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## 1.0 INTRODUCTION

### 1.1 Purpose

The Mohawk Lake District Urban Design Guidelines provide area-specific design direction and guidance for development **within the Mohawk Lake District**. This includes guidelines with respect to the public realm (e.g. street sections, parks, trails and relationship to open spaces) and private realm (e.g. residential, mixed-use and office / institutional built form) that aim to implement the vision of the approved Mohawk Lake District Plan. These guidelines apply in addition to the City-wide guidelines contained in the Urban Design Manual, City Building & Placemaking Guidelines (the Manual); however where any conflicts occur, the Mohawk Lake District Urban Design Guidelines shall take precedence over the Manual.

### 1.2 Vision

The vision for the Mohawk Lake District is as follows:

***Mohawk Lake District will be...***

***A welcoming place for residents, families and visitors of all ages to explore, shop, eat, learn, and gather. Parks and trails along Mohawk Lake and Canal and throughout the District will provide a beautiful and healthy way to connect with nature. Mohawk Lake District will be where we honour the past, but also a place to be inspired for the future. As a popular destination where history, culture, recreation, and tourism meet, Mohawk Lake District will be a place of pride in the community.***

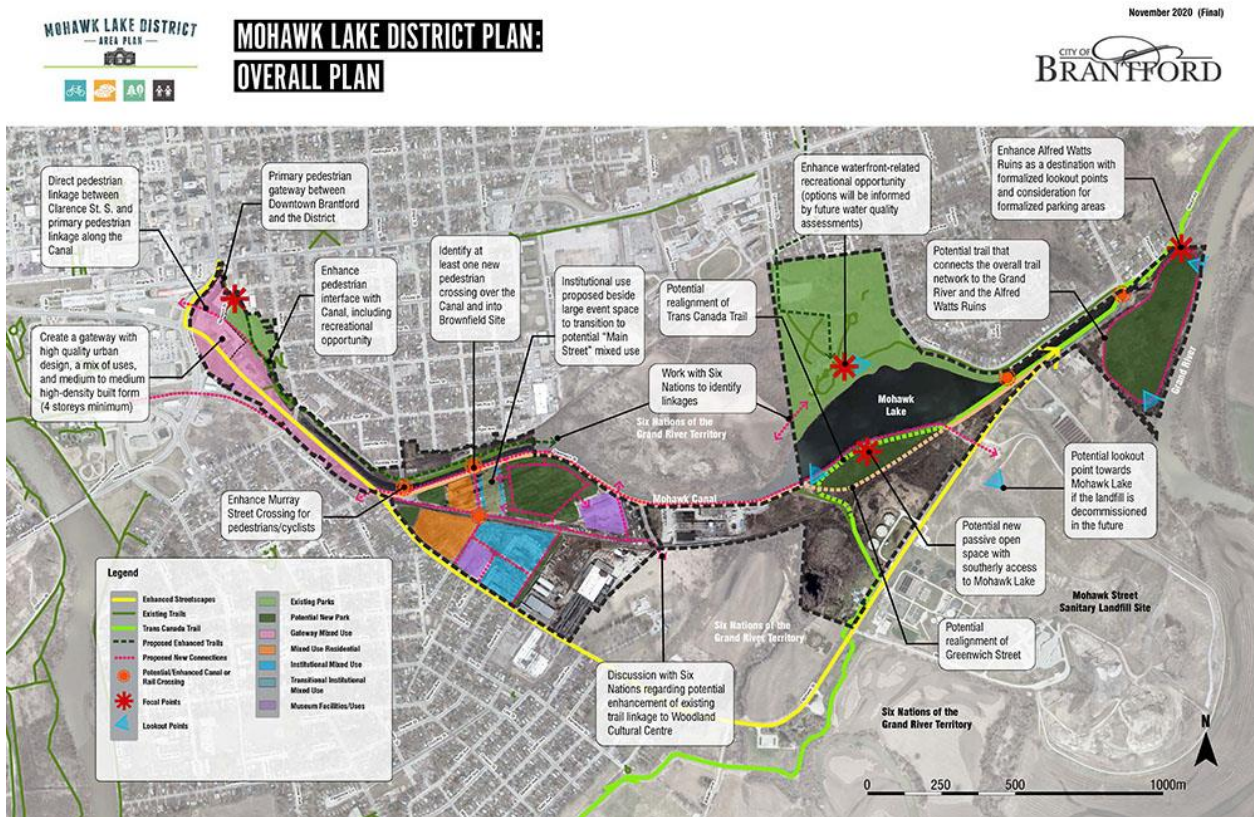
This vision will be realized through implementing the approved Mohawk Lake District Plan. This includes the development of an attractive, vibrant and interconnected complete community comprised of a variety of land uses including residential, mixed-use, institutional, employment, commercial, and parks and open spaces. Within these land uses, there will be a variety of built-forms: mixed-use and residential mid-rise and high-rise buildings, office and institutional buildings, and commercial and retail uses.

In addition to the overall objectives of the City-wide urban design guidelines in the Urban Design Manual, the Mohawk Lake District Urban Design Guidelines are intended to achieve the following objectives specific to the Mohawk Lake District:

- Establish a focal area within the District by creating a new “main street” that provides a wide pedestrian boulevard, enhanced street tree planting, landscaping, and decorative

hardscaping, as well as a supportive built form (e.g. mixed-use with at-grade retail commercial uses);

- Promote active transportation through increased opportunities for pedestrian and cycling connectivity, access to natural heritage areas/trails along the canal, and a complementary road network that supports the use of transit and personal vehicles;
- Provide an appropriate transition of built form both within the District and to the existing adjacent residential areas;
- Create a pedestrian and cycling friendly Waterfront Promenade supported by enhanced hard and soft landscaped boulevards and appropriately scaled built form;
- Provide a visual connection between the Waterfront Promenade, the canal, and the major event park space; and,
- Establish a mixed-use and complete community that provides a range of land uses, services, activities, and amenities for the local neighbourhood, greater Brantford community, and regional area.



Mohawk Lake District Plan

## 2.0 PUBLIC REALM DESIGN GUIDELINES

### 2.1 General Guidelines

The public realm includes streets and blocks, boulevards, public open spaces, public art, natural heritage features, and other outdoor places that all are able to access. The public realm will be designed to enhance public life and provide the Mohawk Lake District with vibrant and pedestrian friendly spaces. In addition to the City-wide guidelines in the Urban Design Manual, the following guidelines provide a general design framework for the major components of the Mohawk Lake District public realm, with an emphasis on the pedestrian experience within the community.

1. Provide a consistent and complementary level of pedestrian-scaled streetscape design that is specific to the Mohawk Lake District including decorative and conventional paving, landscaping, lighting, street furniture, and signage. Street furniture should be of a consistent quality and have complementary design elements to ensure a consistent design language across the District.
2. Transportation routes throughout the District are intended to accommodate active transportation and generous public realm features, while supporting vehicular circulation. "Woonerf" or curbsless style streets may be considered with respect to the "main street", the Waterfront Promenade, and streets adjacent to park spaces and with appropriate consideration for roadway classifications and truck routes requirements.
3. Parks, parkettes, urban plazas and open spaces within the District will be connected and be part of a continuous network that supports sustainable enjoyment of the existing natural heritage features and open spaces, such as Mohawk Canal, Mohawk Lake, and Mohawk Park.

