Brampton By Design

Development Design Guidelines

Draft March 1st, 2019

BRAMPTON
Flower City
brampton.ca

Part A Introduction *3*

Part B Sustainable Community Design

Part C Site Planning and Built Form

Part D Implementation

Appendix

Part

A Introduction

1.1
Background

Brampton is a city that has witnessed substantial growth over the past several decades. As the city continues to experience growth and change, it is faced with the very important job of managing and shaping these changes; in doing so, it must recognize the needs of its residents, in a manner that reflects the values and aspirations of the community, while also achieving the broader policy objectives of the Province.

On this course, Brampton is continuously and actively re-framing the idea of 'city' and, seeking to understand the 'full potential, of what it can – and will – be in 5, 10, 25 years and beyond.' Through its Strategic Plan, Planning Vision, and Official Plan – its roadmap for city-building, as well as other critical studies that set the framework for the environment, sustainability, the open space system, transportation, heritage and urban design, the city is making tremendous, critical strides in setting the foundations for future development. 'Brampton by Design' is a key document that will be invaluable to lending shape, form and character to Brampton's 'tomorrow'.

Brampton By Design builds upon the Development Design Guidelines (DDGs), which was originally approved by Council in 2003 and was envisioned to charter the course for greenfield development and the challenges posed by the development impetus at that time. As a result, they concentrated heavily on new development in greenfield areas. Since the time of their endorsement, the City of Brampton, Peel Region and the Province of Ontario have adopted/updated a number of plans, legislation and policies to direct growth, such as updates to the Planning Act, Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and the Peel Regional Official Plan.

In the intervening years, additional chapters and sections were added to the DDGs; this included the Architectural Control Guidelines for Ground Related Residential Development (ACGGRRD), Sustainable Community Development Guidelines, Transit-Supportive Townhouse Guidelines, and Drive-Through Facilities Guidelines. Currently, guidelines to address Large Format Retail Sites are under development, while the completed guidelines for Mid-Rise Development are awaiting council approval. All of these later additions highlight the need for the DDGs to reflect changes in the City's planning and policy context and the changing needs of a growing and maturing city.

Brampton Feature Sign

1.2
Purpose of the Document

'Brampton will be a City 'by Design'.

Brampton By Design promotes and encourages design excellence in public and private development; it focuses on the physical elements that make up the City, what they are individually and how they work together, from the community scale to the site-specific and individual lot scale.

The purpose of the Brampton By Design is to clearly articulate the City's expectations with respect to sustainable and complete community design in Brampton. More specifically, the Brampton By Design will:

- Reflect policies in the City's new Official Plan (2040) which sets out land use policy framework;
- Provide input to the Official Plan strategic framework with respect urban design objectives (section 4.11);
- Strengthen the elements which constitute 'Good City Form';
- Provide guidelines for shaping new communities, redevelopment of existing neighbourhoods and design within the public realm;
- Address the diverse scales and types of development in Brampton, including greenfield development and infill development
- Work together with the zoning by-law (Ensure coordination between built form and zoning)
- Illustrate performance criteria to guide development of built form and the public realm.

The performance criteria will address such things as street and block pattern, street network, streetscape design, location of community focal points, natural heritage interface, parks and open space blocks, and various built form typologies. It will speak to building placement and orientation, height and massing, parking and access, facade treatment, and outdoor amenity spaces as they relate to the public realm.

These Guidelines, read together with the Official Plan policies and Zoning By-law, will be used by developers, builders, and land owners to prepare community plans and by City Staff to guide and evaluate development applications.

Brampton Garden Square

1.3
Vision and Guiding Principles

Brampton's 2040 Vision is the result of.....; it articulates the people's aspirations for the future of the City, how it will be **'arranged, governed, seen and celebrated as a of mosaic of people, places and endeavours of all kinds, coexisting in harmony.'**

The City's Vision includes **'ten transformations'** that will re-invent Brampton and **'five lenses for success'** that describe ways by which to bring about these changes.

