City of Brampton

Transit Supportive Mid-Rise Development Guidelines

Part 6 of the Development Design Guidelines

May 2015

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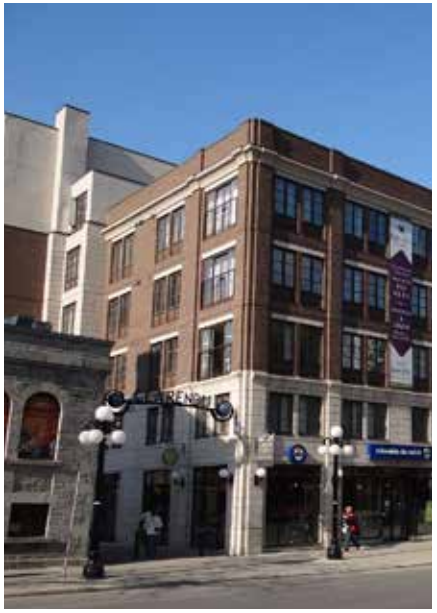
November 2014

Acknowledgement:

The City of Brampton would like to thank all the stakeholders who participated in the various workshops and meetings that led to the production of this document.



Contents

Introduction

Brampton is growing rapidly, undergoing an evolution from town to suburb to city. As it intensifies, the city is looking to new built-form typologies to achieve walkable, complete and transit supportive urban communities.

The mid-rise typology is well suited for this task, providing density to support transit, a key objective of the municipality and province. Well-designed, mid-rise buildings contribute to the public life of a street and give spatial containment and a sense of place to the public realm.

The guidelines that follow offer a prescription for achieving the full and exciting potential of this form.

Purpose of the guidelines

The focus of these guidelines is on the external characteristics of building development. This includes the position and scale of buildings, the activities and uses at street level, the impact of vehicular access and the building's architectural elements, all of which influence the quality of the pedestrian realm. They apply equally to mid-rise buildings, and to the base elements of taller buildings. The goal is to:

- Influence the making of functional, memorable, and delightful urban places by requiring that each project reinforce, frame and animate the public realm, have a well-mannered transition to stable neighbourhoods, and create a memorable visual composition
- Improve the efficiency of review and quality of submissions by articulating the threshold for high quality development in Brampton
- Support Planning and Infrastructure Services and Design and Development Staff in their evaluation of mid-rise and mixed-height site applications
- Clarify the City's expectations of developers for quality and compatible developments
- Facilitate/stimulate mid-rise forms as a typology to support community building, and more sustainable transportation choices

Companion references

These guidelines are part of a broader set of development guides in Brampton and should be read in conjunction with:

- Applicable Official Plan Policies
- The complete City of Brampton Development Design Guidelines Document (DDG's), including the Sustainable Community Development Guidelines, Ontario Ministry of Transportation Transit Supportive Guidelines and Metrolinx Mobility Hub Guidelines

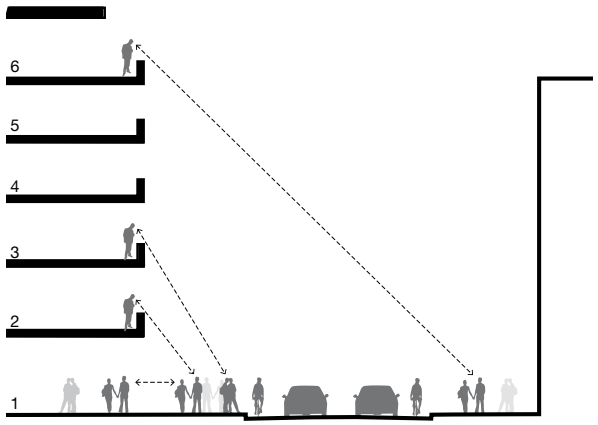
Implementation

A series of mid-rise applications that apply to typical contexts within Brampton and the recommended next steps needed for the City to successfully implement the Mid-Rise Guidelines ("MRG") through policy and process.

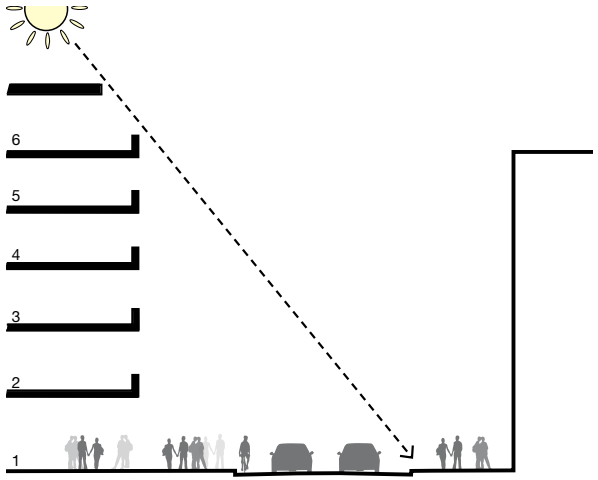
General Principles

Mid-rise buildings support good city-building. They:

- Frame and spatially define streets, squares and other open spaces
- Create a pedestrian scale by providing a meaningful relationship between people in the buildings and people in the public realm
- Provide high densities without high-rise buildings
- Generate foot traffic needed to boost retail and public transit and support walkability
- Provide adequate sun penetration into the public realm and are not conducive to extreme wind turbulence
- Smooth the transition from high-rise to low rise residential neighbourhoods
- Contain a high proportion of units that are not dependent on elevator access
- Promote an increase in ridership for regional, higher order as well as regular transit
- Support mixed-use, mixed-tenure communities



Visual and audible contact with ground level events erodes with height and loses value at the sixth floor. The most important part of a building's exterior design is therefore its lower levels.

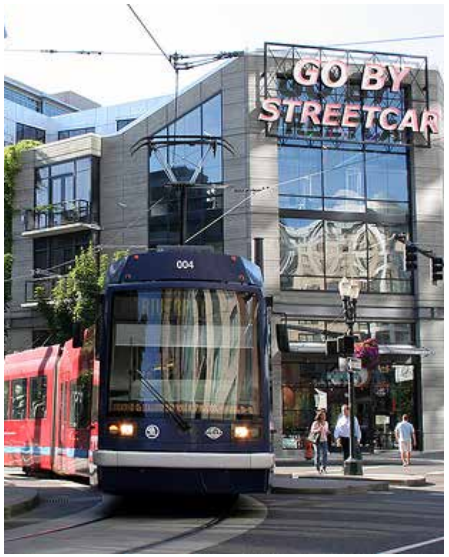


The design and articulation of a mid-rise building can maintain sky-views and sunlight access to the public realm. Sun penetration and visual condition at the street are crucial to the pedestrian experience.

Transit-Supportive Development

Brampton is committed to planning for compact patterns of development at densities capable of supporting transit service. Mid-rise development must be designed to support the use of transit by, among other things:

- Providing direct, convenient, safe and attractive pedestrian access to transit stops
- Including a mix of residential, retail and workplace uses in buildings near transit
- Reducing the number of parking spaces needed and thereby encouraging transit use and sustainability
- Incorporating ample, secure bicycle parking and support facilities
- Mitigating conflicts between pedestrians and cars
- Providing preferential parking for bicycles, car share facilities and energy-efficient vehicles to encourage a shift away from traditional patterns of car use

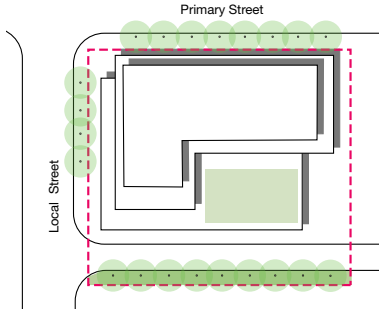


Variations of Mid-Rise Developments

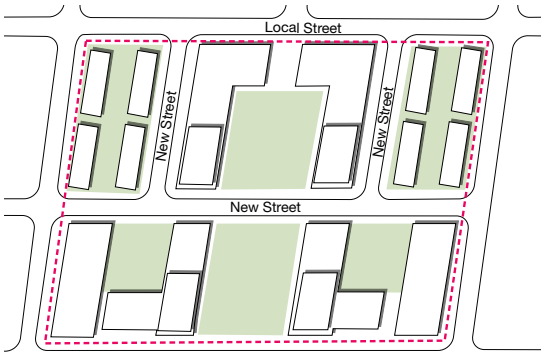
Mid-rise building developments vary in terms of:

- **Site:** Individual parcels or multiple buildings on large sites
- **Form:** Independent building or part of a larger composition forming the base to tall buildings
- **Use:** Residential, employment, cultural, recreational, institutional or mixed use.

Site Variations



Individual parcels



Multiple buildings on large sites

Form Variations

Independent

Mid-rise as a base to a taller building

Use Variations

Residential

Office

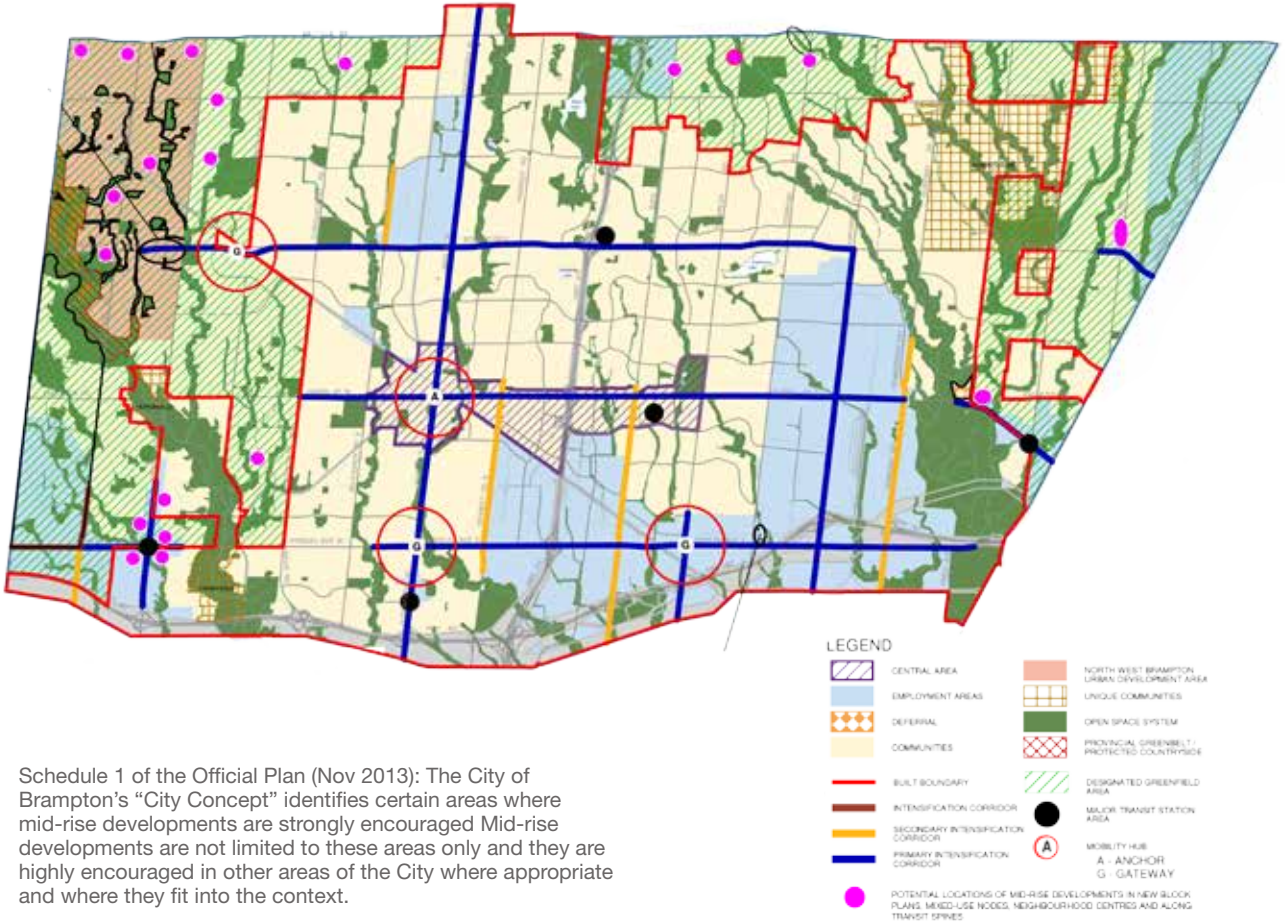
Institutional

Mixed use

Locations

The City of Brampton believes that mid-rise development has great potential to create beneficial new urban environments in many parts of the city. The areas where it can be anticipated and will be encouraged to create character and support intensification, transit and sustainability are:

- Intensification Corridors
- Mobility Hubs, including Gateway Hubs and Anchor Hubs
- Major Transit Station Areas and Transit Supportive nodes
- The Central Area, including the Downtown and Queen Street East and Bramalea
- Mid-Rise in new Block Plans in mixed use nodes, neighbourhood centres and along transit spines
- Large underutilized sites outside stable single family neighbourhoods



Schedule 1 of the Official Plan (Nov 2013): The City of Brampton's "City Concept" identifies certain areas where mid-rise developments are strongly encouraged Mid-rise developments are not limited to these areas only and they are highly encouraged in other areas of the City where appropriate and where they fit into the context.

Examples of typical mid-rise developments that may be applicable within different areas of Brampton

Mid-Rise Buildings as Important Elements within New Block Plans

Mid-rise buildings are often associated with individual urban development sites, but they play an equally important role at the block plan level, where the comprehensive planning of one or more blocks is necessitated.

Many areas within Brampton present opportunities to create new compact and walkable urban neighbourhoods. These include greenfield lands (on farmland), brownfield (on large industrial sites), or greyfield (on large commercial sites).

The design of block plans should consider a mix of urban forms to provide a variety of housing options and a range of household types. Mid-rise buildings can provide the critical mass to support a sustainable mix of uses, transit-oriented development and create a comfortable pedestrian and cycling environment.

Make mid-rise buildings a key element with new block plans by:

1. Locating buildings of the greatest height and density towards the primary street intersections, adjacent to commercial areas and transit service. This will create areas of more urban built form to frame important streets, corners or public open spaces.
2. Transitioning height and density downward toward low-rise residential areas, whether adjacent to, or part of, the new block plan.
3. Using mid-rise forms to support density objectives.
4. Using mid-rise forms to frame a public realm network of fine-grained blocks, streets, parks, plazas, and public open space that are scaled to pedestrian activity and movement. Offering a multiplicity of alternative walking routes.
5. Wherever feasible, making mid-rise buildings mixed use, to serve as commercial nodes to new communities.
6. Locating retail uses at grade to animate the public realm.

As with those on other sites, mid-rise buildings within new block plans should be in accordance with all other principles in this document, including block layout, integration with open spaces, height, setbacks and stepbacks, service and access, parking and transitions.

Mid-rise buildings with retail at grade can help establish spines or nodes within new communities.

Mid-rise buildings can smooth the transition to low rise residential neighbourhoods

Use mid-rise forms to frame and animate the public realm and reinforce connections to Brampton`s natural heritage system

Definitions

Mid-rise building: In this document, a mid-rise building is between four and nine storeys in height. They may be independent or part of a larger composition including tall buildings. In either case they work with their neighbours to provide a spatial frame and animate the public realm.

Tall building: A building that is higher than nine stories. The parts of the building above nine stories have a reduced role in spatially framing the public realm and an increased responsibility in environmental considerations such as wind turbulence, solar access, sky view and visibility between them, and are therefore subject to floor plate control.

Floor Plate Control: A limit to the area of the floor plate of a building, particularly its taller parts, in order to reduce environmental impact and, when there are several buildings, to permit views between them.

Public realm: The part of the city permanently and openly accessible to the public. It includes streets (roadways, sidewalks, and boulevards), parks, open space and setbacks.

Semi-public realm: The portions of private property that remain open to the public at all times. It may include such spaces as forecourts or courtyards.

Semi-private realm: The portions of private property that are not accessible by the public, but nevertheless have a visual impact on the public realm. These include such spaces as enclosed landscaped front yards or fenced-in courtyards.

Pedestrian environment: That portion of the public realm given over to pedestrian and associated landscape use; the portion not used for moving or parked vehicles.

Street wall: The part of the facade that immediately fronts the public realm, excluding portions that significantly step-back above it.

Setback: The part of a lot between the property line and the building facade. Also referred to as a 'build-to-line.' Front setback areas on mid-rise buildings are typically semi-public.

Step-back: A step-back is the dimension by which the upper portion of a building recedes from the street wall.

Right of way: A public right of way is the municipally owned area between private property lines, usually dedicated to vehicular and pedestrian circulation, landscape, utilities and street furniture.

Multiple Built Form Sites: A term used to describe a larger site on which several buildings are to be developed, requiring an extension of the public realm and the introduction of new rights of way.

Individual Building Parcels: A term used to distinguish the site for an individual building development from one that contains several buildings.

Maximum block size: The area of a city block measured at the property lines. A maximum block size ensures smaller city blocks to encourage greater permeability of pedestrian travel along sidewalks, without defining block width or length.

Positive space / place: A positive outdoor space is one that has a sense of enclosure and use, such as a courtyard, quad or village square. It can be spatially contained through built-form and/or landscape.

Facade articulation: A fine-grained rhythm of retail frontages, entrances, display windows, canopies, signage and architectural articulation, if incorporated into a building's front façade, can contribute significantly to an animated pedestrian environment.

The Design Guidelines

Aim of the Guidelines

The key idea behind these guidelines is to develop building compositions that contribute to making Brampton's public realm rewarding in terms of interest, comfort and convenience to its occupants, particularly when on foot.

Public places are interesting when the architecture surrounding them is of high quality; when the views from the pathways and sidewalks is animated or shows a variety of use; when the facades, particularly at ground level, provide a sense of invitation and openness.

Public places are comfortable when they have a good relationship with surrounding building height. They are comfortable from a security standpoint when there is a sense of "eyes on the street".

Public places are convenient when they are well interconnected with other public places by proximity or established transit networks.

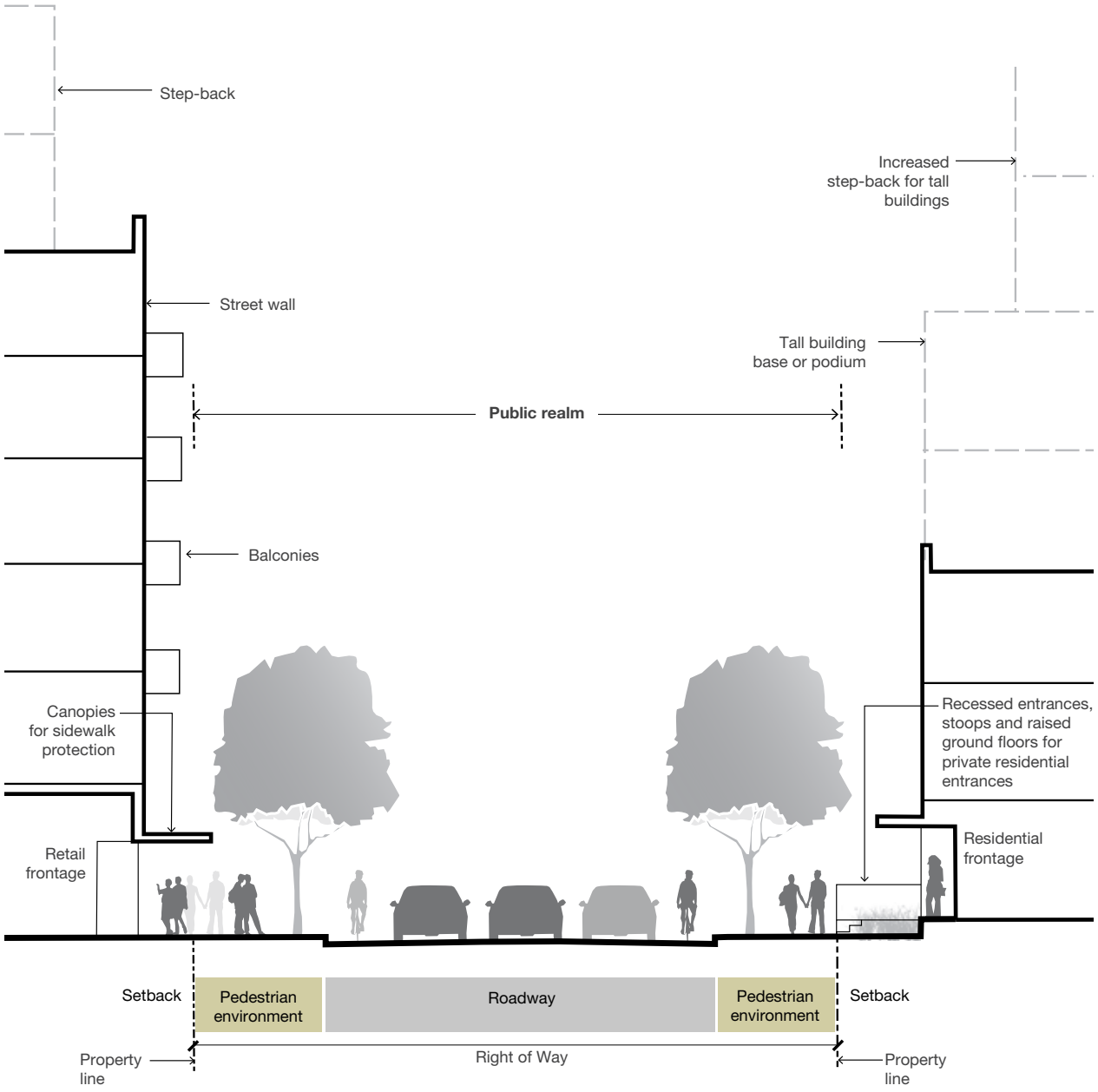
The Figure at right describes the components that affect the quality of the public realm and the subject of the majority of the guidelines.

There are three categories to the guidelines that follow:

1.0 Framing the Public Realm

2.0 Site Planning

3.0 Built Form



Anatomy of the Public Realm

The Guidelines

1.0 Framing the Public Realm

1.1 Street Walls and Frontage Continuity: Contribute to the spatial enclosure of the public realm by maintaining a well-proportioned and continuous building frontage, and high quality pedestrian environment along streets and public places.

1.2 Extending the Public Realm: In larger sites with a capacity for several buildings, reinforce and extend a fine-grained public realm network.

1.3 Semi-Public Open Space: Design privately owned but publicly accessible open space as part of a larger pedestrian environment, exhibiting a positive sense of place.

2.0 Site Planning

2.1 Vehicle Entrances and Service Access: Minimize the visual and functional impact on the public realm caused by vehicular access to parking and servicing.

2.2 Parking: Accommodate vehicle parking below grade, in above-grade structures wrapped by occupied space or in well-buffered lots, while maintaining a strong street frontage. Provide preferential parking for bicycles, car sharing and alternative energy vehicles.