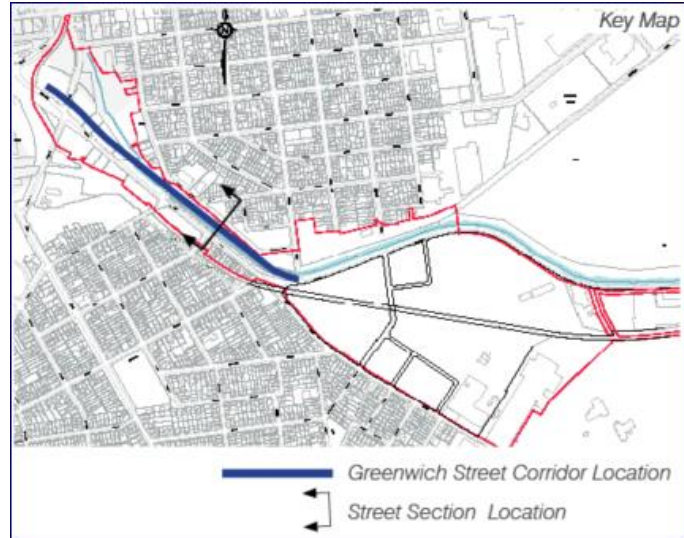
### 2.2. Design Guidelines for Roads & Connections

This section outlines design guidelines for upgrades to the existing street network and for new streets within the District. Upgrades to the existing street network include the Greenwich Street Corridor/Gateway Area from Downtown Brantford, the Waterfront Promenade along the Mohawk Canal/Greenwich Street, and Mohawk Street. These existing roads are envisioned to be transformed into multi-use rights-of-way that support pedestrians, cycling, and passive gathering, as well as vehicular circulation. A new street to be created is the Mohawk Lake

District "main street", aligned with Emilie Street to the south and the Drummond Street pedestrian bridge to the north. It will be one of the focal points of the District and will help to achieve the overall vision for the District as a vibrant hub of activity.

### 2.2.1 Greenwich Street Corridor / Gateway Area

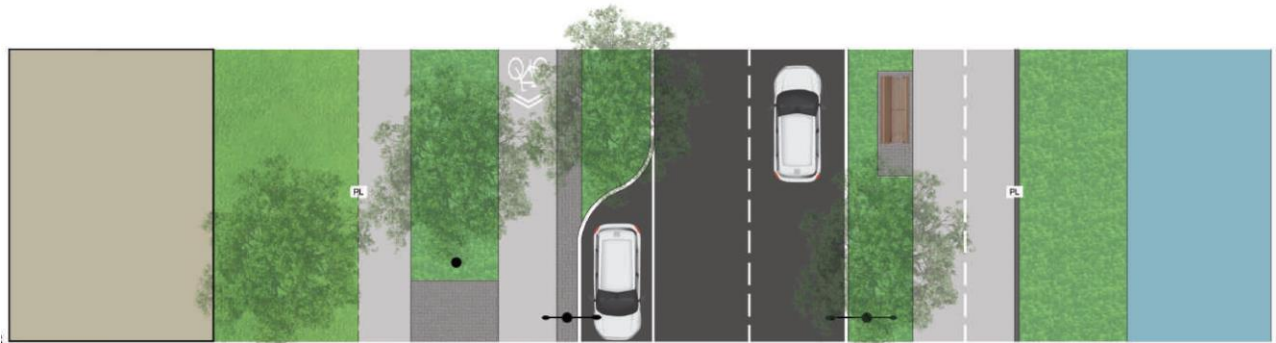
The Greenwich Street Corridor within the Mohawk Lake District is generally located between Clarence Street South and Mohawk Street. This corridor is identified in the Mohawk Lake District Plan as the Gateway Area and is envisioned to function as a transition corridor between Downtown Brantford and the District. The Gateway Area will consist of mixed-use residential, commercial, and office buildings. The Greenwich Street Corridor/Gateway Area is envisioned as a "complete street" and generally be comprised of:



Greenwich Street Corridor Key Map

- A roadway including paved zone width to accommodate two vehicle travel lanes. Parking lay-by with alternating planting areas on the south side can be considered based on a transportation assessment of future traffic volumes and truck routes;
- A pedestrian sidewalk and a dedicated cycle track on the south side of the corridor;
- Planting and street furniture zones on the north and south sides with soil volumes to support the establishment and survival of street trees; and
- A wide multi-use path on the north side adjacent to the canal.

The important street composition elements are illustrated in the conceptual right of way cross-section below.



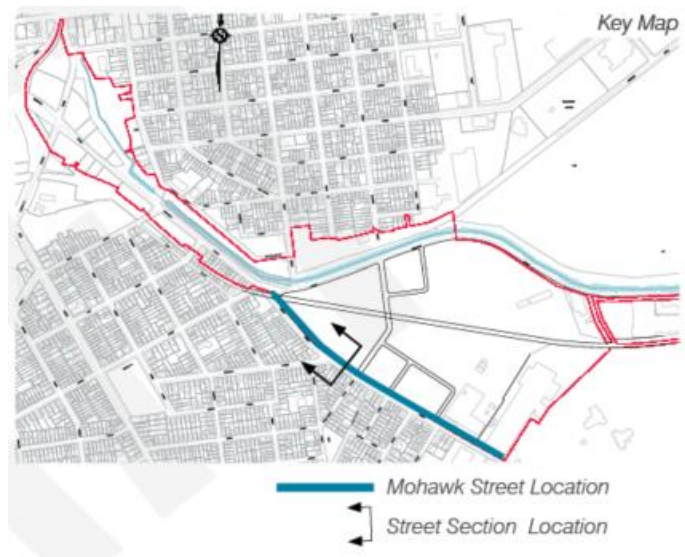
*Greenwich Street Corridor Cross-Section*

The following guidelines provide specific guidance for the Greenwich Street Corridor/Gateway Area:

1. Buildings should be situated close to and parallel to the street edge in coordination with adjacent properties to create a consistent street wall along the right-of-way and to contribute to a sense of enclosure.
2. Provide upgraded boulevards to accommodate comfortable pedestrian circulation, areas for street furniture, street tree plantings and a separated cycle track or multi-use path.
3. To provide a sense of entry to the District, the corner properties at Greenwich Street and Clarence Street South should include a combination of hard and soft landscaping, street furniture and, where possible, public art.
4. Private spaces and activity areas including building entrances and patios shall be primarily oriented towards the public boulevard and be designed to complement the public boulevard and appropriately transition between private and public realms.
5. Cycling circulation will be accommodated through off-road features such as a cycle track and/or multi-use trail.
6. Intermittent planting islands that include trees and low-level planting and possible lay-by parking to support an active transportation corridor and a welcoming public realm.
7. To accentuate the importance of the corridor and ensure a connected and continuous tree canopy, trees ought to be planted at interval of 8.0 metres on centre. A double row of trees within the boulevard should be staggered and trees closest to the cycling lane or multi-use path should be planted within a continuous planting bed or tree grates.
8. Tree planting is encouraged on properties fronting the corridor to create pedestrian friendly sidewalks and to provide weather protection.
9. A buffer strip or clearance zone between pedestrian travel ways and the canal (i.e., fencing, railing, curbing, etc.) should be considered to prevent injury and access to the steep bank of the canal.

### 2.2.2 Mohawk Street

These guidelines propose a potential street design for Mohawk Street that addresses the existing residential uses on the south side and integrates them with the envisioned boulevard on the north side, creating an upgraded urban road section that will tie into the Greenwich Street Corridor/Gateway Area while providing a continuous and consistent tree planted pedestrian boulevard along the extent of Mohawk Street. Pending future transportation and traffic analysis, Mohawk Street will be part of a future re-alignment to improve the intersection of Greenwich Street, Cayuga Street, and Murray Street.

