City Approval Stamp

Royal West Commercial Block

Credit Ridge Commons

Springbrook Block 2 • Credit Valley Secondary Plan Area 45
CITY OF BRAMPTON

COMMERCIAL DESIGN BRIEF

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1.0 INTRODUCTION

1.1 BACKGROUND

The planning for Springbrook Community (CVSP Sub-Area 2) has transpired and evolved over the past few years through the interaction and collaboration of City, Region and Agency staff, the Block Plan Design Team and the Block 2 Landowners Group. During this time there have been many opportunities for all parties to address their concerns in an ongoing, open dialogue. The current version of the Block Plan and the Block Plan Report are the culmination of the Stage 1 Block Plan Approval Process and will be finalized through a Stage 2 Block Plan and subsequent draft plan approvals. As one outcome of this planning and design process the commercial block, located at the southeast corner of Mississauga Road and Williams Parkway, has been refined both in configuration and size to address general urban design issues, enhance its role within the community and to support the overall structure of the neighbourhoods and surrounding areas by addressing market needs.

This design brief shall be read and applied in conjunction with the approved community design guidelines for the surrounding block plan (i.e. the Springbrook Community: Community Design Guidelines by NAK Design Group and John G. Williams Architect, January 2008)

1.2 CONTEXT

The Royal West commercial block is located at the northwest corner of the Springbrook Community and has street frontage along Mississauga Road, Williams Parkway and Royal West Drive, an internal north-south collector road.

The north side of Williams Parkway will be characterized by primarily residential development, and existing residential uses are located on the west side of Mississauga Road. The east side of Royal West Drive will include a future stormwater management facility and residential lots while the southern boundary of the site will include residential lots - both as part of the block plan development.

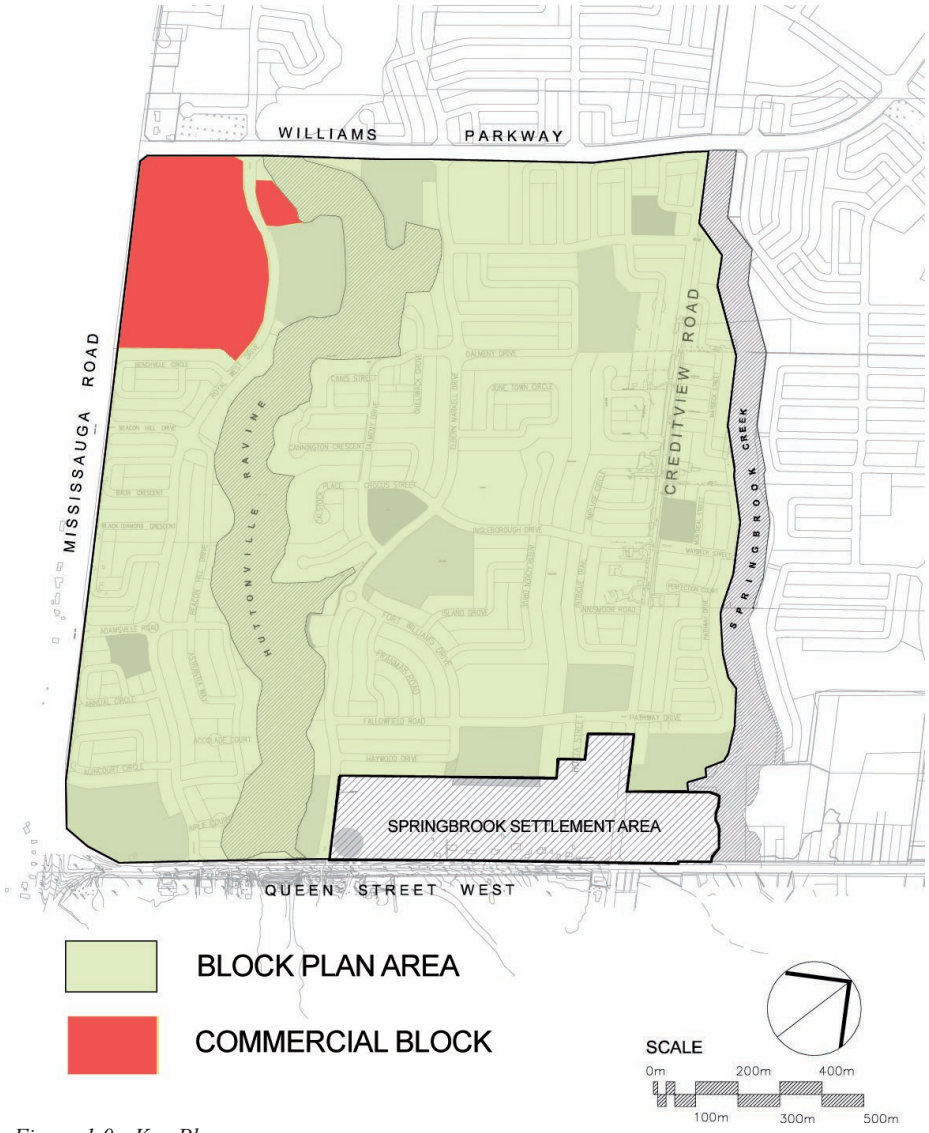


Figure 1.0 - Key Plan

Figure 1.2a - Existing Natural Feature

Figure 1.3b - Stormwater Management Facility

Figure 1.3c - Entrance Feature

Figure 1.3d - Comfortable, pedestrian scaled street zones

1.3 VISION

Springbrook Community is envisioned as an upscale residential community which derives its 'upscale' character through the coordinated approach in the design of its structural components: the Streetscape, Open Space, Community Features, Housing Forms and natural physical setting. The integrated design of these elements are intended to create a visually attractive and pedestrian-scaled community which will, over time, continue to evolve as a unique and identifiable community that promotes a positive visual experience within the City of Brampton.

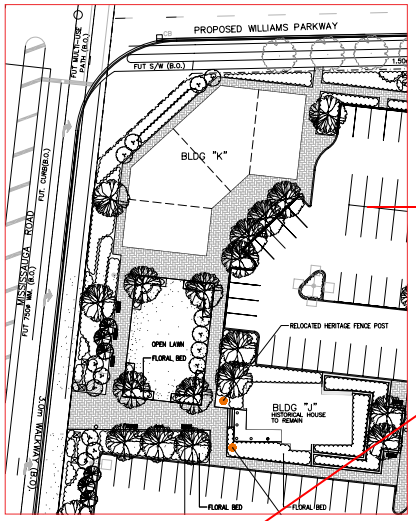
The design of the commercial block, located at the northwest quadrant of the community, one of its primary gateway locations, will be important to achieving this goal. A conceptual landscape masterplan is shown in Figure 1.3e. The concept plan that is contained in this brief has been developed to:

- Incorporate the existing heritage building, the Reid Farmhouse, within the commercial block as a community feature and one that enhances the community's image as an upscale, executive neighbourhood.
- Provide attractive streetscapes along the street frontages that support the pedestrian environment and promote the upscale quality of the neighbourhood as well as the City's objectives for the Flower City.
- Provide pedestrian walkways internal to the site and connections to the public sidewalk that promote safety, accessibility and the connectivity of the community.
- Provide a combination of built form and landscaping at the corner of Royal West Drive and Williams Parkway that help to form a 'Primary Gateway'.

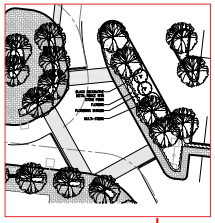
Development of the detailed site plan will further demonstrate and articulate the intended upscale character of the commercial block. Features and elements of the site plan that support this are depicted on the following page and they include:

- Fully planted landscaped buffers along the edges that incorporate flowers and flowering shrubs and trees;
- Landscaped Pedestrian Walkways;
- Landscape features at main vehicular and pedestrian entrances;
- Landscaped features along the arterial roads;
- Decorative lighting; and
- Coordinated site furniture such as trash receptacles, benches and planters;
- Coordinated and high quality buildings along Mississauga Road.

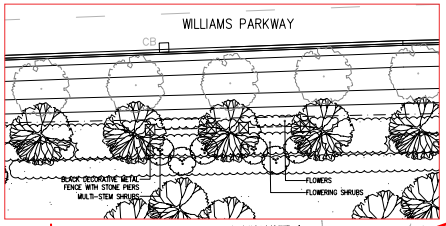
Heritage Feature Corner - Reid Farmhouse



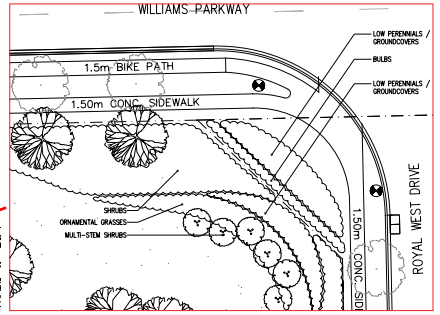
Landscape Feature



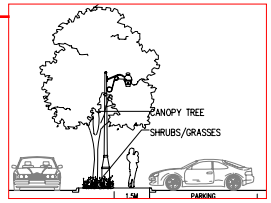
Landscape Buffer

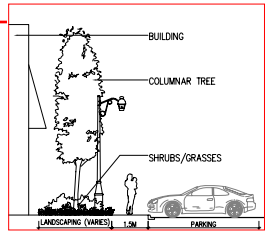


Landscaped Gateway

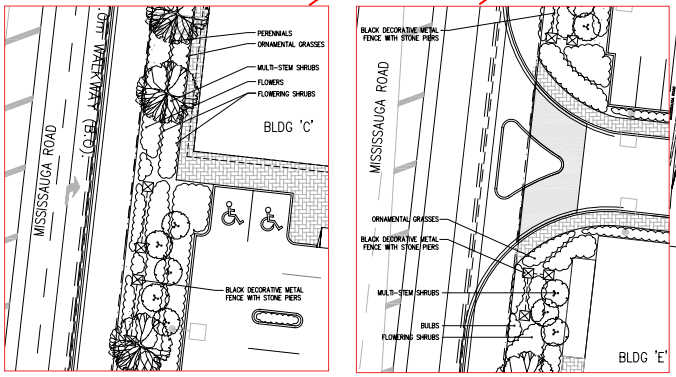


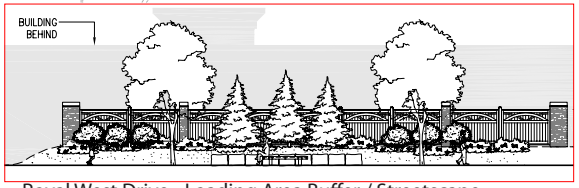
Pedestrian Walkways





Entrance Features





Royal West Drive - Loading Area Buffer / Streetscape

Figure 1.3e - Landscape Masterplan and Design Elements

1.4 HERITAGE ELEMENTS

Reid Farmhouse - 9521 Mississauga Road

This large brick farmhouse, once owned by the Reidon family is located on the east side of Mississauga Road, south of Williams Parkway within the proposed commercial block. It has been designated in the Credit Valley Secondary Plan as a significant heritage resource and is also listed in the Municipal Register of Cultural Heritage Resources (Category A).

The building is a heritage feature which provides an opportunity to link the past and the present. Its potential role as a focal point within the community, helping to establish a 'sense of place' should be considered in the development of the commercial site plan.

It is proposed that the existing farmhouse will be preserved in its current location and integrated into new development as part of the site plan development application.

Figure 1.4 - Reid Farmhouse

GUIDELINES

The following guidelines should be considered:

- Adaptive re-use of the building, and the development of a conservation/adaptive reuse plan is required later in the review process.
- Primary consideration will be given to uses that are compatible with the building style and form.
- All development adjacent to, or incorporating the heritage building, must be respectful of the heritage building by having appropriate regard for scale, massing, orientation, setbacks, building materials and design features.
- Proposed landscape elements and features that complement the building may be provided and may also help to form a corner feature and landmark at this corner. These can include design elements such as walkways with enhanced paving, low fencing, planting relevant to the building's heritage, decorative walls and piers.
- Sufficient site area must be maintained around the heritage building to not only preserve any signification vegetation (as determined by the City) associated with the Reid Farmhouse, but also to preserve the existing views of the house and associated vegetation from Mississauga Road through the use of appropriate setbacks to any adjacent new structures.
- A conceptual plan for the Reid Farmhouse (refer to Section 2.3.5) has been provided to illustrate the vision for this building and its immediate surroundings. This includes:
  - Preservation of the heritage farmhouse in its current location which assumes adaptive re-use that is appropiate for the commercial site (use will be finalized at the detail design stage);
  - Creation of a landscape pedestrian plaza that incorporates a heritage fence post, the previous farm laneway as a pedestrian walkway, seating areas and landscaping that supports community gathering and reinforces the presence of the heritage farmhouse;
  - Planting areas that create a garden setting, contribute to spatial definition and highlight special features at this location;
  - Heritage brick incorporated into the design of the adjacent buildings as a reference to the predominant material used in the heritage farmhouse.
- Existing vegetation associated with the heritage farmhouse will be addressed through the preparation of a detailed Tree Inventory and Preservation Plan and in conjunction with detailed engineering/grading information. It has been noted that one of the objectives of this site plan is to improve and enhance views and sight lines to the building from Mississauga Road. To this end opportunities for the potential strategic removal of existing vegetation will be identified once this information is available.

