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Report
City Council
The Corporation of the City of Brampton

Date: May 14, 2014

PLANNING, DESIGN & DEVELOPMENT COMMITTEE
DATE: June 9, 2014

File: P80 OP REVIEW: INFILL

Subject: **INFORMATION REPORT**
City of Brampton Initiated Official Plan Amendment and Zoning By-Law to regulate building additions and replacements dwellings in the City's older, mature neighbourhoods

City Wide

Contact: Natasha Rea, Land Use Policy Planner III
Planning & Infrastructure Services (905) 874-3861

OVERVIEW:

- **This report presents City initiated planning amendments and an approach to protect older, mature neighbourhoods from incompatible building additions and replacement dwellings while allowing for change and reinvestment that is sensitive to their established character.**
- **The proposed Official Plan Amendment establishes a policy environment that recognizes the uniqueness of older, mature area neighbourhoods and directs that building additions and replacement dwellings be compatible with the host community.**
- **The Zoning By-law proposes regulations for single detached dwellings within the City's mature neigbourhoods to control coverage, setbacks and the building envelope.**
- **The Zoning By-law is intended to replace the Interim Control By-law that currently requires proposals for building additions that are greater than 15% of the existing Gross Floor Area to seek an exemption from Council before a building permit can be issued by the City.**
- **The approach proposed by the City is for building additions and replacement dwellings (which includes homes that are demolished and rebuilt) greater than 50 square metres (540 sq.ft.) to undergo a scoped site plan review.**
- **The proposed Amendments and approach are being presented at a statutory public meeting.**

RECOMMENDATIONS:

1. **THAT** the report from Natasha Rea, Land Use Policy Planner III, Planning & Infrastructure Services, dated May 14, 2014, to the Planning, Design and Development Committee Meeting of June 9, 2014, re: **"Information Report: City of Brampton Initiated Official Plan Amendment and Zoning By-Law to regulate building additions and replacements dwellings in the City's older, mature neighbourhoods."**(File: P80 OP REVIEW: INFILL) and attachments, be received; and,

2. **THAT** staff report back to Planning Design and Development Committee with a final recommendation that includes the results of public consultation, including the statutory public meeting.

BACKGROUND:

Provincial Policy direction on intensification (i.e. Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe) in consultation with increasing land costs in the GTA, denser greenfield development, and a trend for larger single detached houses, has led to considerable pressure for larger new dwellings and building additions in older mature neighbourhoods across the GTA. Depending on their era of construction, these neighbourhoods typically include modest sized homes on relatively large lots.

Proposals for large additions are typically addressed as minor variances before the Committee of Adjustment. However, in many cases, large dwellings are permitted as-of-right through a municipal zoning by-law. In Brampton, the zoning standards for many of the older neighbourhoods are based on historical zoning regulations that generally permit lot coverages, setbacks and building heights that exceed those of the existing dwellings within these mature communities.

According to the City's current process, if a proposal for a building addition or replacement dwelling meets the requirements of the zoning by-law, the applicant can proceed to the building permit stage without the need for planning approvals. This approach has proven to be problematic because the proposal may not reflect the existing physical character of the host neighbourhood. As a result, building additions and replacement dwellings often generate significant public concern regarding the change to the character of the neighbourhood.

CURRENT SITUATION

Origin

In February 2013 City Council directed staff to initiate a policy review to examine existing built form, development trends, and defining characteristics of mature neighbourhoods within Brampton, as well as the impact of minor infill development on mature neighbourhoods. At the same meeting, City Council enacted Interim Control By-law 35-2013 (ICBL) to control additions to existing residential dwellings or replacement dwellings within the City's mature neighbourhoods.

The ICBL applies to all building additions or replacement dwellings that propose an increase in gross floor area beyond 15 percent of the existing floor area of the dwelling. Any proposals that exceed the15 percent threshold must receive an exemption from Council. The ICBL will expire in March 2015. To date Council has issued approximately thirty exemptions to the ICBL.

As input into the policy review, the City retained Sorensen Gravely Lowes Planning Associates Inc. to undertake a study on Brampton's mature residential neighbourhoods. The Mature Neighbourhoods Policy Review recommends amendments to the Official Plan and Zoning By-law to preserve and enhance the character of mature neighbourhoods, while allowing for change and reinvestment that is sensitive to their established character. The recommendations of the Mature Neighbourhoods Policy Review are to create a policy environment that recognizes the uniqueness of older, mature areas and to develop an approach to assess building additions and replacement dwellings when the ICBL is no longer in effect.

Planning Context

Mature Neighbourhoods Policy Review

The findings from the Mature Neighbourhoods Policy Review are summarized below. A copy of the Mature Neighbourhoods Policy Review Final report is attached hereto as Appendix A.

The Mature Neighbourhoods Policy Review considered existing Official Plan policies and zoning by-laws, as well as the urban design guidelines and architectural control measures. It was determined that the Official Plan and zoning regulations need more specific direction on how to achieve development that respects the character of the host community.

A review of the zoning for several residential zones in mature neighbourhoods constructed prior to 1980, despite the larger lot sizes, revealed that the massing and heights of the existing homes are generally lower than what is permitted by current

zoning. These findings suggest that mature neighbourhoods possess a unique character, distinct from post-1980s residential construction. The character of mature neighbourhoods could be retained through an update of the performance standards of the City's residential zones.

While the City does currently have a Development Design Guidelines document, it applies only to greenfield development and not to mature neighbourhoods. Therefore, there is an opportunity to develop guidelines for mature neighbourhoods to address built form design criteria such as, setbacks, building heights and massing, front entrance, garage location and driveway.

The Mature Neighbourhoods Policy Review also identified a scoped site plan approval process for single detached residential dwellings in mature neighbourhoods as an opportunity to strengthen the quality of the neighbourhood streetscape by determining the siting and façade treatment of buildings located on priority lots (i.e. corner lots, backing onto community amenity areas, etc.). A scoped site plan approval process offers a more comprehensive understanding of the built context and building fit through regulation of triggers such as unit type, colour, materials, and landscaping.

City-Initiated Proposal

Draft Official Plan Amendment

The draft Official Plan Amendment proposes to add a definition for "Older, Mature Neighbourhoods to the Official Plan." This definition recognizes that the massing, scale and height of a replacement dwelling or building addition be an appropriate fit with the existing host neighbourhood. The need to minimize impacts to adjacent properties (i.e. drainage, access, privacy, shadowing) is also recognized in the proposed Official Plan policies. Where there are designated or listed heritage buildings in a mature neighbourhood, the proposed polices emphasize that consideration should be given to the integration of heritage building elements in the design of the building addition or replacement dwelling for houses with no formal heritage status, to the greatest extent possible.

The proposed Official Plan Amendment also amends Section 5.7 of the Official Plan (site plan control policies) to require a scoped site plan approval process for building additions or replacement dwellings, which includes homes that are demolished and rebuilt, if the proposal is located within an older, mature neighbourhood and represents an increase of greater than 50 square metres (540 sq.ft.). The draft Official Plan Amendment is attached as Appendix B.

Draft Zoning By-Law

The proposed zoning regulations add criteria to evaluate building additions or replacement dwellings (including homes that are demolished and rebuilt) in mature neighbourhoods. Specifically, if the proposed works are for a property located within a mature neighbourhood as identified on Schedule J (see Appendix C), the zoning criteria will consider rear yard depth, interior yard depth lot coverage and building height. The draft zoning by-law is attached as Appendix C.

Citizen's Guide to Neighbourhood Character

The City's consultant has prepared a Citizen's Guide to Neighbourhood Character, attached as Appendix D. The Citizen's Guide is a tool to help home owners design building additions and replacement dwellings that enhance the streetscape and ensure that the architectural style of an addition or replacement dwelling is compatible with the in the host neighbourhood.

Proposed Approach

Building permit applications for additions and replacement dwellings in mature neighbourhoods will be evaluated against zoning regulations, which include additional criteria to be implemented as part of the policy review. A scoped site plan process will be triggered if the proposal represents an increase of greater than 50 square metres or 540 sq.ft.

The scoped site plan review will deal with such matters as landscaping and urban design (i.e. building elevations, materials, type and colour). A flow chart illustrating the proposed approach is attached as Appendix E.

CORPORATE IMPLICATIONS:

Financial Implications

There are no additional costs anticipated to the City. The Ontario Building Code provides for a fee to be charged when a building permit application is received. The fee submitted as part of the Building Permit application will include processing, assuming no further review is required. Proposals for building additions and replacement dwellings that are greater than 50 square metres (540 square feet) will be subject to a scoped site plan review. The associated site plan processing fee will range from $500 - $700 and will cover all aspects related to site plan review.

Other Implications

Corporate Services and Planning & Infrastructure have reviewed the content of this report. Comments received as part of this circulation are contained herein.

STRATEGIC PLAN

The recommendation contained in this report supports the Growth Management Priority, and specifically, the strategic initiative to build complete communities.

CONCLUSION:

Public notification has been fulfilled by way of publication in the Brampton Guardian. Additional notice has been provided via email to interested parties who attended the earlier workshop on Infill Development in Mature Neighbourhoods (Fall 2013) and to those persons who have contacted the City requesting further information about this project.

Staff will report back to Planning, Design and Development Committee with a final recommendation respecting the proposed official plan amendment and zoning by-law, following the completion of public consultation.

Respectfully Submitted,

Natasha Rea, MCIP, RPP
Policy Planner III
Planning & Infrastructure Services

for Henrik Zbogar, MCIP, RPP
Acting Director
Planning Policy & Growth Management
Planning & Infrastructure Services

Authored by: Natasha Rea, Land Use Policy Planner III

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Date 22 5 14

Attachments:

Appendix A:	Infill Development in Mature Neighbourhoods Study Phase 1, 2 and 3 (Prepared by SGL)
Appendix B:	Draft Official Plan Amendment
Appendix C:	Draft Zoning By-Law
Appendix D:	Citizen's Guide to Neighbourhood Character (Prepared by SGL)
Appendix E:	Process Flow Chart

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Appendix A:

Mature Neighbourhoods Policy Review: Final Report
(Prepared by SGL)

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Prepared for the
City of Brampton

Mature Neighbourhoods Policy Review: Final Report

May 20th, 2014

SGL
Sorensen Gravely Lowes Planning Associates Inc.

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1. Purpose of the Study

The focus on intensification in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe coupled with ever increasing land costs in the GTA, denser greenfield development and a trend for larger single detached houses, has all led to considerable pressure for infill and redevelopment of older mature neighbourhoods. These neighbourhoods, depending to some extent on their era of construction, typically include modest sized homes on relatively large lots.

Severances of large lots and proposals for large 2 storey dwellings (often referred to as "Monster Homes") are typically addressed through the process of minor variances and consents before a Committee of Adjustment. In other cases, large dwellings may be permitted as of right through an older and outdated zoning bylaw. The resulting new homes are often accompanied by significant public concern over the change in character happening to their neighbourhood.

The purpose of this study is to identify key issues including policy, zoning, design and process gaps and develop new policy, zoning and guideline mechanisms for Brampton in evaluating and controlling infill, additions and new dwellings within mature neighbourhoods.

It should be noted that this study focuses on the development of, redevelopment of, and additions to single detached dwellings, rather than semi-detached dwellings. Within the mature neighbourhoods identified in this study, the majority of applications and permits for development and redevelopment are related to single detached dwellings. Further, semi-detached homes within the study neighbourhoods are observed, for the most part, to be developed much closer to the maximum extent permitted by the zoning by-law. In that regard, the findings of this study relate to single detached dwellings.

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2. Purpose and Outline of this Report

This report profiles the existing character and trends within mature neighbourhoods and summarizes the key issues to regulating development in these areas. This report also brings forward potential options for the City's consideration.

Section 3 of the report profiles four selected mature neighbourhoods in Brampton. This section examines the characteristics of some of the City's mature neighbourhoods and provides the context in which this study is focused. Section 4 of this report profiles the existing Official Plan policies, Zoning By-law regulations and urban design guidelines to identify any potential gaps in terms of regulating appropriate development within mature neighbourhoods in Brampton. The report also examines architectural control measures and development practices used in Brampton's planning process. Section 5 reviews best practices in other municipalities across North America in dealing with development and redevelopment within mature neighbourhoods. This review highlights successful methods and techniques used in the development approvals process in other municipalities. Section 6 summarizes the key issues and opportunities that need to be addressed in Brampton's mature neighbourhoods. Section 7 provides an overview of what was heard through the public consultation process. Section 8 examines potential policy, zoning and urban design options for the City's consideration.

Lastly, Section 9 describes the next steps to be taken in terms of recommending preferred options, along with a time-line and tools to implement these options.

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3. Development Trends and Neighbourhood Analysis

3.1 Development Trends in Residential Additions

An important part of this study is understanding the building trends that have been prevalent in Brampton's mature neighbourhoods. These trends can be profiled through building permit activity and variance requests.

Across the City, between April 2008 and April 2013, there have been 221 building permit requests for house additions in Brampton. Approximately 110 of these requests are for additions greater than 15% of the gross floor area of the existing dwelling on the property. The vast majority of these requests would not require an application for minor variance in order to permit the proposed addition.

According to data obtained from the City, between 2011 and 2013, there were 31 applications for minor variance approved to permit house additions. Variances approved include 1 application for the expansion of a legal non-conforming dwelling, 1 application for a reduction in the required amount of parking, 6 applications for a reduced front yard setback, 8 applications for a reduced rear yard setback, 10 applications for a reduced side yard setback, 1 application for an increase in maximum lot coverage, and 4 applications to vary site specific requirements. Again, the majority of variances applied for to permit residential additions appear to relate to yard setbacks.

Interim control by-law 35-2013, enacted on February 13, 2013, restricts residential additions resulting in an increase in gross floor area greater than 15% of the existing building. There have been 25 inquiries or proposals for exemption from the interim control by-law, to permit additions greater than 15% of the gross floor area of the existing building. 10 of these requests have been submitted to the City as formal applications. Thus far, the City of Brampton Council has approved 5 of these requests, with residential gross floor area expansions ranging from 24% to approximately 50%. According to data obtained from the City, associated variances with these requests involved a relief from the rear yard setback requirement in one instance, and an expansion for a daycare use within a residential dwelling. Of the remaining applications submitted to the City, only 2 require variances to permit the additions. It appears that the majority of the inquiries made to the City for relief from the interim control by-law do not require a variance, and for those that do, the required variances appear to relate to setback requirements rather than lot coverage or building height.

3.2 Visual Survey Analysis of Selected Neighbourhoods

This study focuses in on four selected neighbourhoods in Brampton that have been identified as mature neighbourhoods. In determining which neighbourhoods would be appropriate to survey as part of this study, a number of steps were taken to identify neighbourhoods to profile:

- A GIS exercise was first completed, examining lot coverage characteristics across the City. More specifically, parts of the City that contained a significant concentration of lots with 20% lot coverage or less (that is, the proportion of the lot that is covered by a structure) were identified as areas of potential interest for further study.
- As expected, the parts of the City with some of the largest concentrations of lots with well under 20% lot coverage are found in the City's estate and rural estate residential neighbourhoods. Despite this fact, this study places a greater focus on neighbourhoods with more traditional lot sizes.

- The next step in determining appropriate neighbourhoods for the study was to look at the time period in which they were constructed. As a general observation, many of the identified properties with 20% lot coverage or less fall within neighbourhoods that have been constructed between the early 1940's and the late 1970's.

After the completion of the above steps and following discussions with the City, four mature neighbourhoods were selected for the study. These four neighbourhoods were found to have been constructed across varying time periods, and have concentrations of lots with less than 20% coverage:

- South of Downtown and Peel Village
- Centre Street and Rutherford Road
- Bramalea – L-Section, Bramalea Woods and Crescent Hill
- Bramalea – G-Section

Figures 1 through **4**, found within this report, depict the locations of each of these neighbourhoods, as well as the zones found within the neighbourhoods and the approximate time period in which they were constructed. The following sections provide an overview of observed streetscape and built form characteristics for each of the selected neighbourhoods, as well as a brief analysis of how these characteristics relate to the existing zoning regulations in place for each neighbourhood.

Neighbourhood 1: South of Downtown and Peel Village

This neighbourhood, as shown in **Figure 1**, is located southeast of the downtown, generally bound by Steeles Avenue in the south, Main Street in the west, Clarence Street in the north, and Kennedy Road in the east.

The north end of this neighbourhood, generally between Clarence Street and Nanwood Drive, was constructed between the 1940's and 1950's. The area contains a mix of housing types, including bungalows, two-storey and back-split single detached dwellings. The majority of the properties fall within the R1B zone and range from approximately 450 square metres to 525 square metres in area. The homes are typically setback from 6 to 8 metres from the front lot lines. Lot frontages in this area range on average between 15 and 17 metres. Side yards in the area range from approximately 2.0 metres to 7.0 metres in some instances, and rear yards range from 10 metres to 15 metres on average. In general, there are no garages in this part of the neighbourhood. Rather, most homes have carports, which are commonly located at the side of homes. The façade treatment of most homes include a small front porch, and in some cases, no porch at all.

The southern majority of the neighbourhood was constructed between the 1960's and 1970's. Similar to the area to the north, the area is dotted with bungalows, two-storey and back-split single detached dwellings. The east part of the neighbourhood, closer to Kennedy Road, contains smaller bungalows. The properties in this area also fall within the R1B zone, and the majority of the lots measure approximately 450 square metres in area. The homes are typically setback approximately 6 metres from the front lot lines. Lot frontages in this area range on average between 15 and 18 metres. Side yards in the area range from approximately 1.5 metres to 2.5 metres, and rear yards range from 12 metres to 15 metres on average. In general, there is a mix of homes with no garages, to some homes having double garages. Garages are, in some cases at the front of the home, but are in most

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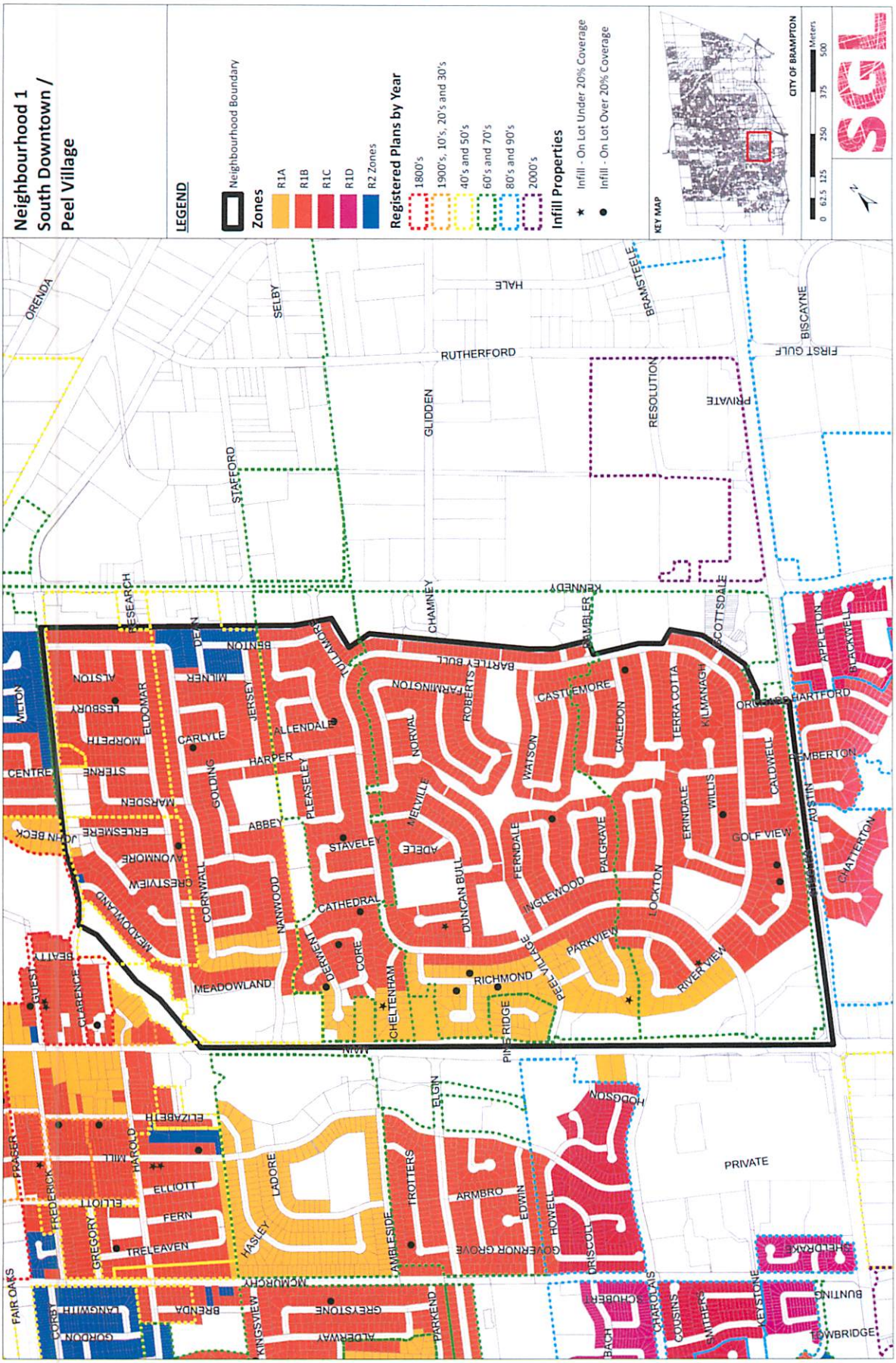

Figure 1: Neighbourhood 1, South Downtown / Peel Village

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cases located at the side or are setback within the front façade of the home. In the east part of the neighbourhood, many homes have carports at the side of the home, or no garage or carport at all. The façade treatment of most homes includes a front porch in most cases.