The fundamental themes at the core of these changes and the future of the City are:

'Sustainability, Livability, Diversity and Health'

These themes permeate all aspects of City building; they are represented in the following Guiding Principles and are to be applied to the development of new communities and existing communities, within both the private and public realms.

1 Protect and enhance the **natural environment**

- » preserve and integrate the natural heritage system
- » provide a range of parks and open space typologies
- » promote urban agriculture / local agri-food production
- » enhance the urban forest

2 Conserve and promote **cultural heritage resources** to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities

- » preserve the City's rich heritage through adaptive reuse and restoration

3 Promote **place-making** that instills a sense of community and civic pride

- » enhance the City's built, cultural and natural heritage assets
- » strive for design excellence in the planning and design of the City

4 Create **diverse, compact and transit-supportive** neighbourhoods

- » provide a mix and diversity of land uses within proximity to one another
- » make streets and blocks that are walkable and connected
- » ensure a balance of residential, employment and services to shorten distances between homes, work places, schools and amenities
- » develop community and social hubs
- » optimize opportunities for infill, intensification and revitalization

5 Provide a range and **mix of housing** opportunities and choices

- ensure accessibility for all income levels and needs
- include second units, multi-generational and nuclear family housing structures
- provide options for entire life span/age-in-place housing, amenities and facilities
- encourage live-work opportunities

6 Create **complete employment hubs** across the city

- provide a diversity of uses in proximity to employment areas, including a range of housing options, higher density forms and mixed uses
- provide multi-modal transportation options to access employment areas
- provide an enhanced, connected and quality public realm
- incorporate best practices in ecology based, sustainable design

7 Promote **healthy and active living**

- facilitate mobility and accessibility through street and block design
- provide active transportation options
- create local/walk-to destinations
- create and connected and high-quality public realm
- design transit-supportive built form

8 Provide economical, safe and accessible mobility options

- increase active transportation options through connected networks of streets, sidewalks, bicycle routes, and trails
- encourage walking, cycling and the use of public transit
- focus higher order uses and densities close to public transit

9 Incorporate planning, design and management strategies to enhance **resiliency** and **adaptability**

- promote net-zero communities
- incorporate green infrastructure / buildings
- promote energy conservation and low-carbon emissions
- improve air quality / reduce greenhouse gas emissions
- manage water and waste effectively and efficiently
- manage material resources for the generations to come

1.4
Emerging City Vision

Brampton is at a turning point; from being a comfortable suburban community, to becoming a big city, more complete in all ways.

Brampton 2040 Vision states that 'The Vision is a Mosaic' and that 'The essence of Brampton is diversity and the essence of what the people want for the future is that their city be arranged, governed, seen and celebrated as a mosaic of people, places and endeavours of all kinds, co-existing in harmony. Living the mosaic (in 2040) is the central and simple aspiration of the people of Brampton.'

Inherent to the City's Vision is the important link between Good City Form, these aspirations and sustainable, healthy and complete communities. Brampton's 2040 Vision is a strategic document that articulates the long-term vision for how the city will develop towards this objective; it builds upon the directions of the Provincial Growth Plan and reflects the community's state of mind as expressed over the year long public conversation / consultation process that took place from September 2017 to May 2018.