2.0 DESIGN GUIDELINES

The location of the Commercial Block at the northwest corner of the Springbrook Community and one of its Primary Gateways requires that its design, in terms of site planning and built form, be carefully considered.

2.1 GENERAL GUIDELINES

- Site planning, built form and landscaping shall be designed and coordinated to create a visually attractive presence within the community.
- The existing heritage building - Reid Farmhouse, located near the corner of Williams Parkway and Mississauga Road is proposed to be retained in its current location.
- Commercial development shall reinforce a high quality identity, distinct from conventional commercial developments within Brampton, through the use of appropriately enhanced architectural design and landscaping that promotes the upscale characteristics of the Springbrook Community.

Figure 2.1a - Example of commercial architecture

Figure 2.1b - Example of commercial architecture

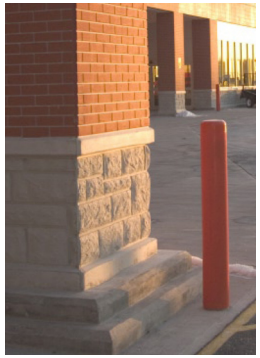


Figure 2.1c - Example of Anchor Store Architecture

Figure 2.1d - Example of Anchor Store Architecture

2.2 SITE PLANNING

- Buildings should occupy a minimum of 50% of the street frontages and generally obscure parking areas.
- Buildings should be designed to have a positive relationship to the street, with primary façades parallel to the roadway to appropriately address, define and relate to the adjacent street frontages.
- Buildings should be sited close to the street and be accessible from the sidewalks adjacent to the street.
- Larger anchor buildings should be located further away from Mississauga Road allowing smaller buildings to define the primary street edge
- Locating large, expansive parking areas along the street edge is discouraged.
- Corner buildings shall be designed to address both street frontages in a consistent manner. Increased massing is desirable at corner locations.
- Setbacks should be co-ordinated between adjacent buildings to provide a smooth transition.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent and safe on-site traffic circulation. Access for larger vehicles to loading and service areas should be located away from pedestrian routes.
- Buildings should be sensitive to the location of surrounding uses to ensure appropriate integration into the community. Appropriate landscaping and buffers should be provided where adjacent to residential uses to avoid adverse impacts.
- Regard for adjacent residential areas shall be exhibited in the design and placement of the building i.e. building mass should be sited to minimize the impact of overshadowing and blocked views.
- Mechanical equipment and service areas shall be integrated into the building design and screened from public view.
- The commercial block located on the east side of Royal West Drive will be developed as a separate block, however, coordination of features and building will be encouraged.

Figure 2.2 - Concept Plan

2.3 BUILDING DESIGN

2.3.1 ARCHITECTURAL VISION FOR TENANT BUILDINGS (NON-ANCHORS)

The architectural vision for tenant buildings should consider the following:

- Establish a high quality of design with a variety of architectural details
- Incorporate materials that complement the existing heritage building
- Coordinate a palette of compatible materials
- Utilize a simple palette of complementary colours

Figure 2.3.1 - Architectural Vision for Tenant Buildings (Non-Anchors) - Images

Figure 2.3.2a - Image of Corner Building

Figure 2.3.2b - Image of Edge Building

2.3.2 BUILDING DESIGN CRITERIA FOR TENANT BUILDINGS (NON-ANCHORS)

- Appropriate architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing, character lighting) shall be provided to avoid uninteresting expanses of roof and wall façade.
- The use of high quality building materials in traditional tones and textures characteristic of the neighbouring residential community is required. This may include brick, stone, stucco or architectural precast panels with distinctive detailing. The use of plain concrete block, glass curtain wall, vinyl siding, metal siding or industrial-looking ribbed precast wall panels, is discouraged.
- Distinctive building designs shall be provided at corner locations and the view termini to reinforce their landmark status in the streetscape.
- Buildings should be compatible in scale, massing, height and roof form with the width and importance of the adjacent streets while retaining a human scale to encourage pedestrian traffic. Buildings shall not exceed 3 storeys in height. Two-storey buildings are preferred over single-storey buildings.
- Main entrances should be grade-related and be given design emphasis.
- The smaller ‘edge buildings’ are encouraged to incorporate built form and scale similar to the surrounding residential areas. Where larger buildings are proposed, a mansard roof, roof parapet or cornice treatment should be provided to define the roofline.
- Rooftop mechanical equipment shall be integrated into the roof design and screened from public view.
- Building projections, including bay features, cornices, canopies, patios, porches, and porticos are encouraged.
- Complementary architectural treatment of buildings is required through recurring design elements such as wall finish/material/colour or the use of a consistent masonry skirting around the buildings.
- Glazed areas should be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use.
- Non-street facing building facades exposed to public view (facing open spaces, parking areas, internal traffic routes or wide apertures in the streetscape) should provide visual interest through the provision of windows, wall articulation and/or architectural detailing similar to the main façade.

2.3.3 ARCHITECTURAL VISION FOR ANCHOR BUILDINGS

The architectural vision for anchor buildings will consider the following, as illustrated in Figure 2.3.3a - 2.3.3h;

- Establishing a high quality of design with emphasis on detail;
- Building design that compliments the character of the proposed residential;
- Building design that incorporates design elements to break the big box format;
- Building design that creates a more pedestrian friendly site;
- Cladding in brick patterned precast panels intended to complement and fit in with the character of the proposed residential subdivision;
- Precast panels having traditional brick detailing such as soldier courses, sills and stone looking base;
- Display area at front of a portion of the store will be colonnaded to provide shelter during inclement weather to provide depth to the elevation;
- A raised 'brick' peak above the main entrance to also be representative and reflect the residential character of the community;
- A raised parapet to effectively conceal all roof top equipment both acoustically and visually.

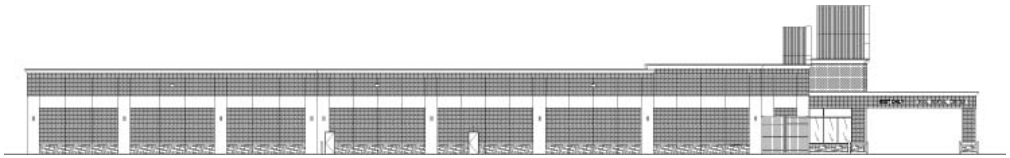


Figure 2.3.3a - Home Depot Williams Parkway (North) Elevation

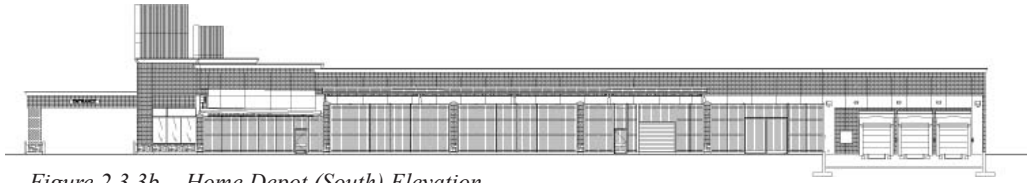


Figure 2.3.3b - Home Depot (South) Elevation

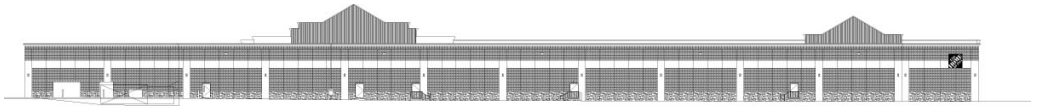


Figure 2.3.3c - Home Depot Royal West Drive Rear (East) Elevation

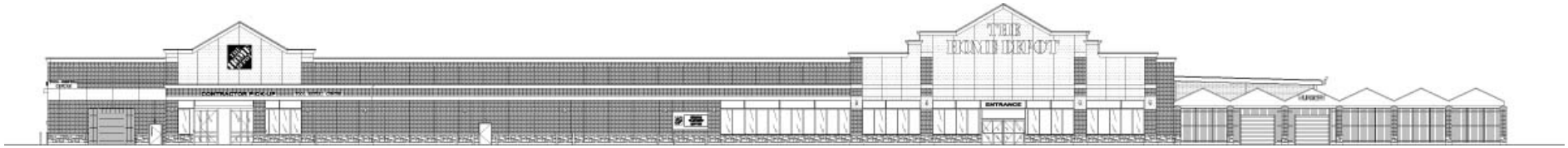


Figure 2.3.3d - Home Depot Front (West) Elevation

Figure 2.3.3e - Wal-mart (North) Elevation

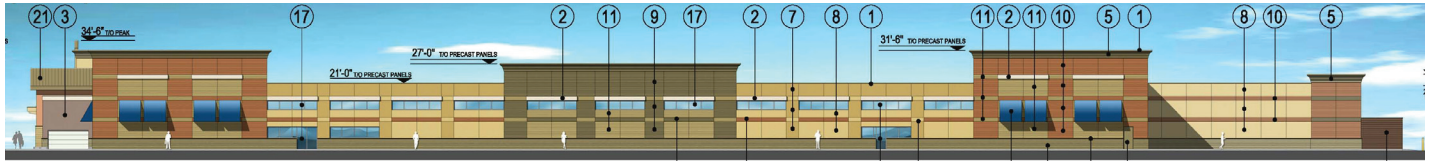


Figure 2.3.3f - Wal-mart (South) Elevation

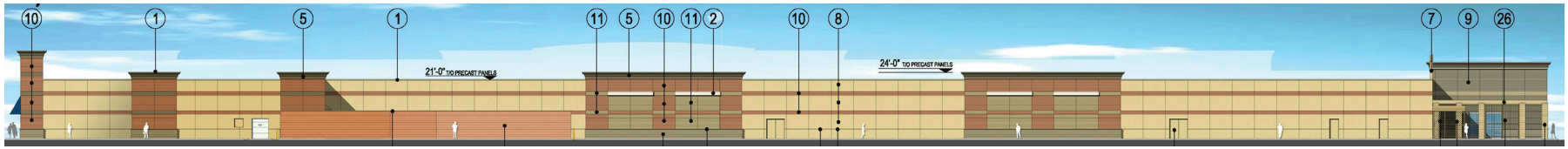


Figure 2.3.3g - Wal-mart Royal West Drive Rear (East) Elevation

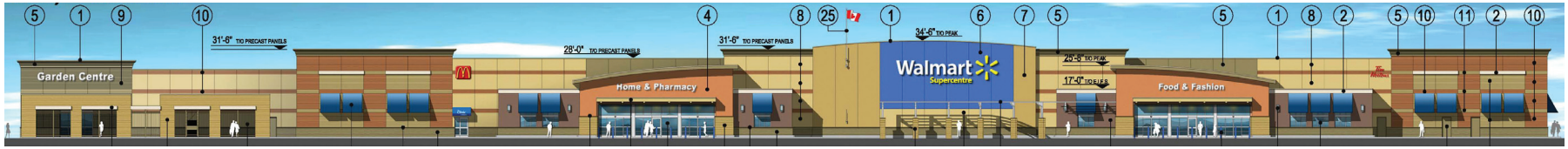


Figure 2.3.3h - Wal-mart Front (West) Elevation

2.3.4 BUILDING DESIGN CRITERIA FOR ANCHOR BUILDINGS

The building design criteria for anchor buildings will consider the following, as illustrated in Figures 2.3.3a - 2.3.3h;

- Appropriate architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing, character lighting) shall be provided to avoid uninteresting expanses of roof and wall façade.

- The use of high quality building materials in traditional tones and textures characteristic of the neighbouring residential community is required. This may include brick, stone, stucco or architectural precast panels with distinctive detailing. The use of plain concrete block, glass curtain wall, vinyl siding, metal siding or industrial-looking ribbed precast wall panels, is discouraged.

- Distinctive building designs shall be provided at corner locations.

- Building scale, massing and height should be relate to the pedestrian scale and encourage pedestrian circulation. Buildings shall not exceed 3 storeys in height.

- Main entrances should be grade-related and be given visual design emphasis.

- Rooftop mechanical equipment shall be integrated into the roof design and screened from public view.

- Building projections, including bay features, cornices, canopies, patios, porches, and porticos are encouraged.

- Complementary architectural treatment of buildings is required through recurring design elements such as wall finish/material/colour or the use of a consistent masonry skirting around the buildings for each individual anchor building.

- Glazed areas should be maximized along pedestrian frontages and main parking areas to encourage comfortable and safe pedestrian use.

- Non-street facing building facades exposed to public view (facing open spaces, parking areas, internal traffic routes or wide apertures in the streetscape) should provide visual interest through the provision of windows, wall articulation and/or architectural detailing similar to the main façade.