The western edge of the neighbourhood, centred more or less on Peel Village Parkway, was also constructed between the 1960's and 1970's. The area is composed of large bungalows and two-storey dwellings and is zoned R1A. The lots are a little larger than other lots in the neighbourhood, ranging from 600 square metres on average to as large as 3,500 square metres in area. The homes are typically set back 7 to 10 metres from the front lot line. Lot frontages in this area range on average between 18 and 20 metres, but in many cases are larger. Side yards in the area range from approximately 1.5 metres to 3.0 metres, and rear yards range from 15 metres to 18 metres on average. All of the homes in this neighbourhood have a garage, and in some cases the garage has up to 3 doors. In many cases, the garage is located flush with the front wall of the dwelling, and in other cases, the garage is out front of the home by approximately 6 to 8 metres. Front porches or large verandas are prominent features of most homes in this area.

There have been approximately 20 building permit applications for additions or redevelopment in this neighbourhood in the past 5 years.

Analysis

There are distinct character areas within this neighbourhood, all with elements that define the neighbourhood as mature. Some of the more notable elements include front, side and rear yard setbacks that are, in many cases, well over the minimum requirements set out in the zoning by-law. For example, the minimum rear yard setback for dwellings within these zones is 7.5 metres. However, the vast majority of homes have a rear yard setback that is at least double that of the minimum requirement. In terms of minimum front yard and side yard setbacks, many properties also exceed the minimum zoning requirements. The

Example of typical bungalows with carports in Neighbourhood 1

Example of large side yards in Neighbourhood 1

Example of a large separation distance between dwellings in Neighbourhood 1

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Example of a 2-storey dwelling with no garage in Neighbourhood 1

Example of a large front yard in Neighbourhood 1

Example of a garage set back beyond front wall of dwelling in Neighbourhood 1

Example of a wide home in Neighbourhood 1

Example of new dwelling in Peel Village within Neighbourhood 1

Example of a large new dwelling in Neighbourhood 1

minimum side yard requirement is 1.2 metres for single storey dwellings, and 1.8 metres for 2-storey dwellings, whereas the observed side yard setbacks range from 1.5 metres to as much as 7.0 metres. The minimum front yard requirement is generally 6 metres for properties within the neighbourhood, whereas the observed front yard setbacks, particularly in the Peel Village area, in some cases exceed 10 metres.

These large setbacks are a common trait of mature neighbourhoods. However, as observed, the setbacks are in some cases much larger than the minimum front, rear and side yard setbacks required by the by-law. Another trait relating to the character of this neighbourhood is building height. In this neighbourhood, buildings are for the most part a maximum of 7 to 8 metres in height (and lower for the many bungalows in the area), whereas the by-law permits a maximum building height of 10.6 metres across the neighbourhood.

A GIS analysis of lot coverage in the neighbourhood reveals that approximately 11% of the properties have less than 20% lot coverage, whereas approximately 63% of the lots are under 30% lot coverage. Most of the properties within the neighbourhood are within the R1A and R1B zones, and are therefore subject to no maximum lot coverage requirement.

In summary, there exists the potential for large homes or additions to homes to be built within this neighbourhood as of right under the zoning by-law that could greatly exceed the built form character of the neighbourhood.

Neighbourhood 2: Centre Street and Rutherford Road

This neighbourhood, as shown in **Figure 2**, is generally centred on the intersection of Centre Street / Rutherford Road and Kennedy Road. It is bound by Vodden Street in the south, the Etobicoke Creek in the west, Bovaird Drive in the north, and Rutherford Road in the east.

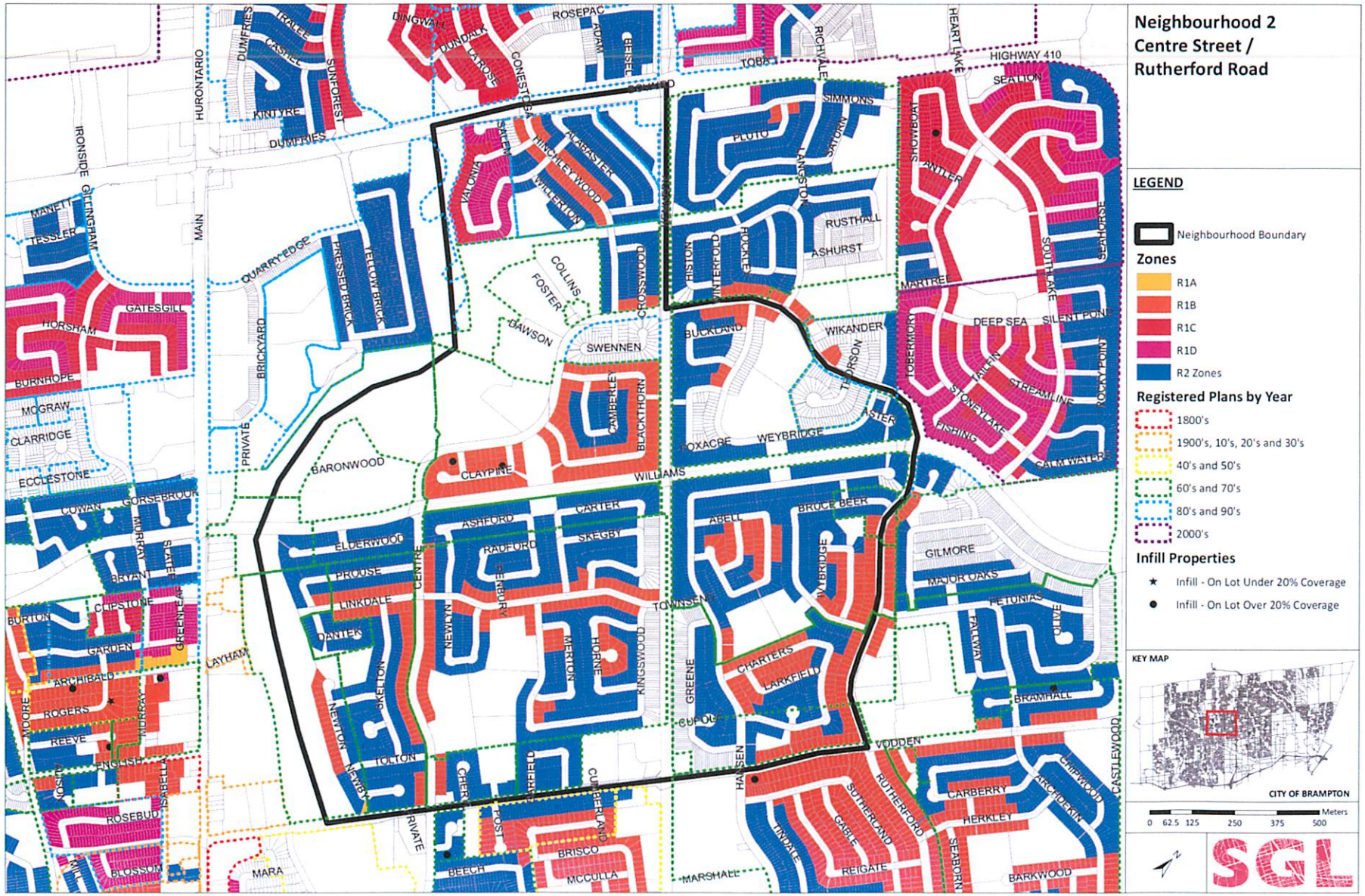
This part of the City was constructed in the 1960's to 1970's era, with small pockets constructed in the 1980's to 1990's era. There are many 1.5 and 2-storey semi-detached dwellings in the neighbourhood, both on the east and west sides of Kennedy Road. These homes fall within the R2 zone category. While there are numerous pockets of semi-detached dwellings within this neighbourhood, these areas are not the focus of this study. There are also many single detached dwellings within this neighbourhood, including bungalows, side splits and 2-storey houses. In general, these dwellings fall within the R1B and R1B(3) zones. These dwellings are on properties generally ranging from 280 square metres to 370 square metres, and in some cases approximately 450 square metres. For the single detached dwellings, homes have front yard setbacks generally ranging from 6 to 8 metres, and an average lot frontage of approximately 15 metres. Most houses have one-car garages, however some of the larger singles have 1.5 or even 2-car garages. For the most part, garages are located out front of the dwellings or flush with the front wall of the dwelling. Most homes have a small porch in front of the main entrance, and there are some examples of larger porches, in some cases spanning the majority or all of the front façade of the dwelling.

According to data obtained by the City, there have been only 2 additions or construction of new dwellings within this neighbourhood in recent years.

Analysis

Of all the neighbourhoods surveyed, this neighbourhood contains the greatest amount of semi-detached dwellings in addition to single detached dwellings. As a general observation, the

Figure 2: Neighbourhood 2, Centre Street/ Rutherford Road



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Example of an incompatible new dwelling in Neighbourhood 2

Example of a typical side-split in Neighbourhood 2

Example of typical semi-detached dwellings in Neighbourhood 2

Example of typical semi-detached dwellings in Neighbourhood 2

Example of typical bungalows and back-splits in Neighbourhood 2

Example of small singles in Neighbourhood 2

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front and side yard setbacks for the majority of the single detached dwellings appear to be consistent with the minimum requirements of the zoning by-law, and not much larger if at all. In terms of building height, most homes in the neighbourhood appear to be between 1 to 2 storeys in height (ranging between bungalows and two-storey dwellings), which works out to an estimated height of approximately 5 to 8 metres, measured to the mid point of the roof. The by-law permits a maximum building height of 10.6 metres across the neighbourhood.

A GIS analysis of lot coverage in the neighbourhood reveals that approximately 3% of the properties have less than 20% lot coverage, whereas approximately 25% of the lots are under 30% lot coverage. Most of the detached homes within the neighbourhood are within the R1B and R1B(3) zones. In the R1B(3) zone, there is a maximum lot coverage requirement of 40%. The remaining properties, which comprise the majority of the neighbourhood, are of a character that is more reflective of the applicable zoning regulations.

In summary, under the current zoning provisions, some potential exists for larger homes or additions to be built within this neighbourhood that could exceed the built form character of the area. For example, a home on a large lot within the R1B(3) zone with an existing lot coverage of 20% to 25% could be expanded redeveloped or added to up to 40% lot coverage, potentially doubling in size.

Neighbourhood 3: Bramalea – L-Section, Bramalea Woods and Crescent Hill

This neighbourhood, as shown in **Figure 3**, is located in Bramalea, and is known as the L-Section. The study neighbourhood also includes Bramalea Woods. It is generally bound by Queen Street in the south, Highway 410 in the west, Williams Parkway in the north, and Dixie Road in the east. For the purposes of this study, this neighbourhood also incorporates Crescent Hill Drive, located on the east side of Dixie Road, south of Williams Parkway.

There are more or less four distinct character areas within this neighbourhood, each with varying attributes that contribute to the neighbourhood's identity as a mature neighbourhood. The southwest section of the neighbourhood, west of Laurelcrest and south of Parr Lake South, was constructed in the 1960's to 1970's era. There is a mix of single and semi-detached bungalows as well as single and semi-detached 2-storey dwellings in the neighbourhood. The detached dwellings fall within the R1B(1) zone, and are subject to special provisions under section 113. These special provisions include a reduced minimum front yard depth of 3.6 metres, and additional provisions requiring minimum separation distance between dwellings. The properties are, on average, approximately 565 square metres in size, with average front yard setbacks of approximately 7 to 8 metres. The average lot frontage in this area is approximately 15 metres. Homes have single-car garages that are flush with the front façade of the dwelling, and most homes have small porches in front of the home, with some spanning the width of the house.

The northern half of the neighbourhood was more or less constructed between the 1960's and the 1990's. It is made up of 2-storey single detached dwellings, with some semi-detached dwellings. The detached homes fall within the R1B(1) zone. The properties range in size from approximately 445 square metres to 610 square metres on average, with front yard setbacks generally ranging from 6 to

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8 metres to the garage. The average lot frontage in this area is approximately 15 metres. Most of the detached homes have two-car garages and for the most part are extend past the front wall of dwelling. Most homes have a small front porch located in front of the front door of the dwelling.

Bramalea Woods, generally located in the southeast quadrant of the neighbourhood, was for the most part constructed in the 1960's and 1970's era. The area is characterized by 2-storey single detached homes on lots ranging from 800 to 2,000 square metres on average. The homes are all within the R1A(2) zone. Properties within this zone are subject to a maximum lot coverage of 25%. The average front yard setback for the dwellings in this area ranges from a minimum of 6 metres to more than 9 metres in many cases. Lot frontages in this area range on average between 22 and 25 metres, and in some cases are larger. Homes have, at minimum, two-car garages, which are more or less flush with the front wall of the dwelling, and often located at the side of the home. Most homes have small porches in front of the home, with some larger porches.

Crescent Hill, the only part of this neighbourhood's study area that is located on the east side of Dixie Road, was constructed in the period between the 1960's and 1970's. There are some homes in the neighbourhood that were constructed more recently than this. These homes are quite large, characterized by a mix of sprawling bungalows as well as large 2-storey dwellings, on lots ranging from approximately 2,700 square metres to 5,950 square metres in size. The homes are all within the R1A-102 zone. Some of the special zoning provisions that apply to these homes include a maximum lot coverage of 25%, and minimum front yard depth of 15 metres, or 10.6 metres deep for dwellings constructed before 1996. These minimum front yard setback requirements are more or less reflective of the character of this area. Lot frontages in this area are a minimum of 36.5 metres and are much larger in many cases, whereas the zoning by-law requires a minimum lot frontage of 36.5 metres to 55 metres. Homes have, at minimum, a two-car garage, and in many cases more than this. The garages are often integrated into the front façade of the dwelling, or are located flush with the front wall of the dwelling. Many of these homes have large front porches or verandas.

According to data obtained by the City, there have been 6 additions or construction of new dwellings within this neighbourhood in recent years.

Analysis

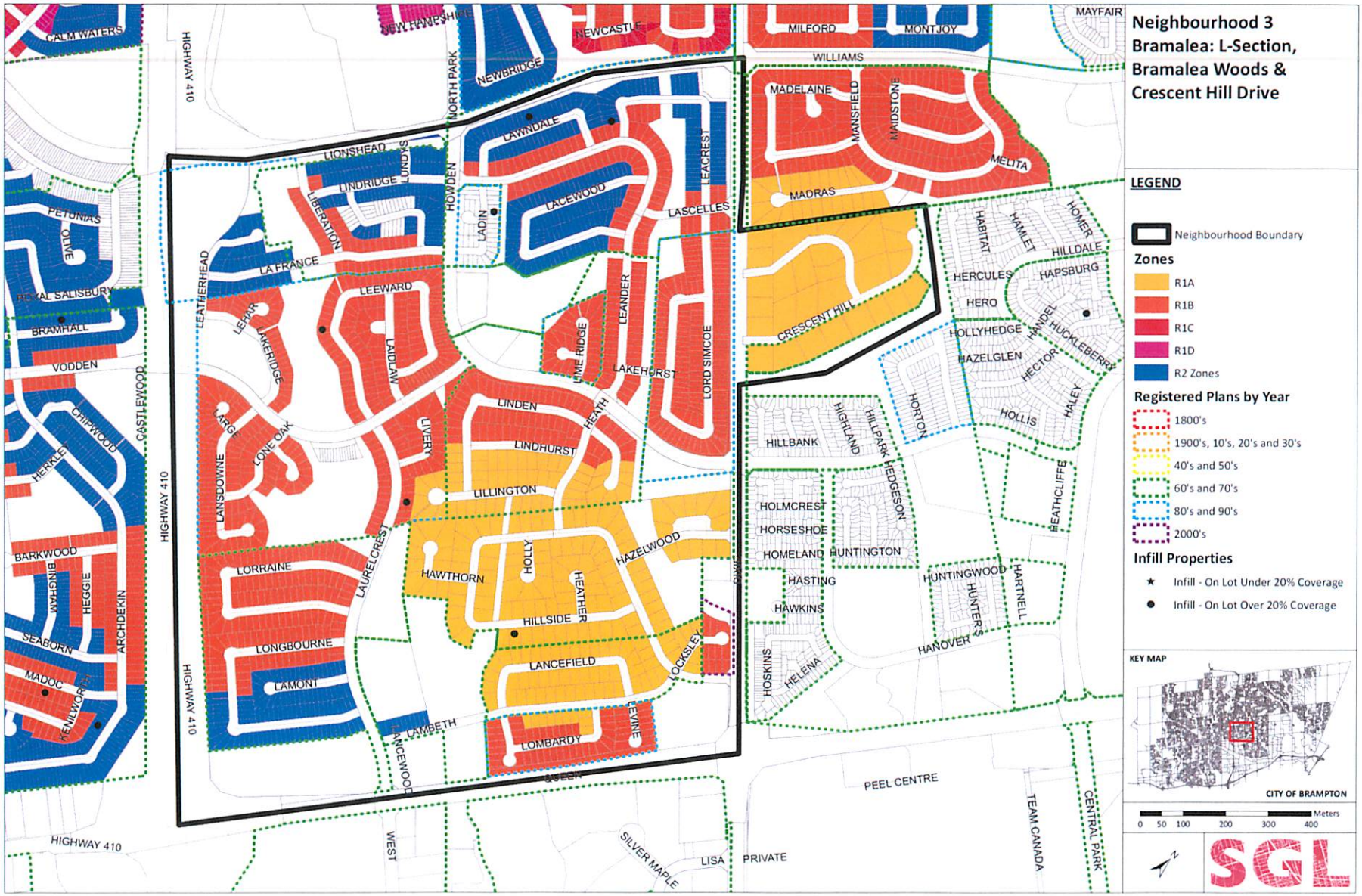
Similar to Neighbourhood 1, there are distinct character areas within this neighbourhood. Some of the more notable elements include front, side and rear yard setbacks that are, in many cases, well over the minimum requirements set out in the zoning by-law, particularly in the Bramalea Woods and Crescent Hill Drive areas. In the northern part of the neighbourhood, however, the zoning by-law is generally reflective of the character of the neighbourhood.

The minimum rear yard setback for dwellings within the neighbourhood is 7.5 metres. However, many homes have a rear yard setback that is greater than the minimum requirement, ranging from 8 to 13 metres in the southwest section, 10 to 20 meters in Bramalea Woods, and 25 to 50 metres for homes in the Crescent Hill Drive area.

In terms of minimum front yard and side yard setbacks, many properties also exceed the minimum zoning requirements, particularly in the Bramalea Woods and Crescent Hill Drive areas, where front yards setbacks are on average approximately 3 metres larger than the minimum requirement. The minimum side yard requirement generally reflects the character of the southwest section of the neighbourhood. However, larger than required side yards exist particularly in Bramalea Woods, ranging between 2.0 and 5.0 metres on average, and in the Crescent Hill Drive area, ranging from 7.0 to 20.0 metres.

Another trait relating to the character of this neighbourhood is building height. In this neighbourhood, buildings are, for the most part, a maximum of 7 to 8 metres in height (and lower for the bungalows in the area). The by-law permits a

Figure 3 Neighbourhood 3, Bramalea: L - Section, Bramalea Woods & Crescent Hill Drive



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Example of a large lot bungalow on Crescent Hill Drive Neighbourhood 3

Example of larger front and side yards in Bramalea Woods within Neighbourhood 3

Example of a large 2-storey dwelling on Crescent Hill Drive within Neighbourhood 3

Example of a typical single in the "L Section" within Neighbourhood 3

Example of a typical 2-storey dwelling in Bramalea Woods within Neighbourhood 3

Example of a typical bungalow in the "L Section" within Neighbourhood 3

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maximum building height of 7.6 metres within the zones in this neighbourhood, and therefore, in terms of building height, the zoning by-law appears to be reflecting the character of the neighbourhood.