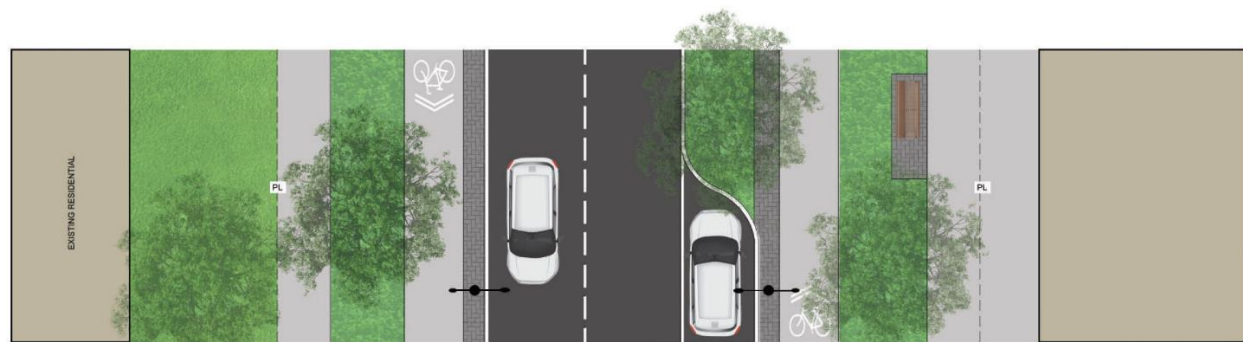
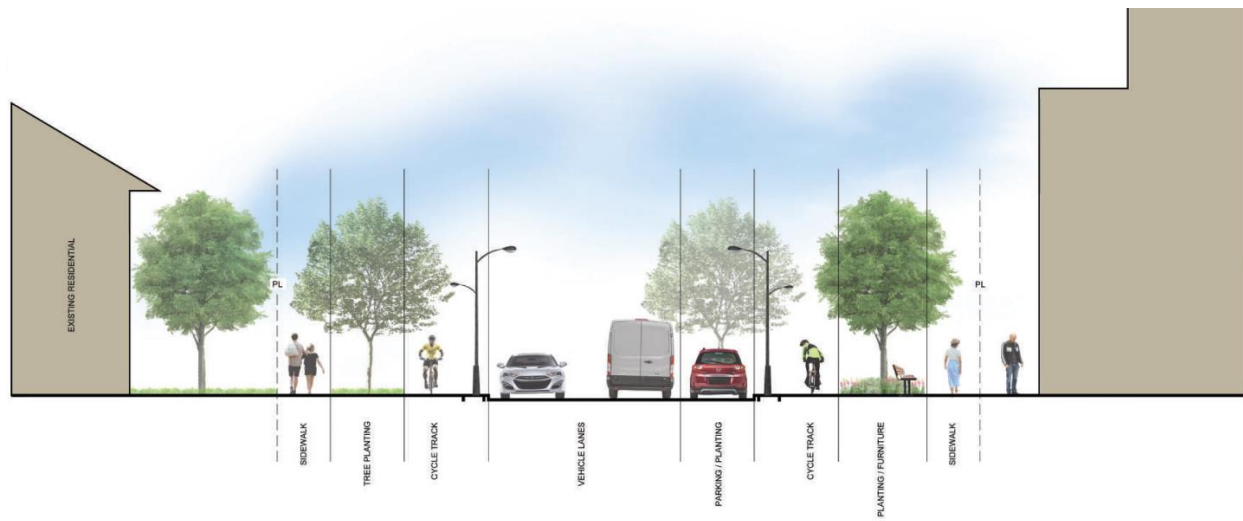


Mohawk Street Key Map

Mohawk Street will generally be comprised of:

- A roadway including paved zone width to accommodate two vehicle travel lanes;
- Alternating lay-by parking / tree planting zone on the north side of the street with soil volumes to support the establishment and survival of street trees;
- A pedestrian sidewalk and street furniture and tree planting zone with soil volumes to support the establishment and survival of street trees and raised boulevard planters or curbing around planting areas where possible;
- An added building setback for a wider pedestrian sidewalk edge along the north side of the street; and,
- A cycle track is encouraged on the north and south sides of the street.





*Mohawk Street Cross-Section*

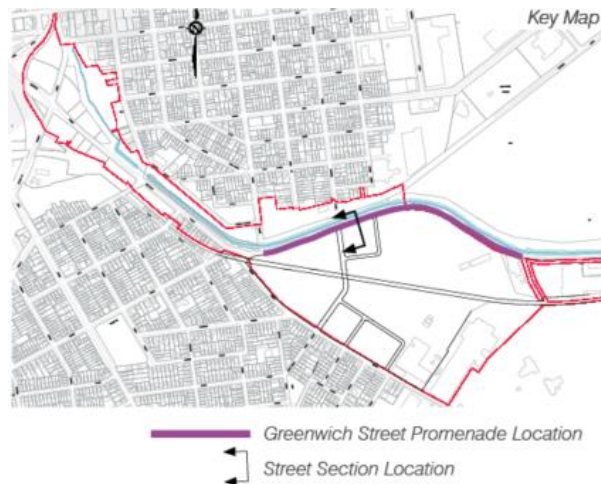
The following guidelines provide general guidance for Mohawk Street:

1. The design of Mohawk Street will employ a “complete streets” approach that supports active transportation (walking, cycling and transit) and vehicular circulation through a more conventional street cross-section.
2. Rear laneways for properties fronting onto the Mohawk Street are encouraged. Driveway / laneway accesses onto Mohawk Street shall be limited and where they are proposed, they should be paired between adjacent properties.

3. A minimum 2.0m building setback along the north side of Mohawk Street is encouraged to create a comfortable pedestrian boulevard while accommodating space for patios and other outdoor spaces.
4. Provide an upgraded boulevard on the north side to accommodate and encourage pedestrian circulation along the street edge with a street furniture and tree planting zone and a separated cycle track. This will provide a continuous pedestrian connection to the proposed “main street”.
5. The south side of the boulevard will be composed of streetscape zones that address the scale of the existing low-rise residential dwellings and will include street tree planting, a sidewalk, and a separated cycle track.
6. Lay-by parking will be provided along the north side of Mohawk Street with intermittent planting islands that include trees and low-level planting.
7. To ensure a connected and continuous tree canopy and provide continuity with the Greenwich Street Corridor to the west, street trees should be planted at interval of 8.0 metres on centre.
8. Street tree planting on the north side may include continuous planting beds and/or street tree grates to reflect the mixed-uses in the area, while the south side should include tree planting in a grass verge or within continuous planting beds to reflect the existing low-rise residential uses.