2.3.5 HERITAGE BUILDING

- The heritage building located at the corner of Williams Parkway and Mississauga Road has a strong visual prominence along Mississauga Road.
- It is recommended that buildings in its immediate surrounding should borrow elements of design from the heritage building and/or integrate complementary materials and architectural features.
- The other buildings on site fronting onto Mississauga Road should respect the style and materials of the heritage building through the incorporation and coordination of similar and complementary materials and/or design elements.

Design Elements at this Heritage corner may include a combination of the following:

- Open Lawn area as a gathering place and foreground to the Heritage Farmhouse, providing opportunities for planting beds of annuals and perennials at the corners;
- Garden elements (hedging and floral beds), garden design in keeping with the local historical context, which also promotes Brampton's Flower City Strategy and provides opportunities for flower displays;
- New planting with an emphasis on the use of native species, typical of a late 19th century rural farm property in southern Ontario is strongly encouraged, and 'framing' views to Farmhouse as well as defining other areas of the space;
- Wide walkways with decorative unit paving enhancing the view to the Farmhouse. These walkways may also be lined with a row of canopy trees to create a formalized entry. A conceptual plan of the area surrounding the heritage building and its integration can be found in Figure 2.3.5c;
- Significant existing vegetation will be considered for incorporation, other vegetation will be considered for removal at the detail design stage in order to allow views to the Farmhouse.
- The existing heritage fence post shall be preserved and incorporated into the design of this area. It may be relocated close to the farmhouse as a focal element with future planting beds and to enhance the heritage context as well as provide an opportunity to incorporate a small interpretive plaque in the fence post's vicinity.

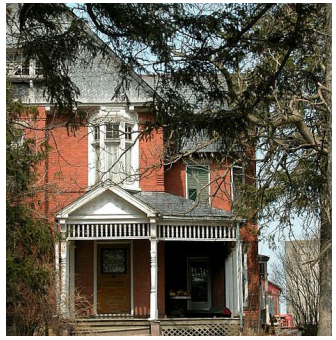
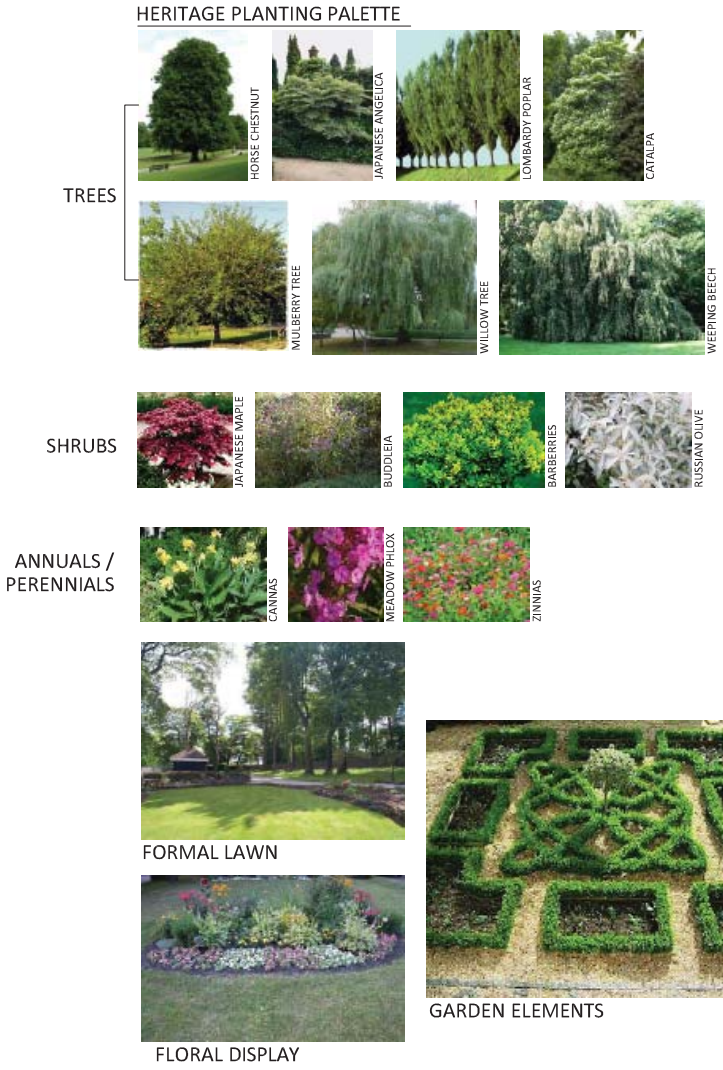
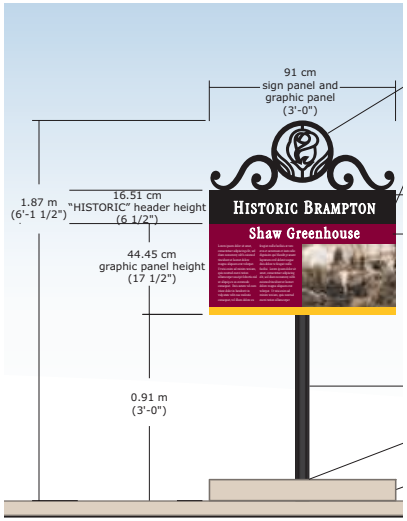


Figure 2.3.5a - Images of the Reid Farmhouse

Figure 2.3.5b - Design Vision for Surrounding Buildings





SMALL INTERPRETIVE HERITAGE PLAQUE
Brampton Heritage Standard

GARDEN ELEMENTS

HERITAGE FENCE POST

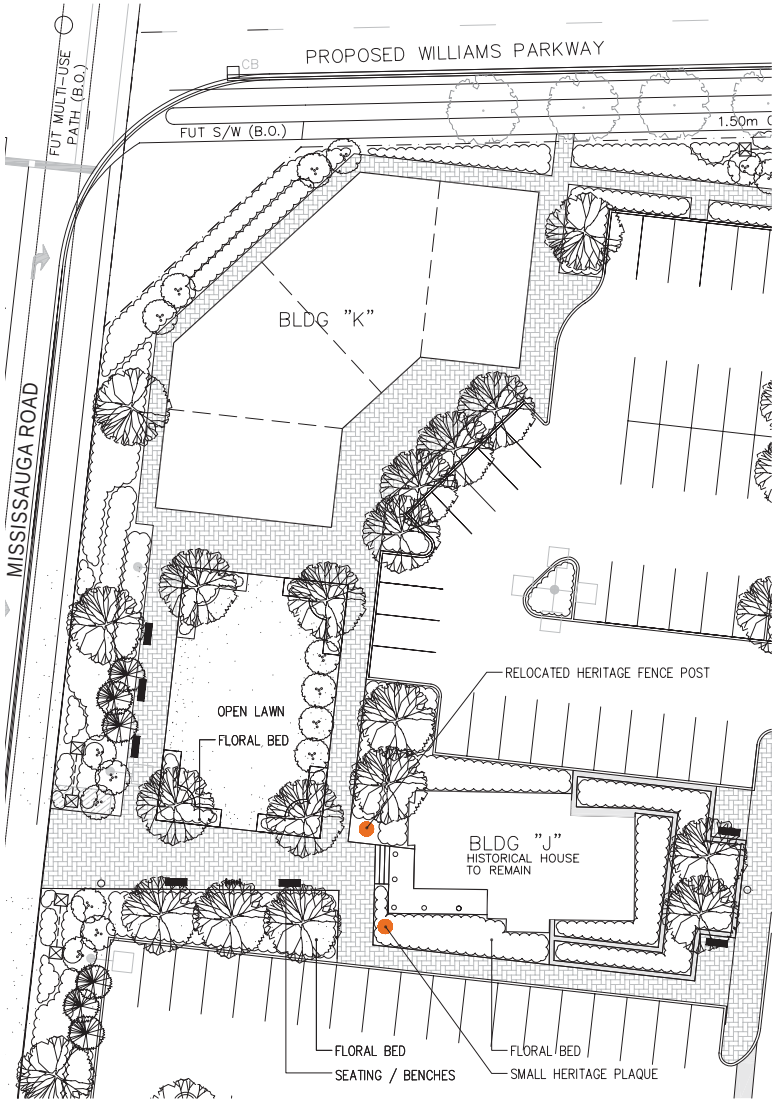


Figure 2.3.5c - Heritage Building Design Integration Concept Plan

2.4 SITE ACCESS AND PARKING

Access to the site will occur from a number of locations along the surrounding streets. The following guidelines shall apply:

- Primary locations for parking areas shall be internal to the site.
- Expansive parking areas should not occupy more than 50% of any street frontage.
- Parking that is located along the street frontage shall be screened from the street by a minimum of 4.5m wide landscape buffer. Wider buffers along major roads may be required by the City.
- Entrances to parking areas should be clearly identified through the combined use of signage, lighting, landscaping, gateway and traffic calming elements. These elements should be designed and co-ordinated to avoid creating visual 'clutter' within the streetscape.
- Internal vehicular routes should be designed with a clear hierarchy of circulation and parking and coordinated with the pedestrian circulation system.
- Delineation of pedestrian routes may be enhanced through the following:
    - Raised islands with or without planting
    - Painted line markings
    - Decorative unit paving
    - Traffic bollards
- Raised medians in parking areas that are planted should be between 1.5 to 2.0m wide and irrigated.

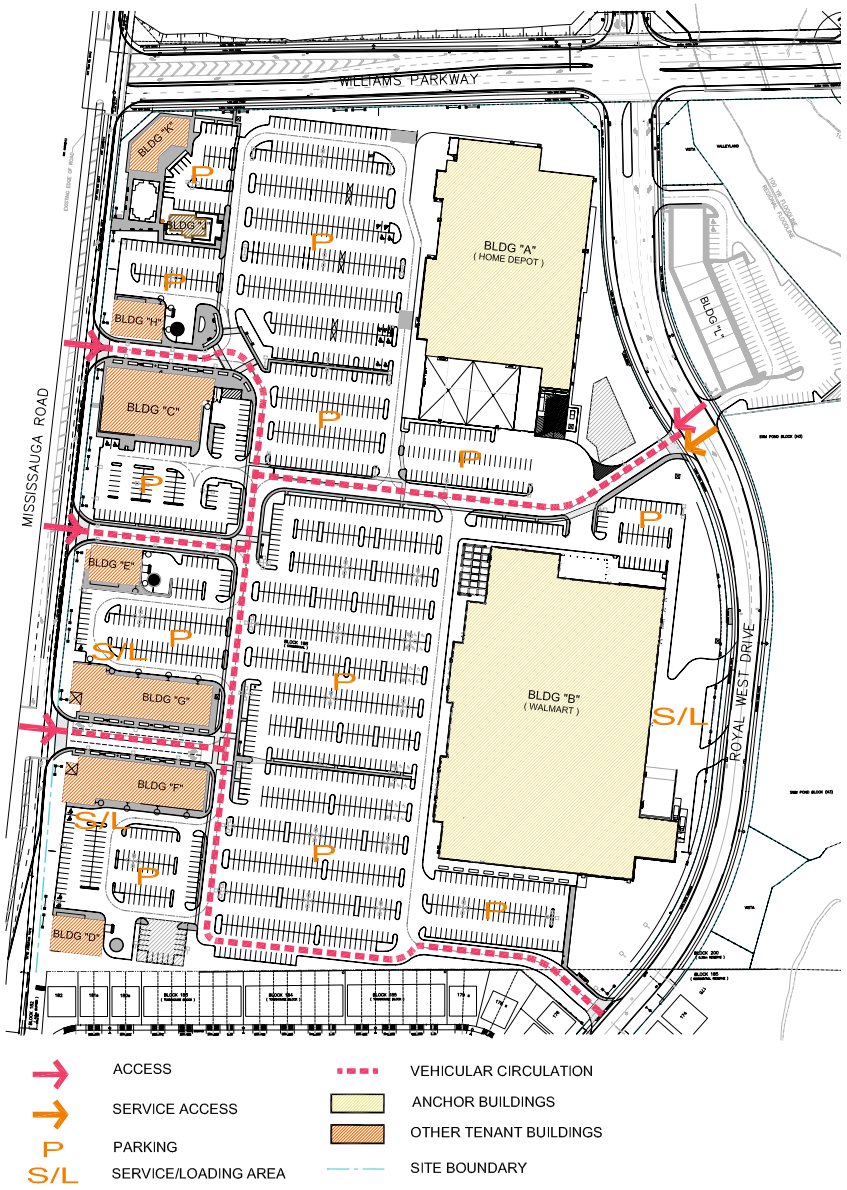


Figure 2.4a - Site access and Parking

2.5 PEDESTRIAN CIRCULATION

- A linked pedestrian system is important to facilitate convenient and safe access to and from buildings, and provides connection to transit.

- The pedestrian system may consist of:
  - Walkways along building faces, (See Figure 2.5b, c & e)
  - Walkways through parking areas and the raised islands within these areas, (See Figure 2.5d)
  - Connections to the sidewalk within the public right-of-way.