2.3 Adjacent Relationships: Establish a transition of scale to adjacent neighbourhoods, parks, open spaces and natural areas.

2.4 Services and Utilities: Integrate service and utility elements into the architecture and site planning of the project.

3.0 Built Form

3.1 Façades: Make building façades visually permeable and exhibit a recognizable architectural scale, proportion, and rhythm.

3.2 Materials: Select high quality, durable and appropriate materials for all parts of the building's exterior, especially at the ground floor.

3.3 Ground Floor: Create an active, engaging streetscape designed for pedestrians by incorporating retail, amenity space, lobbies, porches or other uses and features into the lower level(s).

3.4 Entrances: Make primary pedestrian entrances prominently visible and directly accessible from the public sidewalk.

3.5 Street Corners and Vistas: Emphasize street and building corners with architectural treatment such as additional height, projections, fenestration and/or other façade treatment.

3.6 Roofs: Create a consistent and visually appealing roofline, while maintaining an adequate view of the sky from ground level.

3.7 Balconies and Projections: Integrate private balconies, outdoor terraces and bay windows, as well as commercial awnings and canopies into the overall form and design of the buildings.

1.0
Framing the Public Realm

1.1 Street Walls and Frontage Continuity

Guideline: Contribute to the spatial enclosure of the public realm by maintaining a well-proportioned and continuous building frontage, and high quality pedestrian environment along streets and public places.

Background:

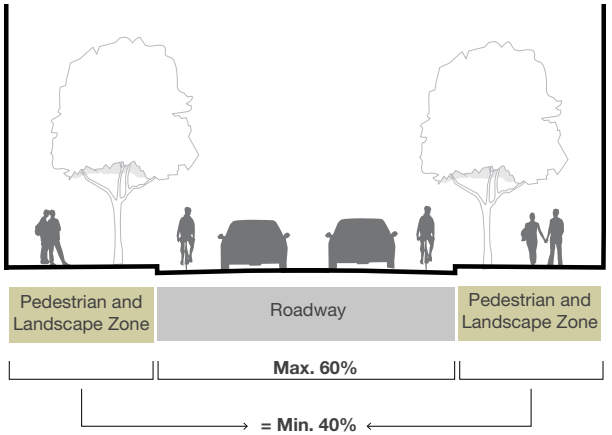
Public space that is framed by buildings is termed "positive" and can be contrasted with "negative" or amorphous space lacking a sense of definition and therefore a sense of place. The character of positive space is influenced by the orientation, height and articulation of the framing buildings. Public spaces can be thought of as "urban rooms", the floor being the vehicular and pedestrian surfaces and the buildings being the walls. The treatment of the floor and walls act in concert with each other to make or break the character of the place.

There is a strong relationship between right-of-way width and street wall height. Where the street wall is too low, the street can feel vast, un-contained and formless. Where it is too high, the street can feel cramped and constricted.

Given an ideal mid-rise condition where setbacks are minimal, a street wall height that is no less than 3 stories and no more than 80 per cent the width of the right of way provides the best balance.

Applications:

1. Align buildings so they form a perceptually continuous street wall and frame the pedestrian environment of the street and other publicly accessible open space.
2. Maintain a public pedestrian and landscape zone on both sides of the street dimensioned to a total minimum of 40% of the right of way.
3. Locate the street wall within 3 metres of the property line or edge of the pedestrian environment. This setback allows for enlivening the streetscape with elements such as patios.



In rights of way of 30 m or less, a minimum of 40% dedicated to pedestrian and landscape use is a target ratio for good, pedestrian-friendly transit streets. Six meters or more is appropriate for wider streets.

The scale and continuity of the street wall defines the street and provides a comfortable scale for pedestrians.

4. Step back upper floors above the street wall by a minimum of 2.5 metres. This application must also take into consideration vertical proportion covered in Section 3.1 (Façades) , which may limit total height.

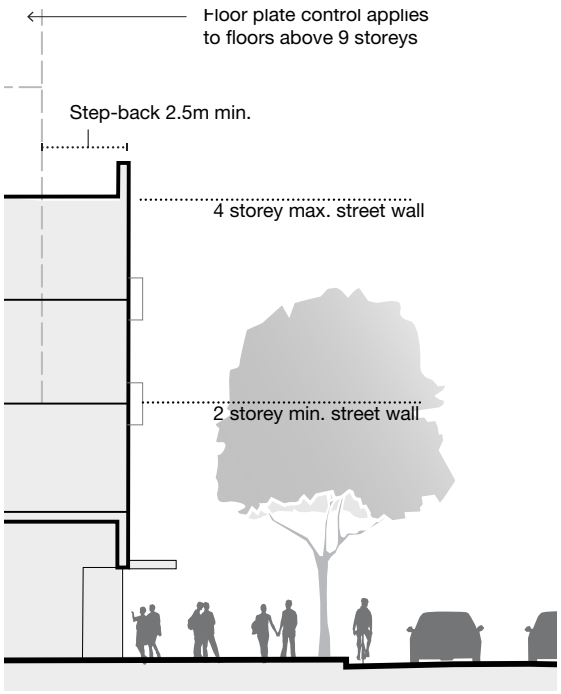
5. Establish multi-storey major vertical breaks or articulation in massing where building frontages might otherwise be longer than 60 metres.

6. Establish a rhythm of minor breaks or articulation along the façade, distinguishing one retail facade or building component from the next. When selecting the rhythm scale and proportion, take cues from neighbouring buildings.

Minor vertical breaks articulate individual residential units and storefronts.

Multi-storey major vertical breaks in articulation, material type and colour add rhythm and variety to facades.

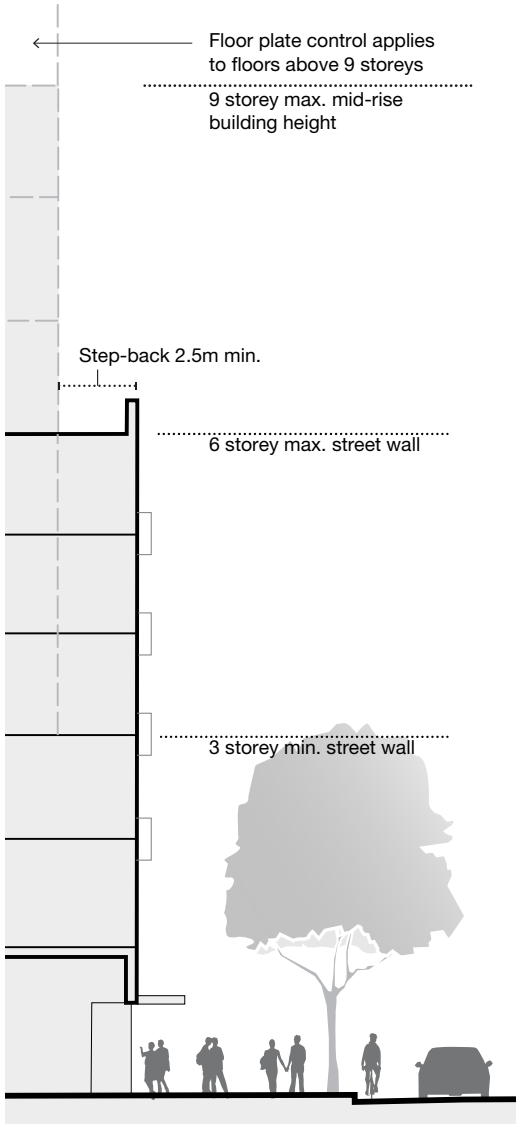
7. In order to maintain a visually comfortable proportion between a mid-rise building and the public realm and to reduce the perception of building mass, establish a street wall three storeys or higher in proportion to the street width: a maximum height of 4 storeys for rights of way 26 metres or less and maximum height of 6 storeys for wider streets. See Illustrations below



Heritage Areas ,small infill sites and mature low density residential neighbourhoods

8. On a site specific basis, depending on the context, the City may consider floor plate controls on floors above 6 storeys on rights of way 26m or less and floors above 9 storeys on rights of way over 26m.

Narrow Streets_Rights of Way 26m or less



Wide Streets_ Rights of Way over 26m

1.2 Extending the Public Realm

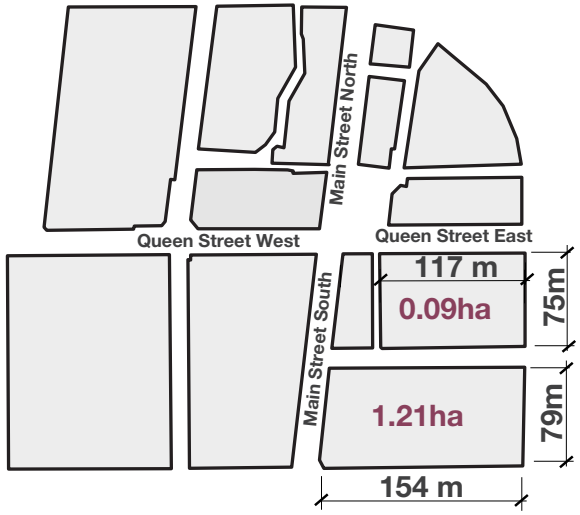
Guideline: In larger sites with a capacity for several buildings, reinforce and extend a fine-grained public realm network.

Background:

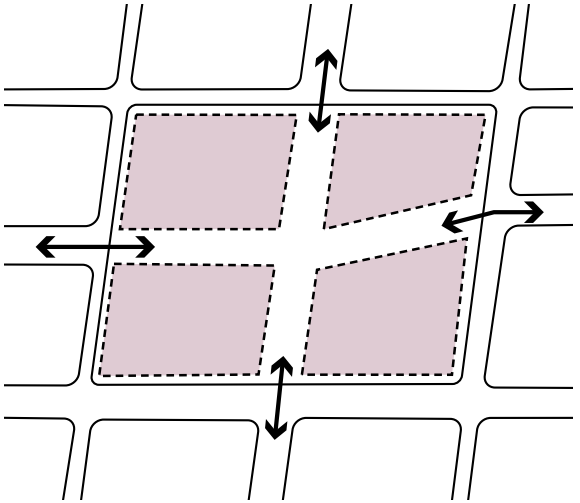
The development of larger sites must extend the public realm into the site as a way to integrate it into the life of the city.

Applications:

1. Subdivide larger sites by streets and/ or pedestrian routes with a high level of permeability for public circulation.
2. Make neighbourhoods walkable by limiting block size to a maximum of 1.5ha, with an average intersection density of 0.75 intersections/ha as recommended by the Peel Healthy Living Index.
3. Provide a high quality mid-block pedestrian connection, street, or lane for blocks over 150m in length. Mid-block connections should be wide enough to allow for safe cyclist and pedestrian passage, well lit and be naturally surveilled from adjacent buildings.
4. Establish a focal point in the development.



Existing fine grain street and block pattern within Brampton's historic centre.



Subdivide large development sites into a fine grain pattern of streets extending into the surrounding public realm.

Mid-block connections should have a high quality of design and construction, and be visually and physically connected to the adjacent streets and open spaces

5. Connect the new public realm into the existing pattern of streets and open spaces.
6. Provide visible sightlines and direct access to stations, transit stops and other publicly accessible spaces such as building entrances and lobbies for pedestrian comfort and safety.
7. Execute both public and private streets and pathways to a high degree of quality, in terms of materials, and overall design, exceeding municipal standards.

Examples of mid-rise developments with a fine-grained network of blocks, streets and well-framed parks, plazas and public open spaces scaled to pedestrian activity and movement.