### 2.2.3 Greenwich Street Waterfront Promenade

The Greenwich Street Waterfront Promenade is an important feature within the Mohawk Lake District as it connects the District to the Mohawk Canal and creates the opportunity to connect existing and proposed parks and open spaces. The Promenade is envisioned to be a green corridor with a rich combination of naturalized and planted landscaping,



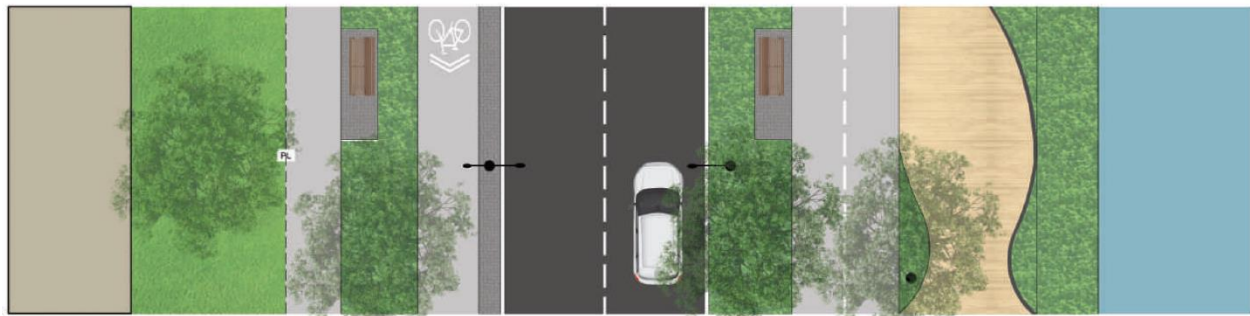
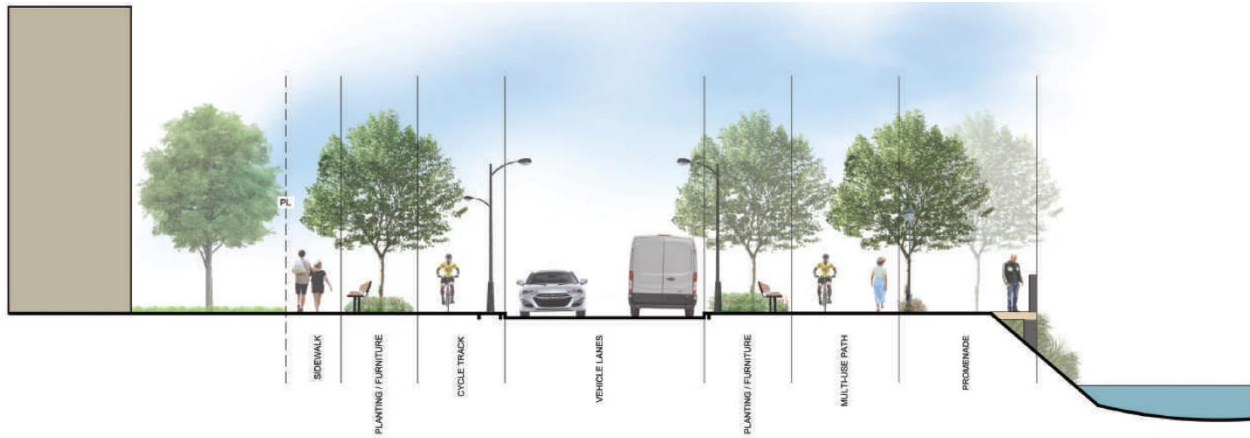
*Greenwich Street Waterfront Promenade Key Map*

including a strong tree lined boulevard that will provide a key pedestrian area and trail connection. The enhanced streetscape quality proposed for the Promenade may double as an event space extension for events held in the adjacent large park. It will support a strong east-west pedestrian and cycling connection through the District while still providing for vehicular circulation and access.

The Waterfront Promenade will include a variety of active and passive pedestrian areas that will engage the waterfront edge and emphasize the connection of the District to Mohawk Lake and Canal. The Promenade right-of-way width builds on the 20.0m width of the existing Greenwich Street but adds a wide promenade zone (approx. 4.5m and a generous setback of buildings on the south side of approx. 5.5m) essentially creating a predominantly green 30.0m right-of-way width. It will be comprised of:

- A roadway including a paved zone to accommodate two vehicle travel lanes;
- A pedestrian sidewalk and street furniture and tree planting zone with soil volumes to support the establishment and survival of street trees, and a cycle track on the south side of the street;
- A generous multi-use path and a street furniture and tree planting zone on the north side of the street; and,
- A promenade waterfront edge that will be distinguished by a decorative edge and/or material variation, such as a boardwalk.

The removal of invasive plant species replaced with a combination of naturalized landscaping that uses native species and planted landscaping.



*Greenwich Street Waterfront Promenade Cross-Section*

The following guidelines provide general guidance for the Waterfront Promenade:

1. New buildings on the south side of Greenwich Street shall have a minimum setback of 5.5m to contribute to the continuous and enhanced green edge of the Waterfront Promenade that will connect to the large park for events.
2. Properties along the south side shall provide a continuous tree planting edge to complement the street tree planting proposed along the southern boulevard. The trees should be spaced at 6.0 to 8.0m and staggered to maximize tree canopy coverage and weather protection along the boulevard.

3. The south side shall have an upgraded boulevard that will accommodate comfortable pedestrian and cycling circulation and street tree plantings, as well as entry walkways from the adjacent buildings and into the large park.
4. Buildings shall have their primary entrances oriented towards the street and are encouraged to primarily orient activity areas, porches, balconies, and patios towards the public boulevard.
5. On-street or lay-by parking shall not be provided along the Promenade as it will be focused on pedestrian and cycling activity and using the majority of the right-of-way to provide a continuous “green ribbon” that connects Greenwich Street to the waterfront edge and the large park.
6. A double row of trees on both sides of the Promenade should be accommodated in the right-of-way or in combination with tree planting on fronting properties.
7. In addition to street tree planting, low level or understorey planting and shrubbery is encouraged along the extent of the Promenade to further emphasize the importance and uniqueness of this street.
8. The promenade waterfront edge shall be distinguished by a boardwalk through the use of high-quality materials (e.g. wood composite, sustainable timber, stamped concrete, etc.).
9. The promenade waterfront edge shall include opportunities for public art and interpretive signage and wayfinding that alludes to the rich heritage of the Mohawk Lake District and its historical significance.
10. Lookouts or belvederes should be provided at key locations or intervals along the promenade waterfront edge to encourage overlook of the canal and Mohawk Lake and to support interpretive signage and/or public art.
11. Cycling circulation will be accommodated through off-road features such as a cycle track on the south side and a multi-use path on the north side.
12. Rear laneway access is encouraged for uses fronting onto the Greenwich Street Waterfront Promenade. Driveway accesses shall be limited and where they are proposed, they should be combined or paired between adjacent buildings.

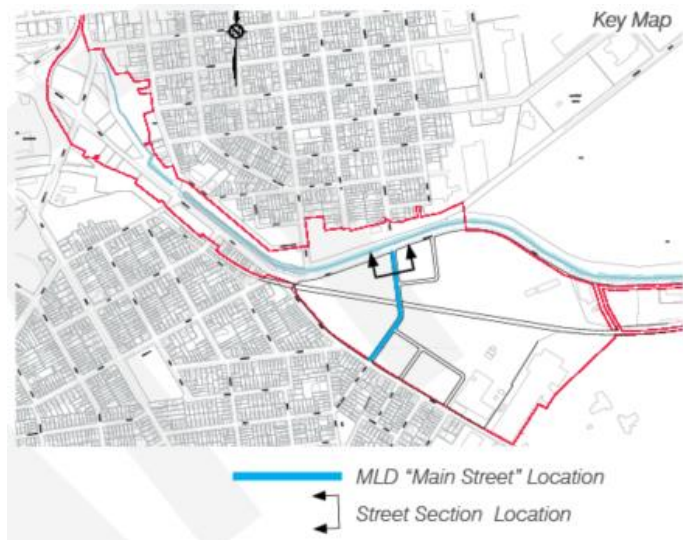
13. Install decorative fencing, railings, and curbing to prevent injury and access to the steep bank of the canal. Appropriate signage and lighting can enhance safety.
14. Lighting should be provided along the extent of the Promenade and should be scaled to the boardwalk and lookout areas and include secondary lighting fixtures for tree planting and pedestrian zones on both sides of the street to ensure accessible and safe use in the evening and night.