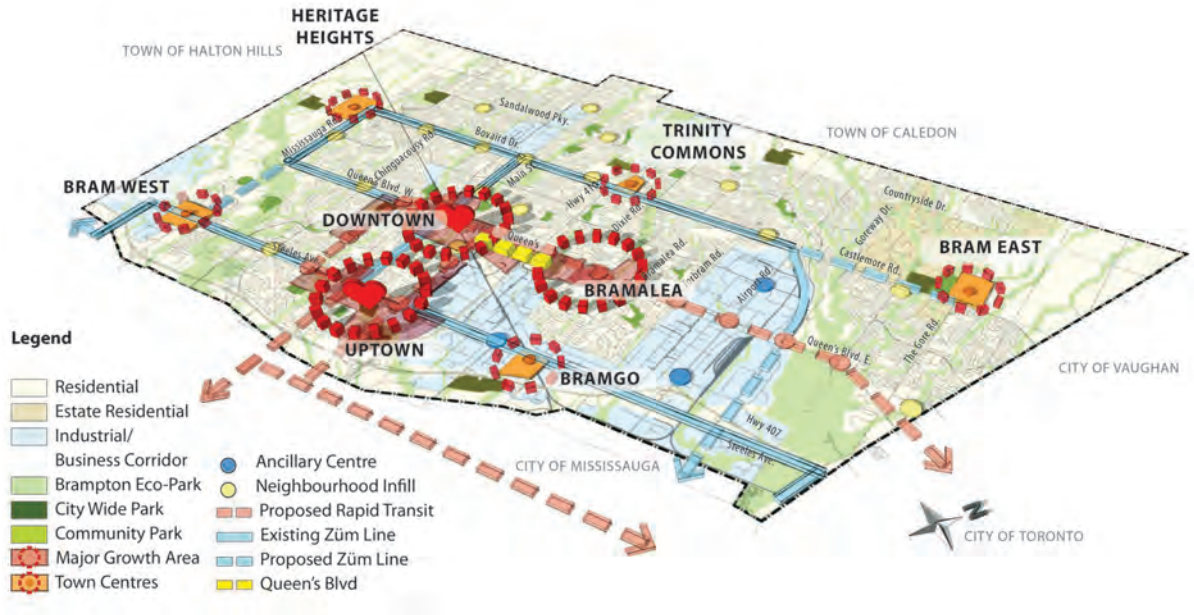
These aspirations are expressed in the desire for:

- Environmental sustainability, including a network of interconnected green spaces;
- Urban Places, including a vibrant, expanded Downtown that maintains it's heritage character along with a series of smaller centres strategically distributed throughout the city that offer quality jobs, diverse housing options, a rich range of activities and integrated living;
- Better, more comfortable and sustainable greenfield neighbourhoods;
- Transit-supportive neighbourhoods with integrated transportation choices, emphasizing walking cycling and transit (multi-modal transportation options);
- Reshaped and revitalized neighbourhoods, centres and industrial districts;
- Retrofitted, human-centric and environmentally compatible public realm – 'Complete Streets'.

Mount Pleasant Civic Square - Reconstructed historic CPR station structure used as a cultural facility

Based on these aspirations, Brampton 2040 Vision articulates an overall City structure that includes these key elements:

1. A Green Park Framework
2. A network of Diversified (Mixed-use) centres
   - A massive new City Core that enfolds the historic Downtown and a new centrally-located Uptown
   - A Figure-8 Loop rapid transit line linking the Downtown and the Uptown
   - Ancillary Centres
   - B-town Arts Street
3. Five Town Centres
   - Bramalea City Centre, refreshed Bramalea, focused around the GO Station Area
   - Queen's Boulevard
   - Heritage Heights
   - Trinity Common
   - Gore Meadows
4. Complete Neighbourhoods with Social Hubs



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

Brampton 2040 Vision - Overall Structure

1.5

Document Structure / How to Read the Document

This document is structured into 6 main parts, with each organized into topic chapters that contain sub-topic sections where guidelines/design standards are outlined and described. These 6 main parts include:

Part A - Introduction

Providing a high-level planning context to the document, the Introduction frames these guidelines within the context of the City's 2040 Vision and emerging City structure concept. It identifies the four main themes embedded in the Vision and describes the key guiding principles that are to be used as the foundation for development and City building. The guiding principles are at the core of the planning and design considerations for the built environment which are further articulated in **Part B** – Sustainable City Guidelines and **Part C** – Site Planning and Built Form.

Part B - Sustainable Community Design

The Sustainable City Guidelines build upon the overarching guiding principles outlined in **Part A** and represent an updated version of the 2003 DDGs Part VIII – Sustainable Community Development Guidelines of the existing Development Design Guidelines. It consolidates Part IV – Major Block Plan Components and Part V – Block Plan Design Guidelines of the existing DDGs into one section that forms part of the framework for development. These guidelines are described within the four major building blocks of community structure, including the Built Environment, Mobility, Natural Environment & Open Space and Green Infrastructure & Built Form. As the framework for development, these guidelines apply to Secondary Plans, Block Plans, Tertiary Plans and Draft Plans of Subdivision.