1.3 Semi-Public Open Space

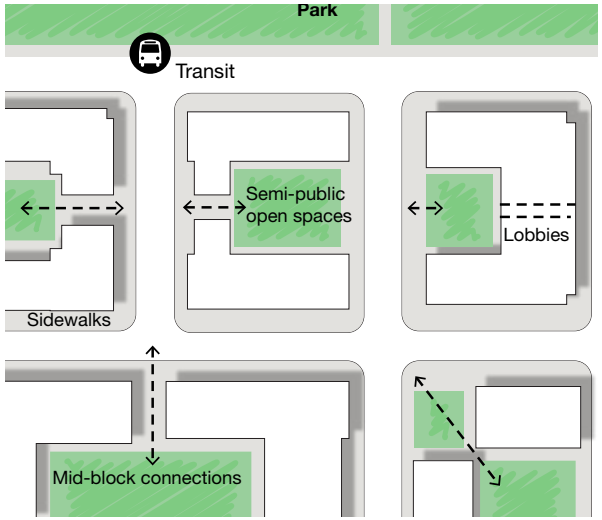
Guideline: Design privately owned but publicly accessible open space as part of a larger pedestrian environment, exhibiting a positive sense of place.

Background:

Most of the public realm is municipally owned, but there are also examples of privately owned streets or open space that serve a public function of access and occasionally recreation. A wide range of publicly accessible urban open spaces can complement the more intense building forms that will result from redevelopment. Public parks, promenades, streetscape improvements and privately-owned parkettes and courtyards should be combined to form a coherent pedestrian and cycle friendly network.

Applications:

1. Connect privately owned, publicly accessible open space with the city's streets, sidewalks, multi-use trails and park systems to make a coherent public realm.
2. Provide for a range of users and amenities in open spaces with particular consideration to residents occupying the buildings.
3. Avoid ambiguous, un-programmed or apparently left over spaces.



Pedestrian links and semi-public outdoor spaces should connect with destinations such as parks, public streets, trails, transit stops etc.

A semi-public courtyard open space as part of a mid-rise development.

Mid-rise buildings help to frame and enclose a semi-public courtyard

2.0
Site Planning

2.1 Vehicle Entrances and Service Access

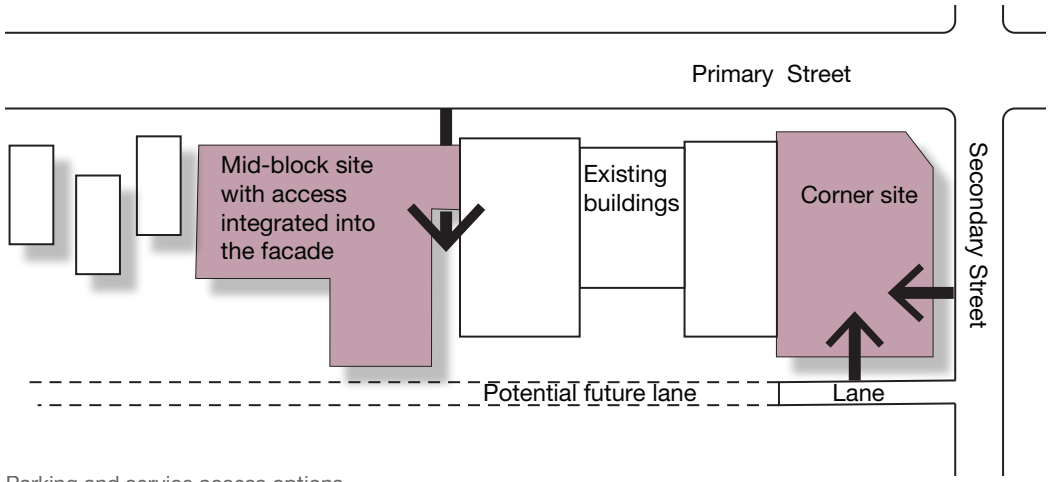
Guideline: Minimize the visual and functional impact on the public realm caused by vehicular access to parking and servicing.

Background:

Parking and service areas are a necessary but often unattractive part of buildings. Creative effort is required to successfully incorporate them into a welcoming pedestrian environment. The building and site design needs to minimize the presence and impact of service areas on the public experience by locating them to be less visible to the public and integrating them within the building mass.

Applications:

1. Consolidate vehicular entrances to serve multiple buildings in order to minimize the number of interruptions in the street wall and pathways and to reduce the number of potential conflicts with pedestrians and cyclists.
2. Access parking and service areas from lanes or side streets where possible.
3. Limit the prominence of vehicular entrances and integrate them into the scale and composition of the façade.
4. Continue pedestrian surface treatment through driveways and shared lanes.



Parking and service access options

Consolidated vehicle entrance via a portal to an internal parking court

Below ground parking accessed from a secondary street

Parking access integrated into the design of the facade

2.2 Parking

Guideline: Accommodate vehicle parking below grade, in above-grade structures wrapped by occupied space or in well-buffered lots, while maintaining a strong street frontage. Provide preferential parking for bicycles, car sharing and alternative energy vehicles.

Background:

With intensification and redevelopment comes the opportunity to reconsider the role of the private automobile and the space it consumes. Vehicles are stationary for most of the time. Where and how they are parked can be a major factor in the quality of a development. New development must balance the need for vehicle parking with the requirements of an active urban environment.

Cycle parking is also important. Its smaller space requirements are easy to accommodate but often overlooked. Bicycle parking should be provided both outside and inside mid-rise buildings.

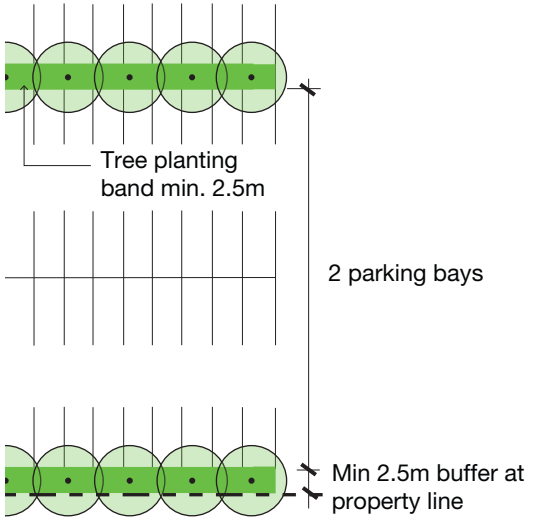
Applications:

1. As a first priority, place parking underground, with consideration given to safety issues.
2. Cover ramps to underground parking to prevent long-term weather damage.
3. Where possible, avoid placing underground parking entrances on primary streets.
4. Design above-grade structures with architectural facades and wrap with active frontages of commercial or residential use facing the public realm.
5. Design surface parking to minimize environmental impact by reducing parking lot/garage size, considering shared parking facilities with adjacent buildings and providing preferential parking for fuel efficient vehicles. Disperse surface parking throughout the site, use bioswales, permeable paving materials, and reduce heat island effect through light materials or canopy coverage. Meet LEED sustainability standards.
6. Keep the space between the building front and the street free of parking, while encouraging on-street parking wherever appropriate.
7. Keep surface parking lots away from close association with the public realm and design them as positive space or parking courts.

Structured parking can be wrapped with buildings to maintain the street wall and define the public realm with active uses

8. Incorporate tree-planting bands at least 2.5 metres wide at a minimum of two-bay intervals, and provide a minimum 2.5 metre landscaped buffer around the lots.
9. Shade pedestrian routes through larger parking lots.
10. Provide secure long-term bicycle parking areas within buildings.
11. Provide short-term bicycle parking racks located under natural surveillance, protected from weather, and within close proximity to building entrances.

Shaded routes help pedestrians traverse large parking lots in safety and comfort.



Incorporation of tree planting within surface parking lots

Landscape treatment to parking courts and drop-off areas to improve the pedestrian experience

Long-term indoor bicycle parking areas can be compact if space-saving techniques are used.

Short-term outdoor bicycle storage can become an attractive piece of street furniture.

2.3 Adjacent Relationships

Guideline: Establish a transition of scale to adjacent neighbourhoods, parks, open spaces and natural areas.

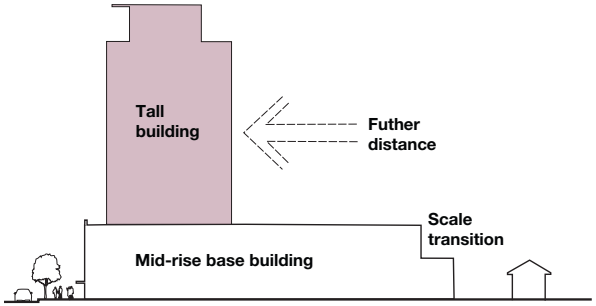
Background:

The majority of new development in Brampton will come in more intense forms than before. Mid-rise buildings will figure prominently throughout the city. These larger buildings must relate to their surrounding context, with a graceful transition of scale to adjacent uses, especially to existing low-rise residential buildings, historic structures, and public spaces.

To encourage redevelopment within parts of the downtown with a finer grain of property ownership, an alternate transition standard for shallow lots has been included.

Applications:

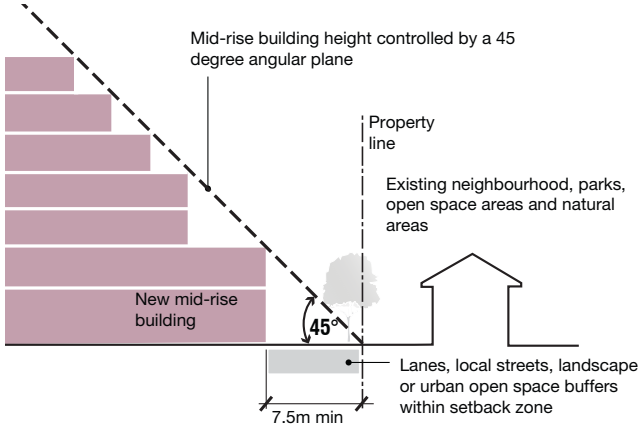
1. Respect the context and design the project to be compatible with the neighbourhood scale and function, and to have a good 'fit' with the existing character of the place.
2. Locate the greatest height and density along arterial streets or at major intersections, ideally adjacent to commercial areas and transit routes.
3. Locate the tallest buildings furthest from any adjacent pre-existing low density neighbourhoods to avoid visual crowding and adverse shadow impacts.
4. Continue frontage features such as windows and articulation of the built-form to the exposed sides of buildings, in order to avoid excessive blank walls on side streets, lanes and walkways.



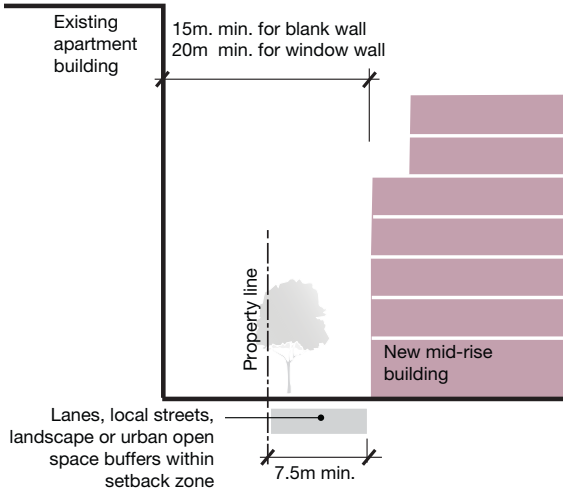
On larger sites, place tall buildings near busy streets and intersections further from low rise areas

Transition mid-rise buildings down to adjacent low-rise neighbourhoods.