*Greenwich Street Waterfront Promenade Conceptual Renderings*

### 2.2.4 Mohawk Lake District “Main Street”

The proposed “main street” in the Mohawk Lake District will serve as a central focus for the District and provide a mix of uses that include residential, office, retail/commercial and institutional uses. It will create an urban pedestrian focused plaza that serves as a central spine in the Culture and Community Destination Area. The “main street” will provide a key connection between the north and



*Mohawk Lake District “Main Street” Key Map*

south sides of the District while also creating a connection from the existing residential dwellings on the south side of Mohawk Street to the Waterfront Promenade, integrating the District into the existing community. It will also provide for retail amenity and focus for the mix of uses and the large park for events that is envisioned for the District.

The “main street” will accommodate pedestrians and potential patio spaces with generous pedestrian boulevards and reduced travel lane widths to provide visual cues (e.g., at-grade commercial/retail uses and amenities) that emphasize pedestrian circulation, destination and a place for respite and to linger. It will serve as a node for residents, employees, and visitors to the new community.

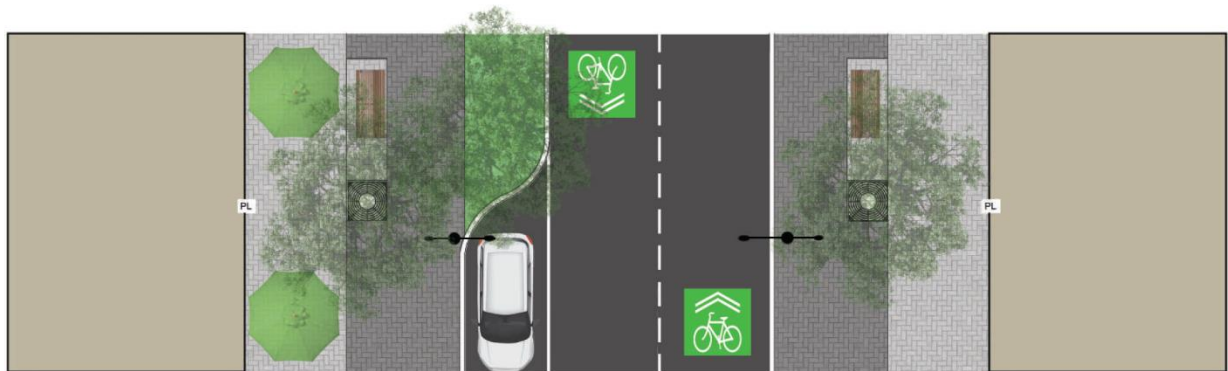
The “main street” right-of-way width is proposed to be 22.0m with added boulevard width to provide space for patios, and could be increased to 24.5m should there be a desire for lay-by parking on both sides of the street. The right-of-way width will generally be comprised of:

- A roadway that includes a paved zone width to accommodate two vehicle travel lanes that will be shared with on-street cycling;
- Lay-by parking and a tree planting and landscape zone on the west side of the street with soil volumes to support the establishment and survival of street trees;

- Wide pedestrian sidewalks adjacent to the ground floor of buildings on both sides of the street; and
- “Hardscaped” street tree planting within street tree grates with soil volumes to support the establishment and survival of street trees, landscaping, and a street furniture zone on both sides of the street.

Alternatively, a curbless or “woonerf” style of street could be considered for the “main street” which would allow for easy conversion into a continuous curbless space for community events, complementing the large park for events and further emphasizing the pedestrian focused nature of this unique street.





*Mohawk Lake District "Main Street" Cross-Section*

The following guidelines provide general guidance for the Mohawk Lake District “main street”:

1. High quality landscaping, street trees, and street furniture shall be provided along the main street to denote its importance and contribute to a high quality public realm.
2. Sidewalk widths and street furniture and tree planting zone widths shall be generous to support comfortable pedestrian circulation and accommodate a place for respite and to linger.

3. The street furniture and tree planting zones may include a variety of hard and soft landscaping features that accommodate street tree planting (e.g., planting beds and tree grates), seating areas, and public art.
4. Tree grates are encouraged to allow for the introduction of a street tree line while providing additional space in the boulevard hardscaping to contribute to a generous pedestrian boulevard.
5. Special decorative paving should be introduced in the boulevard to emphasize the unique street and could include “woonerf” type paving variations to distinguish pedestrian, planting/street furniture, and vehicular areas.
6. Street lighting should be scaled to the streetscape style and include secondary lighting fixtures for tree planting and pedestrian areas.
7. Pedestrian connectivity along the main street and safe pedestrian crossing at the intersections should be further enhanced through the provision of special paving and sidewalk design.
8. Building setbacks of up to 2.4m are encouraged to allow for enhanced at-grade outdoor amenity/patio areas to support and contribute to the pedestrian urban plaza.
9. On-street parking laybys shall be incorporated into the boulevard and allow for sidewalk bump-outs at corners to assist in shortening crossing distances at intersections.
10. Driveway accesses from this street shall be discouraged. Parking service access shall be provided from an adjacent local road or a lane from the east-west roads (Mohawk Street and Greenwich Street).
14. Service and utility boxes shall not be located within the “main street” boulevard and shall be located below grade, incorporated into the building design, or located at the rear or side of buildings and screened from view.

## 2.3. Guidelines for Open Spaces & Parks

The Mohawk Lake District Plan includes a range of parks and open spaces. In addition to the existing green spaces in the Mohawk Lake and Park Recreational Area, the proposed new park spaces and green linkages in the Culture and Community Destination Area are comprised of a large park for events, smaller neighbourhood park spaces at the western edge, open space around the Time Keeper's Building and Cockshutt Office Portico heritage structures, trails, and a planted green buffer including native species along the south eastern edge. The range and variety of these green spaces provide a hierarchy of sizes and types of green space that are meant to engage both existing and new residents in the area as well as provide a destination for all residents in the City of Brantford.

### 2.3.2. Large Park for Events

The large park for events is envisioned to be a significant feature of the District providing the opportunity to host large outdoor events, festivals, and activities. The large park will become a major destination for the District that attracts City of Brantford residents as well as visitors and tourists from outside of the City. The large park is intended to be designed with infrastructure to support large events but will also provide passive gathering opportunities year round.

General guidelines for the large park are as follows:

1. The design of the park should contribute to establishing it as a destination while complementing the key features of the District including the proposed Waterfront Promenade and main street. Special features such as decorative paving, seating areas, distinct lighting, landscape details, and clearly defined entry features are encouraged.
2. A defined focal area with design elements that could accommodate and support large outdoor events (e.g., stages, pavilions, amphitheatre, and larger gathering and/or seating areas) shall be included in the park. The focal area should be distinguished through elements such as public art, water features or other landscape components.
3. Landscaping and tree planting shall be incorporated to define the edges of the park and offer shading clusters throughout the park.
4. The northern park edge adjacent to the Greenwich Street Waterfront Promenade should provide a visual and physical connection between the park and the Promenade and Canal. This is especially important to create the potential for an extended event space and to emphasize passive security or "eyes on the park."