Part C - Site Planning and Built Form

Building on the Guiding Principles outlined in **Part A** and Sustainable City Guidelines described in **Part B**, the Site Planning and Built Form guidelines address a range of scales of development, including the neighbourhood scale, small and large sites, as well as infill and custom home development on lots. These guidelines include updated versions of the 2003 DDGs Part VI -Site Planning and Built Form, which addressed residential, commercial, industrial & employment and institutional & community use development. It updates and consolidates Part VII – Architectural Control Guidelines for Ground Related Residential with the Design Workbook for Upscale Executive Policy Areas (2000) and the Transit Supportive Townhouse Design Guidelines. It incorporates new guidelines to address High-Rise and Mid-Rise development as well as the various forms of large and mixed-use commercial development in new and existing areas.

This section makes use of diagrams and mapping to illustrate the desired design and form of development with respect to site layout, including access, circulation, parking and building placement, landscaping, including open space, streetscape treatment, and screening and building design, including height, massing, transition and building articulation.

Part D - Implementation

This section provides an overview of the development process as it relates these guidelines to the Official Plan, Zoning By-law and Architectural Control Guidelines. More specifically, it describes the urban design requirements from the Secondary Plan, Block Plan, Tertiary Plan and Site Plan stages of development.

Part

B Sustainable Community Design

A message from:

David L. Mowat, MBChB, MPH, FRCPC

Medical Officer of Health, Region of Peel

How we live and where we live determines our chances of enjoying a long and healthy life. But today so many of us are challenged to achieve an adequate level of physical activity because we live in environments designed for cars, which limit the opportunities for walking and cycling. This is an increasing concern for public health departments because of the growing body of research linking the physical form of our communities to physical activity, and the prevalence of being overweight, obese, and developing diabetes and cardiovascular disease.

Ensuring that the built form promotes positive health outcomes is of particular importance in the City of Brampton. In 2007, 11.5% of adults in the City of Brampton had been diagnosed with diabetes. These rates are higher than the provincial average and the highest in the Region of Peel. Our population is also aging and, as the prevalence of diabetes increases steeply with age, this will increase the numbers of people affected.

Building communities that support healthy, active lifestyles, at all ages, has a direct impact on the overall physical and mental health of the people who live there including, but not limited to, air pollution and greenhouse gases, water quality, levels of physical activity, social connectedness, and rates of injuries. Understanding and dealing with chronic disease through collaboration with our partners in planning and engineering is the new frontier for Public Health.

We are pleased to have worked with the City of Brampton on the development of the Sustainable Community Design Guidelines, particularly because they reflect Peel Public Health's Healthy Development Index. Giving priority to health criteria demonstrates Brampton's commitment to progressive development that optimizes the health of current and future generations.

Vibrant Neighbourhoods

Part B
Sustainable Community Design

'Complete Communities', as defined by the 2017 Growth Plan:

> "Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts."

Introduction

In June 2010, Brampton City Council adopted The City's Growth Plan Official Plan Amendment (GPOPA) to the 2006 Official Plan to conform to the Provincial Growth Plan for the Greater Golden Horseshoe. The amendment enhances the Official Plan's Section 3.1 Sustainable Planning Framework, by better defining elements of sustainable communities, and recognizing the preparation and management of strategic documents to guide both development and municipal decisions to ensure that the City's land use planning is sustainable.

These comprehensive guidelines encourage and guide development based upon the City's guiding principles, with a focus on sustainability and at a level of planning and design that addresses the community as a whole. While providing design guidance to the development industry, they also serve as a basis for the City to review and evaluate the merits of development applications.

Flexible Streets

Sustainable Development Framework

An environmentally sustainable and healthy community, one that has distinctive and walkable neighbourhoods, integrated and connected green spaces, efficient transportation systems, housing options and employment opportunities, is the primary focus of the Sustainable Development Framework.