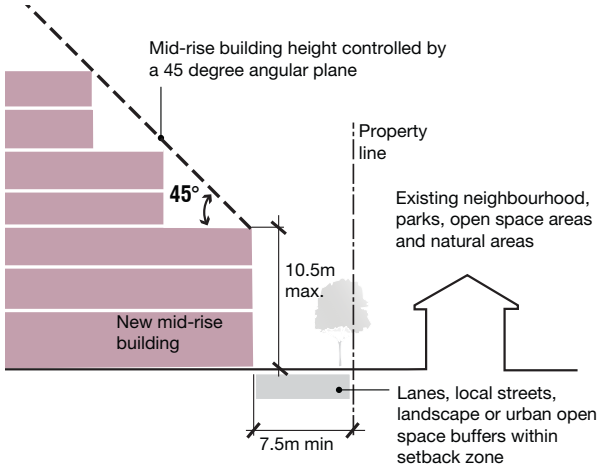
5. In order to ensure that light, view and privacy is maintained for adjacent low or medium density residential neighbourhoods, parks and open space areas and natural areas, design new development to incorporate setback zones consisting of:
   - a minimum 7.5m rear yard or side yard setback, measured from the abutting property line;
   - a minimum 45 degree angular plane measured from the abutting property line for transition of properties 36m* or over in depth (Deep Lots);
   - a minimum 45 degree angular plane from a height of 10.5 metres above the 7.5 metre setback line providing a lower building and a gradual rear transition for properties less than 36m* for in depth (Shallow Lots);
   - new local streets or service lanes or landscape or urban open space buffers, including parkland where appropriate and possible.
6. In locations where a property is bound along the rear by a site or sites with existing apartment buildings four storeys or taller, the following considerations apply:
   - 15m minimum separation distance between buildings with an existing blank wall.
   - 20m minimum separation distance between buildings with an existing window wall.
   - Ensuring the rear of new mid-rise buildings is treated as positive space with lanes, local streets, or landscape or open space buffers.



Deep lot (36m+): 45 degree angular plane control



Separation distance to existing apartment buildings



Shallow Lot (<36m): 45 degree angular plane control

* Shallow lots, defined as less than 36m in depth, can incorporate an efficient building footprint, setbacks and angular plane controls and allow for the integration of below grade, structured or on-site parking.

2.4 Services and Utilities

Guideline: Integrate service and utility elements into the architecture and site planning of the project.

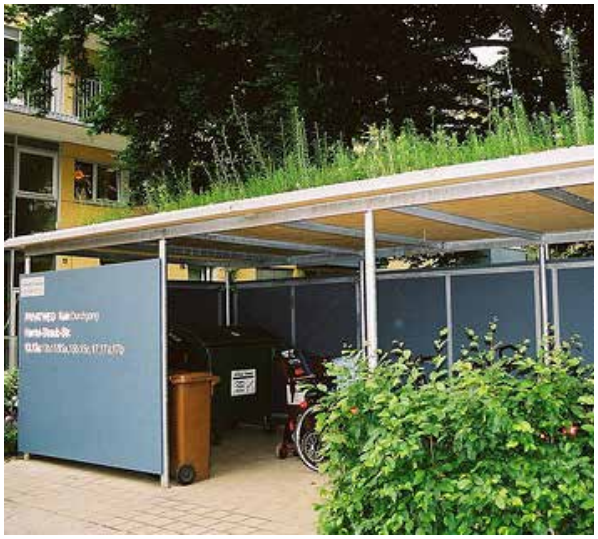
Background:

Utility and service facilities should be integrated into the overall design, either as features or as discreet components. Without due consideration they risk appearing obtrusive or as afterthoughts.

Applications:

1. Clearly identify utility locations and characteristics on site plan and elevation drawings.
2. Locate site and building services, utilities and mechanical equipment away from public streets and views and screened from adjacent buildings preferably with architectural features.
3. Consolidate natural gas and/or other utility leaders – consider their design early and integrate them into the building form.
4. Consolidate utility metering into internal rooms, or incorporate them unobtrusively into the building design or features of the façade.
5. Integrate waste storage and recycling areas into the design of the building, preferably preventing them from being visible from the public street.
6. In individual units, coordinate placements of AC or other mechanical units into the design and ensure that they are not publicly visible

Utility boxes are sited away from the public street, screened with planting and designed with the same high quality materials as the building.



Recycling areas can be integrated with other functions such as cycle parking within semi-public open spaces.

Example of a parking, loading and servicing entrance integrated within the facade design on a mid-block site.

3.0
Built Form

3.1 Façades

Guideline: Make building façades visually permeable and exhibit a recognizable architectural scale, proportion, and rhythm.

Background:

The articulation of facades can give buildings a human scale and a sense of quality through attention to detail. To do so requires a three-dimensional treatment, where windows and other elements have depth, creating a dynamic play of light and shadows. Views into a building provide interest to passers-by and make its function apparent, while views out contribute to 'eyes on the street' and an enhanced sense of safety.

Applications:

1. Establish a clear and proportional articulation of base, main body and top in which the body has significantly greater dimension than the base or top.
2. Design all building faces as architecturally articulated and finished surfaces, including fenestration and avoiding blank walls. Refer to Guideline 1.1, Application 5 & 6.
3. Invoke a sense of occupancy by provide clues of active use through windows, terraces, lighting and usable semi-private spaces.
4. Provide all publicly viewed facades at the front, side and rear with a consistent design expression.

Proportional articulation of a base, middle and top

Articulation of facade materials and massing integrated into the overall form and design of the building.

3.2 Materials

Guideline: Select high quality, durable and appropriate materials for all parts of the building's exterior, especially at the ground floor.

Background:

Exterior materials establish the facade's texture, colour and a level of transparency and reflection.

Virtually any exterior material can be appropriate in the right circumstance if it is if carefully specified and applied with a high degree of skill.

Applications:

1. Select high quality, durable materials in keeping with the overall design of the building and best character of the neighbourhood.
2. Place special emphasis for detail and durability on the ground floor facade, as this is the portion of the surface most experienced by pedestrians.
3. Although the level of detail may differ, apply continuity in exterior materials to all sides of the building.
4. Highlight architectural elements such as entrance ways, windows, columns, cornice lines or floor changes with materials or colours that contrast and complement the main exterior material.
5. Use changes in material to vertically divide long facades that might otherwise become monotonous.
6. For buildings with retail uses at grade, the first floor facade should be at least 75% glazed.
7. Meet LEED standards and the City of Brampton Sustainable Community Guidelines when selecting materials.

Variation in material and colour can be used to highlight elements such as columns, balconies or cornices.

Changes in material and colour can vertically divide segments of a building to avoid monotony and reduce the impression of bulk.

Elements such as lower cornices, canopies and material changes can provide emphasis to the ground floor.

3.3 Ground Floor

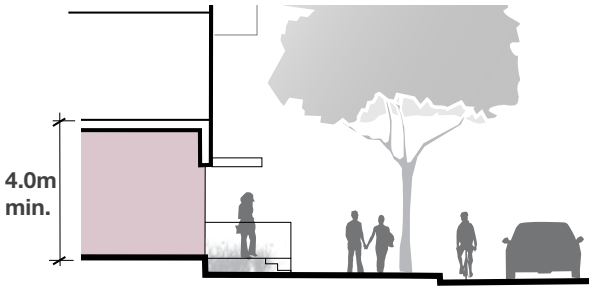
Guideline: Create an active, engaging streetscape designed for pedestrians by incorporating retail, amenity space, lobbies, porches or other uses and features into the lower level(s).

Background:

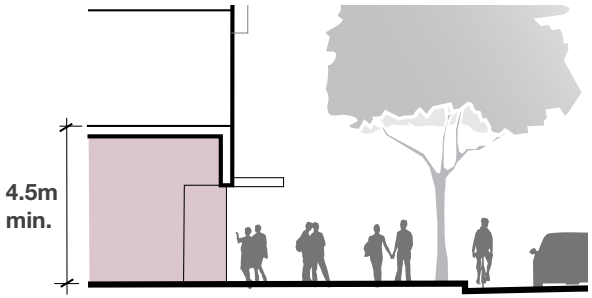
The way in which the ground floor is treated has a major effect on the sense of place and interest of the public realm. A lively mixed-use urban setting is characterized by active uses visible from the street by pedestrians and motorists alike. In residential areas, a well-designed ground floor allows for adequate separation from the sidewalk to provide a transition from the public to private realm. In this zone, stoops, porches, low decorative fencing or railings, front doors, and gardens provide a means of connecting the inside with the outside, giving residents a proprietary sense of the street while fostering a greater sense of community and animation.

Applications:

1. Make commercial ground floors a minimum height of 4.5m floor-to-floor and residential ground floors a minimum of 4.0m in order to be demonstrably higher than the other floors, to create a strong street presence, and to allow for future flexibility of uses. A minimum 3.6m, including a 0.6m plinth, is acceptable for a residential ground floor in a park setting.
2. Incorporate retail and/or other active spaces such as live/work and community functions that engage passing pedestrians.
3. For lobbies, retail and commercial frontages provide a high level of visual transparency and permeability at eye level with windows and prominent entrances.
4. Integrate retail commercial signage into the architecture to enhance the appearance of the ground floor and contribute to the overall character of the streetscape.



Ground floor height: Residential uses



Ground floor height: Retail commercial uses

Retail commercial signage integrated into the architecture

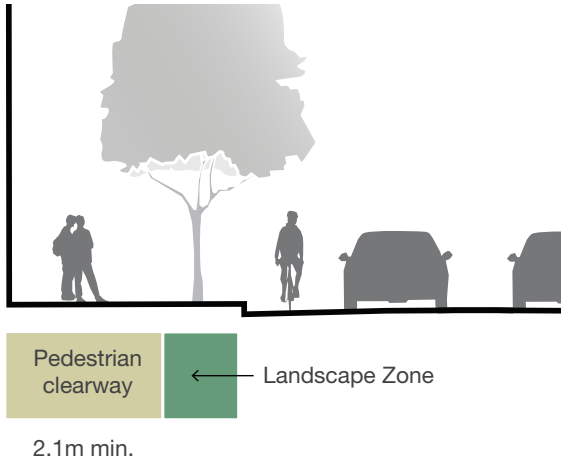
A well designed street wall building with retail uses at grade combines a pattern of windows and entrances in combination with integrated signage and a high-quality streetscape character to support a vibrant public realm.

5. Face retail or live/work uses at grade directly to the main sidewalk.
6. For retail uses, provide amenity space within a limited setback for outdoor seating or product displays.
7. Where retail or live/work is not feasible, provide higher floor heights in ground floor that offers the flexibility for conversion in future. Also maximize the number of grade-related units with direct entrances and front yards or porches on the ground floor facing streets and courtyards.
8. For residential uses, establish a landscaped threshold between the private and public realm. Steps, low walls, planting or decorative fencing may be used to define the threshold provided that a visual connection is maintained.
9. Include small front yards to grade related units or amenity areas and increased greening around shared entrances.
10. Employ context sensitive and consistent use of materials and furnishings within public spaces and streets to assist with identity and way-finding.
11. Provide sufficient space in a street's Landscape Zone to permit the growth of healthy street trees. See Brampton's Standard Landscape Construction Specifications and all subsequent technical updates.

An institutional or office mid-rise building can include retail uses along the ground floor to animate the public realm.

Steps, low walls and planting provide a degree of separation from the sidewalk-- a transition from the public to the private realm along residential streets.