5. Wherever possible, demarcation of property lines on the western and eastern edges of the park should be indicated through tree planting and decorative paving, and fencing should be avoided. The eastern edge of the park abutting the Canadian Military Heritage Museum should have coordinated soft and hard landscaping and provide seamless connectivity between the park and this community facility.
6. Facilities for passive activities such as walkways, formal gardens, seating areas, pavilions, and displays recognizing cultural or natural heritage with interpretive plaques should be provided to ensure continuous use of the large park space. A children's play component should be incorporated into the park, where appropriate, and located in an accessible and visible location.
7. Playing-fields are not intended to be a primary component of this space, but they could be included if designed and appropriately located so as not to disrupt the ability to hold large gatherings and events.
8. Accessory buildings should be incorporated to meet the recreation needs of the community and to provide support for large outdoor events.
9. The large park shall serve surrounding neighbourhoods as well as the wider Brantford community, and therefore should be easily accessed by pedestrians, cyclists, private vehicles and public transit and should be linked wherever possible to the existing and proposed trail system.
10. Walkways and paths should be designed throughout the park to facilitate circulation and emphasize scenic or other interesting views towards park features and the Promenade.
11. Provisions should be made to allow for a trail path along the southern edge adjacent to the existing rail spur to provide additional connectivity in the community and to link to the existing and proposed trail network.
12. Provisions for buffers to minimize the disturbance to adjacent residential areas from lighting, noise, traffic, and parking should be provided through siting of buildings at the western edge, landscaping, site planning, and appropriate setback treatments.

13. Utilities associated with park facilities and buildings shall be located discretely and should be incorporated into landscape features and/or screened where necessary to preserve park views.

### 2.3.3. Neighbourhood Parks

Neighbourhood parks are located to act as a gateway to the Culture and Community Destination Area and to provide smaller park spaces that support the surrounding neighbourhood. If the existing rail spur line ceases function in the future, the parks can be combined into one space, with the spur line providing a landscape “memory” of the past employment activities in the area. General guidelines for the neighbourhood parks are as follows:

1. The parks will be designed to meet the needs of residents and children in the neighbourhood, providing opportunities for mostly passive recreation activities.
2. The parks will be accessible to the trail system through the introduction of multi-use paths along the rail spur edges.
3. The parks may include elements such as informal playgrounds, various types of seating, hard surface areas, shaded areas under tree canopies or open air structures, interpretive plaques recognizing heritage or public art, lighting and distinctive tree, shrub and ground cover planting.
4. Pedestrian access to parks should be clearly defined using landscaping or architectural elements to ensure an appealing park presence.
5. Fencing along the perimeter of the park is discouraged and demarcation of its edge should be provided through a combination of hard and soft landscaping and park furniture or architectural structure.
6. Street trees should be planted along the edge of parks, while not screening the view into parks.
7. Landscape design should enhance microclimate opportunities (wind, sun, shade, etc.). Seating and shade areas should be designed in concert with pathways and play areas.
8. Opportunities for passive and informal recreation should be provided through seating, gardens, structures, and landscaping.

9. The eastern edge of the park is envisioned to be framed by new residential and mixed-use buildings facing onto the park. These buildings should be seamlessly integrated with the park edge and be demarcated by a continuous access walkway along the frontage and tree line along the park edge. Backlotting onto the park is discouraged.
10. A vertical architectural element or public art should be incorporated at the western point of the park to provide an anchor to the east-west visual axis.

#### 2.3.4. Timekeeper's Park

The Timekeeper's Building and Cockshutt Office Portico remnant structures are designated under the Ontario Heritage Act. The Mohawk Lake District Plan envisions a future museum or outdoor education centre that restores and repurposes the remnant structures to recognize the industrial heritage of the District. A phased development approach may be implemented that includes the outdoor display of artifacts with associated information signage, and landscaping that supports passive or programmed open spaces. This parcel is expected to provide additional open space in the District, referred to here as the Timekeeper's Park. The following are general guidelines for the Timekeeper's Park:

1. The park's design will support programming for a future outdoor education centre or a museum, as well as provide a location for passive recreation and a respite area for new and existing residents and visitors.
2. The heritage structures that have been retained on the property shall be incorporated into the design of the park and should be focal features within it.
3. Residential and non-residential buildings adjacent to the park shall face the park and frame it through building features, clear fenestrations, main entrances, balconies and other features providing overlook.
4. The park should include various seating, hard and soft surface areas, information and interpretive signage within shaded tree canopy area, lighting, and distinctive landscaping and planting.
5. The western edge along the proposed "main street" should reinforce the street edge through a continuous row of trees and a combinations of planters and/or seating to define the boulevard edge. Appropriate landscaping should also be provided along the northern edge to indicate the park boundary.

6. Pedestrian access to parks should be clearly defined using landscaping or architectural elements to ensure an appealing park presence.
7. The introduction of interpretive plaques and features shall be provided to recognize the Timekeeper's Building and Cockshutt Plow Office Portico remnant heritage structures.

### 2.3.5 Green Buffer / Trail Link

The Mohawk Lake District Plan proposes a green buffer and trail link, south of the rail spur line, adjacent to the employment uses at the eastern edge of the Culture and Community Destination Area. The intent of the buffer is to help screen existing industrial activities from new development. The buffer starts as a widened green boulevard as part of Mohawk Street at the south end, and increases in width to a 20.0m wide green buffer that connects to the proposed added trail along the spur line and is envisioned to connect to the large park for events on the north side. The buffer is encouraged to be comprised of native plant species.

1. The buffer area will provide a continuous 20.0m planted area consisting of heavy foliage and shrubbery along the full length of the existing employment uses along the eastern edge, south of the rail spur line, leading up to the trails and park.
2. The western edge of the buffer will be more permeable and should be defined by a continuous tree line and low level planting. In consideration of CPTED principles, consideration should be given to a range in size of trees and shrubs (small/short, medium, and large/tall).
3. The buffer may provide a multi-use path to support cycling and pedestrian connectivity to trails and park spaces.

### 2.3.6 Parkettes

Parkettes, where they occur over the course of development in the Mohawk Lake District, will provide a more intimate and modest form of park space for visual relief and respite space in the community and can be composed of hard and/or soft landscaping. General guidelines for parkettes are as follows:

1. Wherever possible, parkette spaces should contribute to a "circuit" of green spaces in the District.

2. Parkettes should be located on visible road frontages and their entries should be clearly defined through landscape treatment and built form elements.
3. Parkette design should provide a focal area with opportunities for passive and informal recreation through seating, gardens, structures, and landscaping.
4. Pathways within parkettes should connect to pedestrian sidewalks and the trail system.
5. View corridors terminating at a parkette should be highlighted through landscape treatment and/or built form elements. Where located adjacent to natural heritage features, they provide a view termini and passive transitions from built to natural areas.
6. All residential units across from or adjacent to parkettes should front onto them where possible. Backlotting onto to a parkette shall not be permitted.

### 2.3.7 Trails

1. Trails will be designed to accommodate a range of users and abilities. Where applicable, curb-cuts will be installed to improve access at road crossings. Pedestrian crossovers will be installed where appropriate.
2. The use of permeable materials shall be encouraged in trail construction in areas where sufficient drainage exists.
3. Trails should be designed for safe passage, to restrict access to adjacent properties, to discourage improper use and the creation of short-cuts, and to restrict human impact on sensitive environmental areas.
4. Benches, waste and recycling receptacles, lighting, bicycle racks and natural or built shade structures should be provided at trail heads and at regular intervals along the route.
5. Trails located in proximity to sensitive natural features should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.
6. Trails adjacent to the spur line shall also include additional space to provide for a naturalized planted buffer to address the line and be interconnected with trails both within and surrounding the district.



