

SITE PLANNING AND BUILT FORM

The same objectives and design principles that guide the overall Community Structure also apply to the design, Site Planning and Built Form relationships for individual land use parcels.

The guidelines address the relationship of buildings with the public Streetscapes, the Open Space System, and with each other.

Process

The recommendations in this section have been developed to guide the preparation of Block Plan designs and are intended as general principles for subsequent architectural controls, guidelines and zoning.

Adherence to these principles will be reviewed at subsequent approval stages. Implementation of the City's new Greening Policies should be incorporated at all stages, commensurate with the level of detail of the submission stage. Proponents will be required to demonstrate a clear continuity of design and themes from the Block Plan Stage to submissions for Draft Plan of Subdivision or Site Plan Approval.

Key Elements

Key elements for Residential areas are:

- Variety of housing type
- Setbacks
- Garage placement
- Lot width provisions
- Architectural and landscaping design elements
- Greening Policy

Key elements that are to be addressed for Commercial, Industrial and Institutional areas are:

- Site Planning and Building Setbacks
- Built form and massing
- Parking and service areas
- Landscaping and lighting
- Greening Policy



1.0 GUIDELINES FOR RESIDENTIAL AREAS

The development of a varied and visually appealing community is dependent upon variety and diversity within the residential fabric. This diversity is also important as it provides the range of housing necessary to sustain a vibrant community. The following guidelines promote the development of strong streetscapes by developing high quality of residential built form with a diverse character.

1.1 Variety of Housing Type

- A variety of residential densities and types is encouraged within neighbourhoods to promote diversity of community life.
- Medium density, apartment and other multiple family dwelling types are encouraged as a method to intensify land use at community node locations and at key primary streets, to promote activity at the street level.
- Diversity in lot widths and housing types is encouraged within low density residential areas of all neighbourhoods. To deter segregation by house type, the predominance of any one house type or lot width within neighbourhood blocks is discouraged.
- Varied lot depths and configurations should also be introduced to promote diversity of residential development. Lots of different depths enable front yard setbacks to be varied, as a means to define housing groupings. They also allow for greater flexibility in response to particular conditions such as steeply sloped sites and they facilitate more sensitive responses to adjacent existing land uses or natural features.
- The arrangement of housing and lot types within individual streetscapes should facilitate smooth transitions between dwellings and lots of different types. Gradual transitions of height, setback, scale and massing shall typify street-scape development. Abrupt changes in massing of adjacent structures and/or lot widths are to be avoided.
- Ensure streetscape variety through alternatives in facade treatment, built form massing, roof lines and architecture. In general, buildings of the same elevation should not predominate in any one block.
- In specific locations, a formal repetitive street facade may be desired, such as at village squares or at the termination of key vistas. In such instances, more uniform housing types may be appropriate. These locations should be identified at the Block Plan stage along with stated goals for their design.
- Innovative housing forms and housing types that support mixed-use development should be considered at key areas in the plan that will convey the image of the development. Such locations include village centers, main street development, and lands overlooking natural open space features.



Single Family Residential



Medium Density Residential



Semi Detached

1.2 Siting and Building Setbacks

Setback and lot provisions are proposed as a general guide to define the visual streetscape character. The design of Block Plans shall build upon these general provisions and determine specific neighbourhood characteristics for inclusion in later zoning at draft plan stages.

1.2.1 Front Yards:

Elements of high quality streetscapes that give a sense of intimacy or pedestrian scale include trees and landscaping, sidewalks (where appropriate), light standards and the front facade of buildings. The closer the house front is to the sidewalk, the more it can promote a pedestrian-friendly sense of scale and provide enclosure to the public realm of the street.

The front setback defines the minimum distance of the house to the property line; porches and steps, front yard landscaping and window projections are permitted to occur within the setback. To create a well-defined and intimate streetscape, it is recommended that houses be sited close to this front yard setback. As a general guide, front yard setbacks are proposed as follows:

- The front yard setback to the main building face shall be a minimum of 4.5 metres.
- The front yard setback to the garage shall be a minimum of 6.0 metres.
- Front yard setbacks should provide appropriate dimensions for front porches, entrance steps and local grading conditions.

- Projections into the front yard, such as porches, entrance canopies, entrance steps, and bay windows are encouraged as they contribute to a diverse streetscape. Porch projections to 1.8 metres are permitted and bay window projections, to 1.0 metre.
- Porch steps may encroach further than the porch, but in no case shall they be closer than 1.0 metre from the street line.
- Residential front yard setbacks shall be adjusted to relate to the type of housing and the street on which the house is situated. For wider, primary streets, the creation of deeper front yard setbacks may be desirable. For higher or denser residential types, front yard setbacks that are in proportion to the building mass should be established.
- Variations in front yard setbacks are encouraged to enable the design of specific house groupings to respond to focal points or views. These variations shall be achieved by means of housing groupings of a minimum of four units, and through gradual transitions of setback from grouping to grouping.



Front Yard Setbacks

1.2.2 Side Yards:

Sideyard setbacks on at least one side of the house allow for ease of access, drainage, servicing requirements, and variations in grading requirements. As a general guide, side yard setbacks are proposed as follows:

- For lot widths less than 12.5 metres, side yard setbacks for interior lots shall be a minimum of 1.2 metres on one side, and 0.6 metres on the other side of the house.
- For lot widths 12.5 metres and greater, side yard setbacks for interior lots shall be a minimum of 1.2 metres on both sides of the house.
- Where drainage from rear yards to the front of lots occurs, lotting plans will be required to allow for adjacent 1.2 metre side yard setbacks. This will create a 2.4 metre dimension between houses to facilitate proper slopes for back-to-front drainage. The design of Block Plans shall be able to accommodate these detailed provisions which will be required at later design stages.
- At corner lots, the exterior side yard setback shall be a minimum of 4.5 metres to the building face to accommodate porch projections or wrap-around porches in the side yard (refer to Section 1.5.1 "Corner Lots" and diagrams on page 72).
- At corner lots, when a garage faces the exterior side lot line, the setback to the garage face shall be a minimum of 6.0 metres (refer to diagram on page 72).
- Where a rear-yard garage is accessed by a driveway, the sideyard setback shall be increased to a minimum of 3.5 metres (refer to diagrams on page 61).

- At pedestrian links and public open space, side yard setbacks should be increased to promote more generous landscaping adjacent to the public space and to improve buffering of the dwelling from the public space.

Side yard setbacks adjacent to pedestrian links and public open space shall be increased from 1.2 metres (for interior lots) to 3.0 metres to the building face. Porches or wrap-around porches on the exposed building face are permitted to project a maximum of 1.8 metres into this 3.0 metre setback.

- Side yard setbacks shall be configured to enable street-specific building forms that improve the street-scape, such as garages in rear yard locations for single detached and semi-detached residential, or parking at the rear of multiple attached dwellings.

1.2.3 Rear Yards:

Rear yard setbacks establish the relationship of private open space to built form, and the relationships between properties with regards to spatial enclosure, privacy, and sunlight.