A GIS analysis of lot coverage in the neighbourhood is broken down for each character area of the neighbourhood. As determined through discussions with the City of Brampton, for the purposes of this study, homes that cover less than 20% of the lot have a reasonable potential to be significantly increased in size:

- In the southwest section, the by-law requires a maximum lot coverage of 35%. Approximately 21% of the properties in this section have a lot coverage less than 20%.
- In the north section, the by-law also requires a maximum lot coverage of 35%. Only approximately 2% of the properties in this section have a lot coverage less than 20%.
- In Bramalea Woods, the by-law requires a maximum lot coverage of 25%. Approximately 28% of the properties in this section have a lot coverage less than 20%.
- In the Crescent Hill Drive area, the by-law requires a maximum lot coverage of 25%. The vast majority of the properties in this area, approximately 96%, have a lot coverage less than 20%.

In terms of lot coverage, the neighbourhood as a whole appears to contain a large amount of properties that have not been built to their maximum potential. Despite these maximum lot coverage requirements, many of the properties are all large enough that they could see some large additions built, or even new homes, particularly given the larger yard setbacks that are currently present within the neighbourhood, as noted above.

In summary, the potential exists for large homes and additions to homes to be built within this neighbourhood that could potentially exceed the current built form character in the neighbourhood, particularly in the Bramalea Woods and Crescent Hill Drive areas.

Neighbourhood 4: Bramalea – G-Section

This neighbourhood, as shown in **Figure 4**, is also located in Bramalea, and is known as the G-Section. It is generally bound by Queen Street in the south, Bramalea Road in the west, Williams Parkway in the north, and Torbram Road in the east.

Many sections of the neighbourhood contain semi-detached and townhouse dwellings. While these housing types form part of the character of the neighbourhood, they are not the subject of this study. Single detached dwellings are found along the western edge, the southeast corner as well as the northeast corner of the neighbourhood. Predominant housing types include bungalows, side splits, back splits and some 2-storey dwellings. These homes were constructed between the 1960's and 1970's. These homes are located on lots ranging from approximately 550 square metres to 610 square metres, on average, and are within the R1B(1) zone. This zone permits a maximum lot coverage of 35% and a minimum front yard depth of 7.6 metres. For the most part, existing lot coverages within the neighbourhood range, on average between 19% and 25% of the lot area, and front yard depths range from approximately 8 to 9 metres. The average lot frontage in this area is approximately 15 metres. Homes have either a one or two-car garage, generally located flush with the front wall of the dwelling. Most homes have at the very least a small front porch, and in many cases, a large front porch.

According to data obtained by the City, there have been 3 additions or construction of new dwellings within this neighbourhood in recent years.

Analysis

The four corners of this neighbourhood are where the single detached dwellings are located. As a general observation, the front and side yard setbacks for the majority of the single detached dwellings appear to be slightly larger than the minimum requirements of the zoning by-law. In terms of building height, most homes in the neighbourhood appear to be between 5 to 8

Figure 4: Neighbourhood 4, Bramalea G-Section

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metres in height (ranging between the bungalows and two-storey dwellings), whereas the by-law permits a maximum building height of 7.6 metres across the neighbourhood (where the single detached dwellings are located).

A GIS analysis of lot coverage in the neighbourhood reveals that approximately 18% of the properties have less than 20% lot coverage, whereas approximately 68% of the lots are under 30% lot coverage. Most of the single detached dwellings within the neighbourhood are within the R1B(1) zone, which has a maximum lot coverage requirement 35%.

In summary, some potential exists for larger homes and large additions to homes to be built as of right within this neighbourhood that would not be in keeping with the built form character of the area.

Example of a modest-sized dwelling on larger lot in Neighbourhood 4

Example of a typical bungalow with larger front and side yards in Neighbourhood 4

Example of a small single in Neighbourhood 4

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4. Current Brampton Practices

4.1 Official Plan

The City of Brampton Official Plan, 2006 (August 2012 Consolidation), provides policy guidance on how the City will grow and develop. Section 4.1 contains goals, objectives and policies specific to residential development. In general, the City promotes new residential development that contains a mix of housing types, provides for attractive streetscapes, contributes to walkable environments, preserves heritage, and enhances or creates linkages to natural areas.

The general policies for all residential development do not specifically address or apply to new or expanded residential dwellings within mature neighbourhoods. Rather, the policies are more applicable to larger scale residential developments occurring in newly developing secondary plan areas within the City's Designated Greenfield Area. Sections 4.1.2, 4.1.3 and 4.1.4 contain policies specific to Upscale Executive Housing, Estate Residential and Village Residential. The City has identified these areas as having a specific character that distinguishes them from other residential areas in the city. The policies in these sections speak to the lot and building characteristics that should be maintained and/or continued through new residential development.

The Official Plan also promotes residential intensification, and the policies applicable to residential intensification are found in Section 4.1.5 of the Official Plan. The policies, in general, contemplate higher density infill housing for intensification areas within Brampton. Policy 4.1.5.5 speaks to infill within "older residential neighbourhoods", and says that an increase in residential density can be considered "where the scale and physical character of new residential buildings can be physically integrated with the surrounding area". In addition, the policy requires "sensitive and high quality urban design" to ensure compatibility of new development with the neighbourhood. There are no other policies in this section that provide further direction on the development of new residential dwellings within older mature neighbourhoods or that seek to ensure that new development fits into the character of these mature neighbourhoods.

Section 4.10 of the Official Plan contains policies on urban design. The policies in this section are intended to provide more guidance on the physical design and layout of development. Section 4.10.3 contains policies on the elements of Built Form. Policies applicable to the nature of this study are found in 4.10.3.2, which speaks to community revitalization in the form of infill development, intensification, replacement and redevelopment. Emphasis is placed on the compatibility of development with its surroundings in terms of built form, scale, character and land use. Specifically, the policy states:

> "when considering new development within an established residential neighbourhood, consideration must be given to the massing, scale and height of development such that it is compatible with that permitted by the zoning provisions on neighbouring residential properties".

While this policy speaks to compatible development within mature neighbourhoods, this policy implies that development is compatible as long as it complies with the zoning by-law, rather than the existing built form character of adjacent properties. As illustrated in the review of the four mature neighbourhoods in Section 3, the zoning that applies to many of the City's mature neighbourhoods is not reflective of the built form on the ground within these neighbourhoods.

The implementation policies of the urban design section speak to the various planning tools available

to implement the policies, including architectural control, zoning standards, and site plan control, among others.

Policy Gaps

While the Official Plan contains some general direction on how new development should "fit in" to its surrounding context, there is no clear specific direction for infill within mature neighbourhoods to respect and fit into the character of those neighbourhoods. The Official Plan should contain overall principles and clear policy direction respecting the requirement for new development and infill to fit in and respect the existing character of the City's mature neighbourhoods. The overall policy direction of the Official Plan can then be implemented through the detailed regulations of the zoning by-law and the detailed design direction in urban design and architectural control guidelines.

4.2 Zoning By-law

City of Brampton Zoning By-law 270-2004 contains numerous residential zoning categories for low-density residential areas in Brampton's mature neighbourhoods. For the most part, the homes within these neighbourhoods fall within the City's R1 and R2 zones. The "R1" zones primarily permit single detached dwellings, whereas the "R2" zones permit a combination of single and semi-detached dwellings. This section of the report examines and compares the provisions of these zone categories in the context of new homes or additions to existing homes, and identifies key gaps in terms of compatibility with the existing built form in the mature neighbourhoods.

It is important to note that there are other zones in Brampton that permit single detached dwellings. These include the "Residential Rural Estate" (RE1 & RE2), and "Residential Hamlet" (RHm1 & RHm2) zones. While there is some merit in discussing these zones, they are not being studied in the context of this study of mature neighbourhoods. Homes within the RE and RHm zones are typically quite larger in size, and are located on very large lots. Generally, these homes have greater separation distances from one another, and the impact on neighbourhood and built form character, as a result of new homes or additions, tends to be minimal. The zone provisions of these zoning categories are more or less reflective of the neighbourhood characteristics found on the ground in these areas. It is for these reasons that this study does not focus on these zones.

Table 1 of this report provides a comparison of all R1 (Residential Single Detached) and R2 (Residential Semi-Detached) zones in Brampton, with specific reference to the zone provisions applying to single detached dwellings. Single detached dwellings are permitted in all zones shown in Table 1. Within the study area neighbourhoods, as described in Section 3 of this report, most of the properties fall within the R1A, R1B and R2A zones. Despite this, there may be other mature neighbourhoods within Brampton that have single detached dwellings that fall within some of the other R1 and R2 zones. For this reason, this report examines the provisions for single detached dwellings for all applicable R1 and R2 zones.

It should be noted that this study focuses on the development of, redevelopment of, and additions to single detached dwellings, and not semi-detached dwellings. Within the mature neighbourhoods identified, the majority of applications and permits for development and redevelopment are related to single detached dwellings. Further, semi-detached homes within the study neighbourhoods are observed, for the most part, to be developed much closer to the maximum extent permitted by the zoning by-law. In that regard, the findings of this study relate to single detached dwellings.

Table 1: Zoning Comparison Chart

TABLE 1: Zone Comparison Chart - Brampton Mature Neighbourhoods - R1 & R2 Zones - Provisions for Single Detached Dwellings

	R1A	R1A(1)	R1A(2)	R1A(3)	R1B	R1B(1)	R1B(2)	R1B(3)	R1C	R1C(1)	R1D	R2A	R2A(1)	R2A(2)	R2B	R2B(1)	R2C
Min. Lot Area	630 sq m	1096 sq m	882 sq m	650 sq m	450 sq m	557 sq m	492 sq m	464 sq m	360 sq m	370 sq m	270 sq m	450 sq m	557 sq m	557 sq m (lot); 269 sq m (unit)	557 sq m	450 sq m	270 sq m
Min. Lot Area (corner)	735 sq m	-	-	-	540 sq m	-	-	-	450 sq m	-	360 sq m	540 sq m	-	-	-	550 sq m	360 sq m
Min. Lot Width	18 m	30 m	22 m	18 m	15 m	15 m	15 m	15 m	12 m	12 m	9 m	15 m	16.5 m	18 m	16.5 m	15 m	9 m
Min. Lot Width (corner)	21 m	-	-	-	18 m	-	-	-	15 m	-	12 m	18 m	-	-	-	18 m	12 m
Min. Lot Depth	35 m	None	None	None	30 m	None	None	None	30 m	None	30 m	30 m	None	None	None	30 m	30 m
Min. Front Yard Depth	6 m	10.6 m	9 m	6 m (provided garage or carport is setback at least 7 m)	6 m	7.6 m	4.5 m (provided garage or carport is setback at least 7 m)	3 m (provided centre of front wall of bldg. is 4.5 m, and garage or carport is at least 7m)	6 m	3 m (provided centre of front wall of bldg. is 4.5 m, and garage or carport is at least 7m)	4.5 m	6 m	7.6 m	3 m (provided centre of front wall of bldg. is 4.5 m, and garage or carport is at least 7m)	7.6 m	6 m	6 m
Min. Interior Side Yard Width	1.2 m for first storey, plus 0.6 m for each addntl storey	0 m (provided adjoining side yard is min. 2.4 m, and no windows on side; otherwise 1.2 m for first storey, plus 0.6 m for each addntl storey	1.8 m for first storey, plus 0.6 m for each addtnl storey	0 m (provided adjoining side yard is min. 2.4 m, and no windows on side; otherwise 1.2 m for first storey, plus 0.6 m for each addntl storey	1.2 m for first storey, plus 0.6 m for each addntl storey	1.2 m for first storey, plus 0.6 m for each addntl storey	0 m (provided adjoining side yard is min. 2.4 m, and no windows on side; otherwise 1.2 m for first storey, plus 0.6 m for each addntl storey	0 m (provided adjoining side yard is min. 2.4 m, and no windows on side; otherwise 1.2 m for first storey, plus 0.6 m for each addntl storey	1.2 m on one side, and 0.9 m on other side, with min. distance between buildings of 2.1 m	0 m (provided adjoining side yard is min. 2.4 m, and no windows on side; otherwise 1.2 m for first storey, plus 0.6 m for each addntl storey	1.2 m on one side, and 0.9 m on other side, with min. distance between buildings of 2.1 m	1.2 m for first storey, plus 0.6 m for each addntl storey	1.2 m for first storey, plus 0.6 m for each addntl storey	1.2 m for first storey, plus 0.6 m for each addntl storey; and where no garage or carport, 2.4 m	1.2 m for first storey, plus 0.6 m for each addntl storey	1.2 m for first storey, plus 0.6 m for each addntl storey	0 m (if adjacent to a non R2C lot), provided min. distance between buildings is 1.8 m, and both side yards equal no less than 2.1 m
Min.Exterior Side Yard Width	3 m	3 m	4.5 m	3 m	3 m	3 m	3 m	3 m	3 m	3 m	3 m	3 m	4.5 m	3 m	4.5 m	3 m	3 m
Min. Rear Yard Depth	7.5 m	7.5 m	7.5 m	7.5 m	7.5 m	7.5 m	7.5 m	7.5 m	7.5 m	3 m (provided centre of rear wall is no closer than 7.6 m to rear lot line)	7.5 m	7.5 m	7.5 m	3 m (provided centre of rear wall is no closer than 7.5 m to rear lot line)	7.5 m	7.5 m	7.5 m
Max. Building Height	10.6 m	10.6 m	7.6 m	10.6 m	10.6 m	7.6 m	10.6 m	10.6 m	10.6 m	10.6 m	10.6 m	10.6 m	7.6 m	10.6 m	7.6 m	10.6 m	10.6 m
Max. Lot Coverage	None	35%	25%	35%	None	35%	40%	40%	None	45%	None	None	35%	55%	35%	None	None
Min. Landscaped Open Space	70% of front yard (except where side lot lines converge towards front, 60%)	70% of front yard (except where side lot lines converge towards front, 60%)	70% of front yard (except where side lot lines converge towards front, 60%)	70% of front yard (except where side lot lines converge towards front, 60%)	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	50% of front yard for interior lots; 60% for corner lot; 40% where side lot lines converge towards front	50% of front yard for interior lots; 60% for corner lot; 40% where side lot lines converge towards front	40% of front yard for interior lots; 50% for corner lot; 30% where side lot lines converge towards front	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	50% of front yard for interior lots; 60% for corner lot; 40% where side lot lines converge towards front	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	60% of front yard for interior lots; 70% for corner lot; 50% where side lot lines converge towards front	50% of front yard for interior lots; 60% for corner lot; 40% where side lot lines converge towards front
Min. Distance Between Buildings	-	2.4 m between two 1-storey buildings; 3.0 m between 1.5 or 2-storey buildings; 3.6 m in all other cases	-	2.4 m between two 1-storey buildings; 3.0 m between 1.5 or 2-storey buildings; 3.6 m in all other cases	-	-	2.4 m between two 1-storey buildings; 3.0 m between 1.5 or 2-storey buildings; 3.6 m in all other cases	2.4 m between two 1-storey buildings; 3.0 m between 1.5 or 2-storey buildings; 3.6 m in all other cases	-	2.4 m	-	-	-	-	-	-	-

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Key patterns and trends can be noticed in **Table 1**. For instance, the requirement for minimum lot area is the greatest in the R1A zones, and gradually decreases through the R1B and R1C zones, with the smallest minimum lot area requirement in the R1D zone. This pattern is replicated in the R2 zones. As noted throughout Section 3 of this report, there is a range of lot sizes observed within the four study neighbourhoods. In many cases, the average lot size exceeds the minimum lot size requirement for their respective zone, and in some cases, the minimum lot area is significantly exceeded, particularly in the Peel Village, Bramalea Woods and Crescent Hill Road areas. These larger lot sizes are a commonly observed characteristic across all study neighbourhoods.

There are also a number of the zone provisions that are standard across all of the R1 and R2 zones. For instance the minimum rear yard depth requirement is a standard of a 7.5 metres across all R1 and R2 zone categories. As observed in the study neighbourhoods, there are many instances where existing rear yard setbacks are much larger than the minimum requirement, in many cases exceeding 15 or even 20 metres. Similarly the minimum exterior side yard is 3 metres for all zones except the R1A(2), R2A(1) and R2B zones, which require a minimum exterior side yard of 4.5 metres. In addition, many of the zones have provisions to regulate minimum distance between 2 dwellings, with minimum distance requirements increasing as building height increases, ranging from 2.4 metres to 3.6 metres. As observed in the study neighbourhoods, there are many cases were separation distances between dwellings greatly exceed minimum requirements, in some cases exceeding 10 metres.

Minimum front yard depth requirements range from 10.6 metres in the R1A(1) zone to 4.5 metres in the R1D zone. Notwithstanding this, however, the majority of the lots within the studied neighbourhoods fall within the R1A and R1B zone categories, which have minimum front yard depth zoning requirements of 6 to 7.6 metres. As observed in the study neighbourhoods, front yard depths often exceed minimum zoning requirements, ranging from 6 to 9 metres on average, with much larger front yard depths for those homes located on larger lots, such as in Peel Village, Bramalea Woods, and Crescent Hill Drive.

Maximum building height is generally consistent across all R1 zone categories, at 10.6 metres. With that said, the R1A(2), R1B(1), R2A(1) and R2B zone categories require a shorter maximum building height at 7.6 metres. It is important to note that building height is measured differently depending on the type of roof on a dwelling. Building height is always measured from the established grade on a property to an established point that is dependent on the type of roof:

- Flat roof: measured to the highest point of the roof surface;
- Mansard roof: measured to the deck line; and,
- Peaked, Gabled, Hip or Grambel roof: measured to the mean height level between the eaves and the roof ridge.

Therefore, depending on the type of roof constructed on a dwelling, at a maximum building height of 10.6 metres, a house could be anywhere from one to three storeys in height (3 storeys in the case of a mansard roof). Within the study neighbourhoods, homes range on average from 1 to 2 storeys in height. In many cases, the height of existing dwellings could be greatly increased as-of-right, which in many neighbourhoods would be out of keeping with the character of those neighbourhoods.

Maximum lot coverage requirements apply in many of the R1 zones, ranging from 25% maximum lot coverage in the R1A(2) zone to 45% maximum lot coverage in the R1C(1) zone. There are no maximum lot coverage requirements for the R1A, R1B, R1C and R1D zones. As noted above, the majority of the lots within the mature neighbourhoods examined in this study are zoned R1A and R1B, and therefore many of the lots are not subject to maximum lot coverage requirements. Those areas that are subject to maximum lot coverage requirements in the zoning by-law are required to have a maximum lot

coverage of between 25% and 35%. However, as observed within the study neighbourhoods, the existing lot coverage is well under the maximum permitted by the zoning by-law.

Zoning Gaps

Key trends can be observed in the mature neighbourhoods profiled in Section 3, that may not necessarily be reflected in a municipality's zoning by-law. As noted above, a common characteristic of lots within the four mature neighbourhoods profiled in Section 3 is a larger lot size (larger than the minimum permitted lot size in the zoning by-law). Accompanying the larger lot size are larger frontages and larger side yard and rear yard setbacks between buildings, beyond the minimum requirements in the zoning by-law. The larger lot sizes also accompanied by significantly lower lot coverages than permitted by the by-law.

Larger front yard setbacks than the minimum required in the zoning by-law were also a noted characteristic. In addition, in many cases, existing homes are well under the maximum permitted building height. Newly developed neighbourhoods, in contrast, are more often developed to achieve the minimum and maximum provisions in the zoning by-law.

4.3 Urban Design & Architectural Control Practices

4.3.1 City of Brampton Development Design Guidelines (August 2003)

The document guides developers and their consultants through the greenfield development process and establishes criteria and design guidelines for Block Plans within Secondary Plan areas. The ultimate goal is to ensure a high level of quality in the design of new communities and their interface with existing communities.

The guidelines are organized by the following key community design elements: open space system, street network, streetscapes, edges and gateways and site planning and built form.

Gaps:

The City's Development Design Guidelines are intended for greenfield development, regulating the design of new communities through guidelines for various design elements such as street and open space systems, community edges and centres and siting and built form. While the provisions on community design elements contained in this document are not relevant to this study, the site planning and built form design criteria is of relevance and should be considered in the future development of infill in mature neighbourhoods design guidelines. Some of the document's site planning and built form design criteria relevant to this study are: setbacks, building height and mass, front entrance, garage location and driveway treatment and width.

Site planning strengthens the quality of a neighbourhood's streetscape by carefully determining the siting and façade treatment of buildings located on priority lots. Priority lots include corner lots, lots facing or backing onto community amenity areas as well as gateway and edge lots.