Goals of the Sustainable Development Framework include, but are not limited to:

1 Public health
2 Compact development
3 Walkable streets
4 Mixed-use neighbourhood centres
5 Housing and job proximity
6 Reduced automobile dependence
7 Mixed income/diverse communities
8 Energy reduction and conservation
9 Water management and conservation
10 Stormwater management
11 Certified Green Building program
12 Heritage resource preservation

In order to achieve the sustainability Goals set out in the Development Framework, it is essential to understand that good urban design plays a pivotal role in creating sustainable communities. Good urban design is shaped by the organization, pattern and co-relationship of the built and natural environments; it is defined by both the private and public realms working together, it results in great places and great streets that reflect the community's identity, history and aspirations for the future, and it brings people together and connects them to their neighbours, their environment and places to live, work and play.

It requires combined consideration for the planning, design and implementation of the built environment, mobility systems, the natural environment and open space system and green infrastructure and built form.

Public health is one of the overarching goals that has impact throughout the guidelines; its implementation is intended to promote healthy communities, active lifestyles, and physical activity as part of daily life. By improving walkability, and by making active transportation an accessible and preferred mode of transport, physical activity can easily be integrated into daily life.

Compatible Built Forms

Gathering Areas

For example, the proximity between housing and jobs, the walking distance to amenities, the availability of frequent bus service, and a connected pedestrian system, all contribute to influencing and shaping travel mode choices which directly impacts the physical activity and health of residents.

Together, the four community 'Building Blocks' can influence a person's lifestyle choices which, when considered on a much broader scale, contribute to the success or failure of achieving sustainability goals within a community. The four main community Building Blocks are required to work in unison in order to achieve a sustainable and healthy living environment.

Each Building Block has a number of corresponding 'Indicators' which provide specific performance measures that are qualities or characteristics of a sustainable community. These indicators can be logically and clearly followed by those who design and build communities, as well as those who administer the review process and are intended to ensure that the overall principles and goals are achieved.

The community Building Blocks and corresponding Indicators are the foundations of the Sustainable Development Framework and shall apply to all stages of development including Secondary Plans, Block Plans, Tertiary Plans and Site Plans. Correspondingly, the following sections are organized by these themes.

Not sure whether we need to keep the following:

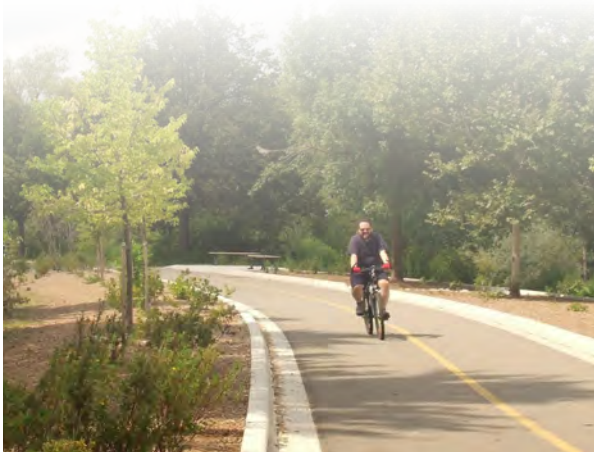
It should also be noted that the ones of achieving these goals falls equally on the public and private sectors.

Different sustainability programs use different performance measures to satisfy their goals. The end goals of reduced greenhouse gases, carbon fuel reliance, and energy conservation should be common. Other associated benefits relating to urban design that help to implement the above can include improved public health, social/cultural initiatives, and fiscal management.

Guiding principles for creating 'Complete Communities' apply to both new and existing neighbourhoods; the sustainable development framework addresses four main building blocks which are required to work in unison to achieve a sustainable and healthy living environment.

Each area has a number of corresponding indicators or measures. These indicators are certain qualities or characteristics of a sustainable community. They are designed to outline the required measures or standards for each component to ensure that the overall principles and goals are achieved, at the Secondary Plan, Block Plan and Draft Plans of Subdivision stages of development.

The four main building blocks and their corresponding indicators, or measures, described on the following pages apply to all stages of community plan development.