The streetscape interface to live/work units on the ground floor can be more urban in nature with street trees and decorative hard surface treatments and planting beds.



Building setback from street trees

3.4 Entrances

Guideline: Make primary pedestrian entrances prominently visible and directly accessible from the public sidewalk.

Background:

Entrances are special building design features. They are best when prominent, highly visible, and appropriate in scale for their function and frequency of use. Both drivers and pedestrians should easily recognize an entrance from the street. For grade-related units with individual entrances, elements such as steps, porches or stoops offer space to personalize the street or share open space frontage with gardens and furnishings.

Applications:

1. Address building entries to the public realm while providing visual interest and prominence, so that those who pass by feel they are welcome to enter.

2. Make all public entrances universally accessible. Encourage level entry between sidewalk and interior. Where ramps are unavoidable, integrate them seamlessly into the design of the building. Stairs may play a prominent role in building and site design as an active design strategy, but cannot curtail accessibility.

3. If secondary entrances are justified as a result of parking behind the building, incorporate them into through lobbies which also serve the street entrance.

Taller architectural elements can be used to highlight building entry locations.

The integrated design of an address plaque is an opportunity to enhance the appearance of the structure and contribute to overall streetscape character.

Accessible residential lobby entrance

Raised private entrances provide for overlook and public-private delineation

Grade related retail entrances along the street frontage

3.5 Street Corners and Vistas

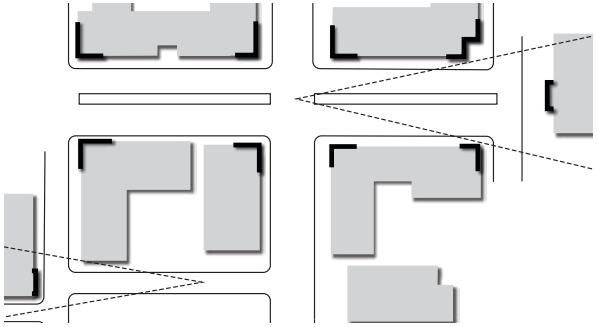
Guideline: Emphasize street and building corners with architectural treatment such as additional height, projections, fenestration and/or other façade treatment.

Background:

Corner sites are visually prominent, with two frontages that can offer additional entrances to different parts of the building. Design strategies to highlight their unique location include articulated corners, projecting and receding balconies, and accentuating features at various scales. Public spaces at corners may also highlight building and site prominence, and contribute interest to the public realm.

Applications:

1. Provide visual interest at the corner of buildings, at intersections, and at vista terminations.
2. Avoid blank walls when the primary façade faces a primary street by continuing architectural treatment and fenestration around the sides that face secondary streets.
3. On larger sites create 'paired' corner buildings on either side of a street to emphasize a sense of entry or to distinguish one street district from another.
4. Minimize setbacks on corner sites, to provide a sense of enclosure to the public realm. Extend the same setback along the length of both facades.



Buildings on corners and in other prominent locations should have special architectural treatment and emphasis.

There are many ways how a building may treat its corner or articulate a view terminus.

3.6 Roofs

Guideline: Create a consistent and visually appealing roofline, while maintaining an adequate view of the sky from ground level.

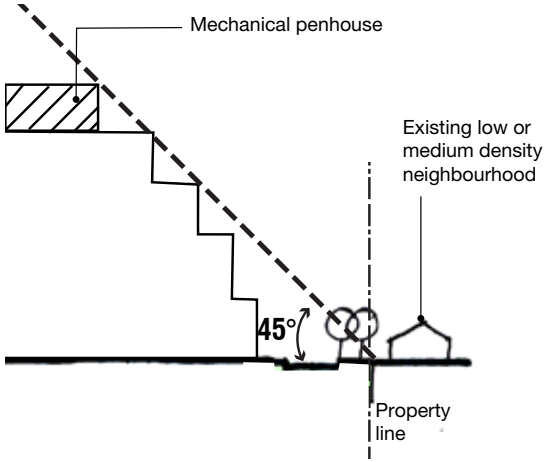
Background:

When a building is viewed in its entirety, the roof treatment seen against the sky is one of its most prominent features, and deserves special attention.

Applications:

1. Integrate mechanical penthouse and rooftop elements into the primary composition of the building, avoiding the appearance of an afterthought or add-on element.
2. Use integral architectural features to screen rooftop mechanical elements rather than single-purpose screens.
3. Incorporate the full bulk of mechanical penthouses within any angular set-back plane.
4. Use reflective, low intensity colours to reduce heat island effect, and reduce HVAC loads. Refer to the City of Brampton Sustainable Community Design Guidelines.
5. Form a roofline consistent with that of any adjacent mid-rise buildings.

Mechanical penthouse integrated into the overall design.

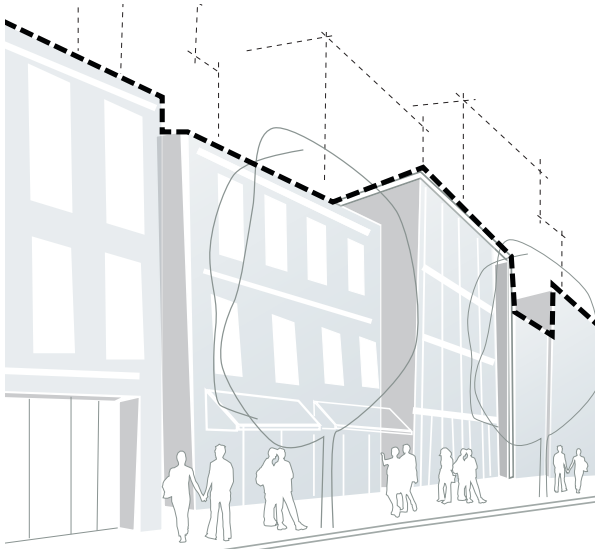


Mechanical penthouses must conform to the angular plane controls.

Design of the roof-line provides a sense of continuity and horizontal articulation along a street.

The design of the building top as a distinguishing architectural feature with sense of habitation.

6. Integrate outdoor amenity spaces such as gardens into the design of the roofscape. Provide private or semi-private amenity space on all roof areas, including terraces or stepbacks.
7. Utilize rooftop plantings to add visual appeal to the building from the street.
8. In the case of mansard or peaked roofs, use exceptionally high quality and visually appealing roofing materials. Choose a colour that contrasts and complements that of the building façade.



Continuity in roof profile with modest variation establishes a desirable rhythm to the streetscape experience.

Outdoor amenity spaces integrated into the design of the roof.

With pitched roofs, whether mansard (left and centre) or peaked (right), high quality materials and contrasting colours contribute positively to the building's overall appearance.

3.7 Balconies and Projections

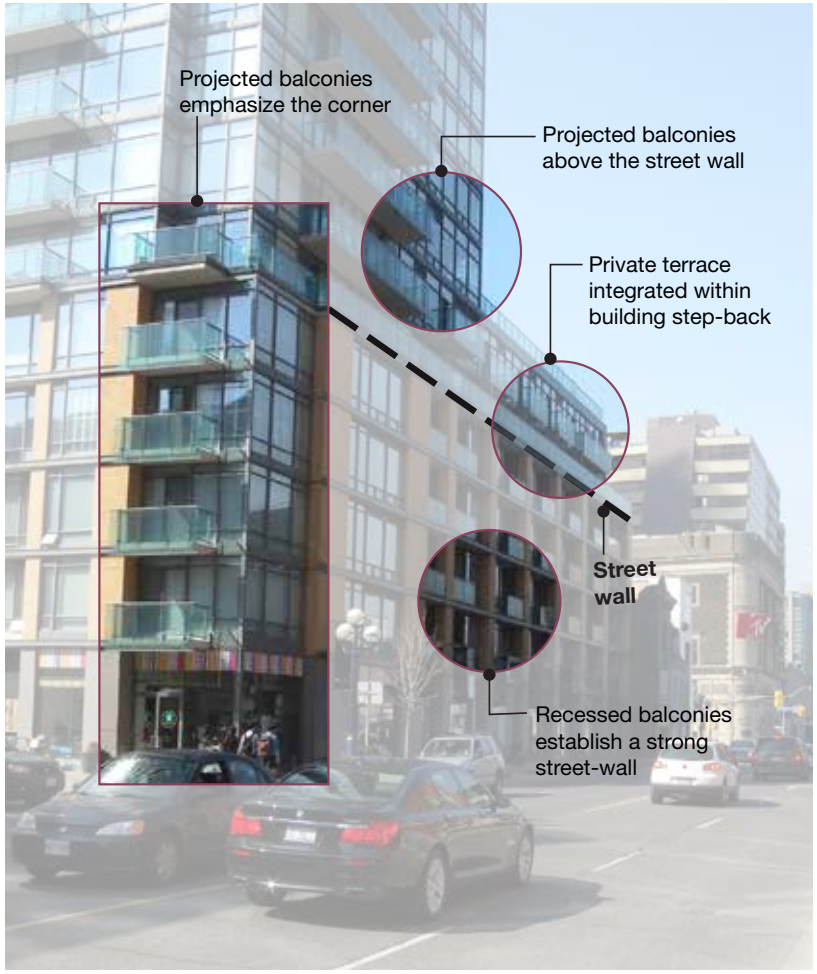
Guideline: Integrate private balconies, outdoor terraces and bay windows, as well as commercial awnings and canopies into the overall form and design of the buildings.

Background:

Projections add visual variety and interest to the building façade, and enhance inside-to-outside connections. Bay windows, balconies, canopies, awnings and sunshades provide weather protection for both the pedestrian and the building. A slight setback may therefore be necessary to accommodate these items to avoid their entering the right of way (a 1.3 metre canopy or awning projection is permitted). Entrance canopies and awnings provide protective cover for retail activity at ground level. Projections add a layer of detail and individuality to a building design and enrich the pedestrian environment.

Applications:

1. Maintain balcony projections within the site's original street property line.
2. Extend the building form through the use of projections. Use materials appropriate to the building style.



Example of how different balcony treatments for various parts of a mixed-use building can provide visual interest and a sense of continuity to the streetscape

Selecting complementary materials for balcony bases and railings contributes significantly to the overall facade appearance.

3. Incorporate architectural treatment to the undersides of balconies visible from the public realm, such as attractively revealed support beams.
4. Use canopies, awnings and sunshades to provide shade and cover for pedestrians.
5. Maintain a consistent canopy style and colour that complements the overall colour and material palette of the building.

Projections can be either showy or subtle while adding colour, shadow, and personality. The underside of the balcony is an important architectural element and should be designed as such.

Awnings and canopies are best when they remain consistent across the building facade and utilize a colour that contrasts and complements the facade.

4.0
Implementation

Implementation

This section provides the recommended 10 next steps needed for the City of Brampton to successfully implement the Mid-Rise Guidelines ("MRG") within its existing planning policy context, development site planning and subdivision process.

As of January 1st, 2015 the Ontario Building Code (OBC) by the Province of Ontario will accept up to 6 storey wood combustible construction. The use of wood as the primary structural material for buildings up to 6 storeys, rather than the current limit to 4 storeys, may provide cost and scheduling advantages to the development industry that may stimulate the buildings of more structures of this height, in our view, an ideal height to achieve many of the benefits that accrue from mid-rise form. Brampton may consider support for this provincial initiative.

City of Brampton Official Plan

Recommendation: Add specific reference to mid-rise development.

Currently Brampton's Official Plan classifies anticipated scales of development according to density, ie.: Low, Mid and High Density. In order to effectively promote mid-rise as a desired typology that has significant potential to contribute to the City's intensification goals the study recommends considering adding language to the OP text that defines midrise development and identifies where it is encouraged as an appropriate form of development.

