

The ecological significance of the lands currently designated for residential development west of the Brantford Golf and Country Club is underscored by the presence of undeniably significant archaeological features that were subject to scientific investigation. The terraces associated with the former River channels were occupied at a time when the population of Ontario likely numbered in the hundreds and the tools that have been recovered dates that occupation to approximately 11,000 years ago. In fact, the occupation of that site is one of the richest known for that period in the archaeological record of the Great Lakes region.

It is within this rich natural and cultural heritage framework that the Waterfront Master Plan recommends that only lands outside of the Urban/Waterfront Interface, (identified on Neighbourhoods & Districts Plan) be considered for development. As a result, the balance of the potential development lands in the Northwest that remain are designated for industrial uses.

There is an opportunity to develop the employment lands in a way that sets the very best practices in sustainable and high quality development, urban design, architecture and natural and cultural heritage preservation. Sustainable design is landscape design, architecture and engineering that establishes the conservation of natural resources and systems as a primary consideration in the planning, design and construction process. The City should urge LEED-certified (Leadership in Energy and Environmental Design) levels of sustainable design and encourage the private sector to meet that challenge.

### Recommendations & Design Guidelines include:

1. Protect for the extension of Oak Park Road. As a new road that may cross the Grand River, it should set a new environmental and design standard for road and bridge design.
2. Establish Waterfront edge streets to define the limit of private development, to provide a transition to the natural features and to enhance public accessibility to the Grand River.
3. Align connecting roads to reinforce views to natural features and the Waterfront.
4. Provide street trees, sidewalks and accommodate cycling on all streets.
5. Establish a landscape framework as a fundamental organizing plan for the area to minimize disturbance to the landscape, establish connecting links to the natural features, incorporate storm water management, bio-swales, roads, trails, parks and open spaces. Through this framework, development blocks should be determined, building sites identified and landscape standards for individual properties established.
6. Prepare a comprehensive storm water management plan to reduce pollution and hydrologic instability from storm water, reduce flooding, promote aquifer recharge and improve water quality by emulating natural hydrologic conditions. Retain storm water on-site, through infiltration, evapo transpiration, and/or reuse of storm water.
7. Prepare a built form framework plan to locate buildings in relation to each other and to locate buildings in a way that integrates landscape, topography, special features, area and building specific access.
8. Locate buildings to frame open spaces.
9. Locate buildings close to the street edge with parking and service areas to the side or behind.
10. Articulate facades and clearly define the primary building entrance, including a pedestrian connection to the street.
11. Design buildings to meet the LEED rating system. Encourage the design and construction of buildings that use green building practices and adopt energy and water use efficient practices



Husky Injection Moldings is a Canadian supplier of injection molding systems to the global plastics industry. Robert Schad, President and CEO, has aspired to be a leader in sustainability and a role model for other companies in all aspects of business – economically, socially and environmentally. Their award winning 70 acre site in Bolton's urban area is recognized for its naturalized landscape eliminating the need for fertilizers and enabling natural infiltration of storm water and their storm water management that accommodates water in shallow swales, ponds and wetlands.

## Lower Downtown

The Master Plan for Downtown Brantford includes design parameters for lands south of Icomm Drive. These lands include the Brantford Casino, Brant Brantford + District Civic Centre, a commercial plaza and pad retail, Earl Haig Park and expansive areas of surface parking. The Downtown Master Plan recommends a street, block and open space structure that could guide the revitalization of this area to provide a logical extension of Downtown. The City has begun to create positive aspects of this vision with Brant's Crossing, the skateboard park and the new pedestrian bridge on the abandoned rail bridge.

The Waterfront Master Plan builds on this direction and identifies the area as an opportunity to create a diverse, vibrant, dynamic Downtown neighbourhood at the water's edge, comparable to great urban waterfronts being created across North America. Given the proximity to the River and Downtown, this is the logical location to create a special and exciting setting for a concentration of higher density residential, retail, office, arts, cultural and recreation uses. This neighbourhood will serve as a complement to the Downtown, accommodating large-scale functions not suitable for the historic areas while providing for a critical mass of people living near by. At the same time, the Lower Downtown will add to the attraction of the Downtown area. Lower Downtown can also provide a better connection between Downtown Brantford and Eagle Place.