Active Transportation Infrastructure

Natural Heritage Stewardship

BUILDING BLOCKS

Built Environment

The built environment should be designed in a manner to ensure that development contains the components of a community that directly impact physical activity and improve the overall health of its residents. Recognizing the importance of built environment factors in influencing and shaping travel mode choices is essential to creating a complete, walkable, and transit supportive community.

The intensity and diversity of land uses significantly influences decisions on where to live, to drive to work, or the choice to take transit. A mix of housing types and amenities, employment, and live work opportunities, located within walking distance, provides the opportunity for residents to meet their day to day needs without reliance on the private automobile and provides for life-cycle housing allowing residents to remain in their communities throughout the various cycles of their lives.

Mobility

The indicators of mobility ensure that a variety of transportation options are available to residents. A community should be designed to encourage physical activity, facilitate active transportation, and support public transit in place of automobile dependence. The most vulnerable population groups including children, elderly, disabled, and low income individuals are the most affected by choices available to them for mobility and access to services and amenities. Designing a safe, convenient, and accessible environment for walking and cycling encourages these alternative modes of transportation.

INDICATORS

1. Compact Development
2. Community Form
3. Mix and Diversity of Land Uses
4. Housing Mix and Diversity
5. Walkability
6. Cultural Heritage
7. Economy (Section #7)
8. Streets and Blocks
9. Edges and Transitions

1. Street Network and Block Design
2. Transit Supportive
3. Active Transportation
4. Streetscape Elements/Pedestrian Supportive Design

BUILDING BLOCKS

Natural Environment and Open Space

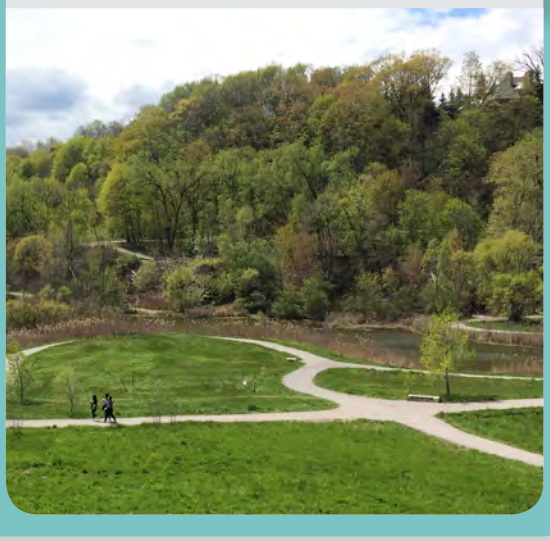
The natural environment, urban forest, and the open space system are essential components of a healthy, sustainable community. Firstly, the preservation and enhancement of the natural heritage system ensures the health of the environment and supports the recreational and cultural opportunities in the City. Secondly, ensuring residents have convenient access to a connected and diverse range of open spaces, parks, and recreation facilities offers opportunities for improved public health.

Green Infrastructure and Built Form

The indicators of green infrastructure and built form are designed to ensure that energy conservation is maximized and the strain on non-renewable resources is minimized. New buildings and communities should be designed with a focus on reducing water, waste, and energy use. Since human activity is the principal cause of elevated levels of greenhouse gases and demands on energy, water, and waste systems, the measures focus on means of remediating this impact on both the built and natural environments.

INDICATORS

1. Natural Heritage System
2. Parks
3. Urban Agriculture
4. Urban Forest



1. Energy Conservation
2. Water Use and Management
3. Stormwater Management
4. Material Resources and Solid Waste
5. Air Quality
6. Lighting
7. Green Buildings/Green Sites
8. Stewardship and Education

Section 1
Built Environment

1.1
Compact Development

Compact development is one of the key objectives of Communities, under Section 3.2.7 of the GPOPA. Compact development and density create the opportunity for a form of growth that is sustainable. The compactness of urban form and the concentration of housing and jobs creates the necessary critical mass to support transit and retail, ultimately reducing car dependence and traffic congestion.