Actual rear yard setbacks may vary widely based on housing and lot types. An appropriate scale of private amenity space and proportion of building mass to open area should be maintained for all lots.

As a general guide, rear yard setbacks are proposed as follows:

- For lots accessed by a driveway, the rear yard setback shall be a minimum of 7.5 metres.
- Where garages are located in rear yards, a 7.5 metre setback shall be maintained between the garage and any portion of the rear house facade that overlaps the garage.

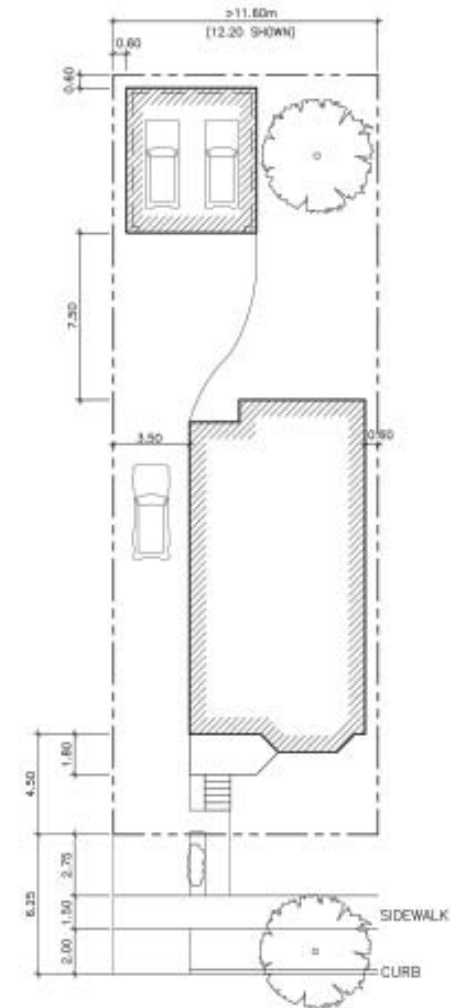
1.2.4 Lot Area:

Lot areas should be appropriate for the size of house for which they are intended, to ensure that rear yards and front yards are generous enough to provide a sense of privacy and comfortable, usable outdoor spaces.

- For single detached houses, the minimum lot area shall be 270 square metres. For example, a 10.4 metre wide lot will require a minimum depth of 26 metres, with a minimum rear yard depth of 7.5 metres.



Garage Set Well Back From Rear Wall of House



SINGLE DETACHED
with REAR YARD GARAGE
LOTS 11.6m and greater

Rear Yard Garage Location

1.3 Garage Placement and Driveway Design

- The impact of garages and driveways on the streetscape environment should be minimized. The main architectural elements of houses, such as entrances, porches and windows, together with landscaping should be the distinguishing components of the streetscape.
- A variety of garage types may be used to contribute to creating diversity of house design: garages at house fronts, garages to the rear of houses, garages at the rear lot lines, and garages for corner lots. In all cases, the design of the garage is to be integrated with the house design.
- Garage widths shall be balanced within the proportions of the house and lot width they serve. To avert negative impacts on the streetscape, large garages on narrow lots are to be avoided. Refer to Section 1.3.2. for specific provisions.

1.3.1 Attached Garages

- Where garages are attached to the house, their massing shall be integrated with the house, preferably within the mass of the house unit.

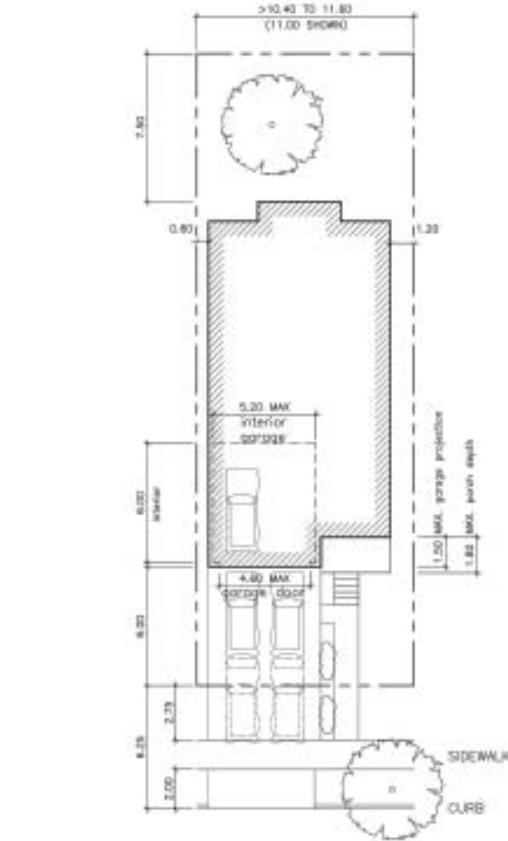


Attached Garage

- Garages that are located at the front wall of houses should be recessed from the main building face. Houses with recessed garages should comprise the majority of attached garage units in a neighbourhood.
- Within any draft plan, projecting garages may be permitted for up to a third of single detached dwellings. The projection of the garage shall relate to the scale of the adjacent front porch roof. The maximum garage projection shall be 1.5 metres in front of the main front wall of the dwelling.
- The garage setback of 6.0m shall be maintained.
- Garages that are attached, but not within the mass of the house, shall have roofscape forms that create smooth transitions with the house architecture.
- On lots 15.0 metres and greater, projecting garages will not be permitted.
- Side facing garages are generally discouraged because of the significant projection of the garage from the main building facade. Side facing garages **may** be permitted on lots greater than 70 feet in width (21.34 metres), subject to a community design study on a case-by-case basis.



Recessed Garages



Provisions for Projecting Garages



Minimal Garage Projections

1.3.2 Lot Widths Related to Attached Garages

Streetscapes with a pedestrian scale and intimate character are typically characterised by houses with habitable room widths with front windows and well-scaled entrances at the main facade of the house.

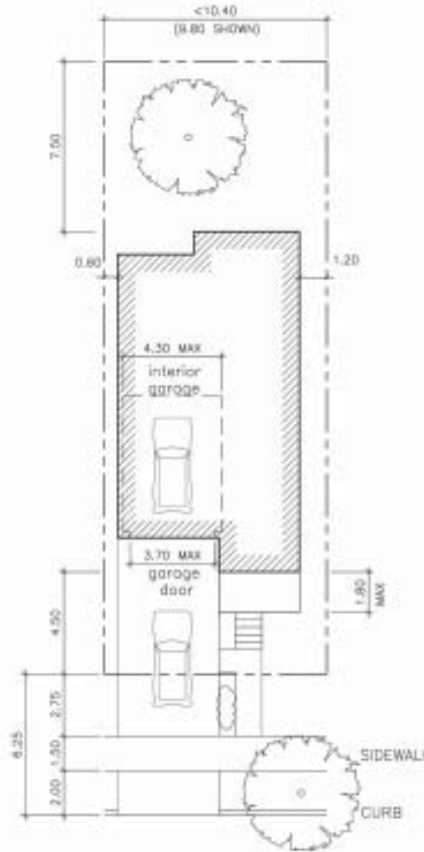
To achieve these kinds of high quality streetscapes, the widths of attached garages shall relate to the overall house frontage and be balanced within the proportions of the house facade and the lot width. Large garages on narrow lots are to be avoided.