Built Form Design reinforces the neighbourhood's streetscape by strengthening through architectural design, the relationship between the private realm and the street. Built Form design elements include building height, setbacks, garage placement, driveways, entrance architecture, street address, street grade treatment, windows, roof forms, and architectural and landscaping elements.

4.3.2. City of Brampton Architectural Control Guidelines for Ground Related Development: Part 7 of the Development Design Guidelines (August 2008)

The Architectural Control Guidelines apply to all new ground related low and medium density residential developments throughout the City of Brampton with an emphasis on greenfield development. It is intended to promote best practices in built form and architectural design for

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ground related dwellings such as: single detached, semi-detached, and townhouse forms while allowing for sufficient flexibility to promote diversity, design creativity and innovation.

The document also streamlines the manner in which City Design Reviews are administered by establishing common architectural design criteria.

The streetscape design criteria contained in this documents focuses on the careful arrangement of dwellings with respect to model variety, massing, height and repetition along any given street.

Of relevance to this Study is the document's emphasis on the creation of well-defined streetscapes. In the context of a mature neighbourhood the same careful examination of the surrounding streetscape can help guide the height and massing of future infill.

The architectural design criteria contained in this document establishes the basic guidelines on matters of architectural style, façade treatment, building projections, architectural detailing, main entrance treatment including porches and porticos, balcony design, wall cladding, exterior colours, roof line, windows, adverse grading conditions treatment and utility and service elements location and treatment.

Gaps:
While the City's architectural control guidelines are intended for greenfield development, infill within mature neighbourhoods could benefit by applying the relevant greenfield architectural design criteria contained in this document. Relevant architectural design criteria included in this documents includes amongst other elements building siting, garage placement, front entrance treatment, height and roof line design. Additionally, the document places an emphasis on the study and understanding of the built context and building fit by regulating the unit type, colour and material's repetition along any given street. Of additional relevance are the document's guiding criteria on the study and the understanding of the built context, including the knowledge of what makes a building "fit in". This should be further considered in the definition of infill within a mature neighbourhood context.

4.3.3 City of Brampton Design Workbook for Upscale Executive Special Policy Areas (September 2000)

The procedures and design considerations contained in this workbook apply to all stages of the development process of an upscale executive style residential community, from secondary plan polices, site analysis and conceptual design to architectural control. These design guidelines apply to any area within the City with an Upscale Executive Housing Special Policy designation. The emphasis of the report is placed on the creation of a residential lot size strategy composed of anchor, core, and transition lots.

The document's architectural design criterion focuses on an upscale executive residential "theme" thought to enhance the neighbourhood's "individual character and uniqueness". Key architectural design elements include architectural styles, garage treatment, variety along the street, and roofline design.

Gaps:
Of relevance to this Study is the careful consideration of the architectural design elements that have a direct impact on the public realm, such as front entrance design and orientation of garage location. However, these guidelines are not applicable to development within mature neighborhoods as the majority of the infill development will occur on smaller properties outside the city's residential estate designated areas.

4.4 Development Approvals Process

Currently, development applications typically fall under two categories of the planning process: 1) applications where some form of planning review and public consultation is a part of the application pursuant to the Planning Act; and 2) those where no planning review occurs and the only application

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required is for a building permit pursuant to the Building Code. For those applications that require no planning review, the Zoning By-law and the Building Code are the sole tools to regulate built form.

Residential developments in mature neighbourhoods would require Planning Act approval only when it involves amendments to the block plan, official plan and zoning by-law; when a plan of subdivision or condominium is proposed; when a minor variance is requested; when a consent is requested; or when it is subject to site plan approval.

Pursuant to Section 41 of the Planning Act, the City of Brampton has designated the entire City as a site plan control area, as per Sub-section 5.7.1 of the City's Official Plan. According to Section 3 of the City's 2011 Site Plan Manual, developments subject to site plan approval may also be subject to architectural considerations, including separation distance from adjacent buildings (s.3.1.2), the massing and orientation of the proposed building (s.3.1.3 and 3.1.5), and the design of the building to be in harmony and conformity with surrounding buildings and streetscape (s.3.1.6), among other considerations. Sub-section 5.31.8 (i) further specifies matters to be displayed in drawings supporting site plan applications to include, "Matters relating to exterior design, including the character, scale, appearance, materials, roof top treatment and design features of buildings and their sustainable design..."

However, Sub-section 5.7.3 of the Official Plan specifically exempts the following residential dwellings from site plan control:

- a single family detached dwelling;
- a semi-detached dwelling;
- a duplex dwelling;
- a triplex dwelling;
- a multiple family dwelling containing less than 5 dwelling units;
- a residential building containing less than 5 street townhouse dwelling units;
- a building or structure accessory to a residential building containing less than 5 dwelling units; and,
- Any building or structure used or to be used directly in connection with a farming or agricultural operation.

Therefore, a single family detached dwelling, a semi-detached dwelling, a duplex, and triplex on an existing lot within an existing registered plan, which conforms to the zoning by-law would not be subject to planning review and would only be subject to the Building Code.

Proposed developments seeking minor relief from the Zoning By-law would require minor variance approval from the Committee of Adjustment. The Committee of Adjustment may grant a variance, if in the opinion of the Committee, the request is minor in nature, is desirable for the appropriate development or use of the land, building or structure and if in the opinion of the Committee, the general intent and purpose of the Zoning By-law and the Official Plan are maintained. Consideration on fitting into the established character would need to be made under the direction of the general intent of the Zoning By-law and of the Official Plan.

Mature trees are an element that contributes to the distinct character of a neighbourhood. As such, the City may request a Tree Inventory and Preservation Study as part of any application for an Official Plan amendment, zoning by-law amendment, draft plan of subdivision, and draft plan of condominium, as per sub-section 5.31.3 of the Official Plan, or as part of any application for consent, as per sub-section 5.31.7 of the Official Plan, but not for a minor variance application or for a building permit application. Under the site plan approval process, existing trees in good or fair conditions are to be identified and incorporated into the plan for preservation wherever possible (subsection 3.4.4 of the Site Plan Manual), and a tree survey may also be required by the City (subsection 3.4.6 of the Site Plan Manual). For general residential development, it is a policy of the Official Plan to consider, "Protection, maintenance and restoration of remaining trees and woodlots" (sub-section

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4.1.1.13(v)). For residential developments that do not require an official plan or zoning by-law amendment, plan of subdivision, plan of condominium, or site-plan approval, only the general policy in subsection 4.1.1.13(v) of the Official Plan would apply with regards to preservation and protection of mature trees.

Approvals Process Gaps

The Planning Department does not review building permit applications for additions to dwellings or construction of new dwellings within mature neighbourhoods. If a proposal for development meets all zoning requirements, the proposal may proceed and obtain a building permit for construction with no planning review whatsoever. As noted in earlier sections of this report, this could be problematic in mature neighbourhoods where a building permit could be issued for a structure that does not "fit in" with the character of the neighbourhood. If a variance from the zoning by-law is required to permit the development proposal, the tests against which proposals are measured against include the existing zoning, which may not be reflective of the built form of the mature neighbourhood.

In addition, mature trees contribute immensely to the character of a neighbourhood. However, the City does not have the power to require a Tree Inventory and Preservation Study to be completed as part of a minor variance or building permit application. As noted above, there is general policy direction in the City's Official on the protection and preservation of trees, however there is no clear policy that states mature trees must be protected to the greatest extent possible.

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5. Best Practices Review

A number of Canadian and American studies have addressed compatibility of new developments within mature residential neighbourhoods. A number of the studies recommend Official Plan policies or Zoning By-law provisions, and the recommendations of those studies are discussed in Section 4.1 below. Many of the studies also recommended design guidelines as a tool to ensure compatibility. A summary of the studies that recommended design guidelines is discussed in Section 4.2.

5.1 Official Plan & Zoning By-law Best Practices

5.1.1 Town of Oakville, Livable Oakville Plan and Residential Intensification Study

In the preparation of the Livable Oakville Plan, the Town conducted a Residential Intensification Study, which in part dealt with intensification in stable residential neighbourhoods. Many of the guiding principles and recommendations of this work are mirrored in the compatibility criteria of Section 11.1.9 of the Livable Oakville Plan (Oakville's new Official Plan). The study made policy recommendations, to ensure that intensification within stable residential communities, including single dwelling development, is compatible with the surrounding neighbourhood in terms of setbacks, separation distances, scale, height, massing and architectural character.

Section 11.1.9 of Livable Oakville provides criteria to which, "Development within all stable residential communities shall be evaluated…to maintain and protect the existing neighbourhood character". The criteria are the following:

a) The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with the surrounding neighbourhood.
b) Development should be compatible with the setbacks, orientation and separation distances within the surrounding neighbourhood.
c) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used to achieve a transition in height from adjacent development.
d) Where applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood.
e) Roads and/or municipal infrastructure shall be adequate to provide water and wastewater service, waste management services and fire protection.
f) Surface parking shall be minimized on the site.
g) A proposal to extend the public street network should ensure appropriate connectivity, traffic circulation and extension of the street grid network designed for pedestrian and cyclist access.
h) Impacts on the adjacent properties shall be minimized in relation to grading, drainage, location of service areas, access and circulation, privacy, and microclimatic conditions such as shadowing.
i) The preservation and integration of heritage buildings, structures and uses within a Heritage Conservation District shall be achieved.
j) Development should maintain access to amenities including neighbourhood commercial facilities, community facilities including schools, parks and community centres, and existing and/or future public transit services.
k) The transportation system should adequately accommodate anticipated traffic volumes.
l) Utilities shall be adequate to provide an appropriate level of service for new and existing residents.

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Applicability
Some of the criteria of Section 11.1.9 are not applicable to the purpose of this study. However, much of the criteria provide general policy direction for infill residential development and redevelopment, and similar policy guidance can be applied in the City of Brampton Official Plan. As discussed in Section 4.1 of this report, the Brampton Official Plan provides some direction for new residential dwellings within older mature neighbourhoods on compatibility and character. However, more detailed and specific direction such as that of Section 11.1.9 of the Livable Oakville Plan would set the policy framework for pointed zoning provisions to regulate elements that contribute to neighbourhood character.

5.1.2 Town of Oakville Technical Paper: Residential Zones (February 4, 2013)

As a follow-up to the Residential Intensification Study (as discussed above), a number of investigations into the built form existing in older neighbourhoods in Oakville was completed to establish appropriate zoning regulations. The findings were incorporated into the Town's zoning by-law 1984-63, as the RO pre-fix zones. The intent of the RO zone is to regulate built form in the "Infill Housing Areas", which are older neighbourhoods.

Currently, the Town is undertaking a comprehensive review of its Zoning By-law, which includes reviewing the current zoning framework for residential uses. The Town's current RO zone framework was specifically reviewed, with particular focus on built form (scale, height, and massing), and compatibility within stable residential neighbourhoods.

The study identified three measures, which affect building mass: lot coverage, yard minimums, and building height. It recommended the following changes to the current RO pre-fix zone to ensure that new developments fit in with the character of low density stable residential neighbourhoods:

- Building Volume Cap and Lot Coverage Standard: currently, the RO pre-fix zone places a maximum building volume cap on buildings, as one means to regulate the size of dwelling units on a lot, in addition to lot coverage maximums (ranging from 30% to 35%). Maximum floor area/lot area percentages for single detached dwellings in the RO zones are set out in Section 40.3) b) of the zoning by-law. Floor area/ lot area ratios range from 41% for lot areas of 0-300 square metres, to 26% for lot areas of 1,300 square metres or more. The study found that one-storey detached dwellings maximized under floor area /lot ratio, resulted in a lot coverage larger than the maximum permitted by the current zone (anywhere between 3% and 15% more building envelope, depending on the size of the lot). For smaller lots, the yard requirements typically do not permit building to the floor area/lot ratio maximum. Whereas for two storey dwellings, a detached dwelling maximized under the floor area/lot ratio resulted in a noticeable reduction in lot coverage. As a result, the study recommended maintaining the current lot coverage maximums for one-storey dwellings. For detached dwellings greater than one storey, staff recommended converting to a lower lot coverage standard matching the current floor area/lot ratio maximum standard.
- New Front Yard Standard: the study recommended maintaining the existing minimum front yard standard, but where the front yard of neighbouring properties is greater than the minimum required, then the front yard of the subject property may be the average of the two neighbouring properties.
- New Height Standard: staff recommended measuring the height of a building from grade

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to the highest point of a roof, instead of determining the building height based on roof type. Currently, the Town measures building height from grade to the highest point of a flat roof, deck line of a mansard roof, or mean height between eaves and ridge of a gabled, hip, or gambrel roof. It is staff's opinion that the recommended method of measuring overall height is simpler to interpret, without having to regulate depending on roof style.

In order to prevent existing buildings from becoming legal non-conforming, staff recommended existing building height standards be increased between 1.0 m. and 1.5 m., depending upon the zone.

Applicability

The majority of the lots within the mature neighbourhoods of Brampton are not subject to a maximum lot coverage requirement. For those lots within the study neighbourhoods that are subject to a maximum lot coverage, and as noted in Section 4.2 of this report, the existing built lot coverage is well under the maximum permitted by the zoning by-law. The Town of Oakville, in comparison, does apply a maximum lot coverage to its mature neighbourhoods, much like it does for its other residential zones. It is evident through Oakville's analysis, however, that the additional floor area/lot ratio tool controls building volume, but it is not supportive of the lot coverage regulation for two storey dwellings. Applying a lot coverage percentage would be the most applicable for Brampton, with a lower lot coverage maximum for two-storey dwellings. The applicability of an additional method of regulating building volume by floor area/lot ratio is worth exploring.

With regards to front yards, where the front yard of neighbouring properties is greater than the minimum required, the front yard of the subject property may be the average of the two neighbouring properties. Our analysis of Brampton's mature neighbourhoods found that front yard depths often exceed minimum zoning requirements. Given that it is typical to see front yards larger than the minimum required in the study neighbourhoods, it would be appropriate to apply an average of the adjacent front yard depths.

This new height standard recommended for Oakville may lead to increased building massing, as it may encourage applicants to build mansard roofs to maximize the height and floor area within the building. This may not be a desirable built form for some of Brampton's mature neighbourhoods. Despite this concern, the recommendations of Oakville's study merit consideration.

5.1.3 City of Newmarket Intensification in Stable Residential Areas

This study proposed changes to the R1-D and R1-C residential zone regulations. It recommended an "overlay zone", where lots within an "overlay zone" would be subject to alternate zone regulations. Under the proposed "overlay zone", the height would be reduced from a maximum of 10.7 m to 10.0 m. It also recommended a varying maximum allowed lot coverage: 25% for two-storey dwellings and 35% for one-storey bungalows. With regards to front yard setbacks, it proposed that the minimum required front yard be in line with, or in between existing front yard setbacks of adjacent dwellings. For building height, the study reviewed but recommended against using an approach that considers the existing heights of neighbouring dwellings, because if a home is between two single storey bungalows, yet two-storey dwellings exist in the area, the dwelling in between the two single-storey bungalows would be unfairly restricted in height.

Applicability

In Brampton, most of the lots within the study neighbourhoods fall under the R1A, R1B, and R2A zones. However, these zones also apply to new subdivisions that do not have an established character. As well, the Brampton Zoning By-law 270-2004 already contains 17 residential zones that permit single detached dwellings. Rather than creating new residential zones for mature neighbourhoods, which would complicate the current zoning by-law framework, applying an

overlay zone instead would be a logical approach, and would assist in simplifying the by-law.

Similar to Oakville, Newmarket applies a lower lot coverage maximum for two-storey dwellings, compared to single storey dwellings. As discussed above, this same approach could be appropriate for Brampton.

With regards to front yards, taking the average of the front yard of immediately adjacent properties appears to be a typical approach taken by municipalities, and is worth considering for Brampton. Similarly, Newmarket makes a valid argument about unfairly restricting the height of a dwelling if one were to limit it to the average of the height of immediately adjacent dwellings.

5.1.4 City of Edmonton Zoning By-law 12800, Section 817 Mature Neighbourhood Overlay

The City of Edmonton applies a mature neighbourhood overlay to ensure compatibility in its mature neighbourhoods. The purpose of the mature neighbourhood overlay (section 817 of the Zoning By-law) is to ensure that new low density development in mature residential neighbourhoods is sensitive in scale to existing development and maintains the character. The overlay is based on the characteristics of abutting lots and includes the following provisions:

- Front yard setback is to be within 1.5 m. of abutting lots, but is not to be less than 3.0 m.
- Where the site width is less than 18.3 m., the minimum side yard setback of the underlying residential zone applies. For lots greater than 18.3 m., the minimum side yard setback is 20% of the site width, but not to exceed 6 m. in total.
- The minimum rear yard setback is 40% of the site depth.
- The maximum height is 8.6 m, or 2.5 storeys.
- The overlay applies a maximum floor area of the upper half storey of a 2.5 storey building to not exceed 50% of the structure's second storey floor area.

Applicability

Newmarket allows an average of the front yards of the immediately adjacent properties. Oakville also allows an average of immediately abutting front yards, and provides the flexibility to be within 2 metres of that average (in their R1 to R5 zones). Edmonton, however, allows the front yard to differ from the neighbouring front yard depth within a specific range, rather than applying an average of the two neighbouring lots. This is a unique approach, and can also ensure compatibility in front yard depth character, and is worth considering for Brampton's mature neighbourhoods.

Also unique is the regulation for minimum side yards, which is based on the width of the lot (also referred to as lot frontage). It is reasonable to use a sliding scale to calculate side yard depth for lots with wider lot frontages, as this approach could achieve side yards depths that are appropriate in relation to the width of the lot. As discussed in Section 3.2 of this report, some of the neighbourhoods studied contain relatively wide lots, with frontages from 18 metres up to 45 metres. It may be appropriate to institute a similar approach for these areas with uniquely wide lots.

For minimum rear yards, the method of determining appropriate depth by applying 40% of the site depth would be effective for an area where the lot depth of all lots in the neighbourhood are the same. Otherwise, applying a percentage to determine rear yard depth would not necessarily ensure compatibility of lot depth character.

Edmonton attempts to regulate building mass partly by restricting the half storey above the second floor to not exceed 50% of the structure's second storey floor area. The properties of the Brampton mature neighbourhoods that are subject to this study are restricted to a maximum height of two storeys, in most cases. However, in some neighbourhoods, such as Neighbourhood 1 (South of Downtown and Peel Village) and Neighbourhood 2 (Centre Street and Rutherford Road), the existing building heights are below the maximum allowed, leaving opportunity for height additions. This approach

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could be appropriate for controlling building mass in addition to height maximums.

5.1.5 City of Ottawa Low Rise Infill Housing in Mature Neighbourhoods (March 21, 2011)

The City completed a staff report on low-rise infill housing in mature neighbourhoods. It recommended an amendment to the Zoning By-law 1008-250 to include a new section, which provides regulations for infill development, in addition to Urban Design Guidelines. The proposed provisions would apply only to a lot within the R1, R2, R3, or R4 zones within a specific geographic area, and on which a new residential building containing a detached, semi-detached, linked-detached, duplex, three-unit or multiple attached dwelling is constructed. Specific changes recommended are discussed below.

- A new definition for "grade", based on the pre-alteration site grades, and a requirement to confirm that grade is built as approved.
- Limit on the height and square footage of rooftop projection used to access rooftop patios.
- Calculation of front-yard setback based on the average of the adjacent homes.
- Permission for front-yard projections to be the average of those of the adjacent homes.
- No parking space is required. A new residential building is allowed to be built without providing any parking on-site. The minimum parking rates do not apply, and on-site parking is not permitted for secondary dwelling units.
- Permission for front-yard parking (new infill only and with limits on hard surface areas). A maximum of one front yard parking space is permitted per lot. Where one front yard parking space is provided, no other parking space may be provided on the lot. The intention behind allowing front yard parking is to provide more options around how and where cars can be stored on a lot. In the City's opinion, front yard parking was seen as more desirable than an attached garage or carport, because, allowing for front yard parking can permit a building façade that is more in keeping with established character of the neighbourhoods in question. Where a lot has access to a rear lane, parking must be located in the rear yard; and where the lot is a corner lot, parking space may only be located in the rear yard or corner side yard.
- Hard surface areas (walkways and driveways) in the front yard are restricted to a combined minimum width of 2.2 metres, up to a maximum of 3 metres for lots that are 7.6 metres or less in width, or for lots that are greater than 7.6 metres but less than 12 metres wide, the total hard surface area is to be a minimum of 2.2 metres, up to a maximum of 3.6 metres. In all other cases, the total combined maximum width is 6 metres. All areas of a required or provided front yard or corner side yard not occupied by a driveway, walkway, parking space, accessory building or accessory structure, or permitted projections must be landscaped with soft landscaping, consisting of trees, shrubs, hedges, ornamental plantings, grass and ground cover.
- Garage doors and carports not allowed to face the front lot line for lots less than 7.6 metres wide. An exception is provided in the case where the required minimum lot width is 7.6 metres or greater, for detached, semi-detached, linked-detached, multiple attached, three-unit dwelling or a duplex dwelling. In which case, if the width of the garage or carport is equal to 50% or less of the width of the front elevation of the principal dwelling unit, then the door may face the front lot line. As well, garages and carports must be recessed a minimum of 1 metre from the front wall of the building. A garage constructed on a corner side frontage, or detached and at the rear of the property is permitted to have doors facing the street. The rationale given was that the majority of the neighbourhoods within the study area were developed without attached front garages or, with front garages that take up a limited percentage of the total lot frontage.

