existing transportation network, municipal infrastructure and community services to cope with the proposed development.

4.10.3.2.6 Gradation of height should be used such that the lower building or portions of the building is placed nearest the neighbouring structures. To minimise the potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest.

4.10.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).

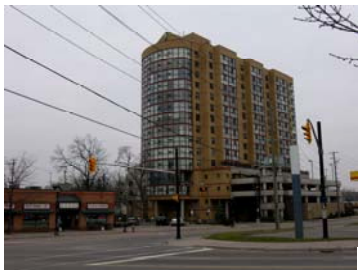
4.10.3.2.8 The City will encourage community revitalization projects to consider how water quality and quantity impacts can be addressed through the use of conventional stormwater management and Sustainable Management Practices, including at source and low impact development techniques.

4.10.3.3 Transit-Oriented Development

Transit is a priority tool to help achieve sustainable development because it reduces the impact on the environment in terms of greenhouse gases and the take up of greenfield areas. Development that supports the use of transit is thus the focus of this Official Plan.

Transit-oriented development can take different forms, but is generally located at nodes and along corridors where the typology of the built form is conducive to different modes of transportation and a mix of land uses. A density ranging from 15 to 25 units per acre (upa) or higher will be applied to these developments to support transit. As well, transit-supportive development will be promoted in areas outside of these specific locations and must be advocated early in the planning process such that new development is flexible and transit can be introduced at the earliest opportunity.

The key elements of transit-oriented development are density, design and diversity as articulated in the policies below.



Church Street – Affordable Housing

Policies

4.10.3.3.1 Transit-oriented development must be sustainable and affordable.

4.10.3.3.2 Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.

4.10.3.3.3 A mix of higher density uses are encouraged along arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.10.3.4 shall apply if mixed uses are proposed.

4.10.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimise walking distance and to provide easy accessibility to transit stops.

4.10.3.3.5 A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets.

4.10.3.4 Mixed-Use Development

Mixed-use development refers to development with integrated uses either horizontally or vertically or a combination of both. They come in a variety of forms ranging from live-work to mixed use buildings to mixed-use districts.

Mixed-use development provides variety and richness of community life and is particularly effective in supporting focal points and gateways. Integrated development is proposed in the Central Area, and designated nodes and corridors of the City where transit is accessible and there is an existing concentration of complementary uses. These developments allow efficient use of existing resources and municipal infrastructure, especially in supporting public transit. At these

prominent locations, mixed-use development is encouraged to provide an increased level of activity and reinforce their visual and functional prominence. At a more local level, mixed uses contribute to promoting pedestrian activity and animated street life for extended period of time. Diversity of uses is encouraged to promote the potential for individuals to live and work within the community.

Mixed use development shall be subject to a high standard of urban design to support their landmark image and functions as appropriate, promote transit oriented development, create a favourable pedestrian realm, and ensure compatibility of the various uses within and without the development. In addition to the policies for the single uses, special attention shall be given to contextual design and planning through a combination of careful site layout, built form, street and streetscape design as well as on-site amenities.

GTA Example of Live-work Units

Policies

4.10.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated nodes and corridors.

4.10.3.4.2 Consolidation of building sites shall be encouraged in the interest of comprehensive planning to achieve better site configuration and amenities, and land use and design efficiency.

4.10.3.4.3 The permitted uses within mixed-use buildings will be contingent on its location, and the mix and intensity of the proposed uses. For larger scale mixed-use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.

4.10.3.4.4 Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.

4.10.3.4.5 Transit and mixed-use are mutually supportive. Diversity of uses provides for round-the-clock use of transit and adds to vibrancy and economic vitality. The policies in 4.10.3.3 shall apply to promote transit-oriented design in mixed-use development. Consideration shall also be given to:

- Require transit shelters and/or transit stations within larger scale mixed use development/districts;
- Design transit facilities as focal points and amenities;
- Ensure direct pedestrian linkages to transit facilities;
- Include park and ride facilities;
- Include amenities for cyclists;
- Encourage shared parking; and,
- Allow a lower parking requirement to encourage use of alternative modes including transit, walking and cycling.