In all cases, the driveway width shall not exceed the exterior width of the garage.

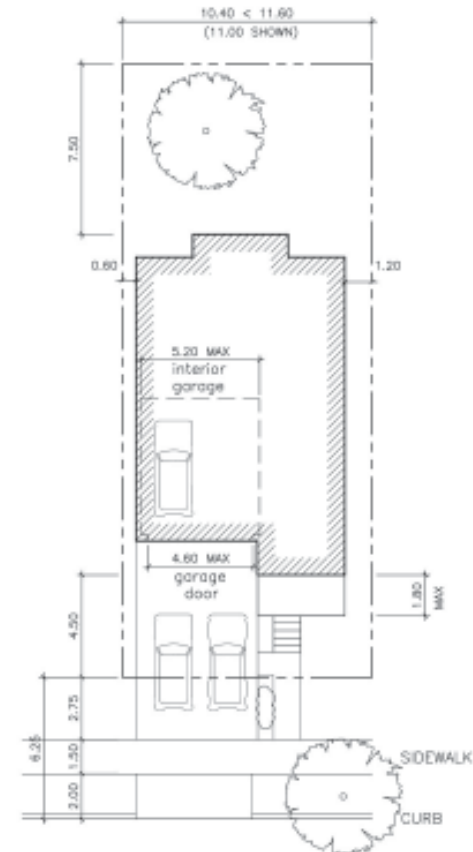
As a general guide, the following garage widths are proposed in relation to the various lot width categories:

Single-Detached Houses

- For single detached lots with a width less than 10.4 metres, garages shall be sized for one car. The maximum interior garage width shall be 4.3 metres, with a maximum garage door width of 3.7 metres.
- For single detached lots with a width greater than or equal to 10.4 metres and less than 11.6 metres, garages shall be sized for one car with room for storage. The maximum interior garage width shall be 5.2 metres, with a maximum door width of 4.6 metres. The driveway width shall be permitted to accommodate two cars.

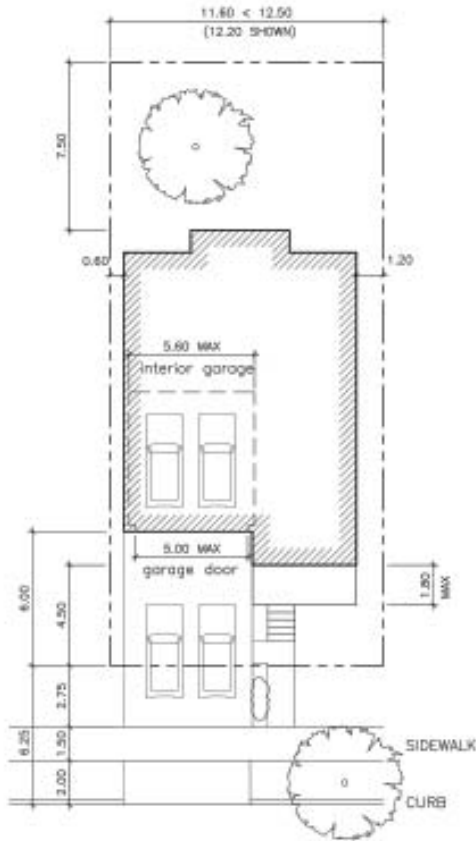


SINGLE DETACHED
(single car garage)
LOTS < 10.4m



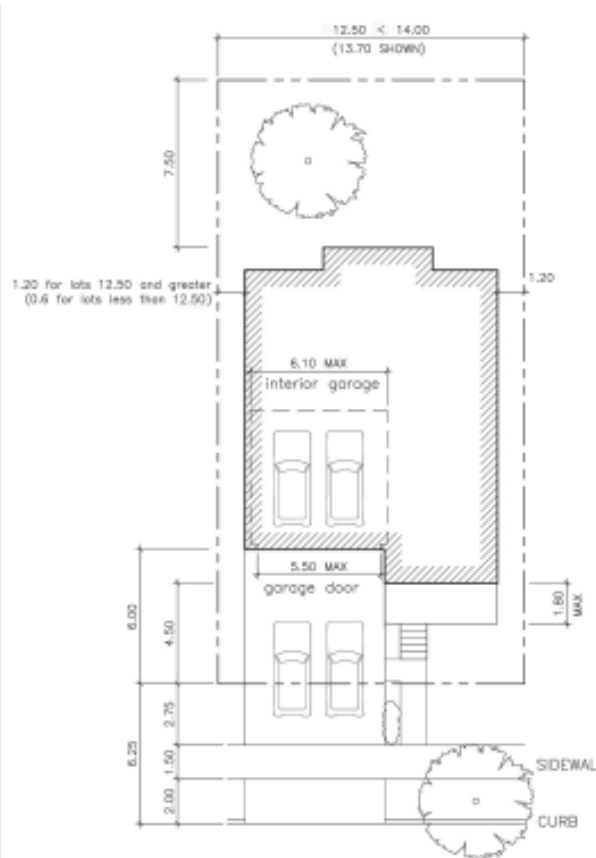
SINGLE DETACHED
(1-car garage+ storage)
LOTS 10.4 < 11.6m

- For single detached lots with a width greater than or equal to 11.6 metres and less than 12.5 metres, garages shall be sized for two cars. The maximum interior garage width shall be 5.6 metres, with a maximum, cumulative garage door width of 5.0 metres.



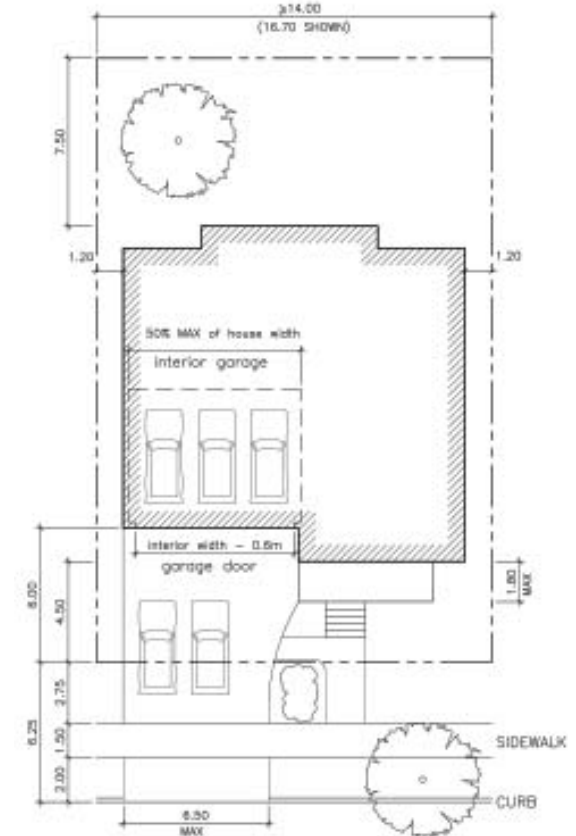
SINGLE DETACHED
(2-car garage)
Lots 11.6 to < 12.5m

- For single detached lots with a width greater than or equal to 12.5 metres and less than 14.0 metres, garages shall be sized for two cars. The maximum interior garage shall be 6.1 metres, with a maximum, cumulative garage door width of 5.5 metres.