Applicability

In comparison to the other municipalities studied,

Ottawa is particularly aggressive in allowing for no parking space to be provided. All four Brampton neighbourhoods surveyed in this study consist of lots that contain either a garage or a carport. Since all lots provide some form of parking on the property, it would not be in character to completely waive the requirement to provide at least one parking space on the lot.

When discussing compatibility of character of a neighbourhood, the issues of building mass, building height, and yard requirements are the primary topics. However, front yard parking affects the amount of soft landscaping in the front yard, which also contributes to streetscape character. As well, the question of whether to allow parking in the front yard has recently surfaced as a hot topic in many municipalities in Ontario, based on aesthetic concerns. It is increasingly becoming an issue where a household owns two or more cars, but only has a one-car garage. Ottawa is of the opinion that front yard parking is more desirable, given the established character of its neighbourhoods in question. For Brampton, however, the study neighbourhoods typically have a front garage or carport. To allow for front yard parking instead of a garage or carport would not be appropriate for the neighbourhoods in question.

To regulate soft landscaping in the front yard, Ottawa's approach is to place minimum and maximum widths of the walkway and driveway combined. Brampton already has some control measures in place to regulate landscaped open space, and correspondingly, the amount of paved area in the front yard. Brampton's zoning by-law requires a percentage minimum for landscaped open space in the front yard (generally 50%, 60%, or 70% depending on the zone). The R1E-x zone of the Brampton zoning by-law requires that the entire yard areas be landscaped open space other than a driveway, an encroachment, or an accessory building (Section 13.4.2(i)). As well, Section 13.4.2(k) for the R1E-x zone provides that the maximum driveway width is not to exceed the width of the garage, but does not provide a numerical cap. Ottawa's approach of specifically relating the provision to the prevalent driveway widths of its mature neighbourhoods reflects the existing character of these neighbourhoods. It is a more pointed approach to restricting paved areas in the front yard based on character, and is worth considering.

With regards to restricting the location of front garages and carports, not allowing them to face the street would not be appropriate for the Brampton neighbourhoods subject to this study. This is because it is an established character of Brampton's mature neighbourhoods to have the garage or carport face the street. Therefore, this approach would not be applicable to Brampton.

5.1.6 The City of Overland Park, Kansas – Infill and Redevelopment Design Guidelines and Standards (February 2004)

The City of Overland Park introduced Infill and Redevelopment Design Guidelines and Standards in 2004 applied to the older parts of the city. The City found that while existing design guidelines worked well for new developments, the standards were not as applicable to the infill and redevelopment that occurred in the older parts of the City. The City identified the northern part of the City as the older, more urbanized portion of Overland Park, and applied an Infill and Redevelopment Overlay Zone to this area. Specifically, the overlay zone applies to all infill, redevelopment, major rehabilitation of multi-family and commercial, and some minor rehabilitation of large commercial centres, and new single-family and duplex developments. Within the overlay zone, the infill and redevelopment standards applied to specific residential zones. Further, the City defined the terms "infill", "redevelopment", "major rehabilitation", and "minor rehabilitation".

For single-family residential infill/redevelopment, standards regulate the following:

- Preservation of existing trees, providing a minimum caliper for deciduous trees and a maximum height for evergreen trees;
- Front yard setback should be not less than

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the average existing setback along the same and facing block faces, and not more than 15 feet back from the established average existing setback; and

- Garage doors of attached garages are not to comprise more than 50% of the total length of a duplex building's front façade, and is to be offset by at least 4 feet from the plan of the adjacent unit's garage doors.

Applicability

A unique aspect of Overland Park's regulations for residential infill and redevelopments is the specific mention of tree preservation. Mature trees are an essential element of the streetscape, and are significant contributors to neighbourhood character. It may be worth considering to introduce a similar provision in the City's zoning by-law for mature neighbourhoods that are characterized with mature trees. Introducing such a provision would be supporting the intent of the Official Plan policy that cites consideration of the "Protection, maintenance and restoration of remaining trees and woodlots" (sub-section 4.1.1.13(v)) for general residential developments.

5.2 Urban Design & Architectural Control Best Practices

A number of Canadian and American infill design guidelines case studies were reviewed to further understand the full range of tools and processes used to guide infill development within mature neighbourhoods in other jurisdictions.

5.2.1 City of Mississauga New Dwellings, Replacement Housing, and Additions Urban Design Guidelines Design Guidelines and Site Plan Requirements (March 2013)

The City of Mississauga has designated specific areas of the City as Site Plan Control areas, under the Site Plan Control By-law to ensure the construction of new dwellings (including single detached dwellings), replacement housing and additions retain and complement the existing community character. The areas where single detached dwellings are under site plan control include the majority of Mississauga south of the QEW, as well as some other areas in the City that appear to be characterized by mature neighbourhoods and larger residential lots.

As a first step, applicants and their design consultants arrange for a preliminary meeting with the Development and Design Division to review concept drawings. Once the applicant submits a complete site plan application, City staff will review the development application (within Site Plan Control areas) based on the design guidelines.

Elements of this document relevant to this study are the provision of design guidelines on building scale and character, massing, building height and materials, grades, garage placement, driveway and hard surface treatment.

Of additional relevance to this study is the establishment of site plan control areas and associated process and submission requirements.

5.2.2 Town of Oakville Design Guidelines for Stable Residential Communities (2013)

The Town of Oakville Design Guidelines for Stable Residential Communities serves as a basic framework to guide decision making on the physical layout, massing, functioning and relationships of new and modified dwellings in stable residential communities (The stable residential community areas are identified in the document). New and modified dwellings include a new-detached dwelling on a vacant lot or a newly created lot through a severance process, a new detached dwelling replacing an existing dwelling and significant additions to an existing detached dwelling.

The Guidelines are intended to assist the proponent by providing guidance on the important design elements for building in stable residential communities; assist Town staff in the evaluation of development proposals; and assist local residents

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by providing a framework for understanding the expectations and evaluation process for new development in their community.

The Guidelines are envisioned as a tool for implementing the policies of the Livable Oakville Plan. The Guidelines were developed concurrent with the comprehensive Zoning By-law review process with the intent of having both projects informing each other balancing qualitative guidance with regulatory framework. These Guidelines are applicable to new residential dwellings and significant additions that are subject to site plan control and/or Committee of Adjustment approvals for minor variances and/or consents to sever as permitted under The Planning Act.

In addition, reference to these Guidelines is strongly encouraged in the design of 'as-of-right' new development for which only a building permit is required.

Consultation with Town staff is strongly encouraged prior to the submission of a planning application to obtain feedback on the proposal and the list of required materials for a complete submission.

Design criteria applicable to this study includes aspects of:

1. Neighborhood context such as building scale, priority lot identification and rear yard privacy;
2. Architectural context such as building massing, height, setback, primary façade, architectural elements and materials and garage location;
3. Site Context such as landscaping and tee conservation and driveways and walkways treatment and reparation; and,
4. Heritage Resource Context regulations for infill construction adjacent to heritage resource(s).

Of further relevance is the Town of Oakville identification of site plan control areas as an implementation tool in the development of appropriately sited and massed buildings within stable residential neighbourhoods.

5.2.3 City of Toronto Replacement Housing Guidelines (June 2004)

The Replacement Housing Design Guidelines are intended to ensure that new development, within the former City of North York, is compatible with, and enhance existing neighbourhoods.

The design guidelines are used to evaluate proposals for single-family replacement dwellings, and are enforced in minor variance cases only.

Design guideline elements relevant to this study include matters of:

- Site organization and amenity such as landscaping and tree preservation, hard surface treatment, driveways location and width; and,
- Building massing and architectural design such as façade's treatment, garage location, and roof configuration.

5.2.4 City of Ottawa Low-Rise Infill Housing in Mature Neighbourhoods (March 2011)

The Low Rise Infill Housing report was brought forward to propose changes to permission and procedures related to infill housing aimed at creating a positive contribution and improve overall compatibility of low-rise infill development.

After an extensive consultation process and detailed analysis of current infill in mature neighbourhood practices, three recommendations were put forward:

1. Recommendation 1 – Changes to the Zoning By-law for R1 to R4 zones where a new detached, semi-detached, linked-detached, duplex, three units or multiple attached dwelling is constructed.
2. Recommendation 2 – Changes to Urban Design Guidelines for Low-Rise Infill . The Guidelines were revised to reduce repetition in the document, clarify wording and reorganize the information within headings as well as to include text that reflects the proposed zoning

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changes put forward in recommendation 1. The document is applicable to all urban areas of the City. The Study found that these Guidelines were applied through Committee of Adjustment or Site Plan Control processes only and were not followed in as-of-right cases.

3. Recommendation 3 – Changes to City submission requirement and procedures, The Urban Tree Conservation By-law and the Drainage By-law.

The recommendations apply to building permit, site plan and committee of adjustment applications.

Pursuing a comprehensive design strategy, entitled "Ottawa by Design", the Low-Rise Infill Design Guidelines serve to fulfill the Official Plan's objectives in the area of design and compatibility. The Guidelines are applied to all infill development affected by the Official Plan's "General Urban" designation including the following residential dwelling types: single detached, semi-detached, duplex, triples, townhouses and low-rise apartments.

Design criteria of relevance to this study include landscape, building siting and massing, façade treatment, garage location and treatment, and service elements with a strong emphasis on design and compatibility.

Implementation criteria of relevance to this study is the identification of a site plan control area.

5.2.5 City of Calgary Low Density Residential Housing Guidelines for Established Communities (December 2010)

The "Low Density Residential Housing Guidelines for Established Communities" provides a comprehensive package of information to guide development. They are intended to apply to single-detached, semi-detached and duplex dwellings requiring a development permit.

By identifying the City's established communities, the document places a strong emphasis on encouraging development to respect and enhance the overall quality and character of the street/community in which it takes place.

The City of Calgary relies on Land Use Bylaw, the Alberta Building Code and a variety of statutory plans (such as Area Redevelopment Plans) and non-statutory policies approved by City Council to review and regulate development in the city. These guidelines are used in an advisory capacity to supplement the Land Use Bylaw and any applicable statutory plan when reviewing development permit applications for the construction of or an addition to a single, semi or duplex dwelling identified as a discretionary use in the Bylaw.

Aspects of implementation, design criteria and site development best practices relevant to this study that ought to be considered are:

1. The identification of a "Stable Communities" overlay;
2. Design criteria on contextual considerations such as building siting and massing; landscaping, setbacks treatment, parcel coverage and garage and driveway location; and,
3. Site development best practices to include existing sidewalk and curb and gutter and pavement matters, utility service connections, and tree protection and/or replacement.

5.2.6 City of Edmonton Residential Infill Guidelines (September 2009)

The "Residential Infill Guidelines" document is intended to assist the City of Edmonton and the development industry in achieving high quality residential infill, which is welcomed by neighbours and creates a livable environment for new residents.

The Guidelines apply only to residential infill development in Edmonton's mature neighbourhoods and are used by City staff in the review of development applications and the development industry in the preparation of residential infill applications, rezoning and development permits. The Guidelines apply to all

forms of infill – from secondary suites to high-rise towers including large residential infill sites.

Implementation and design criteria best practices that ought to be considered include:

- The identification of a "Mature" neighborhoods overlay where the design guidelines ought to be applied; and,
- The development of design criteria that addresses built form and design maters such as massing, façade treatment and building height, and site design and streetscape matters such as front entrance and garage location and treatment.

5.2.7 Knoxville – The Heart of Knoxville Infill Housing Design Guidelines

The Guidelines' purpose is to re-establish the architectural character of historically valuable properties with new housing that is architecturally compatible; to foster neighbourhood stability; to recreate more pedestrian oriented streets; and to meet a wide range of housing needs. The Guidelines were created to apply to areas where no historic or neighbourhood conservation zoning overlays or Traditional Neighbourhood Development district zoning exists.

While the purpose of this study is not to re-establish architectural character within any given neighbourhood, design criteria applicable to this study includes:

- Siting matters such as setback treatment and building siting,
- Building design matters such as building height and mass, façade treatment, driveway, front entrance and garage location and treatment, and landscaping.

5.2.8 The City of Overland Parks – Infill and Redevelopment Design Guidelines and Standards City of Kansas (February 2004)

The intent of the Guidelines is to encourage renewed investment in established Overland Park neighbourhoods in the form of compatible new single-family, multi-family and commercial infill development. The single-family provisions apply to all new single-family subdivisions and lot splits with specific residential designations within the Infill and Redevelopment Overlay Zone.

Implementation and design criteria best practices for single-family buildings applicable to this study are:

- The identification of an "Infill and Redevelopment" overlay zone; and,
- The development of design guidelines that provide criteria on site planning matters s such as lot coverage, and site and development design matters such as setbacks, building orientation an design.

5.2.9 City of Austin – Special Use Infill Options and Design Tools Available Through the Neighbourhood Plan Combining District (NPCD) (March 2011)

City Council approved in 2000 the "Infill Special Uses", a set of land use options for neighbourhood planning areas. These Special Uses are designed to permit a greater diversity of housing types and to improve compatibility between existing neighbourhoods and new development. Infill, in the context of this study, refers to "filling in" vacant or underutilized parcels of land in existing developed areas

During the neighbourhood planning process, a neighbourhood may recommend approval of one or more of the "Special Uses". Some of the uses may be applied to the entire neighbourhood planning area or portions of it, whereas others must be applied to specific properties. The chosen

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"Special Uses" will be incorporated into a single zoning overlay known as the "Neighbourhood Plan Combining District". This combining district requires approval from City Council.

Each "Infill Special Uses" description includes specific permissions and design criteria affecting its built form. Of relevant to this study are three "Special Uses" aimed at defining an appropriate building fit:

1. Cottage – permits detached single-family homes on lots with a minimum area of 2,500 square feet and a minimum width of 30 feet. Where development must meet minimum lot size, garage location, driveway, main entrance treatment, porch, minimum private open space, and parking requirements.
2. Urban Home - permits detached single-family homes on lots with a minimum area of 3,500 square feet and a minimum width of 35 feet. Where development is subject to front yard, front driveways, main entrance, and porch treatment, driveway width and parking spaces requirements.
3. Secondary apartment – permits a second dwelling unit. Where development must meet entrance and parking regulations.

6. Summary of Issues and Opportunities Analysis

The above review and analysis of development trends in Brampton's mature neighbourhoods, Brampton's existing implementation mechanisms and observed best practices across North America represents an important first important step for Brampton in arriving at a solution for ensuring compatible development through new additions and dwellings within the City's mature neighbourhoods.

The following is a summary of conclusions and preliminary considerations from this study for the City's review:

Development Trends and Mature Neighbourhoods

Requests for new residential dwellings or additions to residential dwellings often do not require a minor variance for approval. They often only require a building permit.

As seen in Brampton's mature neighbourhoods that were the subject of study, there are plenty of identified opportunities where homes could be built as of right under the current zoning but would be out of character with the established built form in the neighbourhood. Existing lot coverage, yard setbacks and building height are far less than the maximums permitted in the current zoning.

Official Plan

There are no policies that specifically address new or expanded residential dwellings within mature neighbourhoods. Rather, the policies contemplate higher density infill housing within intensification areas. While the urban design policies require that consideration be given to the scale, height and massing of new development within mature neighbourhoods, the policies state that the measure of compatibility is with the zoning regulations, rather than with the established character of the area. Additional policies that clearly indicate the City's desire to maintain the character of mature neighbourhoods is required.

Zoning

As noted above, the review of the City's zoning by-law in relation to the mature neighbourhoods studied has revealed that many of homes and lots have larger lot frontages, depths, and yard setbacks than the minimum requirements in their respective zones, and lower coverages than the maximum permitted, allowing as of right for larger dwellings that may not suit the character of the neighbourhood.

Urban Design and Architectural Control

The City of Brampton residential design guidelines deal primarily with the siting and design of buildings in greenfield communities or executive residential areas. However, there are important design principles within these documents that are supportive of preserving character, and therefore applicable to infill development within mature neighborhoods. These principles are:

- The delivery of a high quality of design;
- The protection and enhancement of the neighbourhood's character; and,
- The delivery of a pedestrian friendly environment.

Additionally, the reviewed design guidelines provide for clear development criteria to landowners and their consultants while serving as a tool for City staff in the review of development applications.

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As a result of our review of the City's design criteria, if infill design guidelines are determined through this Study to be effective planning tool they, should focus on the following elements:

- Site planning – Site planning strengthens the quality of a neighbourhood's streetscape by carefully determining the siting and façade treatment of buildings; and,
- Built Form Design - Built form reinforces the neighbourhood's streetscape by strengthening through architectural design, the relationship between the private realm and the street. Built Form design elements include building height, setbacks, garage placement, driveways, entrance architecture, street address, street grade treatment, windows, roof forms, and architectural and landscaping elements.

City's Development Approvals Process

The City's development review process does not currently provide for the review of building permit applications for additions or the construction of new residential dwellings in mature neighbourhoods where no variances are required. At the moment, if a minor variance is required and a review is triggered, the tests to which proposals must be evaluated against may not be strong enough to ensure truly compatible development, given the existing policy and zoning framework that exists.

Best Practices

The review of best practices has revealed many different approaches that the City of Brampton should consider in terms of preserving the character of mature neighbourhoods. It is evident that Brampton's Official Plan policies and Zoning By-law provisions have the potential to be improved to better protect mature neighbourhoods from incompatible development. For example, Official Plan policies could be strengthened to establish the framework for zoning provisions aimed at preserving the character of mature neighbourhoods. As observed, there are numerous examples of how zoning can play a key role in this, such as the establishment of overlay zones for mature neighbourhoods and alternative zoning regulations applying to these identified areas.

The City's policies and zoning requirements can be further complemented by various urban design and architectural control measures available. Based on our review of the City's design principles and criteria as well as Canadian and US infill housing design guidelines best practices, the urban design component of this study ought to consider the following design approaches:

1. The identification of site plan control areas or mature neighbourhood areas where the guidelines need to be considered in all instances. An option could be to identify neighbourhoods built before the 70's as site plan control areas;

2. The provision of design criteria on siting and built form aimed at ensuring a contextual fit to include:

   - Neighborhood context such as building scale, priority lot identification, lot coverage, landscaping, and rear yard privacy;
   - Architectural context such as building massing, height, setback, primary façade, architectural elements and materials and garage location;

3. The provision of construction guidelines pertaining to tree conservation and/or removal, site inspection, and sidewalk repair.

7. Public Consultation Overview

On Monday November 25th 2013, Brampton residents were invited to participate in the Mature Neighbourhoods workshop. The purpose of this session was to gather public input on the policy and urban design options to address new homes and additions and how they fit into the surrounding community. A number of residents, local Council members and City Staff attended the session.

The workshop commenced as an open house format, after which a brief presentation was made to summarize the project's purpose as well as identified issues and opportunities. Following the presentation, questions were asked of members of the public. The following summarizes their responses:

Question 1.

What do you like and dislike about recent building additions or new homes in your neighbourhood?

- Dislike the widening of driveways.
- Dislike small setbacks.
- Dislike excessive height.
- Back and side yards should be consistent throughout a specific area. New development should fit.
- Side yards should be wide enough to avoid having maintenance/repair easements. It was clarified that this condition occurs rarely.
- Side yards should be generous to allow for landscaping.
- Participants do not like the small side yards associated with 30' lots.

Question 2.

What building characteristics would you like to see regulated to ensure fit with the character of your neighbourhood?

- Back yard privacy issue when grading differences are present.
- Garage stepbacks to break long garage façade massing.
- Front and side yards should be regulated based on average front and side yard setbacks observed in the area.
- Use average side and front yard setbacks to determine appropriate side and front yard sizes.
- Agree with the idea of bringing the eaves height down.
- Participants would like to see landscape provisions to not allow for paving entire front yard.