GTA Example of Mixed-Use Development

4.10.3.4.6 An attractive and efficient pedestrian realm is key to the success of mixed-use development. To enhance walkability, compact development form and human scale design shall be employed with particular considerations given to the following:

- Disposition and orientation of buildings eg. siting buildings to frame the street and define edges, orienting at least one entrance to face towards an abutting street and connecting it directly to the sidewalks;

- Providing continuous pedestrian connections by minimising the number of curb cuts;

- Creating interest along the street to make the streetscapes more walkable and attractive; eg. in appropriate locations encourage ground floor retail, restaurants and other pedestrian friendly uses; creating interesting architectural character and built form specially at street level through massing, staggering frontage, display windows, the use of weather protection features such as awnings and canopies etc.

Example of Live-work Units

4.10.3.4.7 The nature of integrated uses, vertically or horizontally, shall require special attention to compatibility. Compatibility amongst various land uses is required as is the compatibility with the adjacent and surrounding neighbourhood. Considerations shall be made to use, scale, form and character to ensure smooth transition and promote synergy between various land uses. Approaches/tools that can be employed include but are not limited to:

- Site layout and built form eg. using building setbacks, disposition, orientation, height, width, roof form, materials and façade articulation similar to that prevalent in the surrounding;

- Orientating uses and features with potentially adverse impacts away from neighbouring uses/buildings eg. avoid garages, parking lots or service areas facing or impinging on the front of neighbouring buildings;

- Locating community uses or less intensive uses on the perimeter or interface area; and,

- Use of open spaces, public squares, and natural features to provide screening or buffer.

4.10.3.5 Public and Institutional Buildings

Institutional development includes schools, libraries, community centres, fire/police stations, performing arts centres and places of worship. These buildings have the capacity to be the focal point of a community with a distinct identity. As such, the design of these buildings should recognize their civic importance with a view to reinforcing their focal significance to contribute to their potential as landmarks.

Provincial Offences Courthouse

Policies

4.10.3.5.1 Community and institutional development sites will generally be located at focal intersections of primary streets with the main entrance facing the street to facilitate maximum visibility.

4.10.3.5.2 Special architectural elements will be used to create a distinct identity.

4.10.3.5.3 Special attention will be paid to site access, setbacks, parking areas, landscaping and signage which shall be designed in accordance with the *Development Design Guidelines*.

4.10.3.5.4 Where public and institutional buildings including schools are proposed within upscale executive residential areas, a higher level of design shall be required by the City as a condition of development approval.

4.10.3.6 Auto-Oriented Development

While the City's core design objectives are to give priority to pedestrians and transit, certain auto-oriented development is still necessary including gas bars and related uses, automobile repair and sales facilities and drive-through restaurants. By their nature, these developments are usually visually prominent along major roads and intersections. Their operational and functional requirements are often inconsistent with the City's urban design objectives. To reconcile these differences, the following development design principles are set out for auto-oriented development:

Gas Station (Bovaird Drive) - Complementing Adjacent Residential Development

Policies

4.10.3.6.1 Designation of auto-oriented uses shall be subject to the policies in Section 4.2.13 of this Plan and the Secondary Plans. As a general policy, auto-oriented development is not permitted at main gateways, in the Central Area, office centres, within close proximity to residential areas and to other auto-oriented uses.

4.10.3.6.2 Where permitted, auto-oriented development shall be designed to reinforce street edges, achieve a pedestrian scale and contribute to a high quality public realm and streetscapes through a combination of site planning, landscaping and built form including:

- Locating the principal building at or near the street edge;
- Locating parking and service areas away from the street such as at the rear or flank of the building that are not facing or exposed to the public realm, and/ or screened from neighbouring properties;
- Locating the stacking and drive-through lanes at the rear or side yards and not between the building and the street to minimise the impact on streetscape and the adjacent properties, and to ensure a positive contribution to the pedestrian environment;
- Landscaping the stacking and drive-through lanes and the parking areas to soften the visual elements; and,
- Maintaining an effective level of vehicular traffic functions both within the site and on the surrounding road network and providing clear separation of vehicular and pedestrian traffic to ensure ease and safety of movement.

Drive-Thru Facility


Restaurant with Drive-Thru Facility

4.10.3.6.3 In addition to the policies in Section 4.10.3.6.1 to 4.10.3.6.2, development plans for gas bars and related uses shall address building massing and scale as well as issues specific to these uses including canopies, pumps and islands, ancillary buildings and structures, signage and lighting.

4.10.3.6.4 The City shall prepare a city-wide detailed design guidelines to guide the development of auto-oriented uses.

Loading Areas

4.10.3.6.5 Loading areas are necessary to help service business operations. They shall be designed to:

- Minimise the visual, noise, and air impact on the surrounding environment. In commercial development, the service and loading areas shall be located away from residential areas, arterial roads and primary roads;
- Orientate away from the general circulation of people and automobiles;
- Be accessible but not highly visible;

- The implementing zoning by-law may contain setback provisions between loading areas and arterial roads; and,

- Maintain a reasonable separation distance from residential areas.