- Walkways should be a minimum of 1.5m in width and paved with an identifiable hard surface material.

- Raised medians consisting of a 1.5m wide paved walkway with a landscaped area on one side should be a minimum of 3.0m wide and be irrigated, (See Figure 2.5d)

- Walkways should be consistent and coordinated throughout the commercial site.

- Easy, direct and barrier-free pedestrian accessibility shall be provided to public destinations.

- Pedestrian connections to bus pads / shelters should be provided to encourage the use of public transit.

- Pedestrian connections to adjacent neighbourhoods are encouraged.

- Sidewalk depths should be maximized along storefronts. Consideration should be made to the provision of an appropriate canopy or arcaded treatment for pedestrian weather protection in along Mississauga Road.

- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided.

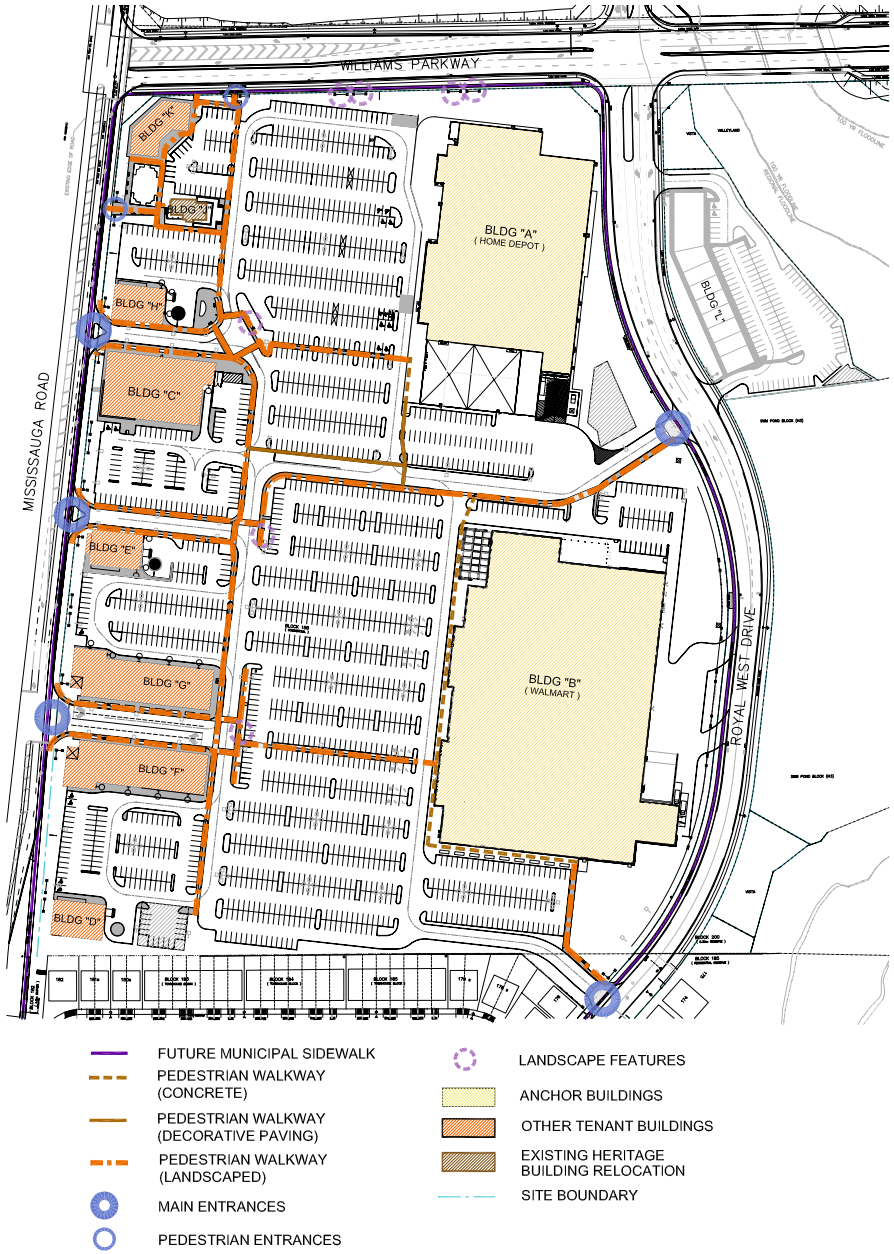


Figure 2.5a - Pedestrian Circulation Plan

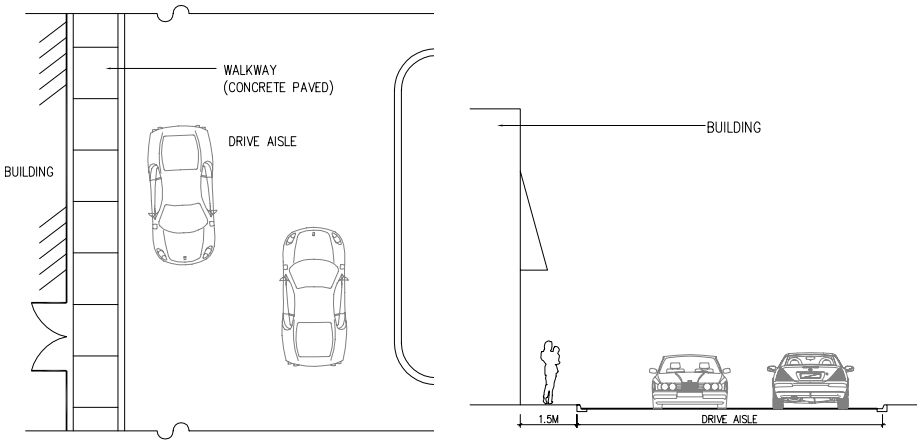


Figure 2.5b - Pedestrian Walkway (Concrete) at Building

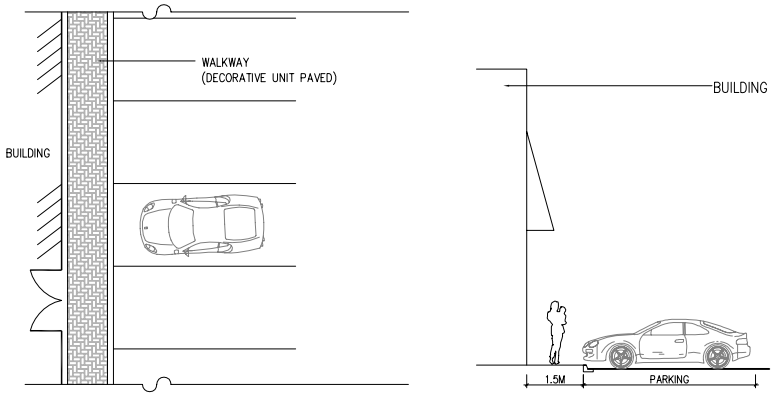


Figure 2.5c - Pedestrian Walkway (Decorative Paving) at Building

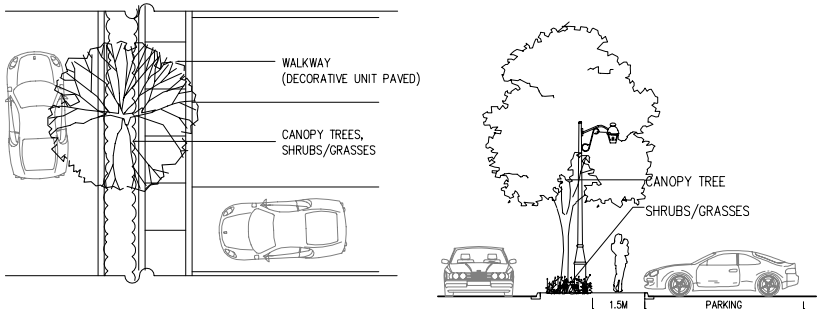


Figure 2.5d - Pedestrian Walkway (Landscaped) in Parking Areas

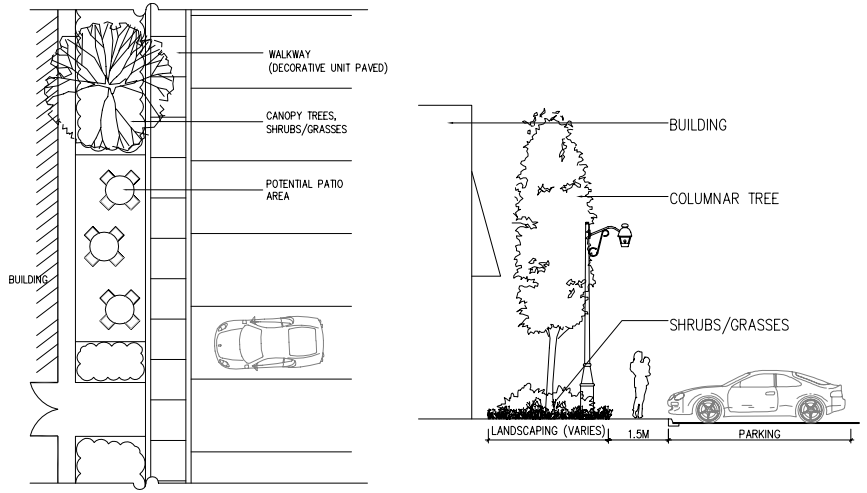


Figure 2.5e - Pedestrian Walkway (Landscaped) at Building

2.6 LOADING / SERVICE / GARBAGE AREAS

- Loading / Service / Garbage areas should be located away from the street frontage and screened by a combination of architectural and landscape elements such as garbage enclosures, screen walls and fences, landscaping (Trees, shrubs, perennials), see Figures 2.6 a & b. For a more detailed discussion refer to Section 2.7.2.
- Where possible, loading, service and garbage areas should be consolidated and integrated into the building design.
- Utilities, transformers and HVAC equipment should be located away from public views and must be physically screened.
- Noise attenuation measures shall be provided where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings/structures to reinforce the image of the community.

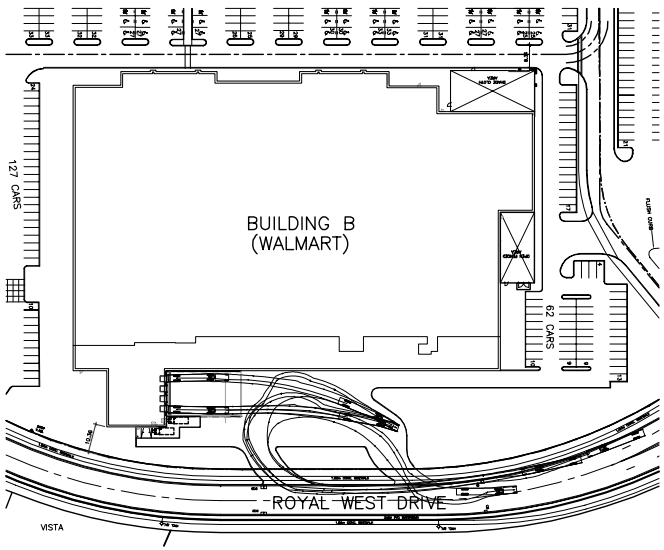
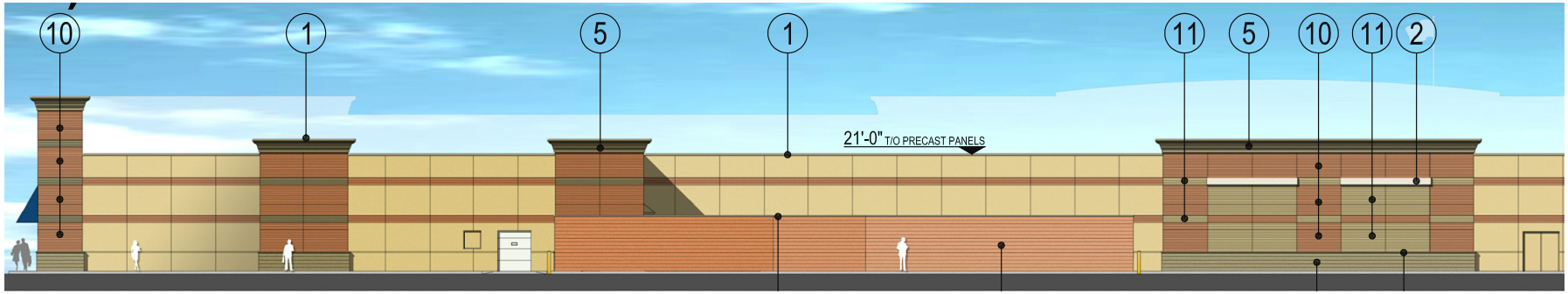


Figure 2.6a - Example 'end' loading area truck route



Figures 2.6b - Example of loading/storage area screening

2.7 STREETSCAPES AND BUFFERS

The development of attractive street zones is an important element of community design. The approach to streetscape design should be consistent throughout the community including the commercial areas. Streetscape design should address the objectives of the City's Flower City Strategy. All landscape areas within the site should be irrigated.