Intent: To promote compact development through density and intensification to take advantage of existing infrastructure; enable better transit systems; improve enhanced economies of scale in the delivery of soft and hard services; and make district energy more viable.

Example of Summary Box to reference other official documents

Growth Plan for the Greater Golden Horseshoe

#.# Insert Reference Chapter(s): #.#.#, #.#.#,

Official Plan Reference

4.5 Transportation: 4.4.4.31, #.#.#, #.#.#,

Related Standards, Guidelines & Studies

Brampton Zoning By-law 270-2004: Section #

10.4 Insert Section Title

Side, Rear and Front Yard Setback Requirements

Design Guidelines

1 The strategic allocation of density can contribute to compact form, increase transportation efficiency and walkability within the community. Within the Secondary Plan, require that higher densities, major office, retail, and major institutional uses are placed in appropriate locations in mixed use nodes, along transit corridors, and in close proximity to public open spaces.

2 As per GPOPA Policy 3.2.1.1, the Secondary / Block Plan Area shall contribute to the Regional overall density requirement for Designated Greenfield Areas of 50 residents and jobs per hectare. Policy 4.4.4.23 states "that the City will work with the Region to plan new Greenfield communities at a minimum density of 50 persons and jobs per hectare."

3 The Block Plan shall adhere to Policy 3.2.7.5 of the GPOPA which allocates higher densities and massing to the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs and Major Transit Station Areas. As per GPOPA 3.2.7.3, lands outside of the designated intensification areas shall not exceed 50 units per net hectare or 4 storeys in height.

4 Minimum and maximum residential densities are set out in the Official Plan, Policy 4.1.1.2. In order to promote compact development and conserve land, implement the top end of the permitted residential densities within each density category.

Example of a sustainable community development.

For new Secondary Plan Areas, under Policy 4.1.1.4 of the Official Plan, the City shall specify the overall residential density and housing mix targets based on a City-wide target of 35 units per net residential hectare.

5 Incorporate development densities that support existing and planned transit services. Projects at Major Transit Stations should be striving for densities of 100 units per net hectare where access to the highest order transit is maximized.

6 Promote greater land use efficiency and convenience by placing new housing close to transit facilities and within mixed-use centres to support transit and pedestrian mobility choices, reducing car use, and significantly reducing air pollution.

7 Facilitate and promote intensification and increased densities for redevelopment/ regeneration areas to further support compact development and transit.

8 Minimize the land area required for school sites, within an urban setting, in order to promote compact development and conserve land. School Boards are encouraged to build multi-storey elementary schools located close to the street and co-located with either a public library or community facility to promote less land consumptive practices.

9 Density plays a key role in determining housing form. The strategic allocation of density can contribute to compact form, increase transportation efficiency and walkability within the community, and conserve natural resources.

10 In order to promote compact development and conserve land in the Draft Plan/Site Plan implement the top end of the permitted residential densities within each Density Area as set out in the Official Plan, under Section 4.1.1.2.

11 An overall density of at least 50 units per net hectare is required for the Draft Plan/Site Plan, within 400 metres (5 minute walk) of a Major Transit Station. Projects at Major Transit Stations should be striving for densities of 100 units per net hectare where access to the highest order transit is maximized.

12 Contribute to the creation of compact neighbourhoods by building multi-storey Public/ Institutional buildings in order to maximize the site and services, and minimize floor area. Create an urban street condition through a building façade proportion that contributes to a sense of enclosure at the street. Multi-level buildings can accommodate accessory and, if applicable, complementary uses.

13 The floor space index (FSI) for Draft Plans and Site Plans, located within Intensification Areas, shall adhere to the policies of the Official Plan, unless otherwise provided for in the Secondary Plan.

Compact, higher density residential development.

Mount Pleasant Village School is an example of an urban scale building in a greenfield community.

1.2
Community Form

The purpose of community form is to develop identifiable, inter-connected, and complete communities with vibrant mixed use centres providing a range of social and employment opportunities.

Through the development of a coherent system of connected neighbourhoods and centres a more organized and unified community can be established. Follow the community form hierarchy outlined in 2.2.1 Secondary and Block Plan Areas Community Form.