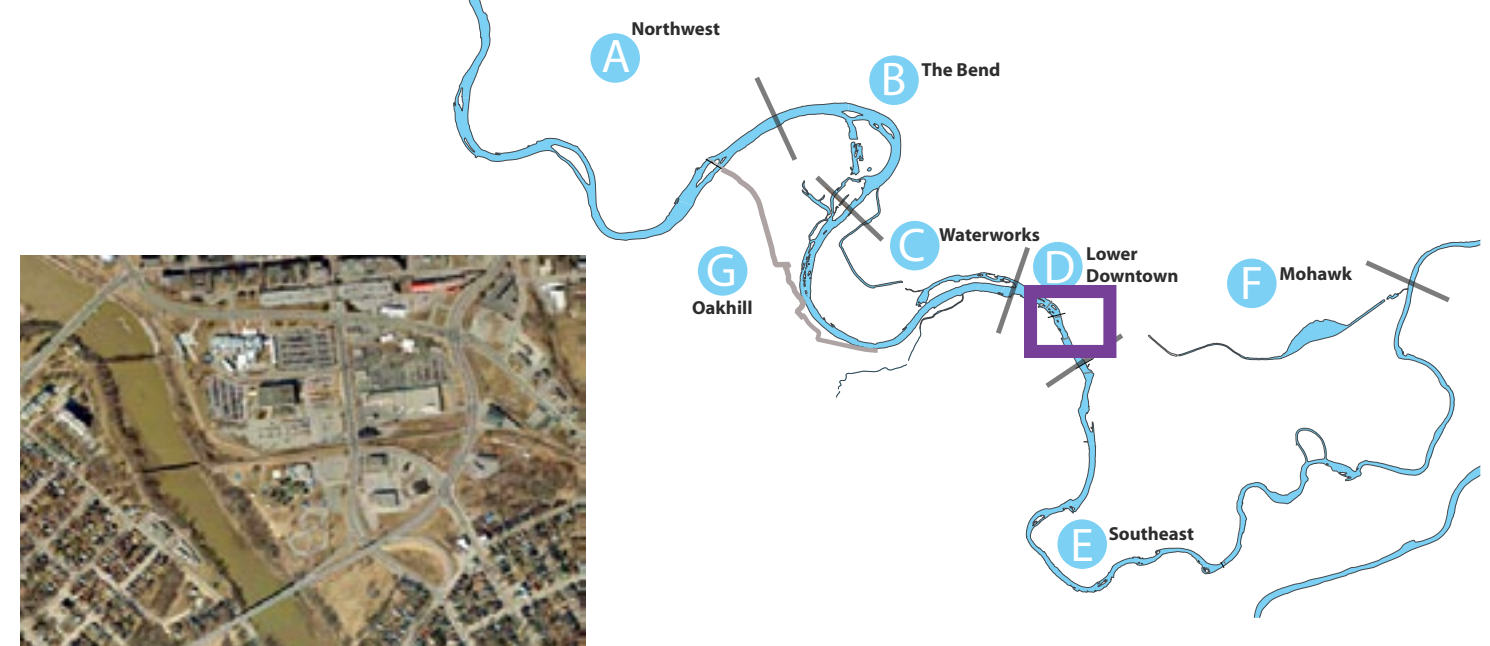
A demonstration plan has been prepared to illustrate the application of key design principles. This is not a development proposal and it does not force the relocation or elimination of existing uses. It is simply one demonstration of many possible ways the Lower

Downtown could evolve over the very long term when landowners are prepared to redevelop.

Key features of the demonstration plan include:

- the introduction of a fine-grained and walkable street and block network;
- the introduction of a Promenade and waterside street fronted by a mix of use including restaurants and cafes;
- the realignment of Icomm Drive further to the south to enable a veneer of uses along the south side of the parking structures;
- an improved pedestrian linkage to the Downtown at Market Street;
- the integration of the Brantford Casino with a veneer of uses that give positive frontage to the streets;
- the redevelopment of the Brantford + District Civic Centre into a more urban configuration; and,
- the historic rail station is incorporated into an east-west linear park that connects with Mohawk Canal, Lake and Park, and which may include a new enhanced location for the Farmer's Market.