A number of conditions occur along the edges of the commercial site. These are:

Type A1 - Street Frontage
Type A2 - Loading Area
Type B - Residential Interface
Type C - Valleyland or Open Space Interface

Figure 2.7a - Streetscapes and Buffers

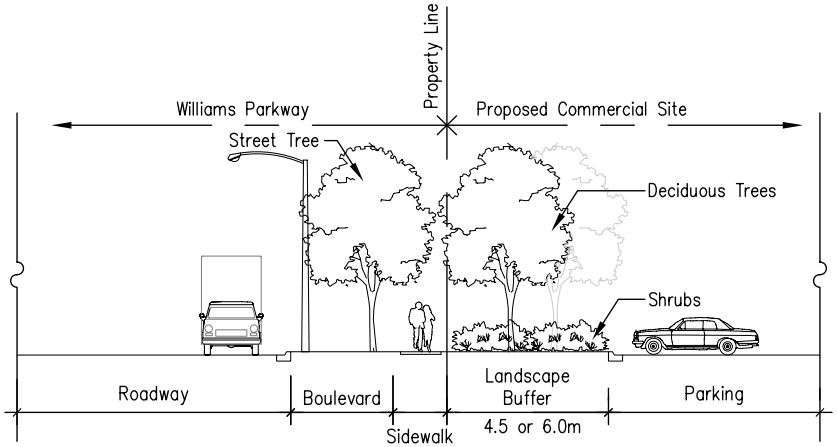


Figure 2.7.1b - Buffer Type A1: Parking along street - Typical section

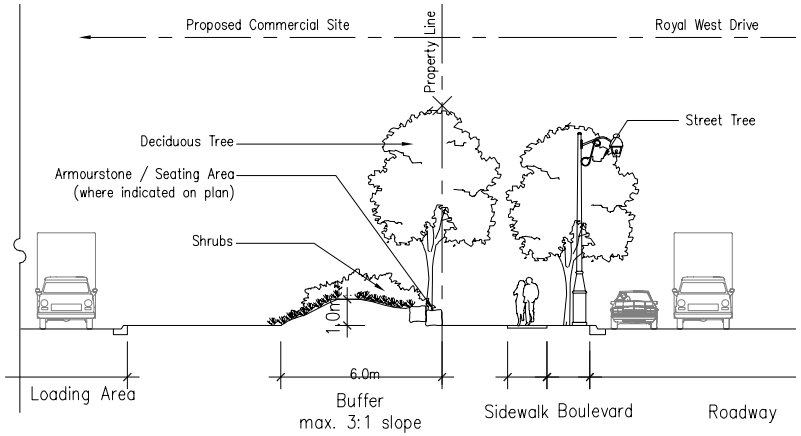


Figure 2.7.1c - Buffer Type A1 at Royal West Drive - Typical section

Figure 2.7.1d - Planting Palette

2.7.1 LANDSCAPED BUFFER TYPE A1 - STREET FRONTAGE

- Streetscape design along street frontages shall be designed and coordinated to provide an attractive and positive visual presence within the community. Generally, parking, storage and loading areas should be screened from public view with appropriate landscaped buffers.
- The landscape buffer may consist of a combination of landscape berms, low walls / planters, low decorative fencing, trees and shrubs.
- A single row of deciduous trees along the street line. One distinctive tree species should be used along the entire street frontage, with opportunities for variation at the main entrances to the site or at corners.
- Corner locations should be reinforced through a combination of site planning and building design as well as enhanced landscaping.
- Outdoor amenity spaces, such as patios associated with restaurants, are encouraged at corner locations.
- Along Royal West Drive, small paved pedestrian plazas may be provided intermittently where connections to the sidewalk occur. These areas may be defined through the use of decorative paving, low armourstone walls, accent planting and benches, creating a pedestrian-friendly streetscape. These areas are shown on Figure 2.7a as 'seating nodes'.

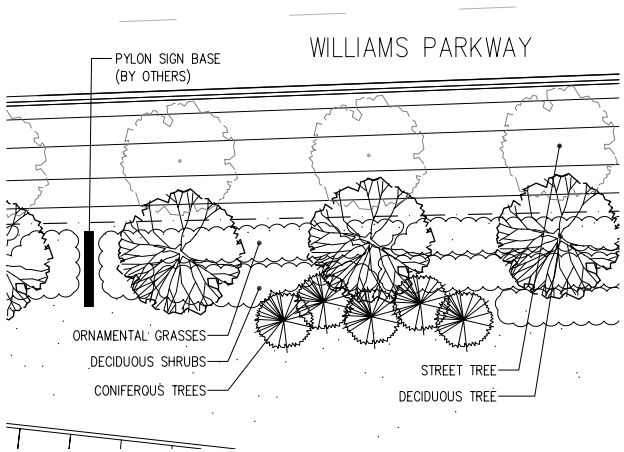


Figure 2.7.1a - Buffer Type A1: Parking along street - Typical Plan

2.7.2 LANDSCAPED BUFFER TYPE A2 - LOADING AREAS

- A single row of deciduous trees may be planted between the sidewalk and the building wall where space permits.

- Where buildings are located along the street frontage, landscaping should be provided that enhances the appearance of the building while creating a comfortable and pedestrian-scaled street zone.

- Where a loading condition occurs, a landscaped berm shall be provided. In addition, a 1.8m high continuous decorative wood fence shall be provided along the top of the berm within the portion between the southern driveway to the northern driveway entrance as indicated on the plan (See Figure 2.7a) This design will effectively screen the loading area, providing a 'green' edge to the back and front and incorporate the community's fence design. Planting within this buffer to be coordinated with the fence and may include coniferous planting, multi-stems and low shrubs.

- Small paved pedestrian plazas may be provided intermittently along this buffer where connections to the sidewalk occur. These areas may be defined through the use of decorative paving, low armourstone walls, accent planting and benches, creating a pedestrian-friendly streetscape. These areas are shown on Figure 2.7a and 2.7.2b as 'seating nodes'.

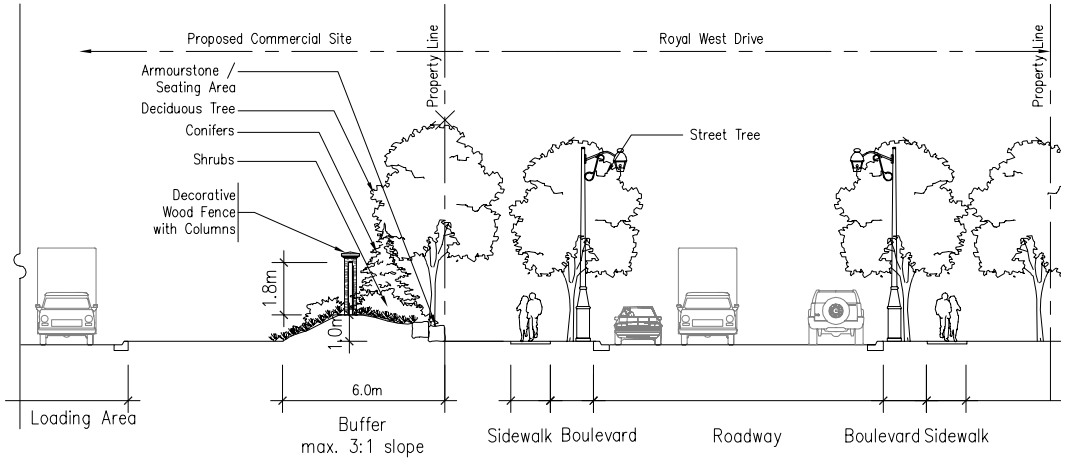


Figure 2.7.2a - Buffer Type A2: Loading along street - Section A-A

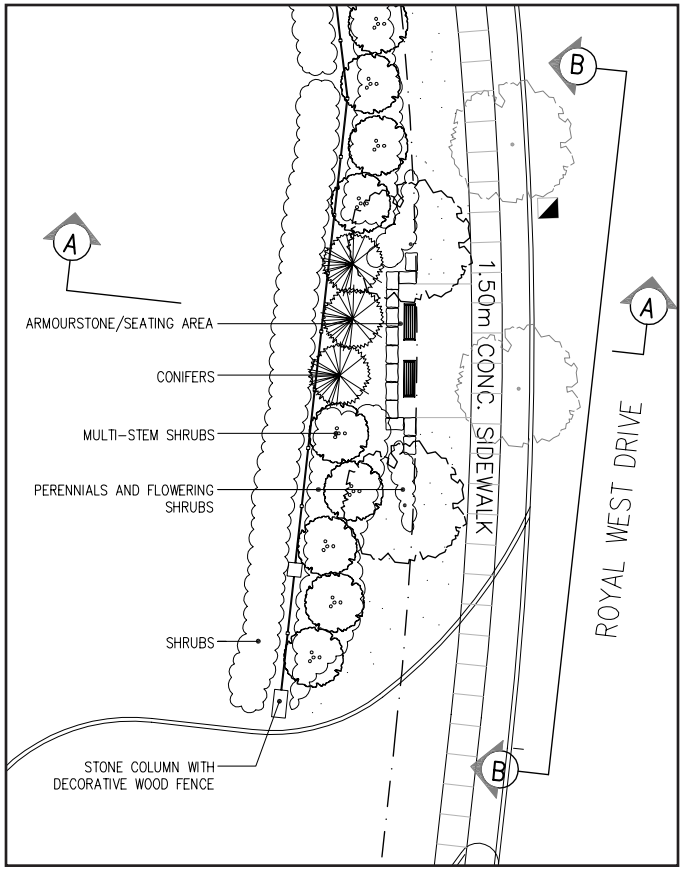


Figure 2.7.2b - Buffer Type A2: Loading along street - Typical Plan

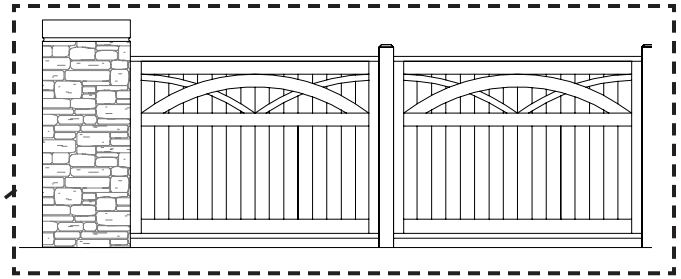


Figure 2.7.2d - Buffer Type A2: Column and Wall Detail

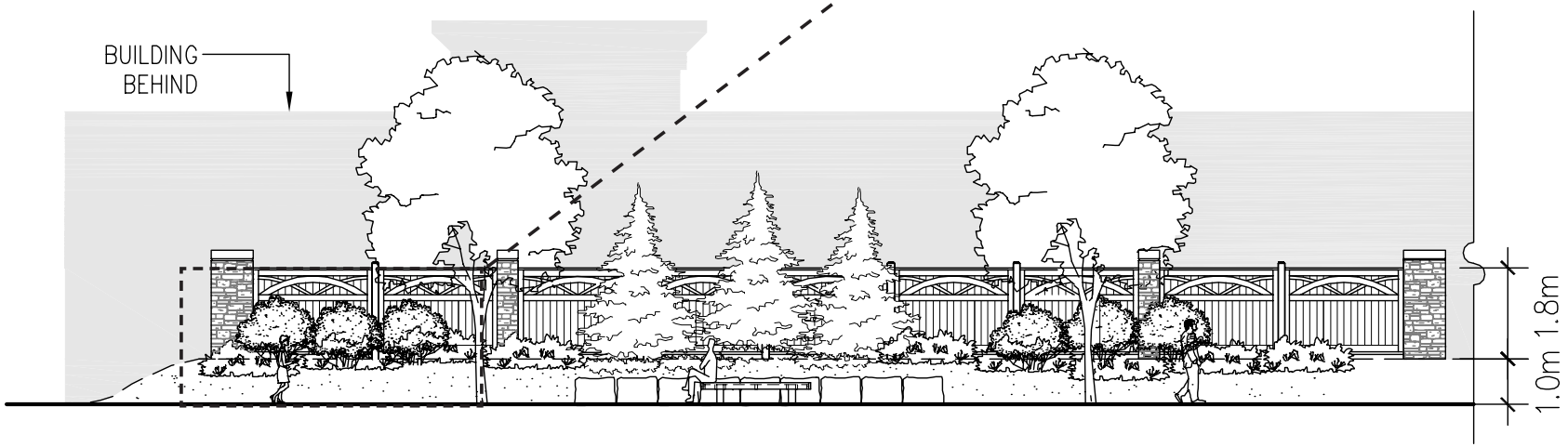


Figure 2.7.2c - Buffer Type A2: Loading along street - Elevation B-B along Royal West Drive

Figure 2.7.2e - Planting Palette

Figure 2.7.2f - Image of Pedestrian Node

2.7.3 LANDSCAPED BUFFER TYPE B - ADJACENT TO RESIDENTIAL REAR LOTS

- A continuously planted landscape strip shall be provided along the rear lot line of adjacent residential lots in conjunction with fencing.