SINGLE DETACHED
(2-car garage)
Lots 12.5 to < 14.0m

- For single detached lots with a width greater than or equal to 14.0 metres, garages shall be sized for two or more cars. The garage and garage door widths shall be in proportion to the house, and the width of the garage should not exceed 50% of the width of the house frontage.



SINGLE DETACHED
(2+ car garage)
Lots 14.0m and greater

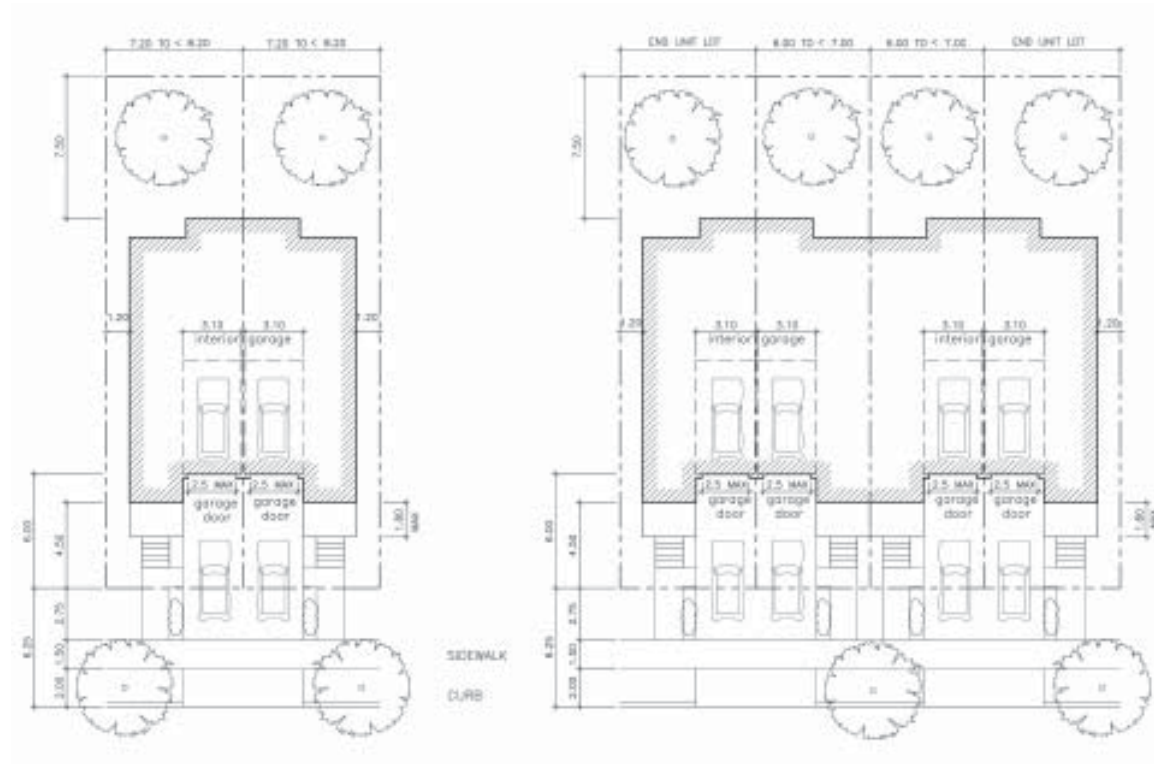
The following table summarizes provisions for different lot width categories.

LOT WIDTH PROVISIONS	LOT WIDTH	GARAGE CAPACITY	GARAGE SIZE (m)	
			DOOR	INTERIOR
SMALL LOTS	less than 10.4m	1 CAR	3.7	4.3
MID-SIZED LOTS	10.4m to < 11.6m	1 CAR + STORAGE	4.6	5.2
LARGER MID-SIZED LOTS	11.6m to <12.5m	2 CAR	5.0	5.6
	12.5m to <14.0m	2 CAR	5.5	6.1
LARGE LOTS	14.0m and greater	2 CAR + ABOVE	MAX. INTERIOR GARAGE WIDTH = 50% OF HOUSE WIDTH	

Semi-Detached and Townhouses

In order to achieve a relationship in which the house entrance is in balance with the width of the garage, widths for semi-detached and townhouse units should be a minimum of 6.0 metres. Widths for semi-detached and townhouse units should be a minimum of 6.0 metres. This creates a house entrance that is in balance with the width of the garage.

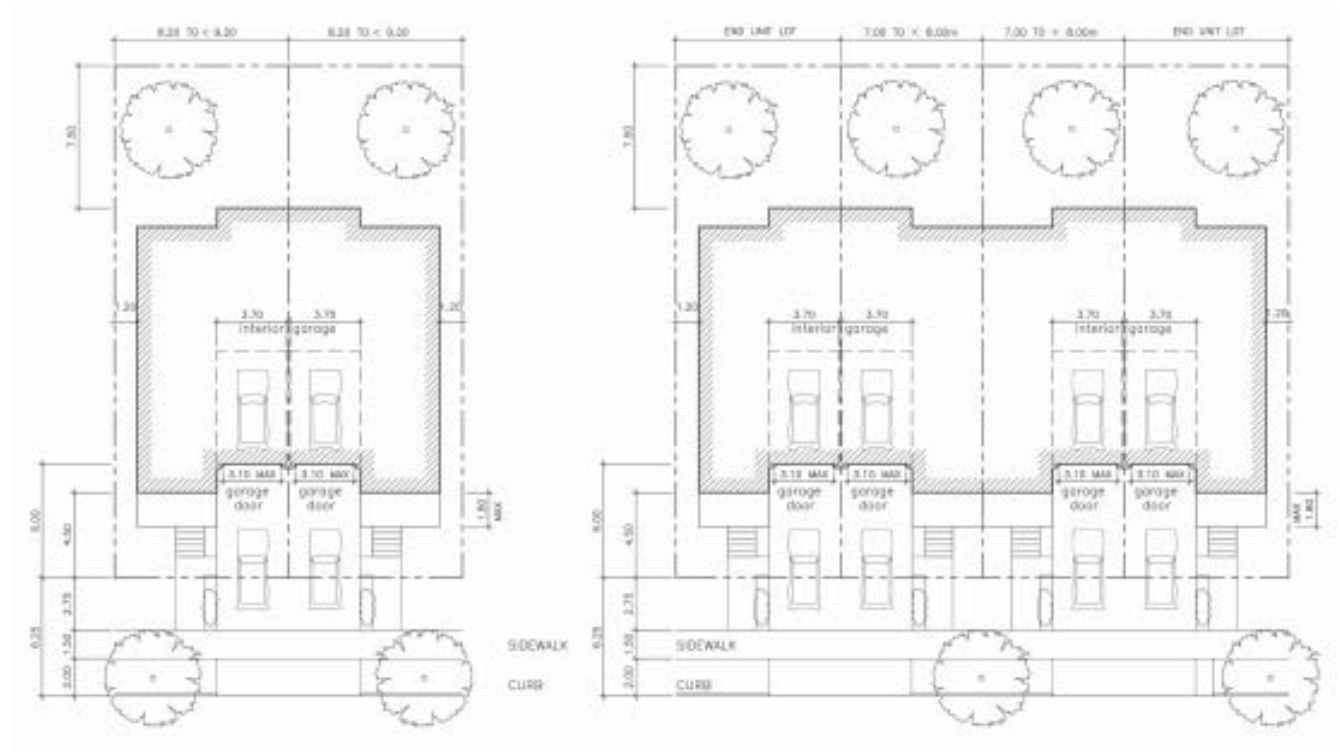
- For semi-detached and townhouse units with a house unit width greater than or equal to 6.0 metres and less than 7.0 metres, garages shall be sized for one car. The maximum interior garage width shall be 3.1 metres, with a maximum garage door width of 2.5 metres.