It is recommended that the City prepare a detailed plan for the Lower Downtown to put in place a guiding framework to ensure the orderly transformation of this area, align efforts, set infrastructural priorities and to put in place a phasing plan. Most importantly, this plan will ensure that short-term development decisions do not set up barrier to achieving the Lower Downtown's full future potential.



## Recommendations & Design Guidelines include:

### Streets & Open Spaces

1. Establish an interconnected walkable street and block pattern that is similar to that of the historic Downtown.
2. Provide for continuous public access along the waterfront with a specially designed destination street or 'Promenade' that can also provide an address to new uses including retail.
3. Ensure the highest possible streetscaping on all streets to support a pedestrian culture, including reduced roadway widths, wide sidewalks, continue street trees, on-street parking, articulated crosswalks at all intersections and at-grade uses on all frontages.
4. Create a variety of open spaces including squares, plazas, and courtyards.
5. Where possible, open spaces should link to the adjacent open space network.
6. Mid-block pedestrian connections are encouraged to enhance the porosity of the area for convenient pedestrian movement.

### Uses & Built Form

7. Locate buildings close to the street edge as in a "main street condition" with clearly defined entrances that directly access the sidewalk.
8. Set back buildings along the 'Promenade' street to create a wide sidewalk that will enable spill out activity such as sidewalk cafes.
9. Retail uses should be directed to the 'Promenade' and main streets such as Market Street. Where non-retail is proposed at-grade, ensure high levels of transparency or at-grade access units for residential to animate the streetscape.

10. Large-format retail or cultural venues and parking structures should be directed to second levels or should provide for a veneer of smaller format uses to animate the street.
11. Above-grade parking structures should be concealed from view with façade treatments.
12. Provide all parking in structures designed as integral to the developments and in partnership with the private sector. Access should be located off secondary streets with less pedestrian traffic.
13. Consistent with the height strategy in the Downtown Master Plan, heights are to be generally not taller than 6-storeys with an allowance for taller buildings at strategic locations, such as the corner of Icomm and Colborne.
14. The first three-storeys of all buildings should be clearly defined and positively contribute to the quality of the pedestrian environment in the level of animation, transparency, articulation and material quality.
15. The upper storey or roof feature should be designed to contribute to the visual quality of the streetscape. Rooftop mechanical systems should be design integrated.
16. To enhance the distinction and landmark quality of corner buildings or visual terminus sites, exceptions to step backs and height are appropriate for massing and designs that accentuate the visual prominence of the site
17. Align design features of buildings on terminus sites to the view axis, which, in addition to tall architectural elements, can include aligned entries or portico openings.



Ground floor retail with sidewalk cafes



Grade level retail and special streetscape



New 5 storey mixed use building



Compatible infill development in Downtown Brantford



Special treatment at corners



Above grade parking with ground floor uses

## Eagle Place Neighbourhood

Undeveloped lands north of Birkett Lane on both sides of Erie Avenue are in various stages of planning for residential development. This area provides an opportunity to extend the built form pattern of Eagle Place into these undeveloped lands, while providing for a positive interface with the Waterfront. This area is comprised of many landowners and therefore a comprehensive plan is imperative to ensure a coordinated neighbourhood plan.

A demonstration plan was prepared to illustrate the application of key design principles that should apply to this area. Key features of the demonstration plan include:

- a continuous open space along the dyke that integrates and links natural features, community facilities, storm water management facilities, and new parks;
- a highly interconnected network of streets that link to the adjacent network, are of a walkable scale and oriented to provide for visual and physical connectivity to the waterfront;