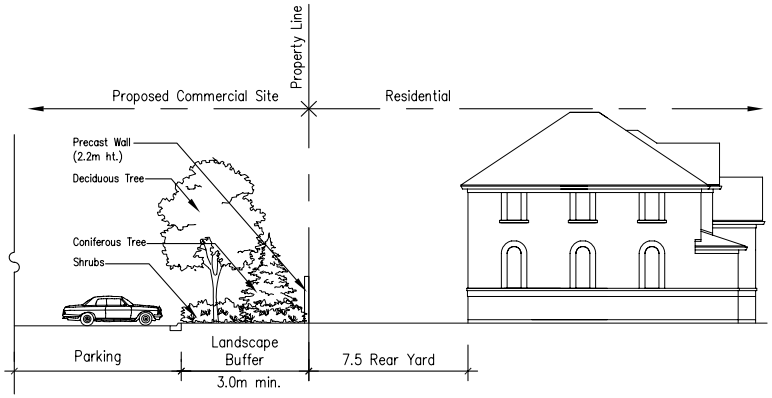


Figure 2.7.3a - Commercial / Residential interface - Typical section A-A

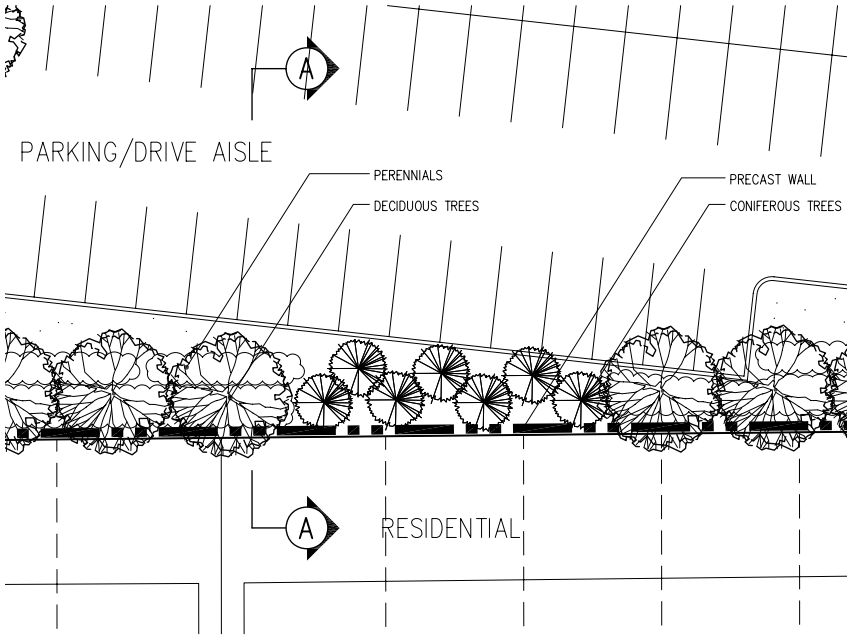


Figure 2.7.3b - Commercial / Residential interface - Typical Plan

Figure 2.7.3c - Planting Palette

2.7.4 LANDSCAPED BUFFER TYPE C - ADJACENT TO VALLEY/OPEN SPACE

- Black decorative metal fencing will be provided adjacent to the vista block on the north side and adjacent to the SWM pond block on the south side. Black 1.2m ht. fencing will be provided adjacent to the valleylands to the east side.
- Viewing opportunities to the abutting valleyland will be provided.
- Landscaping along this interface should complement the adjacent open space and should provide an appropriate visual transition between the two uses.
- All plant material within the landscape buffer adjacent to the valleyland shall be native.

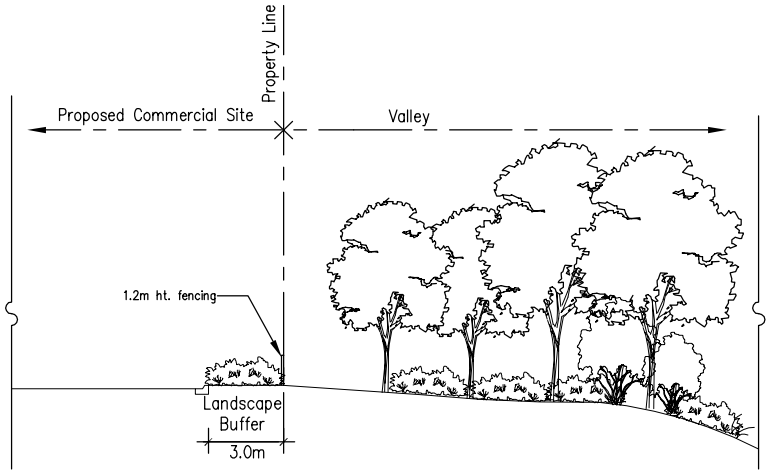


Figure 2.7.4a - Commercial / Open Space interface - Typical section

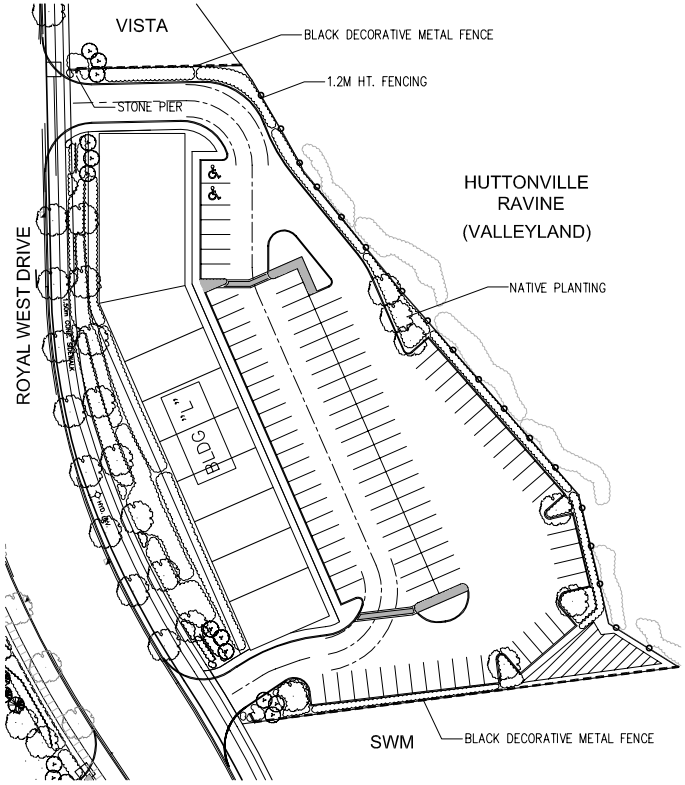


Figure 2.7.4b - Commercial / Open Space interface - Typical plan

Figure 2.7.4c - Planting Palette - Native Planting adjacent to valleyland

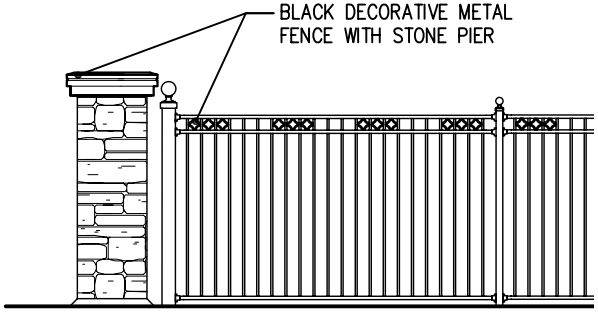


Figure 2.7.4d - Decorative Metal Fence with Stone Pier

2.8 GATEWAYS / FEATURES

Gateways and entrances play an important role in defining the image and character of the community as well as establishing its interface to adjacent communities. This site will incorporate a Community Gateway Element, a Primary Gateway and several Pedestrian Entrances throughout.

Figure 2.8a & b - Corner Building Examples

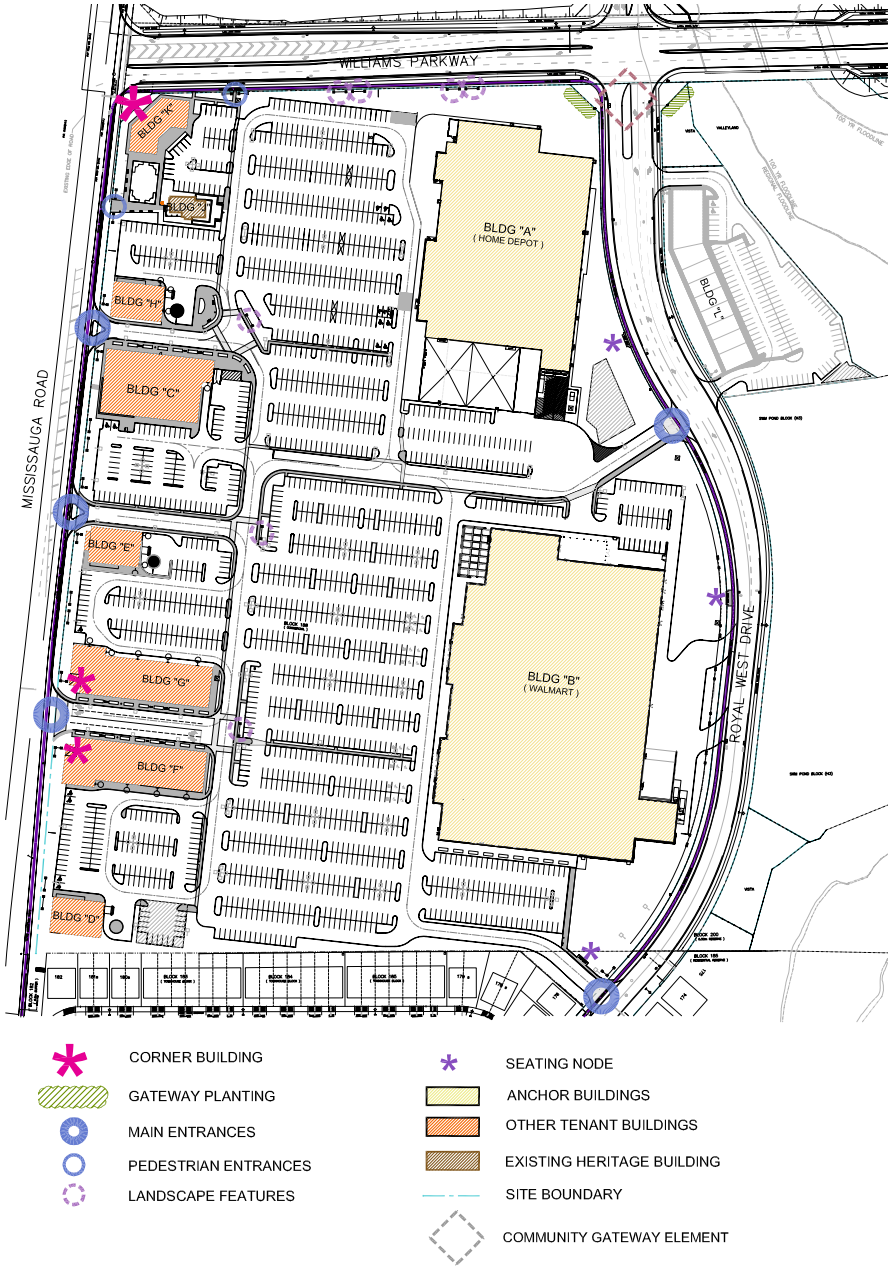


Figure 2.8c - Gateways and Features

2.8.1 LANDSCAPED GATEWAY

A Community Gateway Element is located at the southwest corner of Williams Parkway and Royal West Drive as part of the Springbrook Block Plan. This design element occurs in the central median, within the R.O.W. and consists of a decorative wall with vertical elements and planting. (Refer to Figure 2.8.1c)

Gateway planting will be provided as part of the site plan to augment the Community Gateway Element. An irrigated landscape block (0.99m wide) behind the daylight triangle at the northeast corner of the commercial site will be conveyed to the City through this site plan process. A landscape concept for this block is shown in Figure 2.8.1b.