SEMI-DETACHED
(single car garage)
UNIT WIDTH: 6.0m to < 7.0m
(LOT WIDTH: 7.20m to < 8.20m)

TOWNHOUSES
(single car garage)
UNIT WIDTH: 6.0m to < 7.0m

- For semi-detached and townhouse units with a house unit width greater than or equal to 7.0 metres and less than 8.0 metres, garages shall be sized for one car. The maximum interior garage width shall be 3.7 metres, with a maximum garage door width of 3.1 metres.
- For semi-detached and townhouse units with a house unit width greater than or equal to 8.0 metres, garages shall be sized for one car with room for storage. The maximum interior garage width shall be 4.3 metres, with a maximum garage door width of 3.7 metres.



SEMI-DETACHED
(single car garage)
UNIT WIDTH: 7.0m to < 8.0m
(LOT WIDTH: 8.20m to < 9.20m)

TOWNHOUSES
(single car garage)
UNIT WIDTH: 7.0m to < 8.0m

1.3.3 Rear Yard Garage Locations

Site planning that promotes detached garages in rear yard locations, or attached garages at the rear wall of the house is encouraged as an alternate means of minimizing garage impact on the streetscape.

- Primary streets are important in conveying the character and image of a community. Therefore, the use of rear yard garages on primary streets is recommended.
- Where detached garages at rear yards are proposed, their location at the side lot line is preferred, as opposed to being attached to the rear wall of the dwelling. Garages shall be set back from the side and rear lot lines a minimum of 0.6 metres. The pairing of rear yard garages for adjacent properties at their common lot line is encouraged.
- For rear yard garages on lots greater than 10.4 metres, the house shall be located no closer than 3.5 metres to one of the side lot lines.
- The materials and architectural detailing of detached garages located at rear yards shall be compatible with those of the house to ensure integration of building design on the lot.
- The design of detached rear yard garages with habitable space above them for supplementary units or work spaces is encouraged under specific conditions and for particular locations, such as corner lots. Setbacks for garages will be reviewed on a case-by-case basis.
- The use of rear yard garages with laneway access may be advantageous for particular locations within a Block Plan to promote a high quality streetscape that is unimpeded by garages. Such locations may include: at village squares, primary streets or neighbourhood entry areas.



Coach House Above Garage



Detached Garage Accessed by Rear Lane

- Laneway garages may be attached to one another on one side, or for townhouse units, they may be attached on both sides.
- The distance from the garage face to the pavement edge of the lane shall provide a sufficient area to facilitate snow clearance.

1.3.4 Driveways

The impact of driveways is strongly felt in the rhythm of the streetscape. The frequency and width of curb cuts for driveways should be kept to a minimum.

- Driveway widths shall be no wider than the garages they serve.
- Grouping of driveways in pairs with landscaping strips as dividers is encouraged where possible to reduce the frequency of driveway cuts at the curb. A variety of paired driveways and unpaired driveways is encouraged. For lots narrower than 10.4 metres, paired driveways without landscape dividing strips may be considered.
- Where residential lots abut open space or pedestrian links, their driveways should be located on the opposite side of the lot, farthest from the open space.
- The width of driveways accessing rear yard garages shall be kept to a single lane width until the driveway nears the garage door.
- On lots 14.0 metres wide and greater, houses with attached garages that accommodate more than two cars shall have a maximum driveway width of 6.5 metres from the street edge until the driveway nears the garage door (refer to diagram, page 64).
- On corner lots at primary streets, garages and their access driveways shall be located on the narrower local street.

- At cul-de-sac locations, lots and driveways should be planned to ensure that driveways do not overlap. Landscaped strips must separate each driveway at the curb. Refer to City of Brampton's Detailed Lotting Provisions.
- At corner locations, the driveway shall be located at the front of the lot and the entrance on the flank of the lot. (Refer to 1.5.1. Section "Corner Lots"). The driveways on the lots adjacent to corner lots shall be situated on the side farthest from the corner lot, to avoid the pairing of driveways close to the street corner.

1.4 Street Facade Development and Allowable Projections

Configuring residential building form to address the streetscape promotes social interaction on the street, safety, and a sense of scale in building form. Creating a rich and varied built environment to define the streetscape is therefore essential. The following guidelines deal with the manner in which housing addresses the street to achieve these goals.

1.4.1 Street Address

- The main elevations of housing shall address the lot frontage through the articulation of a number of elements including: main entrances and porticoes, porches and stairs, windows and bay windows, terraces and balconies. These elements convey the sense of houses with "eyes on the street", and promote a pedestrian friendly streetscape.

1.4.2 Entrance Architecture

- Residential elevation design should accentuate the importance of main entrances. Attention shall be given to the development of architectural detail at the main entrances or porticoes of houses to establish a rhythm for the streetscape elevation.



Street Address



Entrances

- Main entrances should be emphasized through the addition of porches as a means of creating well proportioned and pedestrian scaled main elevations. The development of proportions and detailing of porches and entrance elements should be integrated with the architecture of the house as a whole.
- Front porches and porticoes act to foster social activity between the house and the public street. Their design is encouraged to facilitate seating and shelter from the weather. Refer to Section 1.4.5. for maximum allowable projections.