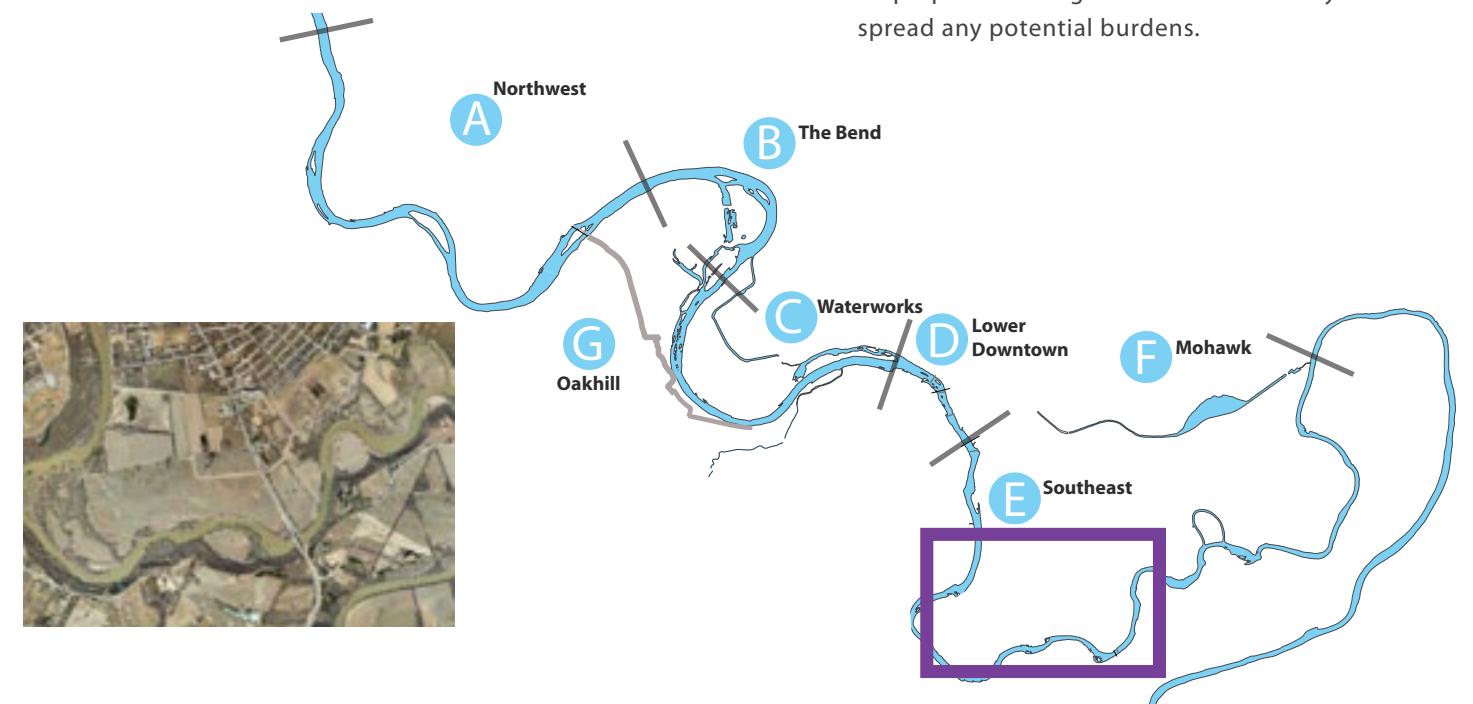
Demonstration Plan - New residential development in Eagle Place Neighbourhood

- a neighbourhood focal area is provided at the intersection of Erie Avenue and Birkett Lane that may include convenience retail uses to serve the neighbourhood; and,
- distribution of densities to provide for a variety of housing throughout the neighbourhood with higher densities directed to key amenities and open spaces.

### Recommendations & Design Guidelines include:

1. Establish a Waterfront edge road to define the limit of private development, to provide a transition to the natural features and to enhance public accessibility to the Grand River.
2. Frame open spaces by a street on at least two sides.
3. Use a grid-inspired network of streets to structure the neighbourhood and to offer views to open spaces and the dyke.
4. Provide street trees, sidewalks on all streets and accommodate cycling in key linkages to the Waterfront.

5. Streetscape treatment should create a distinct character for the neighbourhood and help to distinguish the hierarchy of streets.
6. Define blocks to create a highly permeable neighbourhood that facilitates walking.
7. Provide for a variety of house types throughout the area. Townhouses should be mixed with other housing types to add variation to the neighbourhood.
8. Buildings should be located close to the front property line, at a consistent setback.
9. The front door or porch of a house, not the garage, should be the defining element of the front façade and the streetscape.
10. Rear lanes may need to be considered where narrower lots are contemplated.
11. Stormwater management facilities should be considered as an open space feature, designed to maintain environmental and ecological integrity and to provide a net benefit to the environment, especially in this location adjacent to the dyke and the Grand River.
12. To encourage a coordinated and logical street and open space pattern, an agreement should be prepared among landowners to evenly spread any potential burdens.