Figure 2.8.1a - Planting Palette

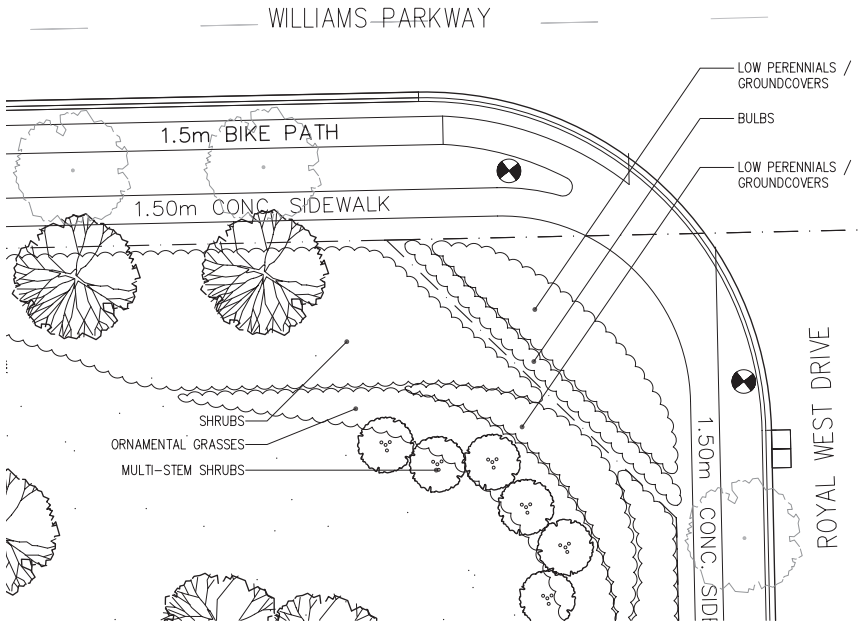


Figure 2.8.1b - Community Gateway Element - Landscape Block behind daylight triangle - Concept Plan

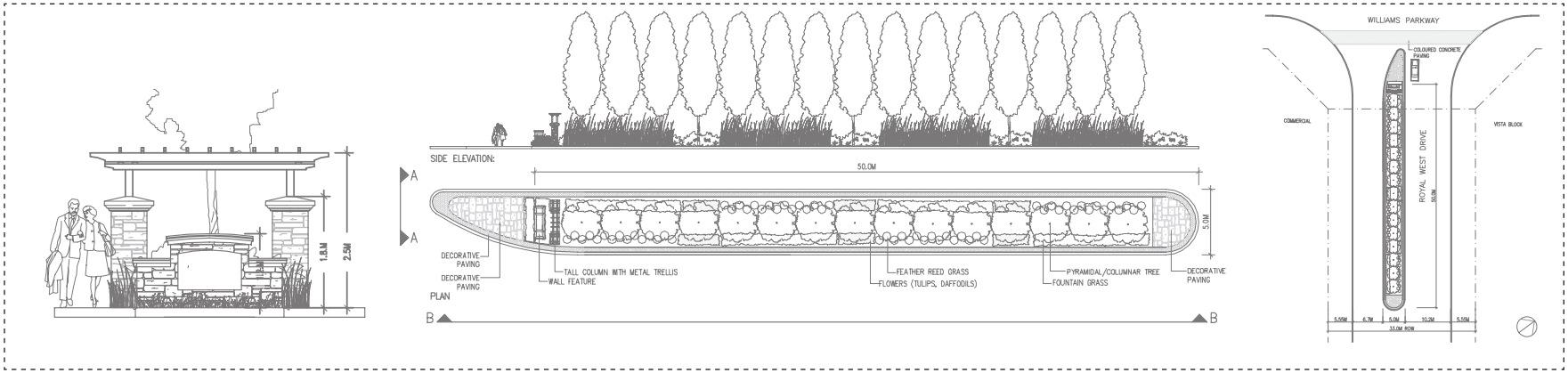


Figure 2.8.1c - Community Gateway Element - Front and Side Elevation, Plan (Refer to approved Springbrook Community Design Guidelines, January, 2008)

2.8.2 MAIN ENTRANCES

Three main entrances are proposed for the site from Mississauga Road. These entrances will be enhanced through a combination of landscape and building design including:

- Low black decorative metal fencing and stone piers;
- Decorative planting that complement the decorative masonry feature, as well as irrigated flower beds which promote the City's Flower City identity. These include flowers in front of the built feature, multi-stem shrubs and taller flowering shrubs behind the feature, along with a palette of perennials and deciduous shrubs to visually distinguish these areas between the rest of the buffer planting;
- Decorative paving - pedestrian walkway and possibly roadway;
- Enhanced architectural elements for adjacent buildings.

Where directional signage occurs within the site, its design may be incorporated into the masonry and fence feature. (See Figure 2.8.2d)

Stone Material for Decorative Masonry Features (Split-face Muskoka Granite)

Figure 2.8.2c - Planting Palette

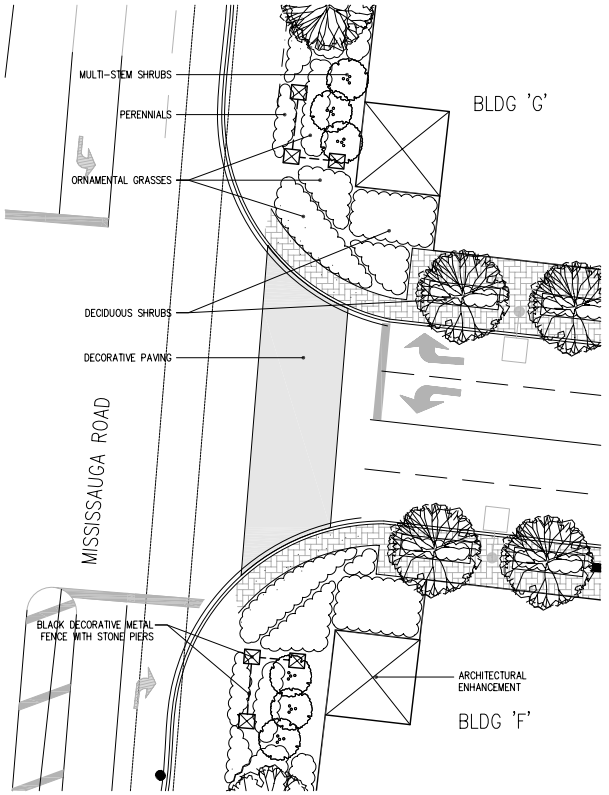


Figure 2.8.2a - Main Entrance Concept Plan

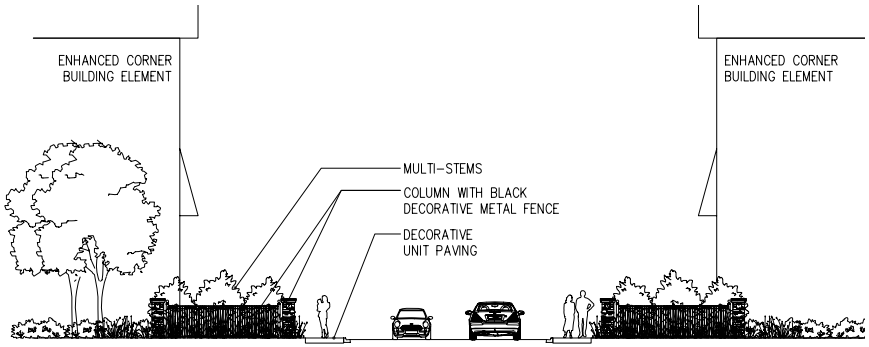


Figure 2.8.2b - Main Entrance - Stone Columns with Decorative Metal Fence Elevation

2.8.2.1 Corner Building

In key locations within the site plan, corner buildings will have a heightened role. These locations are identified in Figure 2.8.2.1b.

It is expected that the corner of Mississauga Road and Williams Parkway will be a highly visible location from within the site and surrounding areas. The building proposed in this prominent location will be designed to enhance its focal role.

The full-access driveway to the site located at the most southerly extent of the plan is also expected to be an important location, and the buildings proposed at this location will be similarly considered. These are identified in Figure 2.8.2.1b. An example of one type of architectural enhancement that may be considered is shown as Figure 2.8.2.1a.

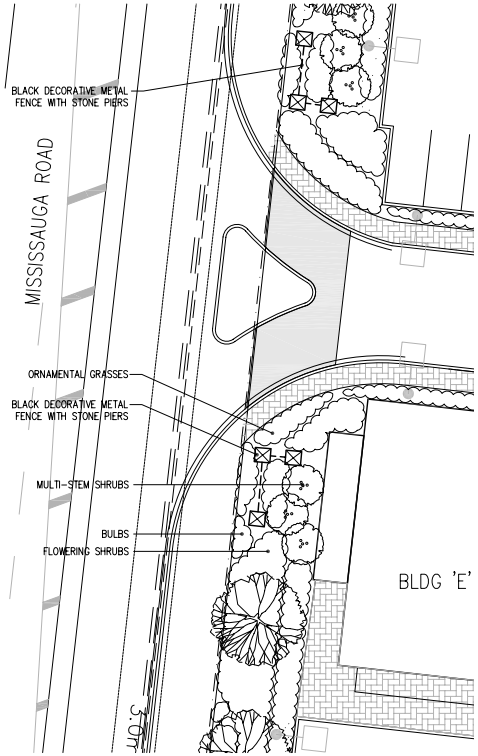


Figure 2.8.2d - Main Entrance - Concept Plan

Figure 2.8.2.1a- Corner Building Example

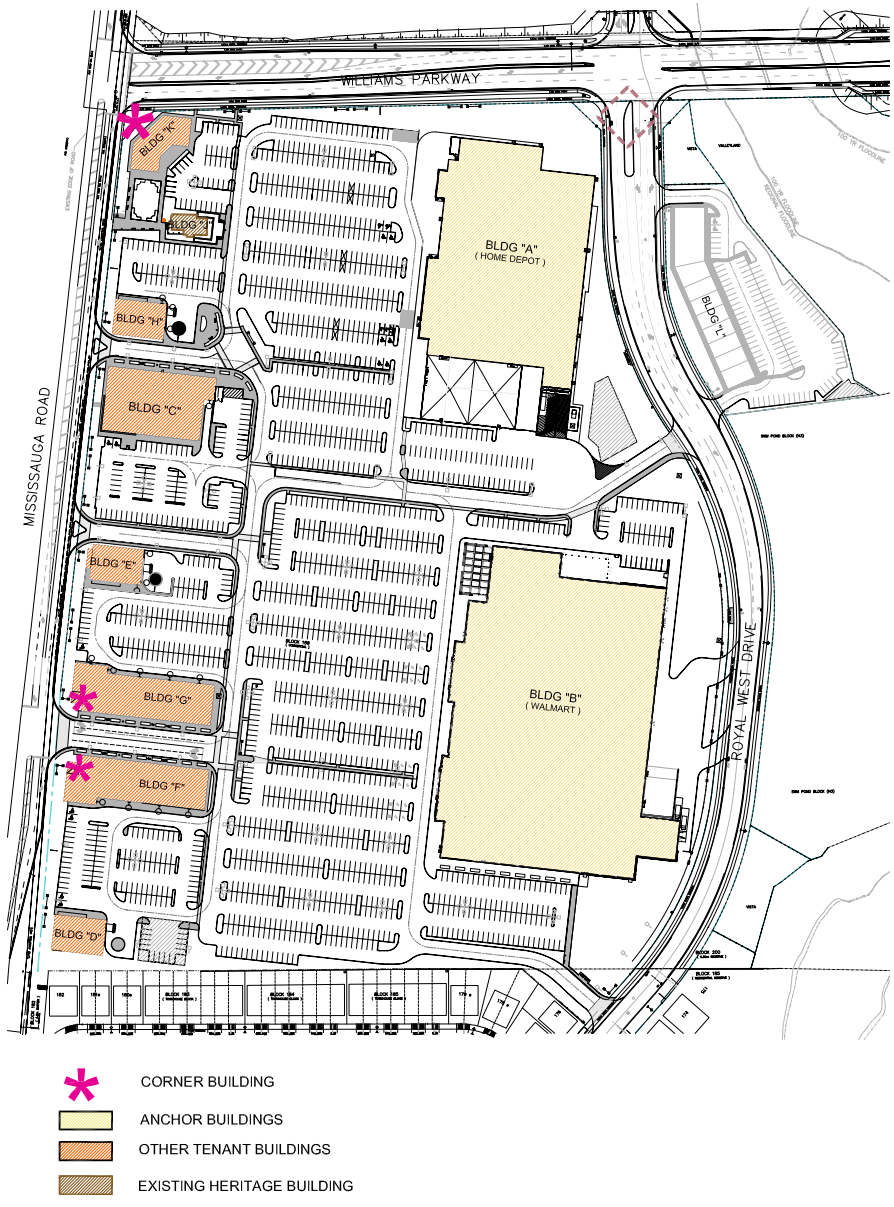


Figure 2.8.2.1b - Corner Buildings Location Plan

2.8.3 PEDESTRIAN ENTRANCES

Several pedestrian entrances have been identified along Mississauga Road. These entrances will be designed to assist in wayfinding, orientation and place-making on a pedestrian scale. Design elements may include a combination of the following:

- Low black decorative metal fencing and stone piers;
- Decorative planting that complement the decorative masonry feature, as well as irrigated flower beds which promote the City's Flower City identity. These include flowers in front of the built feature, multi-stem shrubs and taller flowering shrubs behind the feature, along with a palette of perennials and deciduous shrubs to visually distinguish these areas between the rest of the buffer planting;
- Decorative paving - pedestrian walkway and possibly roadway.