Question 3.

Would you like to see the look and design of homes being regulated?

- No, residents should be able to propose their own design. On the other hand, no flat roofs should be allowed.
- Urban Design Guidelines for mature neighbourhoods that considers only massing and heights would be preferred. The document should guide homeowners, developers and builders with the design process.
- Massing considerations should also include shadow considerations.
- Roof lines should also be carefully designed, perhaps the use of a maximum eave line will help.
- External enclosed staircases should not be allowed (i.e., stairs that are located at the edge of buildings).
- Guidelines should be "very loose" to still allow for creativity.

The input received from the public has been instrumental in developing and refining the options presented in the next section of this report.

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8. Options

This study has examined existing trends in Brampton's mature neighbourhoods, current practices employed by the City, as well as best practices in other municipalities within Ontario and across Canada and the United States.

From this review, it has been observed that the current policy and zoning regulations in the City do not ensure that house additions and new dwellings are compatible with the character of mature neighbourhoods.

As first noted in Section 3 of this report, in February of 2013, Brampton City Council passed Interim Control By-law (ICBL) 35-2013 with the purpose of putting a temporary freeze on large additions to existing dwellings or the construction of replacement dwellings within mature neighbourhoods. The ICBL applies to all zones where single and semi-detached dwellings are permitted, and is triggered for proposed additions and replacement dwellings exceeding 15% of the existing gross floor area of a home.

Since February 2013, City Council has granted approximately 22 exemptions to the ICBL, which were reviewed on a case-by-case basis and evaluated as to their compatibility with the surrounding neighbourhood. Of these 22 exemptions, only 6 required variances from requirements of the zoning by-law. These variances included side yard setbacks, distance of garage to the rear property line and reduced number of parking spaces.

This analysis highlights the need for the City of Brampton to introduce additional zoning regulations or other design controls to regulate additions to dwellings or new dwellings within mature neighbourhoods.

This section of the report examines the potential policy, zoning and urban design options for the City's consideration.

8.1 – Official Plan Policy Options

As indicated in Chapters 4 and 6 of this report, there are no policies in the Official Plan that specifically address new residential dwellings or residential additions within mature neighbourhoods. One option is to amend the Official Plan to add clear policy direction respecting the requirement for new development to respect the existing character of a surrounding neighbourhood. This option could be implemented in the short-term.

For example, the Town of Oakville's Livable Oakville Plan contains policies and criteria to which, "development within all stable residential communities shall be evaluated...to maintain and protect the existing neighbourhood character". A similar policy framework could be added to Brampton's Official Plan providing guidance to development review and zoning so as to regulate elements that contribute to neighbourhood character.

Some of the criteria that could be added to the Official Plan could include the following:

- The built form of development, including scale, height and massing should be compatible with and fit in with the character of the surrounding neighbourhood;
- The architectural character and materials of new development should be encouraged to fit in with the character of homes in the surrounding neighbourhood;
- Development should be compatible with the setbacks, orientation and separation distances of existing homes within the surrounding neighbourhood;
- Impacts on the adjacent properties should be minimized in relation to grading, drainage,

access, overlook and privacy, as well as shadowing; and
- The preservation and integration of heritage building elements should be achieved.

A stronger policy direction in the City's Official Plan will provide the basis for additional zoning regulations and the potential also for urban design options to preserve character within mature neighbourhoods.

8.2 – Zoning Options

A range of new and revised zoning regulations were identified and evaluated as options to address compatibility of additions and new homes with the established character of mature neighbourhoods.

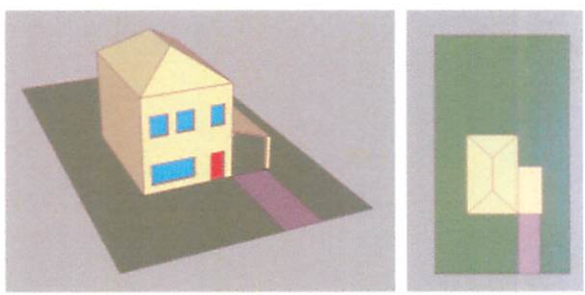
- These options were based on the analysis and input received, as summarized in Sections 3 to 7 of this report, including the following:
- a Citywide analysis of the type of residential additions/new dwellings occurring within identified mature neighbourhoods;
- an assessment of exemptions granted from Interim Control By-law 35-2013;
- an assessment of best practices in other municipalities; and
- public, Council and City staff input.

Reduced Lot Coverage:

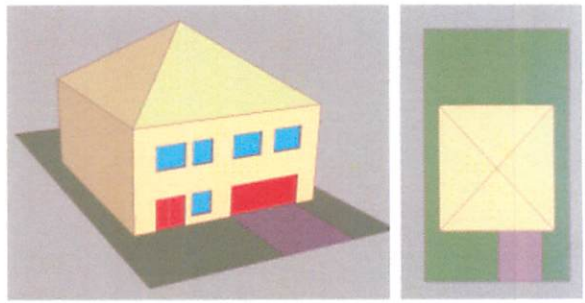
As explored in Section 3 of this report, current zone regulations for lot coverage are generally not reflective of the actual lot coverage in mature neighbourhoods. This means that as of right additions or new homes can in some cases be significantly larger than neighbouring homes.

An alternate provision for lot coverage could be considered, which would be based on the average lot coverage in a block or group of blocks, within a mature neighbourhood. For example, where zoning permits a maximum lot coverage of 40% in an area, and the actual lot coverage in that area is 20%-25%, new development would only be permitted at a maximum lot coverage of 25%.

However, implementing this option would require a fairly detailed level of area-specific analysis. A short term alternative would be to reduce maximum lot coverage in mature neighbourhoods to 25%, which is generally reflective of the overall character across mature neighbourhoods. This may lead to increased minor variances in some instances, but would provide the City with a means to scrutinize those applications to ensure that they fit in with the character of the immediate neighbourhood. A longer-term solution would be to vary the coverage on an area-specific analysis.



Existing Lot Coverage



Permitted Lot Coverage

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Average Front Yard Depth:

Within mature neighbourhoods, another key observed trend was that the average front yard depths are greater than the minimum front yard depths permitted in the zoning by-law. Front yard depth is one of the defining elements of neighbourhood character. As such, a provision could be added to ensure permitted front yard setback are equal to the average front yard setback of adjacent properties.

This option could be implemented relatively quickly on a short-term basis. Additional regulations would need to be considered for corner lots and for additions to existing buildings that had an existing front yard less than the average.

Building volume / mass cap:

In addition to lot coverage, the measure of compatible development can also be determined by the mass of a dwelling in relation to that of neighbouring dwellings. As observed in Brampton's mature neighbourhoods, there is a pattern of consistent dwelling sizes in terms of building volume.

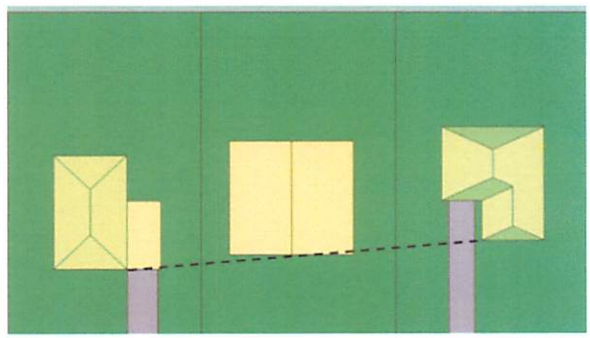
Building on this notion, an additional provision could be created that would regulate dwelling mass in addition to maximum lot coverage. The regulation would use a ratio of floor area to lot area to determine the appropriate massing for a given property within a mature neighbourhood. This would be beneficial to limit large multi-storey homes in areas of one-storey and split-level homes, which are common in many of Brampton's mature neighbourhoods. For example, a proposed two-storey dwelling located between two bungalows would be limited in size, not only based on maximum lot coverage, but also based on building volume. This could result in a second floor that only covers a portion of the main floor of the dwelling or a smaller overall building footprint.. The maximum floor area could be regulated based on the lot area with a sliding scale depending on the size of the lot, or it could be based on predominant floor area in the surrounding block or neighbourhood.

The advantage of this option is that, compared to coverage, it provides a means to regulate the mass of the building. The downside is that it requires detailed area-specific analyses in order to create a regulation that is reflective of a neighbourhood's character.

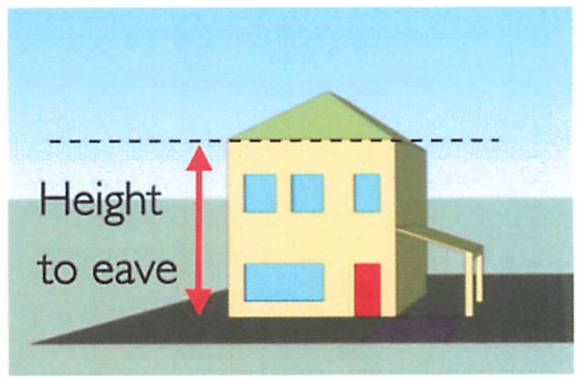
Height to eave:

In many of Brampton's mature neighbourhoods, permitted building height exceeds the established building heights in the neighbourhood (in some cases, dwellings would be permitted to double in height).

Currently, height is measured to the mid-point of a peaked roof, or the highest point of a flat roof. An additional regulation could be added to require a maximum height of the eave in order to reduce the wall height of the dwelling. This approach typically



Average Front Yard Depth



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leads to houses appearing less high, which is an observed trend in mature neighbourhoods.

This option could be implemented relatively quickly on a short-term basis.

Rear yard setback based on depth of the lot:

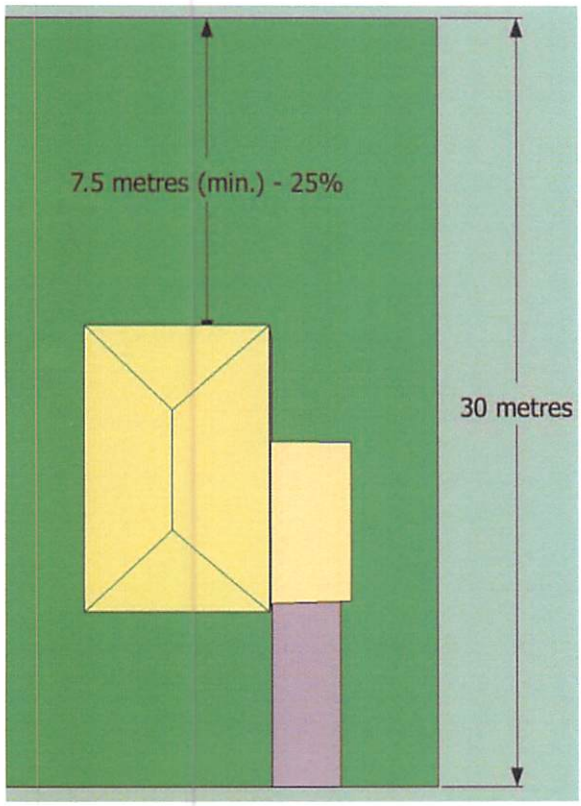
The depth of rear yards, although not typically visible from the street, contributes to the character of an area. New buildings deeper than current dwellings can create an impact for adjacent neighbours in terms of overlook, shadowing, loss of privacy and massing in the rear yard. This matter is particularly sensitive as it affects an area where residents often spend the most amount of time outdoors on their property. Minimum rear yard depth can have help to alleviate this impact. Currently, rear yard setbacks are typically required to be a minimum of 7.5 metres. However, as described throughout this report, rear yards in mature neighbourhoods are often greater than 10 metres in depth, sometimes even exceeding 20 metres in depth on larger properties.

A provision could be added to require a minimum rear yard to be a certain percentage of the lot depth (25%, for example). For example, a lot with a depth of 30 metres would require a minimum rear yard of 7.5 metres, whereas a lot with a depth of 40 metres, which is typical within mature neighbourhoods) would require a minimum rear yard depth of 10.0 metres (25% of the total lot depth).

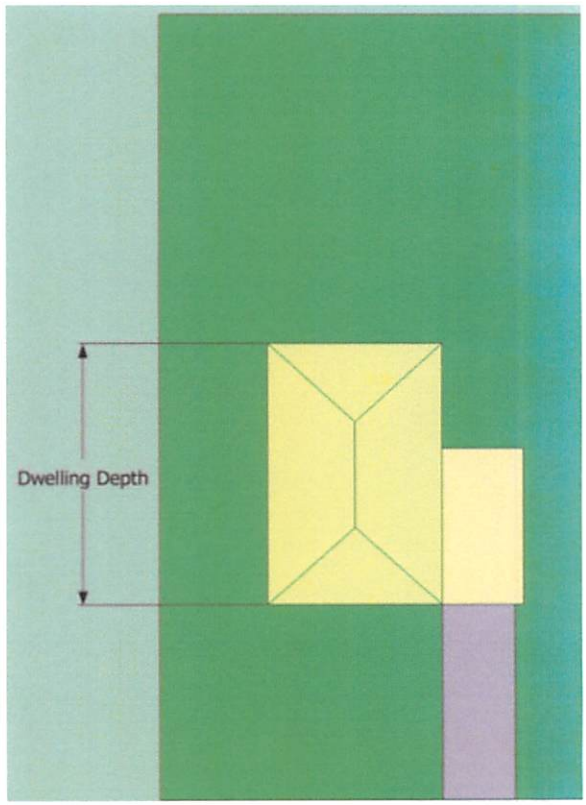
This option could be implemented relatively quickly on a short-term basis.

Maximum depth of the dwelling:

As an alternative to maximum rear yard depth, the maximum depth of the dwelling could be regulated. Combined with the minimum front yard setback



Rear Yard Depth as a Percentage of Lot Depth



Dwelling Depth

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requirement, a maximum dwelling depth regulation would have the effect of regulating the depth of a new building extending past the rear of another.

To create a depth regulation that is reflective of the character of the neighbourhood, detailed area-specific analyses will be required which is a disadvantage of this option.

Side yard setback based on lot width:

Currently, side yard setback requirements are fairly standard across residential zones. However, as discussed throughout this report, homes within mature neighbourhoods often have larger side yards, and in turn, larger separation distances between dwellings.

An additional provision that could be considered would be to regulate the minimum depth of side yards based on the width of a lot. In other words, the greater the lot width, the greater the minimum required side yard.

This option could be implemented relatively quickly on a short-term basis.

Summary

The zoning regulations will offer greater controls on the size and mass of dwellings than currently exist and provide a framework to ensure additions and new dwellings fit with the existing character of mature neighbourhoods. The City's zoning by-law could be amended to consider all or a combination of the zoning options explored in this section. Depending on the specific zoning option, some of the options may take longer to implement due to the site and area-specific review required to determine the specific regulations applicable to that area.

The next phase of this study will recommend zoning options that can be implemented in the short-term and zoning options that can be implemented over the longer term through a comprehensive review of the City's zoning by-law.

8.3 – Urban Design Options

Option 1: Status Quo

The City might choose not to develop design guidelines for mature neighbourhoods at this point in time. If this approach is chosen, the importance and relevance of an updated Zoning By-law becomes more apparent.

This approach has both advantages and disadvantages. Under this option, the use of design guidelines would not be the chosen approach to regulate the design and placement of new homes and additions. The advantage is that City would not have to create new design guidelines and an additional layer of regulation in addition to the zoning by-law, which might potentially put a strain on the City's resources. The disadvantage of this approach is that it does not offer a solution to ensure improved compatibility of new development within mature neighbourhoods.

Option 2: Residential Renovation Guide

A small informational guide of no more than four pages could be developed to inform residents, contractors and architects of the basic built form design that they should be mindful of when undertaking a home renovation/addition or expansion. The document should start with a brief description of what "Neighbourhood Character" is, and how an "appropriate fit" can be achieved. At a minimum, the guide should include direction on how to address front setbacks, heights, building depth and impact to a neighbour's privacy, roof configuration, garage placement and expansion, and driveway widths.

The downside of this approach is that an information guide is not a regulatory document, it is educational only. That being said, the advantage of this option is that homeowners, architects and builders would be provided with a document that would inform the design process before plans are drawn and submitted for approval, with the hope that the guideline will influence builders and help to

ensure new development fits in to the established neighbourhood character.

Option 3: Mature Neighbourhoods Design Guidelines

The City might choose to develop Mature Neighbourhoods Design Guidelines where detailed site plan, massing and general construction material best practices are outlined.

The Design Guideline document would be a stand-alone document intended to further inform residents, architects and contractors of the building elements they will have to consider in the design process.

Unless the application triggers a minor variance or re-zoning process, the application of the Design Guidelines would be voluntary. For ease of reference and to provide a one stop design guideline reference, the Mature Neighbourhoods Design Guidelines could be included as a chapter to the current City of Brampton Development Design Guidelines.

Similar to Option 2 above, the main downside of this approach is that the Design Guidelines would not be an enforceable document if made voluntary. It is a costlier approach than the residential renovation guide for arguably the same result.

Option 4: Mature Neighbourhood Design Guidelines implemented through Site Plan Control

Further to the development of Design Guidelines as per Option 3 above, the Design Guidelines could be enforced through the application of site plan control in mature neighbourhoods. Mature neighbourhoods would need to be specifically identified through criteria such as areas built before the 70's.

Not all additions or renovations requiring a building permit would necessarily proceed through site plan as many renovations and small additions would not detrimentally affect the character of a neighbourhood. As a result, triggers would need to be developed for when a site plan control application would be required in a mature neighbourhood. A logical and defensible criteria could be the size of the proposed addition as a percentage of the current floor area of the dwelling.

This option offers a way to address a broader range of built form parameters than a zoning by-law can address and also allows issues of dwelling siting on a lot to be addressed in a site specific basis. This additional process would provide a further tool to ensure new development fits into the established character of mature neighbourhoods. A disadvantage to this approach is the potential strain that the process may cause on the City's resources and the additional processing time to render a decision. In turn, this result in slower approval times for the applicant. Further, the process would become more costly for the applicant, because an additional fee would be required.

8.4 – Combined Zoning and Urban Design Option

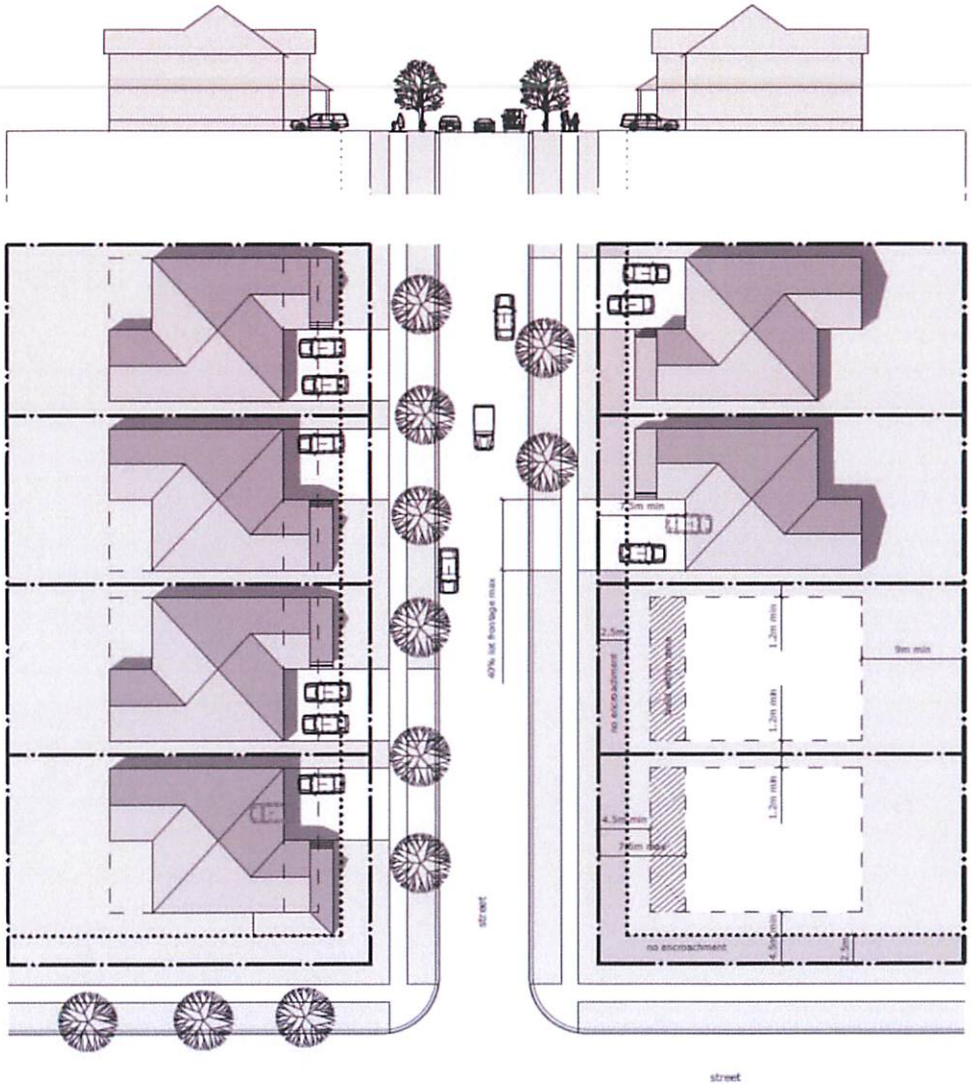
Option 1: Illustrated Zoning By-law

An illustrated Zoning By-law relies on a series of graphic diagrams to exemplify how specific regulations apply to generic sites. This approach melds the zoning provisions discussed in Section 8.2 with many of the design guideline aspects of Options 2 and 3 of Section 8.3.