1.4.3 Grade Relationship

- The relationship of the house to grade is critical to the scale of houses in the streetscape. Relationships where the main floor is within 1.0 metre of grade are preferred as they result in an appropriate scale of entrance stairs and porches to the sidewalk level.
- Where housing types are developed for on-street townhouses in which the main floor is located substantially above grade, exterior stairs to the main entrance should be limited to approximately 1.5 metres. The remaining stairs to the first level should be incorporated within the house.
- Houses with similar relationships to grade should occur on both sides of the street. This balance creates a unified, well-defined streetscape.
- Innovative forms of stacked townhousing or apartments with entrances for upper units at or near the street level are encouraged.
- Exposed concrete foundations that are visible from the street should be limited to a maximum of 0.3 metres in height above grade. Foundations that extend above this height must be clad in building materials complementary to the materials of the dwelling.

1.4.4 Windows

- The design, placement and size of windows is critical to the achievement of architecturally well-scaled street elevations. Care shall be taken in the proportions and detailing of windows.
- Generous proportions of window glazing to the street from major habitable rooms is desirable.

1.4.5 Projecting Elements

- The projection of architectural elements from the main front elevation is encouraged to increase variety and promote residential scale in the built form of the streetscape. In addition to porches and portico elements, projections may include bay windows projections, balconies, chimney elements, projecting cornices and roof eaves.
- Balconies and porches may project up to 1.8 metres from the main building face into the front yard setback. Bay windows may project up to 1.0 metre. When these projections are grade-related, they may include foundation elements.
- Bay window projections may incorporate straight or angled side-wall projections and may occur at both the ground floor and at upper storeys. Upper storey balconies may be covered or uncovered.
- Bay window projections should be scaled to the proportions of the building from which they project. Single or double storey heights may be appropriate.
- At corner units, projecting elements such as wrap around porches may project a maximum of 1.8 metres. Other projections, such as bay windows are also encouraged along flankage elevations.

1.4.6 Roof Forms

- The configuration of roofs play a major part in defining the architecture of the streetscape. A variety of roof forms is encouraged in the design of housing types within one streetscape.
- Variations in roof massing and type, orientation of ridges, use of dormers, and pitch shall all be considered in determination of roof form during the detailed design stages.
- Within the design of a streetscape, attention shall be paid to the relationships of adjacent roof forms. Appropriate transitions shall be designed between adjacent houses of different masonry treatments.



Projecting Architectural Element



Varied Roof Forms



Coach House Above Corner Lot Garage

1.5 Housing at Focal Locations

Within neighbourhoods, certain lots will possess greater significance in the streetscape. Their focal, or axial location at intersections or their adjacency to public parks, open space or entry gateways, give them greater public exposure and prominence. This greater visibility demands special design consideration.

- At these locations, exposed concrete foundations at the house and any porch or projecting elements that require foundations shall be avoided. Foundations shall be clad in building materials complementary to the materials of the house.



Corner Lot

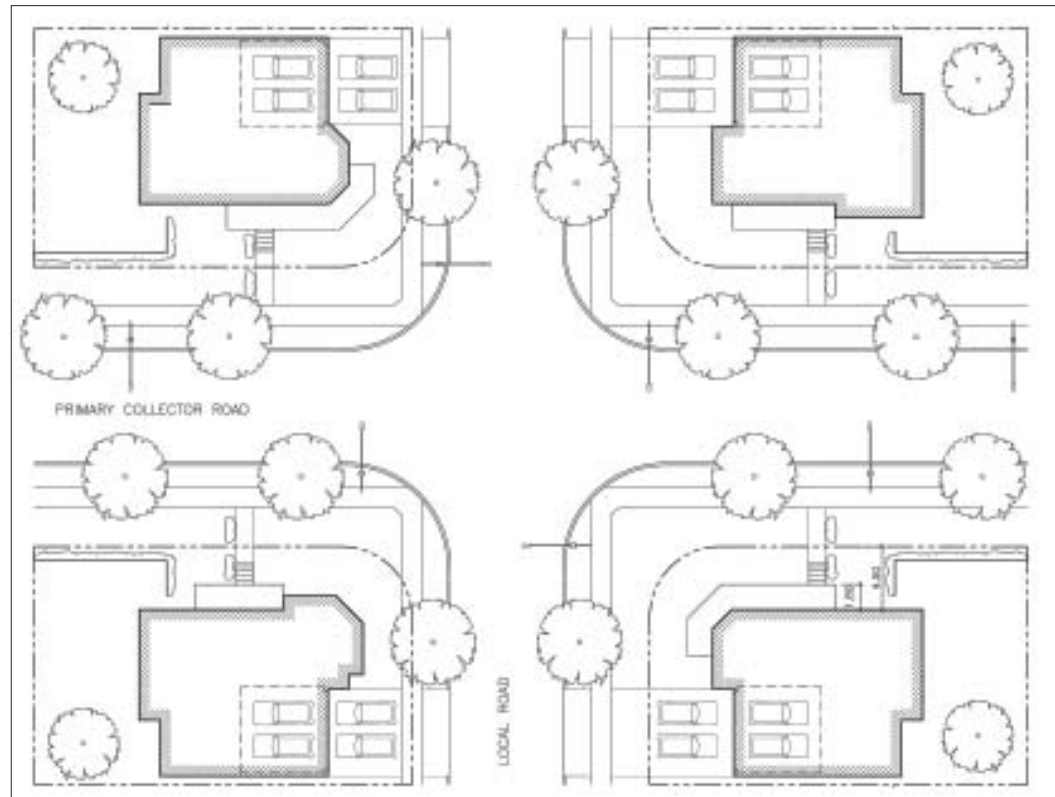


Flankage Lot Condition with Landscaped Buffer

1.5.1 Corner Lots

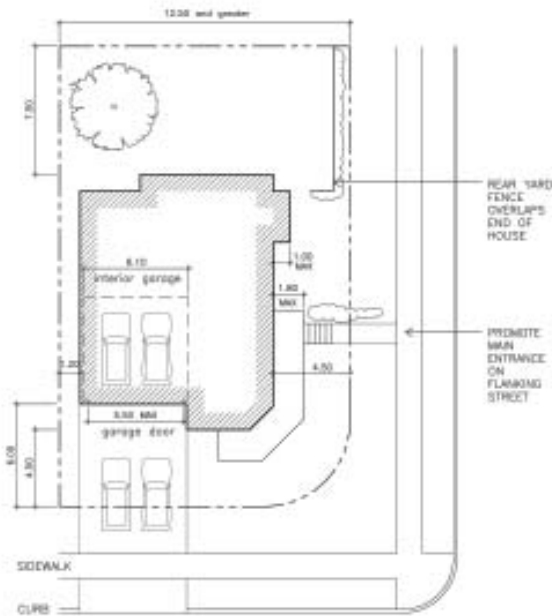
- Housing at corner lots has increased importance due to wide visibility from both streets. Design of flank elevations of the house, garage and yard enclosure demand special consideration.
- The main entrance to the house should be located on the long elevation facing the flanking street to avoid exposed blank elevations.