Recommendation: Reconcile potential heights contemplated in intensification areas with MRG.

Within the OP, the various areas designated for future intensification generally define targets for buildings ranging between 2 and 25 storeys in height. The proposed MRG definition of mid-rise is between 4-9 storeys which is consistent with the OP the definition of mid-rise. Once tall building guidelines have been developed re-evaluate the OP definition for mid-rise.

Recommendation: Review vehicular access limitations associated with road classifications.

For each of its road classifications, the City's OP sets out particular limitations on access to the road network. While the goal of the MRG is to help reduce auto dependence, it also contemplates some development scenarios (i.e., mid-block) where vehicular access must be taken from the primary street. The City and Region should review the access policies of its various road classifications to ensure they do not preclude mid-rise development on the streets for which it is envisioned.

Recommendation: Apply the MDG guidelines to 3 storey apartment buildings.

Currently three storey apartment buildings do not fall under the mid-rise category. The MDG urban design principles are also applicable to the particular type of built form.

City of Brampton Secondary Plans

Recommendation: Consider updating height and setback provisions for Secondary Plan Areas where growth is contemplated.

Generally the City's Secondary Plans for the growth areas of Downtown Brampton, the Queen Street Corridor and Mount Pleasant express development goals and objectives consistent with encouraging transit-supportive mid-rise buildings in these areas. The Downtown Brampton and Queen Street Secondary Plans both include Interim Design Guidelines with standards that present some inconsistency with the MRG, and the City should consider whether the Secondary Plans should take precedence in their current form.

Recommendation: Review other Secondary Plans where boundaries include Intensification Corridors.

The City should also review any additional Secondary Plans whose boundaries include Intensification Corridors identified in the Official Plan, to determine where mid-rise development may be appropriate along those corridors and if so, whether the policies within should be updated to facilitate this form of development.

Zoning By-law

Recommendation: Expand categories that would permit mixed-use and/or mid-rise development where appropriate throughout the City.

The majority of the City's zoning categories permit a single use (Residential, Commercial, Institutional, Industrial, etc.). Currently there appear to be only three categories that would permit mixed commercial residential development as is contemplated in the Draft Mid-Rise Guidelines: DC, DC1, and HMU1 (all of which permit an "apartment dwelling" in which some portion of the gross floor area is used for grade-related commercial purposes). These categories are specific to the Downtown Core and Hurontario Street.

Review underlying zoning in areas where mid-rise is to be encouraged.

In many of the areas intended for transit-supportive growth in the Central Area, Intensification Corridors and Transit Nodes, the underlying zoning does not contemplate mixed use, mid-rise building types. To facilitate encourage mid-rise growth, a comprehensive zoning analysis of lands in these categories, and within Secondary Plan areas targeted for intensification, would be required to determine where this type of development could be enabled as-of right.

Development Design Guidelines

Harmonize the design goals and objectives throughout document with the MRG.

The current Development Design Guidelines were created, and have evolved, prior to the City's mid-rise study. As it is intended for the MRG to be incorporated within the City-wide DDG document, it is appropriate at this time to review and harmonize certain standards outlined in both documents, particularly with road design and classification, setbacks, parking, greening, and safety goals and objectives.

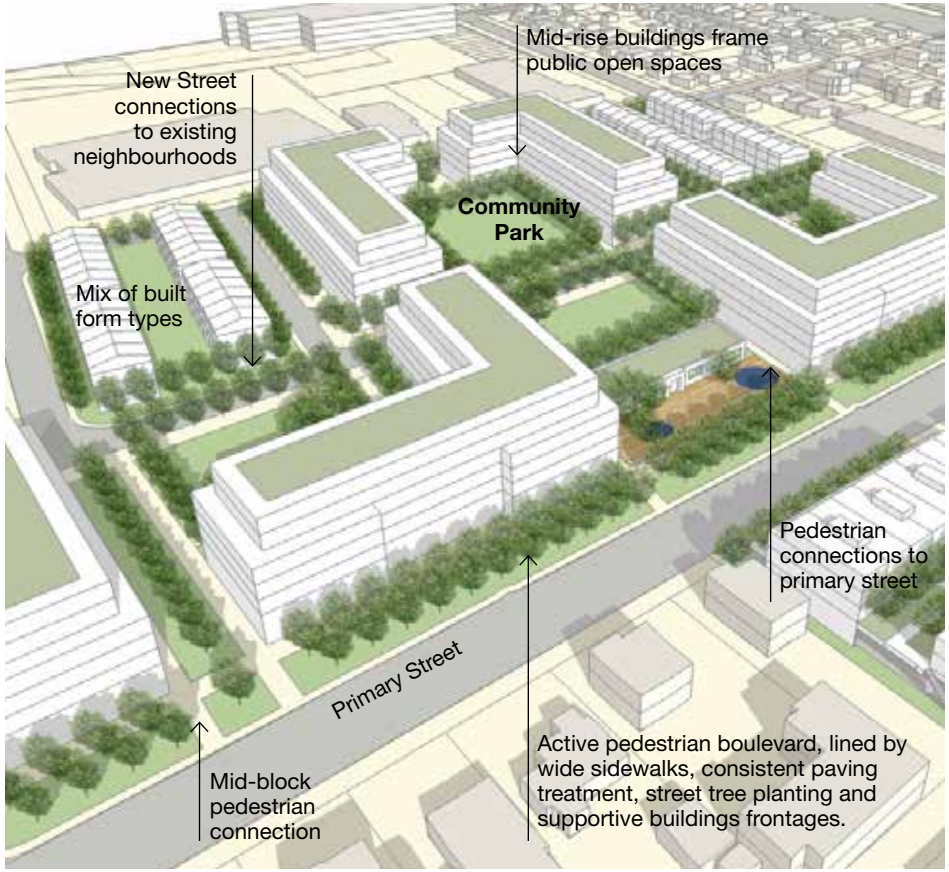
Other City Design Manuals

Review road cross-sections to enable the 60-40 MRG target for an appropriate sidewalk to street proportion where mid-rise built form is contemplated.

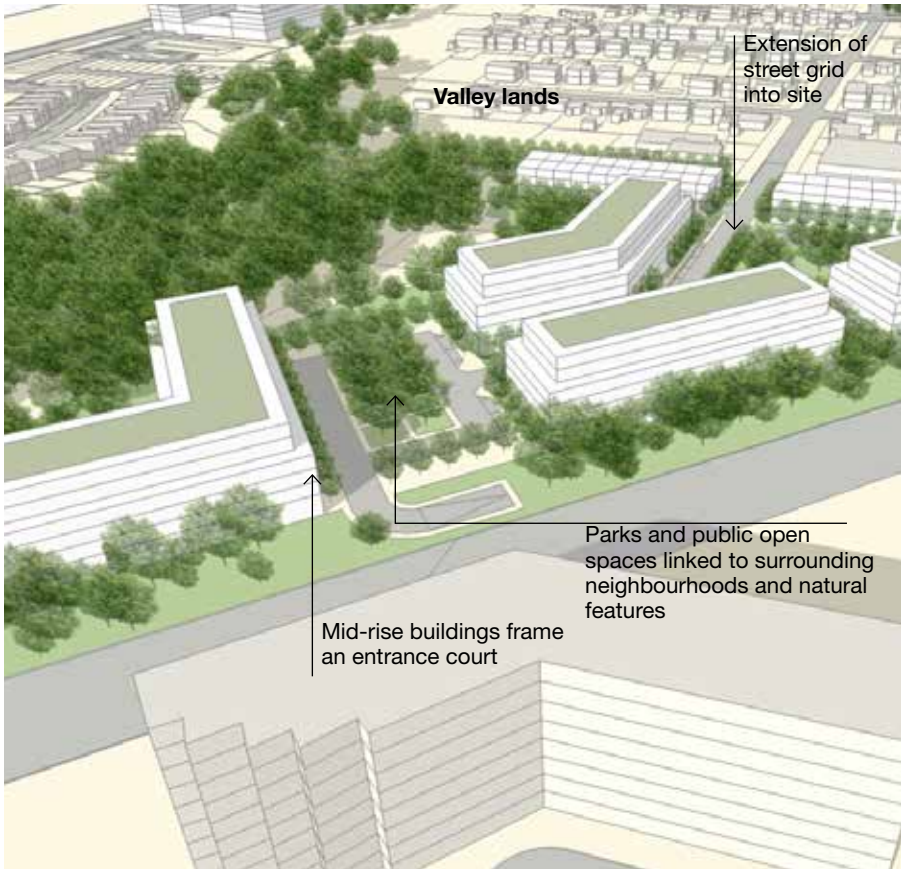
A review and update the existing road cross-sections where mid-rise development would be permitted is required to ensure consistency.

Prototypical Mid-Rise Applications

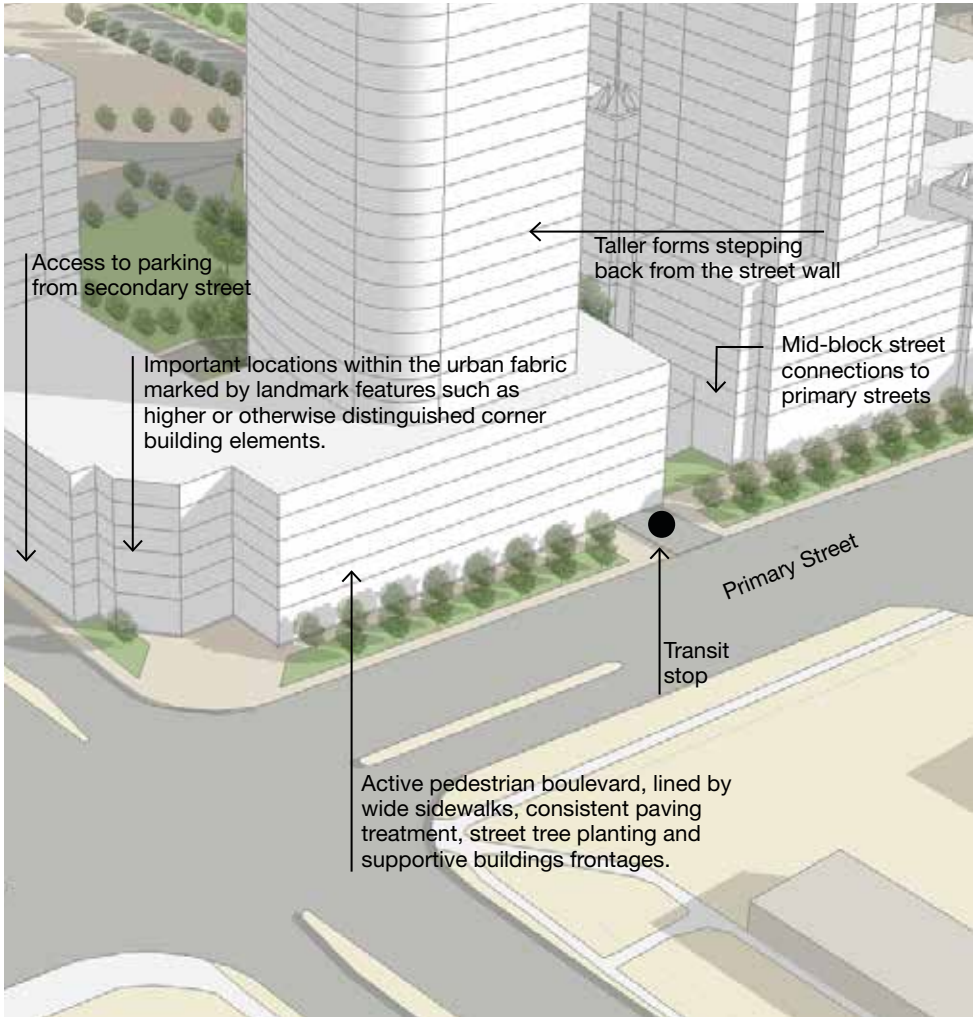
The demonstration diagrams on the following pages illustrate typical mid-rise applications with respect to urban design and built form relationships within Brampton.