There are both pros and cons to this approach. While it would take longer to prepare a document of this nature, compared to a text based Zoning By-law, illustrations tend to explain and clarify zoning regulations in a manner that words seldom manage to do. The illustrations could also provide design alternatives on how zoning could address neighbourhood character.

Please refer to **Figure 5** for an example of an illustrated zoning by-law from the Town of LaSalle.

Figure 5: Example of Illustrated Zoning By-law (Town of LaSalle, Ontario)



Town of LaSalle - illustrated zoning by-law

Single Detached/Semi-detached Zone

Single Detached
Front/Side Attached Garage

TND-R1
Residential

Boulfard & Howard Planning Districts

28.1.3 Zone Provisions for a Single Detached Dwelling with an Attached Garage

a) Lot Size & Building Height
The minimum lot frontage shall be 15m and the minimum lot depth shall be 32m. The maximum building height shall be 11m.

b) Front Yard Build Within Zone
The main front wall of the house shall be built within 4.5m and 7.5m of the front lot line.

c) Side Yards
The minimum interior side yard shall be 1.2m. For a corner lot, the exterior side yard shall be a minimum of 4.5m.

d) Rear Yard
The minimum rear yard shall be 9m.

e) Porches/Steps
Steps and porches may encroach to within 2.5m of the front lot line and/or the exterior side lot line. A 2m minimum depth of porch is required. A no encroachment zone from the front and exterior lot lines of 2.5m is established.

f) Garages
The width of the garage shall comprise a maximum of 40% of the lot frontage. Garage doors shall be set back a minimum of 7.5m from the front or exterior side lot line, depending on which lot line the garage door faces.

g) Landscape
A minimum of 50m² of usable, landscaped open space shall be supplied in the rear yard.

h) Parking
A minimum of 2 parking spaces are required per dwelling unit.

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9. Preferred Approach Recommendations

9.1 – Policy

It is recommended that the Official Plan be revised to strengthen the policies requiring new dwellings and additions to fit in with and be compatible with existing homes within mature neighbourhoods. Building on the policy options outlined in Section 8.1 of this report, draft policies are proposed in this section.

The Official Plan should provide a definition for "Mature Neighbourhood". The following is proposed to be added to the definitions section of the Official Plan, Section 5.2:

"Mature Neighbourhood" means a residential area where the majority of dwellings were built prior to 1980. These dwellings are generally not constructed to the minimum building setback and maximum lot coverage regulations of the Zoning By-law. Typical characteristics of mature neighbourhoods include, greater separation distances between dwellings, greater front and rear yard setbacks, lower lot coverage.

An additional policy should be added to Section 4.2.1 of the Official Plan. The policy would apply specifically to mature neighbourhoods and address matters of compatibility with the existing neighbourhood character for replacement dwellings or additions to existing dwellings.

Recommended Policy:

Replacement dwellings or building additions to existing dwellings shall be compatible with the established character of mature neighbourhoods. Massing, scale and height of the replacement dwelling or building addition will fit with the host neighbourhood. Replacement dwellings and or building additions shall be designed to minimize loss of privacy and sunlight on neighbouring properties. Houses should not dominate the lots. The separation of buildings shall be consistent with existing separation of buildings in the neighbourhood. Landscaping and fencing is encouraged in order to maintain privacy.

- *The built form of development, including scale, height, massing, architectural character and materials, is to be compatible with, and fit into, the character of the host neighbourhood.*
- *Replacement dwellings or building additions should be compatible with the setbacks, orientation and separation distances within the host neighbourhood.*
- *Impacts on the adjacent properties shall be minimized in relation to drainage, access, privacy and shadowing.*
- *Where designated or listed heritage building are present in a mature neighbourhood, the integration of heritage building elements in the design of the building addition, shall be made to the greatest extent possible.*

It is also recommended that scoped site plan control be employed to regulate the development of new dwellings and additions to existing dwellings within mature neighbourhoods. When an application comes in to the City for the construction of a dwelling addition or a new dwelling that is larger than 50 square metres within a mature neighbourhood, site plan control would be triggered. Accordingly, additional policies are proposed to be added to Section 5.7, Site Plan Control.

Recommended Policy:

Notwithstanding Section 5.7.3, any new dwelling or addition to an existing dwelling that is designed and used as a single

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detached dwelling shall be subject to site plan control, only when:

(i) the replacement dwelling, or addition to an existing dwelling, is located within a mature neighbourhood as defined in Section 5.2; and,

(ii) the addition or replacement dwelling to an existing dwelling on the lot represents an increase in Gross Floor Area greater than 50 square metres of the Gross Floor Area of the existing dwelling.

A scoped site plan review process will be used to review proposals subject to this provision. The scoped site plan process will only review the proposal in terms of massing, scale, siting, coverage, setbacks, landscape and architecture.

9.2 – Zoning

Nearly all of the zoning provisions explored in Section 8.2, would be logical provisions to include in the City's zoning by-law to regulate additions and new dwellings within mature neighbourhoods. However, some of the provisions would take longer to implement than others do to the site specific review required to implement the provisions. This report, therefore, identifies some regulations that could be implemented relatively quickly in the short term through a zoning by-law amendment, as well as additional regulations that could be implemented over the longer term through a comprehensive review of the City's zoning by-law.

Short Term Zoning Amendment

In the short term, it is recommended that the City institute "quick fix" zone provisions to address certain matters relating to fit and compatibility within mature neighbourhoods.

Mature Neighbourhoods within the City of Brampton are proposed to be identified on a new map to be incorporated within the Zoning By-law. Within these Mature Neighbourhoods, alternate zoning regulations would apply for single family detached dwellings.

As discussed throughout this Policy Review, the observed built form and development pattern in mature neighbourhoods are often not reflective of the zoning requirements in these neighbourhoods. When compared to newer neighbourhoods (developed post 1980), some of the key characteristics of mature neighbourhoods include deeper front and rear yard depths, greater separation distance between dwellings and shorter dwelling heights.

The purpose of having alternate zoning regulations for dwellings falling within the overlay zone is to recognize the existing characteristics of these areas, setting a standard for new dwellings and additions to dwellings that respect and fit in to the built form character of Mature Neighbourhoods.

There are six proposed new zoning regulations for the Mature Neighbourhood Overlay Zone as follows:

- Minimum Front Yard Depth
- Minimum Rear Yard Depth
- Minimum Interior Side Yard Width
- Maximum Lot Coverage
- Maximum Building Height
- Maximum Height of Wall to Eave

Minimum Front Yard Depth

- Currently, minimum front yard depth in these zones ranges from 4.5m to 10.6m.
- Typical front yard depths in mature neighbourhoods are wide-ranging, however consistently they measure on average between 6 and 9 metres, and are often greater in certain mature neighbourhoods.
- The proposed zoning regulation would require the minimum front yard depth requirement to be equal to that of the average of immediately adjacent properties.

Minimum Rear Yard Depth

- Currently, minimum rear yard depth in these zones is 7.5m.
- Typical rear yard depths in mature neighbourhoods measure over 10 metres, and in many cases exceed 15 or 20 metres.
- The proposed zoning regulation would require the minimum rear yard depth to be equal to 25% of the depth of the lot, or, the rear yard depth required by the applicable zone, whichever is greater.

Minimum Interior Side Yard Width

- Currently, minimum interior side yard width in these zones ranges from 0.9m to 2.4m. Where a minimum side yard of 2.4m is permitted in one side yard, the other side yard is often permitted to be a minimum of 1.2m
- Within the R1A(1), R1A(3), R1B(2), R1B(3), R1C(1), and R2C zones, a minimum side yard of 0.0m is permitted, provided that the adjoining side yard of the neighbouring property is a minimum of 2.4m and there are no windows at the side of the house.
- In many cases, side yards in mature neighbourhoods are greater than 2.4m, with separation distance between dwellings exceeding 5 or 10 metres.
- The proposed zoning regulation would require the required minimum interior side yard width, to be based on the width of the lot for all lots with a width greater or equal to 15m.
  - 15m-21m wide lots: min. 1.8m interior side yard width
  - 21.1m – 30m wide lots: min. 2.4m interior side yard width
  - 30m + wide lots: min. 3.0m interior side yard width

Maximum Lot Coverage

- Currently, maximum lot coverage does not apply to all residential zones. For those zones where maximum lot coverage applies, it ranges from 25% to 45% of the lot area.
- Within mature neighbourhoods in Brampton, typical lot coverage does not exceed 25%, and in many cases falls well under.
- The proposed zoning regulation would require the maximum lot coverage to be 30%.

Maximum Building Height

- Currently, maximum building height in these zones ranges from 7.6m to 10.6m.
- Height is measured differently for flat roofs and peaked roofs. For flat roofs, height is measured to the highest point of the roof surface. For peaked roofs, height is measured to the average height between the eaves and the roof ridge.
- The proposed zoning regulation would require a maximum building height of 8.5 metres.

Maximum Height of Wall to Eave

- In order to prevent the construction of dwellings that are too tall and out of character with neighbouring dwellings, the height of the main walls of the dwelling to the eaves can also be regulated.
- This will ensure that the lower edge of roof lines are not out of character with neighbouring dwellings.
- The proposed zoning regulation would require the maximum height of the side wall of a dwelling not to exceed the greater of 7.0 metres from the established grade to the height of the eave.

D7-59

Combined, these provisions would address many of the concerns regarding incompatible built form of new homes and additions.

Longer Term

In the longer term, the City could conduct a comprehensive review of the existing residential zones and consider additional zoning regulations to be applied to mature neighbourhoods including:

- Lot coverage based on the predominant coverage in block or groups of blocks;
- Building volume / mass cap to reflect mass of homes in an area; and
- Maximum depth of the dwelling to reflect predominant depth of dwellings in an area.

9.3 – Urban Design

Similar to the above approach for zoning provisions, design alternatives have been considered on the basis of short term "quick fix" and longer term solutions.

Short Term

The development of a Residential Renovation Guide or "Citizen's Guide to Neighbourhood Character" is recommended as a viable short-term option to educate builders and the public on how new homes could be designed to fit into the character of mature neighbourhoods. The Guide would provide immediate direction to builders and residents on neighbourhood fit considerations and could be easily distributed through social media, the City's web site and/or in person at the City's building and planning counters.

Longer Term

The development of an Illustrated Zoning By-law is recommended as a long-term approach to address both zoning and design matters that contribute to neighbourhood character and compatibility of new development.

D7-160

SGL

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info@sglplanning.ca

D7-61

Appendix B:

Draft Official Plan Amendment

D7-662

AMENDMENT NUMBER OP2006-____

TO THE OFFICIAL PLAN OF THE

CITY OF BRAMPTON

i) Purpose:

The purpose of this amendment is to implement the recommendations of the Infill Development in Mature Areas Policy Review by updating the Residential and Definition sections of the City of Brampton Official Plan. This amendment proposes to:

- Preserve and enhance the character of the City's older mature neighbourhoods;
- Provide a policy framework to permit change and investment that is sensitive to the established physical character of the City's older mature neighbourhoods; and,
- Enhance clarity, and provide efficiency and certainty for the development of additions and replacement dwellings by implementing policy statements focussed on compatibility with the established physical character of the City's older mature neighbourhoods.

ii) Location:

This amendment affects older mature neighbourhoods in Residential areas within the City of Brampton.

iii) Amendments and Policies Relative Thereto:

3.1 The document known as the Official Plan of the City of Brampton is hereby amended:

(1) By adding to Part I: The General Plan, in Section 4.2 Residential thereof, the following policies after Section 4.2.1.17: :

4.2.1.18 "Older, Mature Neighbourhoods"

Replacement dwellings or building additions to existing dwellings shall be compatible with the established character of mature neighbourhoods. Massing, scale and height of the replacement dwelling or building addition will fit with the host neighbourhood. Replacement dwellings and or building additions shall be designed to minimize loss of privacy and sunlight on neighbouring properties. Houses should not dominate the lots. The separation of buildings shall be consistent with existing separation of buildings in the neighbourhood. Landscaping and fencing is encouraged in order to maintain privacy.

4.2.1.18.1 The built form of development, including scale, height, massing and architectural character, is to be compatible with, and fit into, the character of the host neighbourhood.

D7-63

4.2.1.18.2 Replacement dwellings or building additions should be compatible with the setbacks, orientation and separation distances within the host neighbourhood.

4.2.1.18.3 Impacts on the adjacent properties shall be minimized in relation to drainage, access, privacy and shadowing.

4.2.1.18.4 Where designated or listed heritage buildings are present in a mature neighbourhood the integration of heritage building elements in the design of the building addition should be made to the greatest extent possible.

(2) by adding to Part I, The General Plan, in Section 5.0 thereof, the following policy to Section 5.7 Site Plan Control after Section 5.7.3:

5.7.4 Notwithstanding Section 5.7.3, any new dwelling or addition to an existing dwelling that is designed and used as a single detached dwelling shall be subject to site plan control, only when:

(i) the replacement dwelling, or addition to an existing dwelling, is located within a mature neighbourhood as defined in Section 5.2; and,

(ii) the addition or replacement dwelling to an existing dwelling on the lot represents an increase in Gross Floor Area greater than 50 square metres of the Gross Floor Area of the existing dwelling.

A scoped site plan review process will be used to review proposals subject to this provision. The scoped site plan process will only review the proposal in terms of massing, scale, siting, coverage, setbacks, landscape, grading and architecture.

(3) Sections 5.7.4 – 5.7.6 are renumbered accordingly.

(4) by adding to Part I, The General Plan, in Section 5.0 thereof the following definition to Section 5.2 between "Major Office" and "Major Transit Station Areas" definitions :

"Mature Neighbourhood" means a residential area where the majority of dwellings were built prior to 1980. These dwellings are generally not constructed to the minimum building setback and maximum lot coverage regulations of the Zoning By-law. Typical characteristics of mature neighbourhoods include, greater separation distances between dwellings, greater front and rear yard setbacks, lower lot coverage.

Approved as to Content:

Henrik Zbogar, MCIP, RPP
Acting Director, Planning Policy & Growth Management
Planning and Infrastructure Services Department

D7-64

Appendix C:

Draft Zoning Amendment

D7-65

DRAFT

To amend By-law 270-2004, as amended

The Council of the Corporation of the City of Brampton ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

(1) by adding to Section 10 General Provisions for Residential zone, the following as Section 10.27 "Mature Neighbourhoods":

"Mature Neighbourhoods shall apply to single detached dwellings located within Mature Neighbourhoods, as identified on Schedule J.

Notwithstanding any provisions in this by-law to the contrary, the following provisions shall apply to single detached residential dwellings, identified on Schedule J.

a) Minimum Rear Yard Depth: equal to 25% of the depth of the lot or, the rear yard depth required by the applicable zone, whichever is greater.
b) Minimum Interior Side Yard Depth:
   - Lot width that is less than or equal to 21 metres: 1.8 metre interior side yard width;
   - Lot width that is greater than 21 metres, but less than 30 metres: minimum 2.4 metre interior side yard width;

D7-Lele

- Lot width that is equal to or greater than 30 metres: minimum 3.0 metre interior side yard width.

c) Maximum Lot Coverage: 30%

d) Maximum Building Height: 8.5 metres

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL,

this day of 2014.

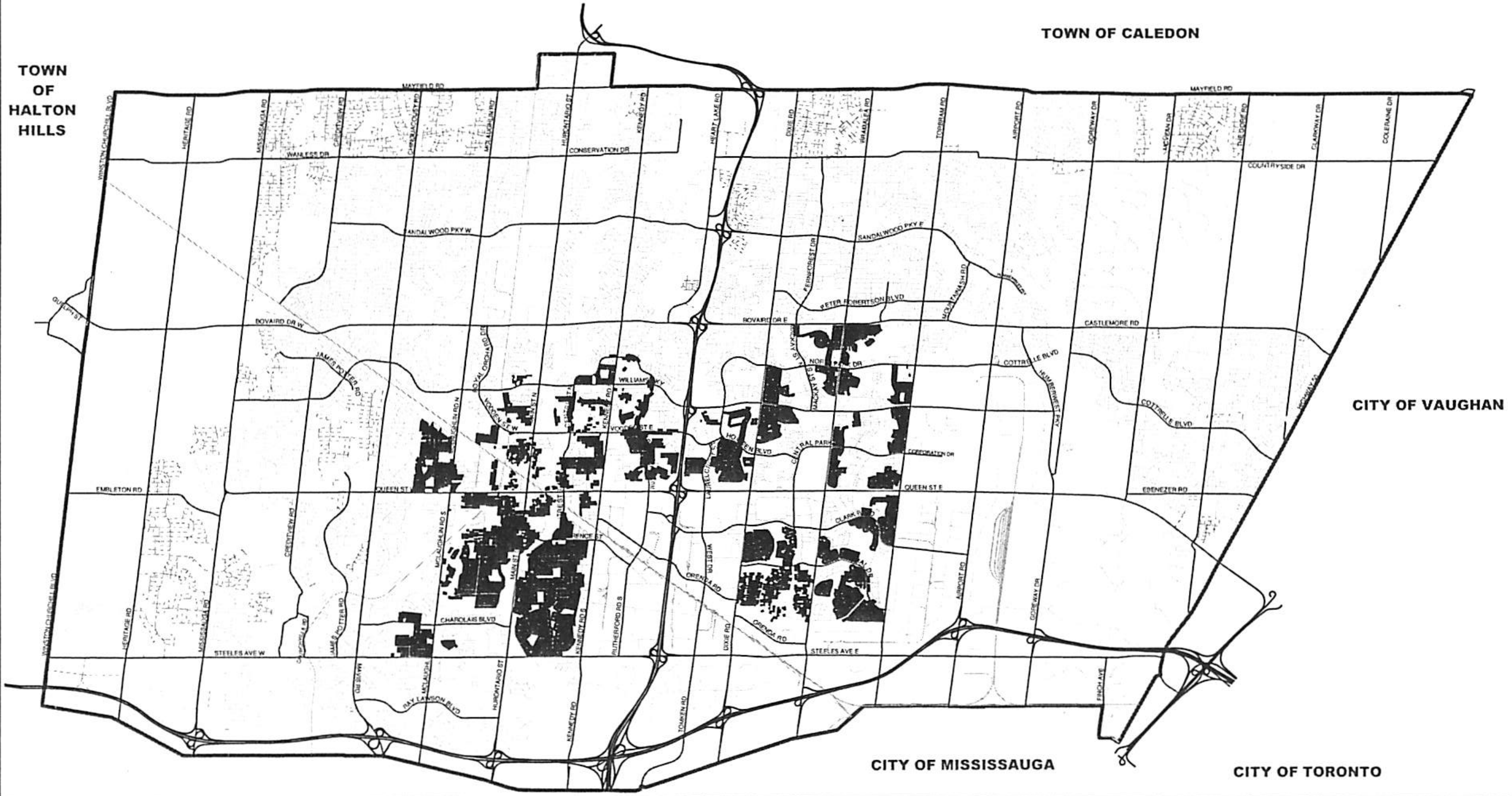
SUSAN FENNELL - MAYOR

PETER FAY - CITY CLERK

Approved as to Content:

Henrik Zbogar, M.C.I.P., R.P.P
Acting Director, Planning Policy and Growth Management