- At primary street corner locations it is important to ensure that the streetscape consists of elevations with main entrances addressing the street. Driveway cuts to pedestrian boulevards should be minimized. The garages of these houses should be located at the short elevation facing the local street.
- Both front and flankage elevations of housing at corner locations shall be of equal quality in terms of the architectural components, number and proportions of openings, materials and attention to detail.

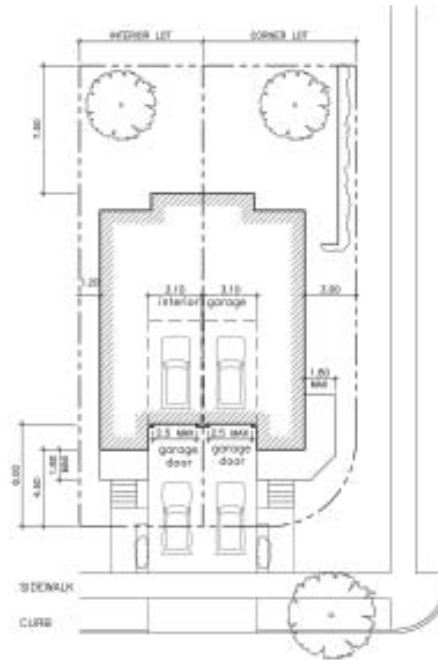


Corner Treatments at a Neighbourhood Intersection.

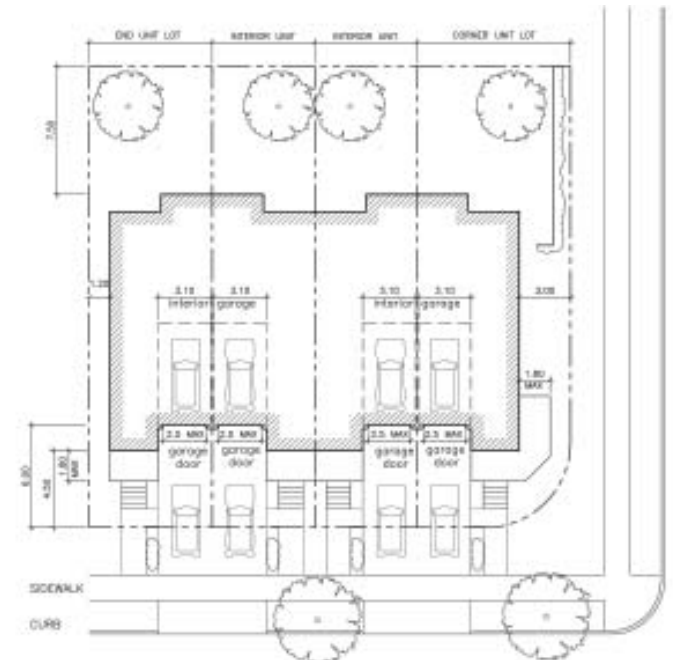
- Architectural features that provide emphasis to the corner of the structure itself are encouraged. These elements include corner bay windows, higher architectural elements or higher roof elements at the corner, and wrap around porches.
- Where rear yard garages accessed by laneways occur at corner lots, the provision of habitable space above the garage is encouraged, and the design of such structures should include special consideration to their entrance, window and dormer elements.
- At corner lots for single detached dwellings, the exterior side yard setback shall be a minimum of 4.5 metres to the building face to accommodate porch projections or wrap-around porches in the side yard.
- Other projecting elements such as bay windows are also encouraged (refer to Section 1.4.5).
- For townhouses and semi-detached houses, corner lots should be a minimum of 9.0 metres wide. This accommodates a minimum unit width of 6.0 metres and a 3.0 metre side yard setback at the corner. Wrap-around porches are permitted to encroach 1.8 metres into this setback, as well as other projecting elements (refer to Section 1.4.5).



SINGLE DETACHED CORNER LOT
Flank Yard Porch and Entrance
(lot width shown: 12.5 and >)



SEMI-DETACHED
(unit width shown: 6.0m to < 7.0m)



TOWNHOUSES
(unit width shown: 6.0m to < 7.0m)

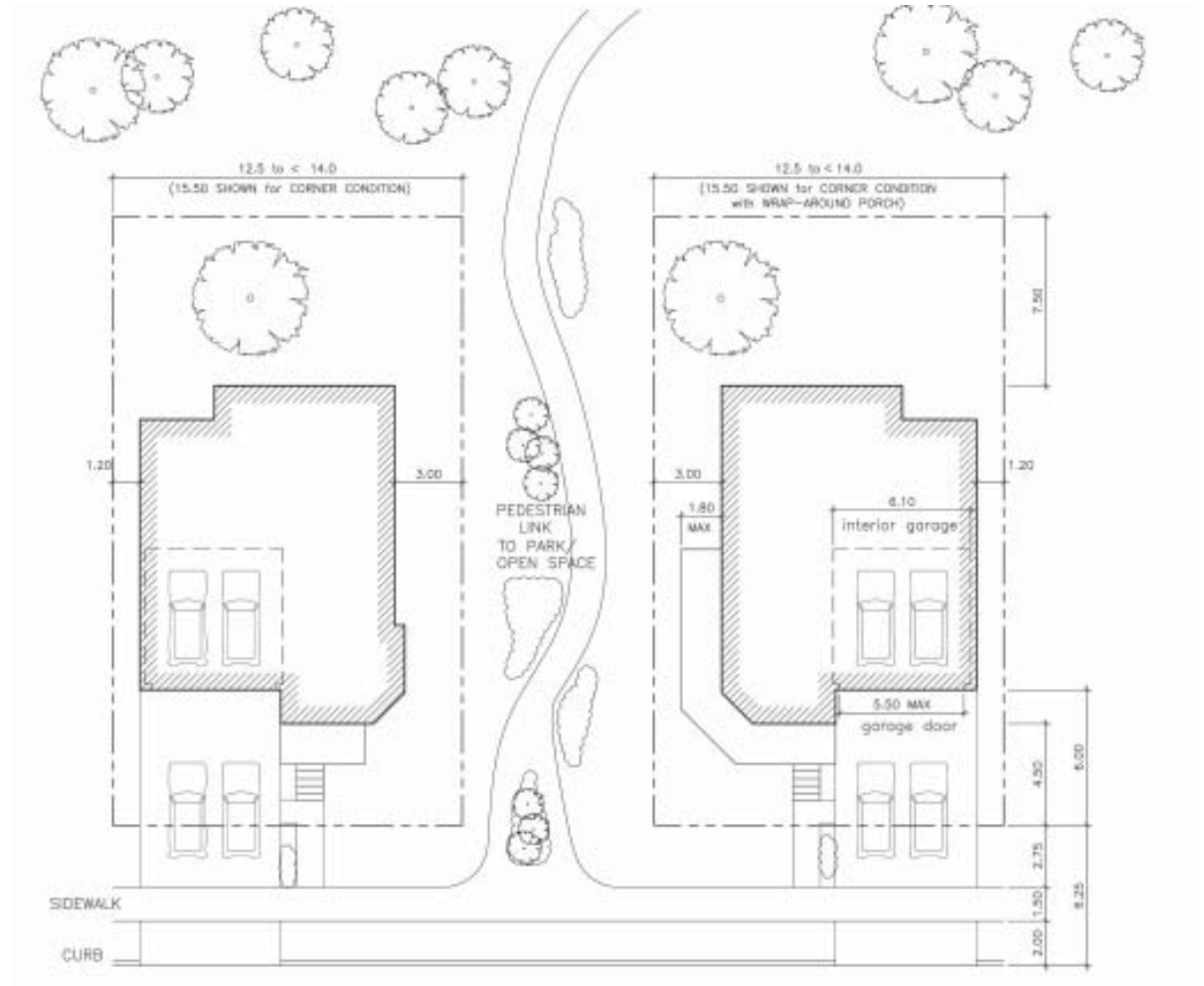
1.5.2 Housing Abutting Open Space & Pedestrian Links