7. Multiple access points to trails should be provided throughout the District and be easily identifiable through wayfinding signs.

## 3.0 PRIVATE REALM DESIGN GUIDELINES

### 3.1 General Built Form Guidelines

#### 3.1.1 Building Relationships to Streets

Building siting and arrangement within the street block is a key component in providing an attractive streetscape. The siting of buildings can provide emphasis in a community by framing views and allowing for vistas to key features (e.g., parks and open spaces, urban plazas, and landmarks). Appropriate massing of buildings will provide for comfortable pedestrian-scaled environments. The following design criteria shall be observed to ensure appropriate building orientation and relationships as well as massing and transition within the streetscape:

1. The massing of buildings shall transition from greater to lower mass and height by incorporating techniques such as stepbacks of upper storeys, transitional building heights and separation distances between different building masses.
2. Buildings shall be designed for an urban context directing their primary façades to the street to create active streets and provide streetscape enclosure.
3. Main building entrances shall have direct connections to the public sidewalk and/or multi-use path.
4. Architectural styles of individual units and blocks should be sensitive to and complement each other. The various architectural forms within the community should provide for a harmonious mix of distinctive architecture, which may include both traditional and contemporary influences.
5. A variety of architectural elements such as wall plane articulation, entry porches, canopies, columns, dormers, and material detailing will be employed to create a distinctive character for streetscapes in the District.
6. Adjacent to the “main street”, buildings will frame the public space and create a pedestrian scale at the street level (e.g., canopies, building cantilevers, overhangs, balconies, etc.).
7. Where parking cannot be provided within structures, surface parking areas shall be located behind buildings to screen them from view. Where this is not possible,

landscaping and screening measures should be used to mitigate their visual impact on public views.

9. Primary building entrances shall be clearly visible, located on a public street or public open spaces, be direct, and should be accessible to people of all ages and abilities.
10. Buildings on corner lots shall be oriented to address both streets and generally located close to the street edge and have consistent architectural design on the rear and external side elevations.
11. Blank wall faces are discouraged where exposed to public view. Buildings shall be clad and architecturally detailed consistently on all exposed elevations.
12. Rooftop mechanical equipment shall be screened from public view through rooftop location, integration into the design of the building and/or rooftop enclosures clad in materials consistent or complementary to the building.

### 3.1.2 Building Relationship to Open Space

A building's relationship to an open space or trails area is important in addressing the space and providing informal surveillance onto these areas. This relationship will help to activate a space and promote safety to residents and visitors that use it. The following design criteria shall be observed to ensure appropriate massing and transition towards open spaces.

1. Buildings will be aligned parallel to a public street with siting and massing that provides a consistent building relationship where they are adjacent to park and open spaces.
2. Buildings located adjacent to, or at the edge of parks and open spaces, will be designed, sited and massed to address the open space and where appropriate, provide opportunities for overlook of these features.
3. Block patterns and building orientation are encouraged to front built form to face open spaces rather than backing onto these community features.
4. Residential dwellings facing parks, parkettes and open spaces are discouraged from having street-facing garages in their design.

5. Structured parking adjacent to the canal, trail and waterfront to ensure that active at-grade uses with clear fenestration address these amenity feature areas for both aesthetic reasons and passive surveillance (“eyes on the trails”).

### 3.1.3 Massing, Height and Setback

The massing, height and setback of a building can affect the pedestrian scale of a streetscape and the level of sunlight and shadowing. The following design criteria shall be observed to improve pedestrian comfort along the streetscape:

1. Building massing should reinforce a continuous street wall frontage, located at the front property line to help define the pedestrian boulevard. Building frontages can be set back to accommodate building entrances or patio areas.
2. Buildings adjacent or opposite one another shall be compatible in massing and height. Extreme variation in massing shall be avoided. Where abutting buildings have a greater variation in height of 3.0 m or 1 storey (e.g. 3 storey building abutting a 5 storey building) they should provide stepbacks of 3.0m at each storey above that one storey difference at a 45 degree angular plane.
3. The “main street” building heights can equal the right-of-way width and shall be a minimum height of 4 storeys (approx. 14.0m). Building heights greater than this will require additional stepbacks to address shadow impact and building massing.
4. More prominent building massing and articulation should be provided at corners and especially at the Gateway Area entrance to the District as well as to capture views and vistas to and from the surrounding greenlands.
5. Building heights shall generally range from 3 storeys to 6 storeys for mid-rise mixed-use and multi-unit residential buildings.
6. Greater height shall be permitted if the impact of shadowing can be addressed and if separation distances are adhered to. Where a building height exceeds the width of the right-of-way it is fronting, it shall include stepbacks of 3.0m at each storey above at a 45 degree angular plane.

7. Buildings sited along the Greenwich Street corridor and backing onto the canal and associated trails will need to be set back and/or stepped back to avoid casting shadows and limiting light into these key amenity areas.
8. Generally, buildings shall be stepped back at the third or fourth storey to provide a pedestrian scaled wall face. This treatment may also be applied where buildings abut public open spaces, parks, and parkettes.
9. Mixed-use buildings with retail/commercial uses at grade and buildings along the new main street shall have a minimum ground floor height of 4.5m to provide future building flexibility to convert at-grade uses to retail/commercial uses.
10. Building frontages are key in forming the continuous pedestrian friendly street edge along the Greenwich Street corridor. However, side yard setbacks are encouraged to provide for mid-block pedestrian connections from the adjacent trail areas or development blocks with internal pedestrian circulation.

### 3.3.2 Siting

1. The majority of the main building façade shall front the public street at a setback that allows for landscaped and tree lined front yards when located along Greenwich and Mohawk Streets.
2. The primary building entrance shall be located and oriented toward public roads, be covered and should provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.
3. Where buildings are sited close to the property line, entrances may be raised (1.2m - 1.5m) to provide separation between public and private realm to increase privacy.
4. Where these buildings are sited adjacent to low-rise residential or townhouse dwelling, they should address the transition through built form massing change and stepping down height

## 3.4 Mixed-Use Buildings

### 3.4.1 General Guidelines

Mixed-use buildings are envisioned to be located along the Mohawk Lake District's "main street" and can be comprised of either residential and/or office uses above at-grade retail/commercial uses. In accordance with Official Plan policies, they shall range from 3 to 6 storeys but can be up to 7 or 8 storeys (approx. 1:1 ratio) subject to a site-specific zoning by-law amendment. Mixed-use provides additional variety of built form and essential at-grade retail/commercial uses that are essential and contribute to the realizing a "main street" for the District.

1. Mixed-use buildings should be primarily located at the "main street" but will also be permitted along Mohawk Street and Greenwich Street.
2. The design of mixed-use buildings should reflect the mix of uses occurring within the building. The design should have a strong pedestrian oriented base and upper storeys are clearly differentiated whether residential or office or other.
3. The side and rear elevations of mixed-use buildings abutting low density residential properties shall be stepped down to a height to maintain an appropriate scale and transition in relation to adjacent residential uses.
4. Larger buildings should be articulated to avoid large expansions of uninterrupted blank façades and grade level retail frontages should be broken down in scale to provide a finer grained frontage.
5. Where located at a corner, buildings shall be designed to address both street frontages and be massed towards the corner locations for visual interest along the streetscape and to "anchor" the building in gateway areas.
6. Defined horizontal breaks (e.g. change in material, change in fenestration, storefront band/cornice, or decorative banding) should be provided between the street-level storefront uses and the upper floors of a building to provide visual interest and articulation.
7. Ground floor uses shall incorporate transparent windows on the majority of the building facing public areas to promote visually active façades and provide passive surveillance of pedestrian circulation.