D7-67



SCHEDULE J - MATURE NEIGHBOURHOOD

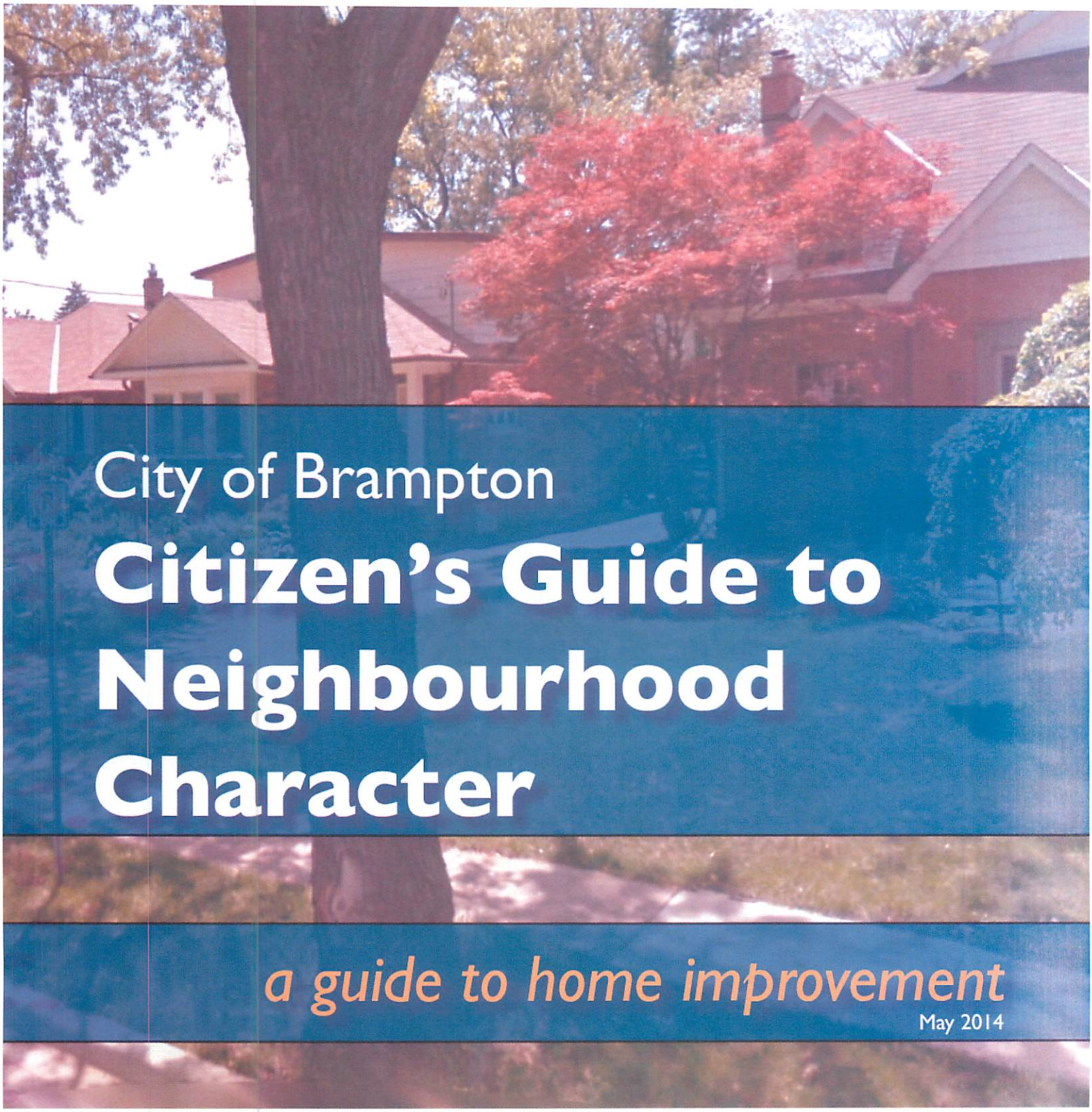
MATURE NEIGHBOURHOOD

D7-68

Appendix D:

Citizen's Guide to Neighbourhood Character (Prepared by SGL)

D7-69



City of Brampton

Citizen's Guide to Neighbourhood Character

a guide to home improvement

May 2014

D7-70

what is neighbourhood character?

Brampton has been growing since the middle of the 19th century'. It's neighborhoods have been developing individual and unique characteristics and identities that continue to attract residents. As they evolve and accommodate change it becomes increasingly more important to preserve and enhance these identities: in other words- to manage change.

The unique identity of your neighbourhood- your "Neighbourhood Character", has been established by the following elements:

1. **Building setbacks**
2. **Building heights and massing**
3. **Garage and driveway location**
4. **Front entrance treatment**
5. **Landscape**

The purpose of this guide is to help you design and construct improvements to your property that not only improves the livability of your home but also helps protect and strengthen the unique characteristics of your block and neighbourhood as a whole.

Whether it is a cosmetic improvement, a new addition, the complete replacement of an existing home, or simply new landscaping; investment in and enhancement of homes and property are welcome and essential for community vitality.

Strong neighbourhood character not only enhances and preserves the characteristics you love about your neighbourhood but also maintains and increases property values... and while home improvements are tackled on an individual basis it is the sum of all improvement efforts that make your neighborhood strong and distinctive.

The following guide encourages the design of improvements that will both improve the function of an individual home as well as meet the following objectives to strengthen your neighborhood character through two key objectives:

Delivering inviting streetscapes:

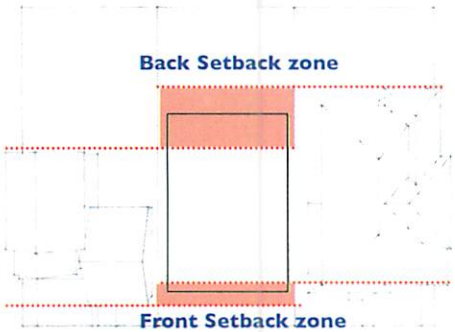
Streetscapes that create an inviting environment for walking and/or cycling through the arrangement of front yards, walkways and driveways that are visually connected to the street and welcoming to pedestrians.

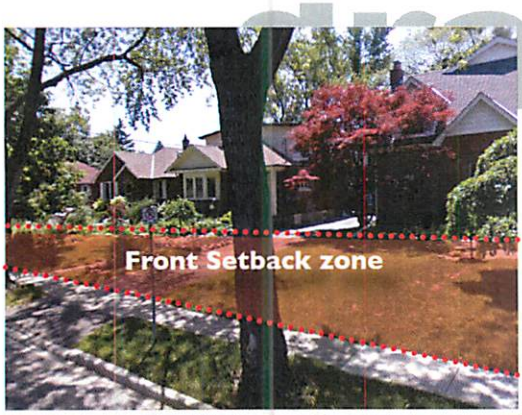
Ensuring built form fit:

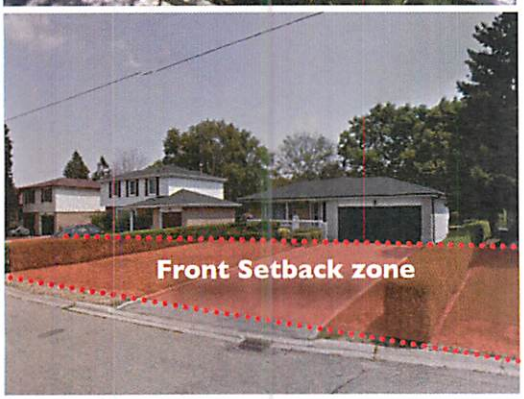
Through appropriate building heights, roof lines, and building width and depth (referred as massing) homes should be designed to comfortably fit with others on the same block.

D7-71

building **setbacks**







The building's spacing or setback to the front, sides and back property boundaries make for a distinctive block pattern that define your street.

Setbacks have a number of purposes:

- They provide uniformity to a neighbourhood by determining the placement of buildings. This in turn results in distinctive streetscapes with varying degrees of street visibility and walkability.
- Setbacks allow a certain measure of privacy between neighbours, provide space for light and air circulation, and provide open space for landscaping and recreational use.
- Setbacks provide places for cars to park in front of their garages without having to overhang and block sidewalks.

The manner in which you design your home improvement will have a great impact on your block's streetscape and neighbour's privacy. When considering design solutions remember to:

- Ensure that setbacks must at least conform to the standards of the existing zoning;
- In addition, ensure your setbacks are similar to the average of existing setbacks on the block or on adjacent properties... remember that locating buildings too close to the street edge or too far from it will visually disrupt your block's setback pattern.
- Ensure back yard privacy and sunlight issues are addressed when extending a home towards the back of the lot.

D7-72

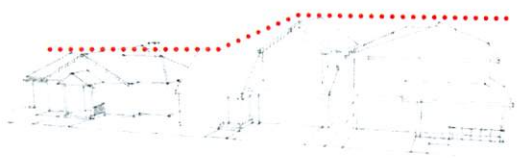
2 building height and massing

The size and massing of a new home or addition should be compatible with the general scale and shapes of surrounding houses.

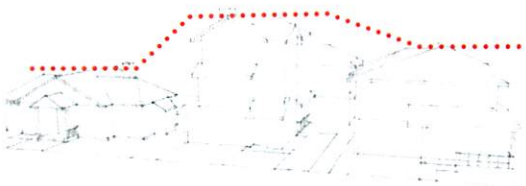
On blocks where single story houses or small two story houses are the predominant block pattern, a second story addition or a new two-story house may require particular attention in order to maintain compatibility with the surrounding structures. Scale may be minimized by employing one or more of the following techniques:

- Limiting your building height to two storeys;
- Sloping the new roof back from adjacent houses;
- Avoiding flat roofs on blocks with a predominant pattern of peaked roofs;
- Avoid a "sunken garage" strategy as it visually highlights the height of a building; and,
- Proportion the front façade and roof line to have a horizontal emphasis. Avoid features with strong vertical orientation.

Architectural styles of new houses and substantial remodeling should be compatible with the architectural styles found in the surrounding neighborhood. Note that no specific architectural style is recommended: whether your new home is contemporary or replicates a style found in the neighbourhood it should be compatible by ensuring that it's design employs building scale, massing, roof lines, materials and building orientations that are commonly found in the neighborhood.



Yes



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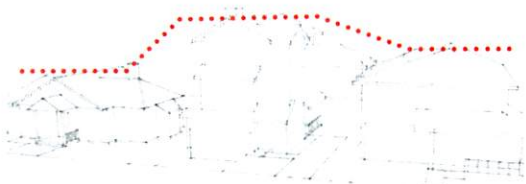
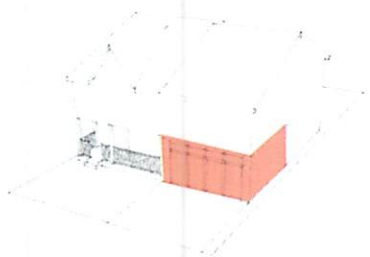


No **sunken garage condition**

D7-73

3 garage and driveway location



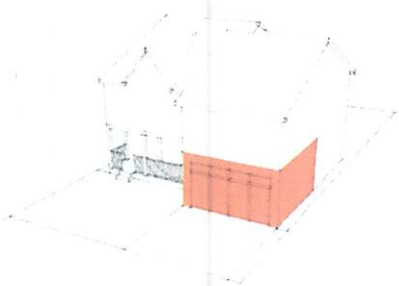
Acceptable

Garages and driveways have an enormous impact on the way our streets and neighbourhoods look and feel. A neighbourhood characterized by large and continuous driveways makes for a poor walking experience. The design and location of your new garage and driveway should be focused on minimizing the extent of its' predominance on your home's front facade and the street.

In general, new garages should be located and sized to be consistent with the established pattern in your neighbourhood. In neighbourhoods with an established pattern of detached garages located in the rear yard, new garages should also be located at the rear of the house.

In neighborhoods with an established pattern of attached garages, new attached garages located at the front or side of the house should be set back from the main entrance wall or porch.

Attached garages on corner lots should be located to avoid driveway paving at or near the corner.



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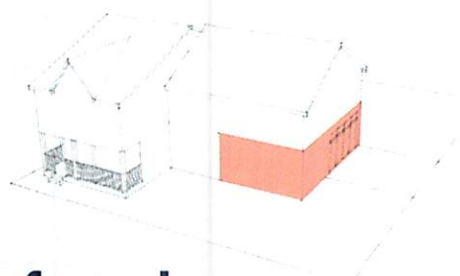
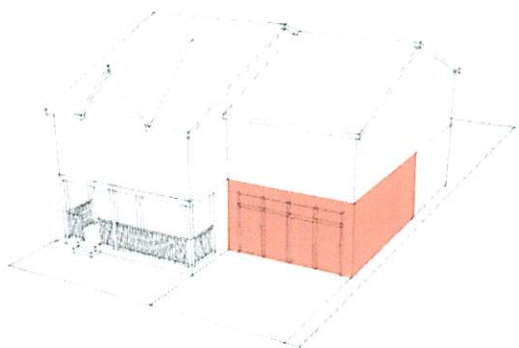


Preferred corner condition



Preferred

D7-74

4 front entrance treatment

Your home's main entrance should be oriented to the street and be architecturally emphasized to provide a welcoming experience. Such an entrance can be achieved through the use of porches, verandas or some other form of enhanced entryways.

On blocks where there is a dominant pattern of existing front porches, new houses should have front porches, consistent with the style of the house.

Existing porches should be retained with remodels. These can be considered retained even when:

- They are replaced with a new porch of similar size, location and orientation to the street, or
- They are partially enclosed (no more than 30% of the porch floor area) and the remainder is fully functional and consistent with the architecture of the building.

Remodels of houses without porches should include them where feasible and where a porch is consistent with the style of the house.

Even in blocks where there is no dominant pattern of porches, their inclusion on new and remodeled houses is encouraged: they symbolize the connection between the private world of the house and the public world of the street: they help to develop neighborhood ties.

Main entries should be prominent and oriented to the street, and in appropriate scale to the block as well as the house.

Examples of prominent, street oriented front entrances

D7-75

"Landscaping, especially with trees, can increase property values as much as 20 percent."
Management Information Services/ICMA

5 landscape

Front yard with a native planting treatment

Front lawns help minimize the visual harshness of concrete and asphalt: additionally they play an invaluable role in lowering summer temperatures and providing areas for rain water to recharge.

Each residential lot should have at least one associated street tree, selected for consistency with the dominant and/or approved block street tree and planted in the street boulevard area.

When planning your front lawn here are some helpful tips:

- Maintain existing slopes to the extent possible;
- Preserve mature trees wherever possible;
- Avoid perimeter landscaping along the front property line that completely screens the view of your home from the sidewalk/street;
- Use preferably ground cover and/or other low growing plants to maintain visibility of your home;
- Avoid privacy fencing anywhere in front of the house;
- Use natural stone finishes for retaining walls;
- Use native plant species that are drought resistant saving you the need to continuously watering your lawn;
- Do not, under any circumstances pave over your entire front yard. Other than driveways, limit paving in the front yard to only walkways and small areas at the front door; and,
- If your property is large certain driveway configurations might be available to you such as a drop off semi circle or a garage "courtyard" arrangement.

In all instances the predominance of soft surfaces (grass/ground cover areas) over hard surfaces (concrete, stone, asphalt) should be maintained.

D7-76

next steps

Below is a recommended series of steps for applying these guidelines to a project regardless of the project type or size. While these guidelines are advisory only, incorporating them as much as practical into your project will engender goodwill with your neighbours and ensure a comfortable fit within your block and general neighbourhood area.

a. Walk around your neighbourhood to get a feel for the general quality and design of homes. Your walk will quickly highlight the bad and good design solutions present in your area and will provide you with a clear idea on how to fit within your block or on how to start improving the appearance of your block. You will quickly find that there is some diversity of ages, styles and sizes of homes and a high level of commonality within any given block in elements such as:

1. the relationship between the homes and the street;
2. the relationship between the homes;
3. front yard depths, trees and planting areas;
4. architectural styles;
5. the types of siding, roofing and architectural detailing;
6. the placement, types and sizes of windows and doors; and,
7. location and prominence of front entries and walkways.

b. Compare your walk observations with these guidelines to further decide what best practices you should be considering in the design of your new home. .

c. Hire a reputable architect and/or contractor. Good design is not a budget matter is a skill matter. Ensure the skills to improve your house within the context of your neighbourhood and your programming requirements are available.

d. Consult with City staff on all zoning requirements. Brampton's Zoning By-law can be found at *http://www.brampton.ca/EN/residents/Building-Permits/zoning/Pages/Welcome.aspx*

e. Once you have a good concept of what you want to do, but before you have made your final decisions, share your plans with your neighbours. This is the perfect time to give your neighbours a heads up on what you are planning to do, your time schedule, and to get general feedback that could help you determine how best to fit your project in with the surrounding area.

f. Once your plans are finalized, take your completed application form, drawings and any other document indicated as being required on the City's building permit checklist (refer to *http://www.brampton.ca/en/residents/Building-Permits/homeowners/Pages/welcome.aspx*) to the Building Division.

g. Once your application has been approved you will be called to pick up your permit, your permit is not issued until you have picked it up and paid any outstanding fees. The permit must be issued in order for you to book inspections. Please visit the Inspections Page for details on when and how to book your inspections.

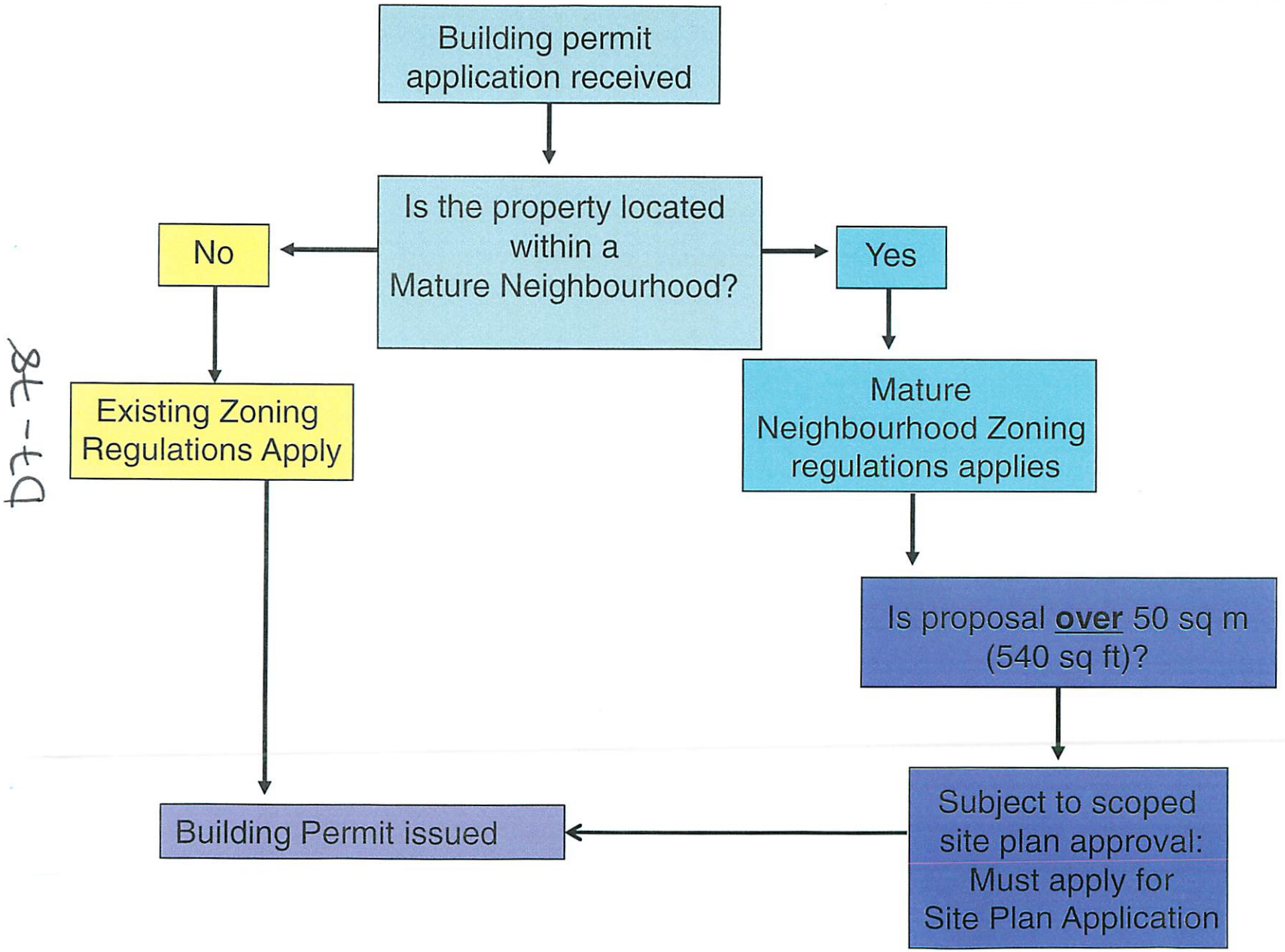
h. Construct your home and enjoy it knowing that you have done your part to keep and/or enhance your neighbourhood's character.

D7-77

Appendix E:

Process Flow Chart

Process Flow Chart



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