Open space provides key focal points within the community. The housing adjacent to open space has more exposed elevations than mid-block houses and therefore, shall receive a high level of design control.

- Entrance /access points to open space and open space features shall be reinforced by the siting of adjacent built form. The siting and articulation of the building(s) shall reinforce the sense of entry, frame views and provide visual connections to the open space.
- Housing located adjacent to parks, open space and pedestrian links possess similar heightened visibility as housing at corner lot locations. Both the front and exposed side elevations of housing in these locations shall be of equal quality in terms of the architectural materials, amount and proportions of openings, and attention to detail.
- The design of these houses should incorporate features that provide emphasis to the corner of the structure and its side elevation, such as corner bay windows, wrap around porches, and roof elements at the corner.



Housing Adjacent to a Trail Entrance



SINGLE DETACHED INTERIOR LOTS
AT GREENWAY LINK
(double car attached garage)

1.5.3 Housing at “T” Intersections

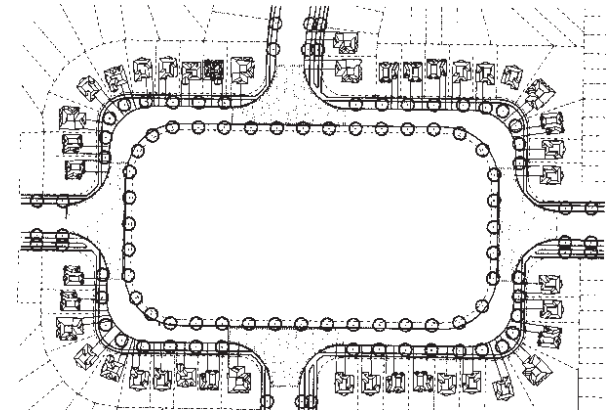
- Where streets within neighbourhoods form “T” intersections, the lots facing the terminating street act as focal elements that end the view. Care should be taken in their design to achieve a high quality of street elevation and landscaping.
- Where lotting division allows, the driveway and garages of houses in these locations shall be kept to the periphery of the axial view corridor. Entrance, porch and bay window elements should be the focal elements in the view.
- Consideration should be given to increasing the front yard setback in these locations to allow additional landscaping to create visual focus, while providing additional privacy to the dwelling.
- Because the axial nature of T-intersections provides a terminus to a view, reverse frontage is discouraged at these locations.



Housing at Street Terminus

1.5.4 Housing at Parkettes

- The housing surrounding the parkette should be sited to face the open space and form its visual boundaries.
- Housing surrounding parkettes will be seen from numerous vantage points as complete streetscapes forming the backdrop to the parkette. In these locations, the design of housing as a group that defines the space of the parkette should be carefully considered.
- A balance should be achieved between diversity of the streetscape and continuity of architectural massing. Streetscapes that have a higher than usual level of repetition in their architectural elements may be considered for these locations.
- Consideration should be given to the use of upper floor balconies, French windows, and deck terraces in these house types to promote a housing form that “looks out” onto the open space.



Housing Adjacent to Parkettes

1.6 Multiple Unit Dwellings and Apartments

Multiple Unit Dwellings and Apartments may occur in areas with a high concentration of urban development and activity. The following guidelines shall apply to multiple unit dwellings and apartments where permitted by the Secondary Plan:

- The primary building face should be parallel to the primary road to reinforce the street edge.
- Where possible, parking should be located below grade.
- The built form should incorporate a base element of 2-3 storeys in height to reinforce a pedestrian scale.
- For apartments, winter protection for access to the building should be provided.
- The base of the building should be distinguished through stepping back the building, changing materials and/or incorporating an architectural cornice.
- Any mechanical and equipment rooms located on the building roofs shall be screened with the architectural features of the building.
- Where a dwelling unit is located at the ground floor of the building adjacent to a Primary Road, the building should be located at a minimum of 3.0 metres from the property line.
- On a Secondary Road, the building should be located 6.5 metres from the property line to provide private amenity space for ground-related dwelling units. The private amenity space may be demarcated by low hedges, walls or ornamental fencing.

- Where retail is located on the ground floor of a residential building, the requirements of the streetscape zone shall conform to those of other street-related commercial conditions.



Multiple Unit Dwelling

1.7 Landscaping and Fencing on Private Property

- Rear yard privacy fencing should have a maximum height of 1.8m and conform with the City of Brampton Fencing By-law.
- At Secondary Roads, fencing to a maximum height of 1.2 metres may be used to demarcate private amenity space from the adjacent right-of-way or public space.
- Privacy fencing is encouraged to extend between the side walls of garages on adjacent lots.
- Where a gate is constructed to allow access to the rear yard, a hard surface connection, such as concrete pavers, patterned concrete, or screenings, is encouraged to provide a connection between the gate and the driveway.
- Siting of houses and driveways should provide for opportunities for private landscaping parallel to driveway lengths.

1.8 Greening Policy

Although for residential design, many of the principles in The City of Brampton's Greening Policy relate to building details, it is recommended that at the Block Planning Stage, proponents review the Policy in order that they are apprised of the impact that the principles will have on later detailed design.

Adherence to as many of the principles as possible will be reviewed by City staff at the Draft Plan of Subdivision and Building Permit stages.

Some of the principles that should be implemented during later design stages include:

- Encourage the use of alternative modes of travel, by incorporating safe and attractive bike-friendly access and storage to multiple unit dwellings.
- Reduce the amount of paved surfaces. Consider the use of alternative, pervious materials.
- Design central, convenient locations for building users to collect and store recyclables and compostibles. Ensure that these areas are secure and located inside buildings, where possible.
- Control solar heat gain through the selection of appropriate building materials, including building glazing and window shading. Landscaping in common areas should be located strategically to reduce solar gain in summer and make use of summer breezes, and to block winter winds.
- Specify building systems to improve indoor air quality, reduce air emissions and water use.
- Specify landscaping that does not require the need for chemical pesticide use.