Parking

4.10.3.6.6 Site planning should minimise the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping. The following design principles shall apply to parking:

Example of Multi-storey Parking Structure

- Parking areas shall be organized into small units separated by landscaping and pedestrian facilities to provide safe, attractive pedestrian environments and visual enhancement. Large unarticulated parking areas shall not be permitted;

- Where possible, parking for multi-unit dwellings and apartments shall be located below grade;

Parking Structure with Retail at the Main Level

- Convenient surface parking shall be provided for commercial areas without affecting the character of major streetscapes. Parking areas should be located whenever possible at the rear or side of the blocks and connected to the streetscape through pedestrian links or covered ways;

- In institutional areas, access point to parking areas shall be minimised to reduce their impact on the surrounding streetscapes. Shared parking with adjacent parks shall be considered; and,

- On-street parking is encouraged on primary roads to promote convenience and traffic calming, where it is compatible with or does not conflict with the provision of transit services.

4.10.4 Implementation

Policies

4.10.4.1 Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

4.10.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

4.10.4.3 The City of Brampton shall use a variety of tools in accordance with the policies in Section 5 of this Plan and the *Planning Act*, to help provide principles and guidance towards promoting a City that "involves place, people and visions". These include, but are not limited to:

- City-wide *Development Design Guidelines*,
- Architectural Control,
- the Block Planning process,
- Tertiary plans/district design plans,
- Subdivision approval,
- Zoning and design standards,
- Site plan control,
- Design briefs,
- Current municipal development engineering standards, and
- Region of Peel Crime Prevention Through Environmental Design (CPTED) Principles document.

4.10.4.4 The City's zoning by-law shall be reviewed to ensure consistency with the policy in this section.

4.10.4.5 The City's municipal development engineering standards shall be reviewed to ensure consistency with the policy in this section and to facilitate innovative physical design.

4.10.4.6 The City will review the *Development Design Guidelines* as appropriate to address sustainable management practices, new technology etc. in consultation with public agencies.

4.10.4.7 When utilizing the implementation tools stated in Section 4.10.4.3, all development and redevelopment will be subject to the consideration of the following elements:

(i) **Sustainability**: How the design promotes the use of non-renewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.

(ii) **Enhancement**: How the physical development shall conform to the City's overall structure, respect and enhance the specific

character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.

(iii) **Sense of Identity**: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.

(iv) **Diversity**: How the physical development promotes a diversity of design, form and use.

(v) **Open Space**: How the physical development contributes to the vision of creating a city of parks and gardens at Brampton; celebrate the Floral City heritage; provides additional accessible Open Space and linkages to the City's Open Space network, and contributes to the natural heritage system.

(vi) **Preservation**: How the significant elements of the built and natural heritage shall be maintained and protected in new development. Some of the significant elements include:

- Natural heritage features such as woodlots, valleylands and watercourse corridors, wetlands, and ponds,
- Built structures such as significant architecture,
- Cultural heritage features; and,
- Important views and vistas.

(vii) **Scale**: How the physical development utilizes spatial definition techniques to emphasise and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.

(viii) **Circulation**: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian and bicycle movement.

(ix) **Accessibility:** How the physical development promotes universal design and accessibility.

(x) **Safety**: How the design and use of the physical development can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life.

(xi) **Human Services**: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.

(xii) **Land Use Compatibility**: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions. Where the use of buffer is required, the following design considerations shall be heeded:

- Planting, grading and building orientation shall be used to the greatest possible extent;
- Associated walls and fences shall be unobtrusive and proportioned to the local setting;
- Buffer components used in the original design shall be of long term maintainability; and,
- Buffer shall contribute to environmental features.

(xiii) **Energy Conservation**: How the physical design contributes to promote effective energy conservation eg. how the building design and orientation maximize passive solar energy gain and minimise energy loss from prevailing winds; how plant materials are utilised to reduce heat loss in winter and heat gain in summer; and how land use and supporting facilities are arranged to encourage energy conservation lifestyles.

4.10.4.8 Public appreciation and support for superior and innovative urban design is important to the successful implementation of this policy. Various means shall be provided to encourage the public to participate in and contribute to the physical development of the City including design committee, design competitions, urban design awards, and other similar initiatives to be established.