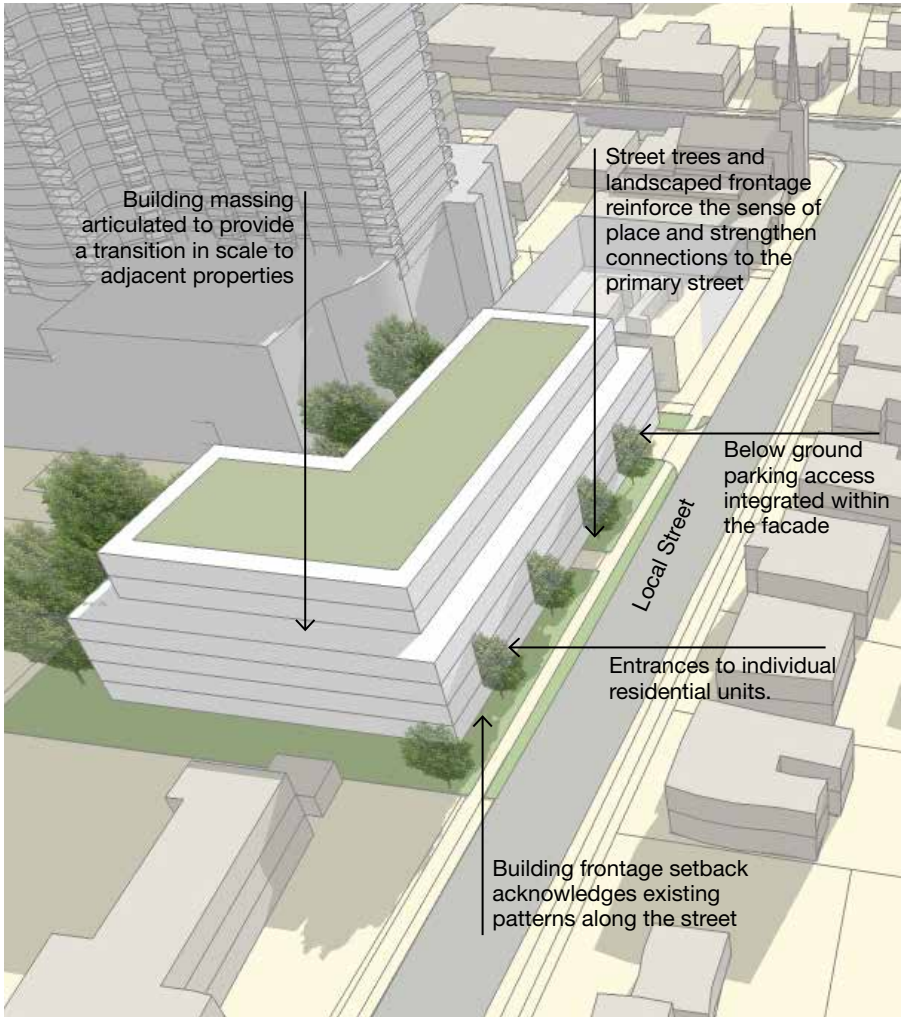
Framing parks, plazas or squares



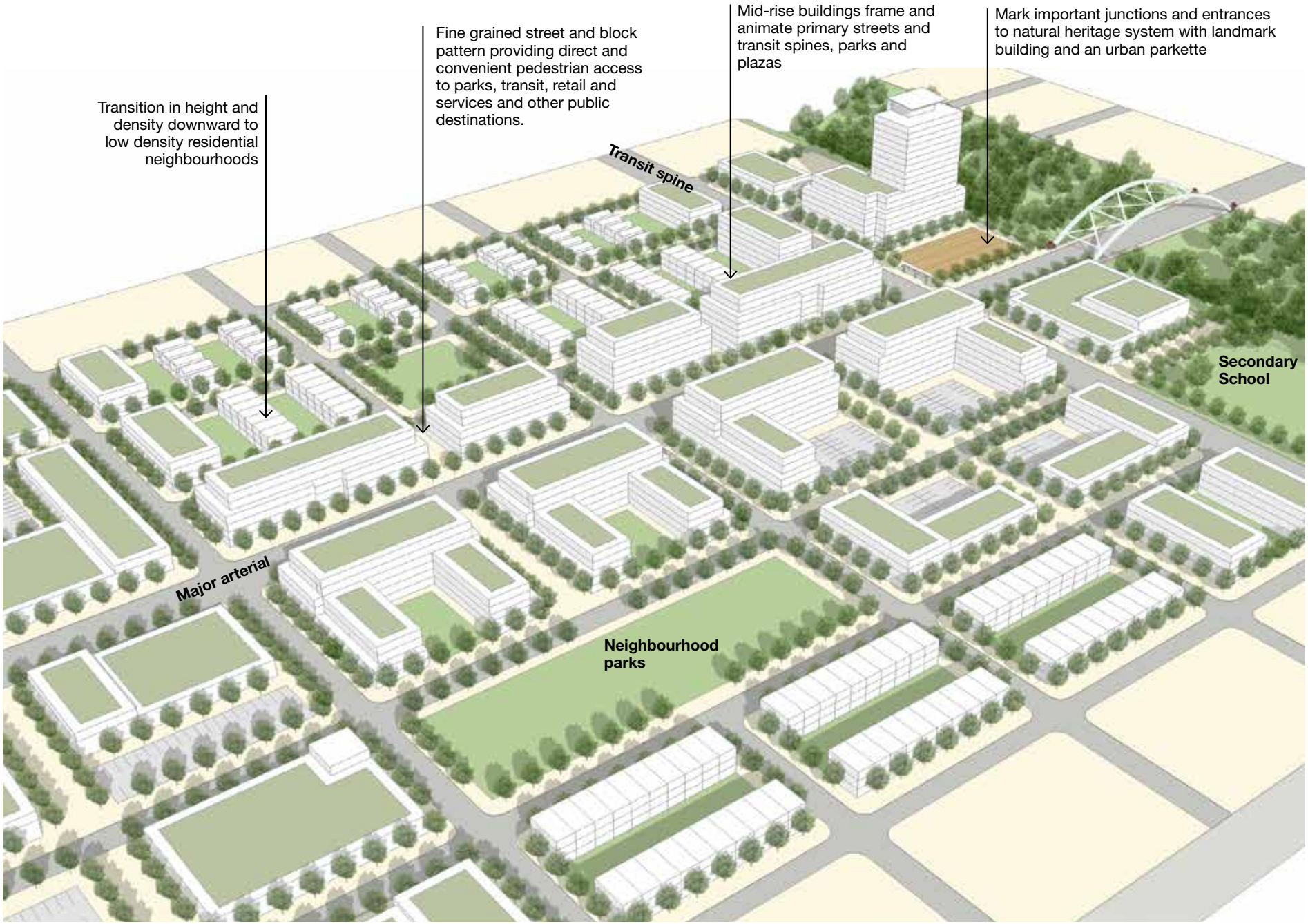
Adjacent to valley lands or natural features



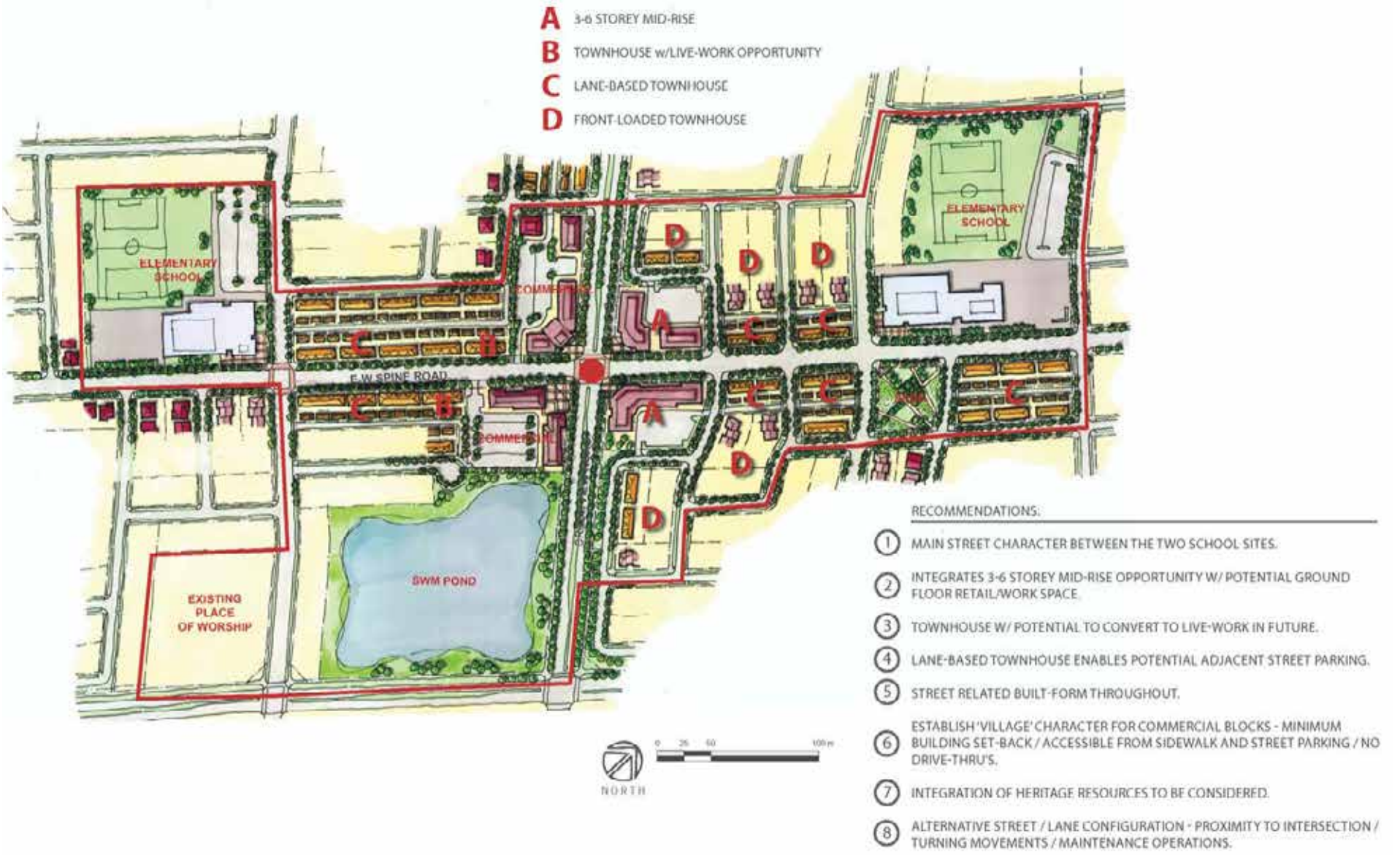
Along wide streets such as main streets, transit spines, community nodes or intersections



Infill along along narrow streets



Mid-Rise buildings within new block plans



Mid-Rise buildings within a mixed-use centre

Mid-Rise buildings along a transit stpine

Mid-Rise buildings in a neighbourhood centre