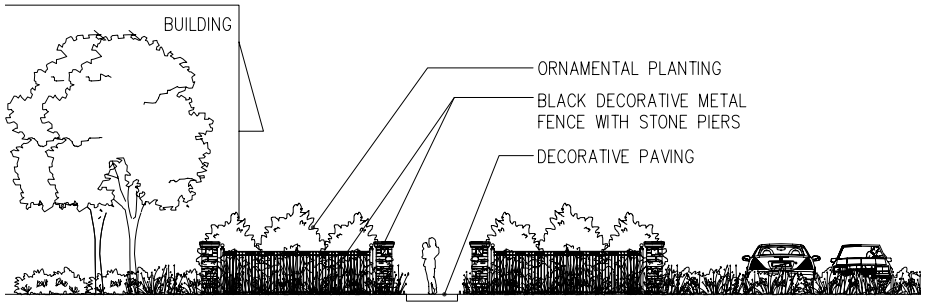


Figure 2.8.3a - Pedestrian Entrance - Stone Columns with Decorative Fence and planting

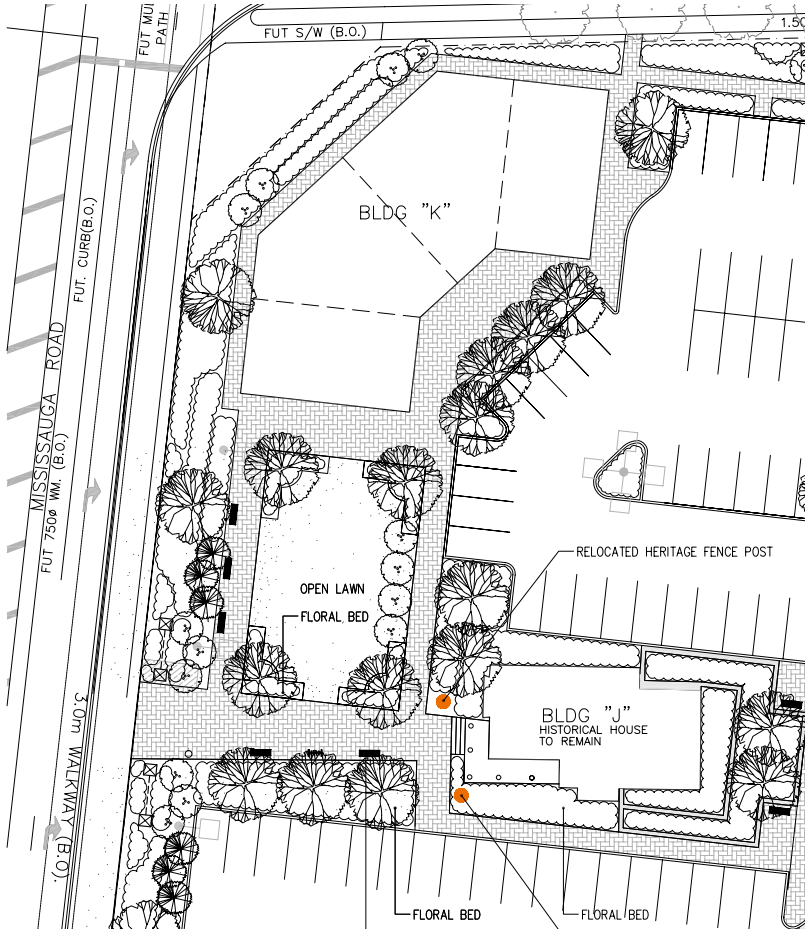


Figure 2.8.3b - Pedestrian Entrance - Concept Plan

Figure 2.8.3c - Planting Palette

2.8.4 LANDSCAPE FEATURES

Landscape features are proposed along Williams Parkway to reinforce the street edge, unify the site and create an attractive appearance along the road. Landscape features are also proposed in key locations within the site to mark the main entrance intersections within the commercial site as well as to provide an attractive focal element at the terminus of the entry roads. Design elements at these focal nodes may include a combination of the following:

- Decorative stone piers that tie into a panel of black decorative metal fencing;
- Decorative planting that compliment the decorative entry feature, as well as irrigated flower beds which promote the City's Flower City identity. These include flowers in front of the built feature, multi-stem shrubs and taller flowering shrubs behind the feature, along with a palette of perennials and deciduous shrubs to visually distinguish these areas between the rest of the buffer planting.

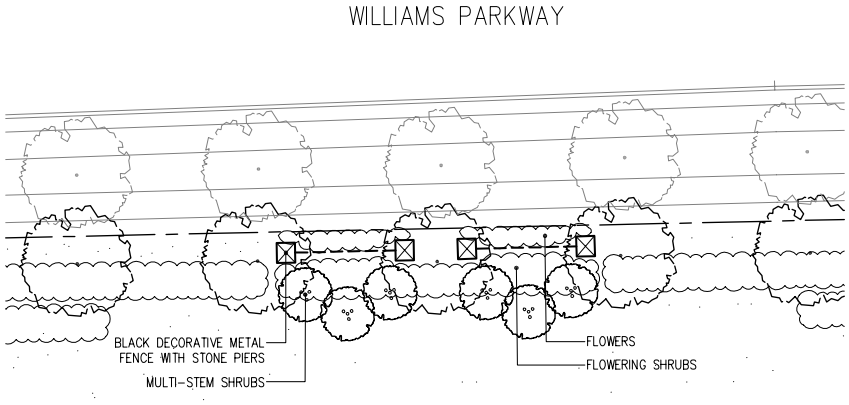


Figure 2.8.4a - Landscape Feature along Williams Parkway - Concept Plan

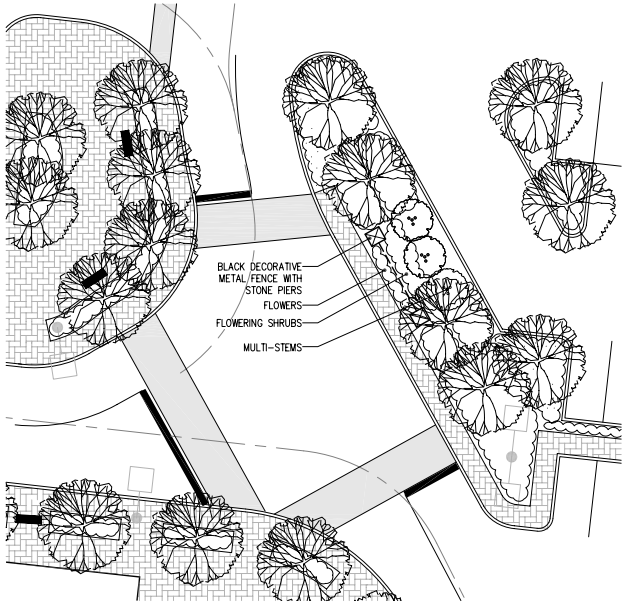


Figure 2.8.4b -Landscape Feature at Focal Nodes - Concept Plan

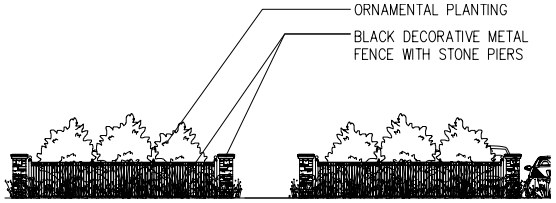


Figure 2.8.4c -Landscape Feature - Concept Elevation

Figure 2.8.4d - Planting Palette

2.9 FENCING

- Adjacent to residential areas, a 2.2m high masonry acoustic fence should be provided along the property line within the landscape buffer.
- Adjacent to open space, a 1.2m high black vinyl chainlink fence should be provided.

2.10 LIGHTING / SIGNAGE / SITE FURNITURE

- Lighting design should be visually and thematically co-ordinated with building and landscape design in a manner compatible with the upscale image of the community.
- Lighting should be designed to promote pedestrian comfort and safety.
- The incorporation of site furniture is recommended to enhance pedestrian areas, reinforce an attractive image and improve site function. This may include:
    - Benches
    - Trash Receptacles
    - Decorative traffic bollards
    - Bicycle racks
    - Walkway lighting
    - Patio tables and chairs
- Lighting for individual buildings should be integrated into the architecture.
- Lighting shall be designed to minimize projection into adjacent residential areas and onto adjacent roads.
- The height of light standards in parking areas should be minimized.
- Energy efficient technology should be used wherever possible.
- The design of retail signage should be visually and thematically consistent with the building design(s) and coordinated throughout the site.
- The design of the pylon sign should incorporate design features and materials from the built form and landscape features.
- Consistency of approach to signage should be encouraged (such as applying only cut-out letters), while allowing diversity and flexibility for individual tenant signage and coordination in height and location among businesses. The use of tall freestanding pylon signs is discouraged.
- Ground related signage structures should be co-ordinated with the landscaping.
- Signage shall be designed in accordance with the City of Brampton Signage By-law.
- Backlit box signage is prohibited for non-anchor tenant buildings, and along arterial or public roads.
- Bicycle parking areas will be provided.

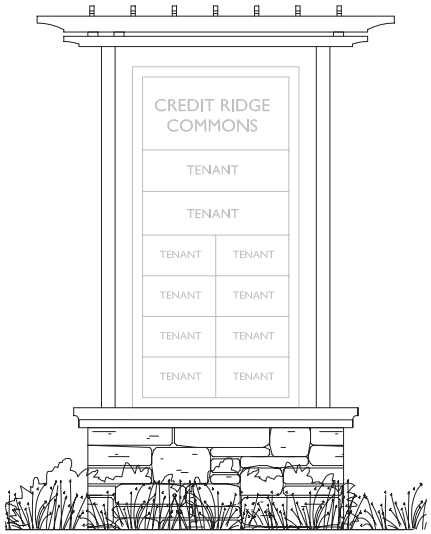


Figure 2.10a - Preliminary Pylon Sign Design

Figure 2.10b - Site Furniture Palette

3.0 SUSTAINABILITY

Sustainable development is a pattern of resource use that aims to meet human needs while preserving the environment so that these needs can be met not only in the present, but in the indefinite future. The term was used by the Brundtland Commission which coined what has become the most often-quoted definition of sustainable development as development that "meets the needs of the present without compromising the ability of future generations to meet their own needs."

In the context of community planning and design, sustainable development practices balance the health and well being of the environment with that of the people occupying the environment.

In this development sustainable development practices have been implemented and they include:

- The management of stormwater through the use of stormwater management ponds;
- Landscaping throughout the site that increases the urban canopy, creates comfortable microclimatic conditions for people, mitigate negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity;
- The use of locally available building materials such as the brick proposed for some of the buildings along Mississauga Road;
- The provision of well-articulated pedestrian connections and links to transit stops to promote a transit-oriented site.

In the design of the Walmart Store, the following environmental sustainability measures are in use:

- Heating, ventilation and air conditioning (HVAC)
  - Highly efficient rooftop HVAC units
- Refrigeration
  - Energy saving refrigeration technology
- Temperature Control
  - Energy management through a centrally controlled temperature system
- Lighting
  - Energy efficient lighting
- Roofing
  - White roofing membranes
  - Enhanced R25 roofing insulation
- Renewable Energy
  - Commercial purchaser of green power, supports renewable energy source

Sustainable design practices for other buildings that may be considered are:

- Permeable paving materials in areas such as walkways and seating nodes;
- Green roofs / white roofs;
- Solar panels on roofs.

4.0 IMPLEMENTATION

This design brief has been prepared in support of the commercial site which forms part of the lands owned by Senator Homes and an Official Plan Amendment application.

The uses that are included in this OPA are: commercial, valleyland, trails, vista blocks and a stormwater management facility. The stormwater management facility has been designed as part of the Spine Servicing submission. Design for the valleylands, trails and vista blocks will form part of a separate engineering submission that includes landscaping and shall be guided by the approved Community Design Guidelines for the Springbrook Community, January 2008.

Design for the commercial block, which is subject to a site plan approval process, will be guided by this document. Implementation of this design brief will consist of:

- Architectural Drawings submitted to the Control Architect – Venchiarutti Gagliardi Architect Inc., prior to Site Plan Approval. The Control Architect shall provide a letter confirming compliance with the Design Brief.

- Landscape Drawings submitted to the Control Landscape Architect – STLA Inc. (NAK Group of Companies), prior to Site Plan Approval. The Landscape Architect shall provide a letter confirming compliance with the Design Brief.

It should be noted that the Commercial Site Plan Application and Engineering Submission may occur concurrently.

5.0 CONCLUSION

The preceding pages have described the proposed Royal West Commercial site, its vision and some of the detailed design elements and features that have been put forth to create an 'upscale-executive' commercial development. These have been designed with primary consideration for the overall design intent of the community and block area as well as the urban design policies of the City of Brampton. They have also been refined to balance urban design objectives with the practicalities of implementation, general development practices and market demand.

It is fully expected that the site plan applications that comprise this block will be consistent with the intent of the concept plan and that designs will conform to the vision described in this design brief.