Stormwater management pond as a neighbourhood feature



Houses face central neighbourhood park



Houses located close to the front property line at a consistent setback, rearlanes provide access to garages

Locations with industrial or commercial uses adjacent to the Urban/Waterfront Interface are identified. These present particular opportunities for redevelopment and intensification over the short to very long terms. Where plans are not already underway, the City should prepare comprehensive plans and designs for these areas.

## Other Brownfield & Greyfield Areas: Holmedale Neighbourhood, West Brant Industrial Area, Greenwich-Mohawk & Colborne Street East

In **Holmedale Potential Development Area**, is adjacent to SC Johnson and Hartman, both well-established employment uses. It includes the Penmans Site, the subject of a number of proposals over the past 20 years, and other underused sites. It will be important in this area to provide a transition from residential areas to employment lands.

The **West Brant Potential Development Area** is in transition. While there remain robust employment uses, some sites fronting onto Colborne Street West have already redeveloped into retirement and affordable housing. The recently completed multi use rail trail now traverses this area and provides a link to the Waterfront.

The **Greenwich Mohawk** brownfield site is a 50 acre site on the south side of Mohawk Lake. Actions on the site are guided by the Greenwich Mohawk Streets Brownfields Site Remediation Study approved by Council in 2004. Following property acquisition, the City carried out further environmental and structural investigations to prepare the site for redevelopment. The City issued a Request for Proposal in 2009 to seek qualified developers to work with the City to redevelop the site. Terrasan Corporation are finalizing their remediation strategy for the site. Official Plan Amendment 125 anticipated a range of residential, commercial, heritage and recreation uses on the site with a 15 m setback from the railway spur line.

The **Colborne Street East Potential Development Area** is identified as an Intensification Area in Official Plan Amendment 125. It includes vacant and underused commercial and employment lands on Colborne Street East. The area has drive-through restaurants, gas stations, strip plazas and a vacant large format retail plaza. The high school

is in the centre of this Area that abuts the open space of Mohawk Park. This is an important location that functions as a gateway to both the Downtown and Waterfront.

Official Plan 125 recognizes the importance of setting urban design standards for intensification. The new policies provide a good framework by directing that new development will:

- support and promote the use of transit;
- contribute to the creation of a range of housing;
- contribute to an attractive, safe and comfortable pedestrian environment that encourages walking;
- provide a gradual transition of scale and density from higher buildings to nearby lower scale neighbourhoods;
- mass new buildings to frame adjacent streets and open spaces;
- conserve heritage properties;
- provide a connected open space system that links natural features; and,
- create views to important natural and built features.

### Recommendations & Design Guidelines include:

1. Extend the street and block pattern in the immediate context into the site in order to integrate the redeveloped lands into the built form fabric of the adjacent neighbourhood.
2. These sites should not be developed as separate enclaves, but should appear as a logical extension of existing built conditions. For example, townhouses planned for the Penmans Site should front, face, feature and have access from Jamieson Court.
3. Provide street trees, sidewalks and accommodate cycling on all key streets.
4. All these areas already have a street that follows

the edge of the Waterfront or Canal. This condition clearly defines the limit of private development, provides a transition to natural features and enhances public accessibility to the Grand River and the Canal. Redevelopment plans should maintain and enhance this condition.

5. Align connecting roads to offer views through to the Waterfront or Canal, and the associated natural features.
6. Provide for mid block pedestrian connections to the Waterfront or Canal where blocks are over 150m in length.
7. Define mid block pedestrian connections to be clearly legible as publicly accessible.
8. Incorporate open spaces that offer significant pedestrian access and use. The landscape treatment should provide a transition to adjacent natural features of the Waterfront or Canal.
9. Open spaces should be used to organize and focus development, and should always be fronted by buildings and active uses.
10. Incorporate a variety of uses, in particular a mix of residential uses.
11. Locate surface parking internal to the blocks so as to not be visible from streets or adjacent open space, in particular the Waterfront or the Canal
12. A variety of housing types should be provided for. Townhouses should be mixed with other housing types to add variation to the neighbourhood.
13. Buildings should be located close to the property line, at a consistent setback, to define streets or open spaces
14. The front door or porch of a house, not the garage, should be the defining element of the front façade and the streetscape.
15. Rear lanes may need to be considered where narrower lots are contemplated.