8. Locate main entrances to have direct sidewalk connections and ensure they are flush with the public sidewalk.

### 3.4.2 Mixed-Use Building Design

1. The base portion should be masonry of 1-2 storeys, defined with a continuous sill between the base and upper portions. The upper portion should contain the largest mass of the building consisting of masonry to reflect the architectural character of the community.
2. Residential or Office/Institutional entrances shall be clearly distinguished from the at-grade retail / commercial entrances and should be located at the front or side of the building at corners.
3. Storefront entrances should be highly visible and clearly articulated. Entrances should be located at or near grade. Split-level raised or sunken entrances shall not be permitted.
4. Large ground floor retail windows shall be provided, be in scale to the street frontage, and integrated into the building design. Reflective mirror glass shall not be used for windows at the ground floor.
5. For the ground floor façade an increased level of clear glazing approximately 80% of the area between 0.6m and 4.0m from the finished floor, shall be encouraged.
6. A minimum floor to ceiling height of 4.5 metres should be provided on the ground floor to allow for flexibility and accommodate a variety of retail/commercial uses.
7. On corner sites, storefronts should address both street frontages through entries and/or clear glazing.
8. Retail space should have a minimum unit depth of 10.0m to ensure reasonable operation. Unit width can vary but it should provide a consistent rhythm along the building facade with finer grained intervals of approximately 6.0m preferred.
9. Signage should not obscure windows, cornices, columns or other architectural elements and be limited to the storefront of a building and in a consistently defined area above the store front.

10. To minimize visual clutter, signage should be integrated into the design of building façades wherever possible, through placement within architectural bays and friezes.
11. Signs that use lettering and/or images that create depth to the sign, such as raised lettering or individually cut lettering and are lit from above or below are encouraged. Light box signage with internal lighting is discouraged.
12. Projecting/hanging signs, perpendicular to the building façade, should be permitted as they can add to the pedestrian experience and should generally be limited to a scale that is in keeping with the storefront.
13. Retail signage should be carefully planned with tree planting to avoid potential conflict.
14. Multiple entrances to individual retail units at the street level are favoured over a single entrance on the main floor.
15. Awning or canopies are encouraged to provide weather protection and should provide an identifiable break or gap between storefronts.

### 3.4.3 Siting

1. Mixed-use buildings should be sited with added setback from the front property line given to provide flexibility for at-grade retail activity.
2. The “main street” building setbacks at-grade are encouraged to allow for patio/activity areas, generally 2.0m to 2.5m to accommodate tables and seating.

## 3.5. Gateway Buildings and Special Frontages

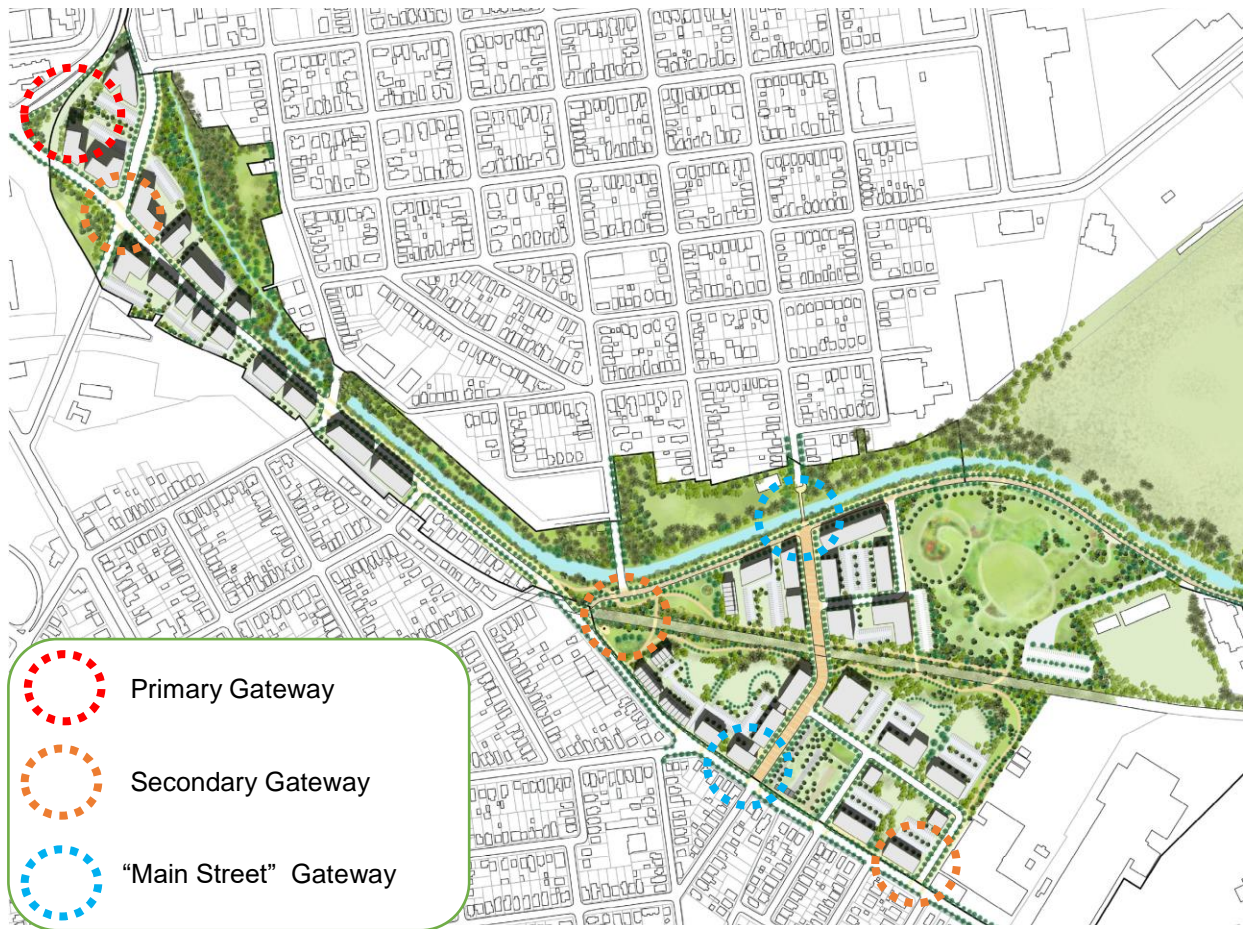
### 3.5.1 General Guidelines

Establishing gateways into the Mohawk Lake District will help define the entrances into this unique district within Brantford. The special gateways in the District include:

- the **Primary Gateway** at the western edge of the District, leading into the District from Downtown Brantford;
- **Secondary Gateways** at the intersection of Greenwich Street and Newport Street and at the intersection of Greenwich Street and Mohawk Street; and,



- **Main Street Gateways** at the intersection of the new main street and Mohawk Street and at the intersection of the new main street and Greenwich Street.



*Mohawk Lake District Gateway Locations*

This section provides general guidelines for these gateway locations within the District.

1. Buildings at gateway locations should include articulated massing and added height at the corner through an architectural feature/detail or the addition of at least one additional storey to emphasize these special intersections.
2. Entrance and entry features (e.g. canopies) at corners are encouraged where possible to further emphasize their importance.
3. Gateway buildings may be set back further from the corner where there is a potential to improve the adjacent streetscape boulevard and pedestrian quality.

4. Landscaping should complement and visually coordinate with signage, built form and building materials and colours, and potential public art at the gateway.