Intent: To encourage the development of healthy community form, with a coherent system of walkable neighbourhoods that cluster to form communities.

Design Guidelines

1 Community form is characterized and based on a hierarchy of the following:

community - formed by a clustering of neighbourhoods, typically 6 to 9 (depending on topography and natural features), to sustain a viable mixed use node and public transit;

neighbourhood - shape and size is defined by 400 metres (5 minute walk) from centre to perimeter with a distinct edge or boundary defined by other neighbourhoods or larger open spaces;

neighbourhood centre - acts as a distinct centre or focus with a compatible mix of uses that may include medium density, retail or community facilities, and a parkette/urban square.

mixed use node - central to the cluster of neighbourhoods, the node includes higher residential densities, retail, employment opportunities, is accessible, and served by public transit.

2 Locate higher residential densities, retail, employment opportunities, and access to higher order transit central to the cluster of neighbourhoods in a mixed use node.

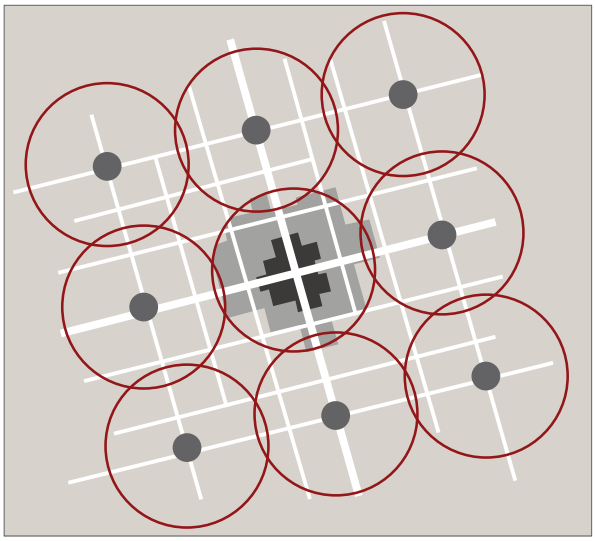
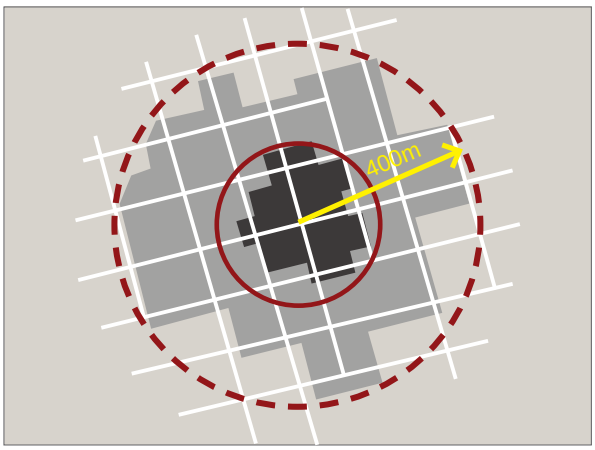


Illustration of a cluster of 6 to 9 neighbourhoods (depending on topography and natural features) with a central mixed use node.



Neighbourhood centre with typical 400m, 5 minute walk, measured from centre to edge

Mixed-use Built Form and Open Space at the Core of the Community

3 Depending on the scale of the Secondary Plan Area, provide for a range of smaller neigbourhood centres, in conjunction with a mixed use node, central to the larger community.

4 Provide a permeable network of arterial and collector and local roads to ensure strong links, accessibility, and route choices between mixed use nodes and neighbourhood centres.

5 Ensure the development of a new community is appropriately phased to provide connections to adjacent development, existing neighbourhoods, and future phases.

6 Centrally locate mixed use nodes in the community and provide major services and higher order transit within approximately 800 metres (10 minute walk) of residences.

7 Provide well distributed neighbourhood centres to ensure daily activities and amenities within 400 metres (5 minute walk) of residences to support walking, cycling, and local transit within the community.

8 Plan for a community form that can accommodate a range of uses and, in central areas, be flexible to change over time.

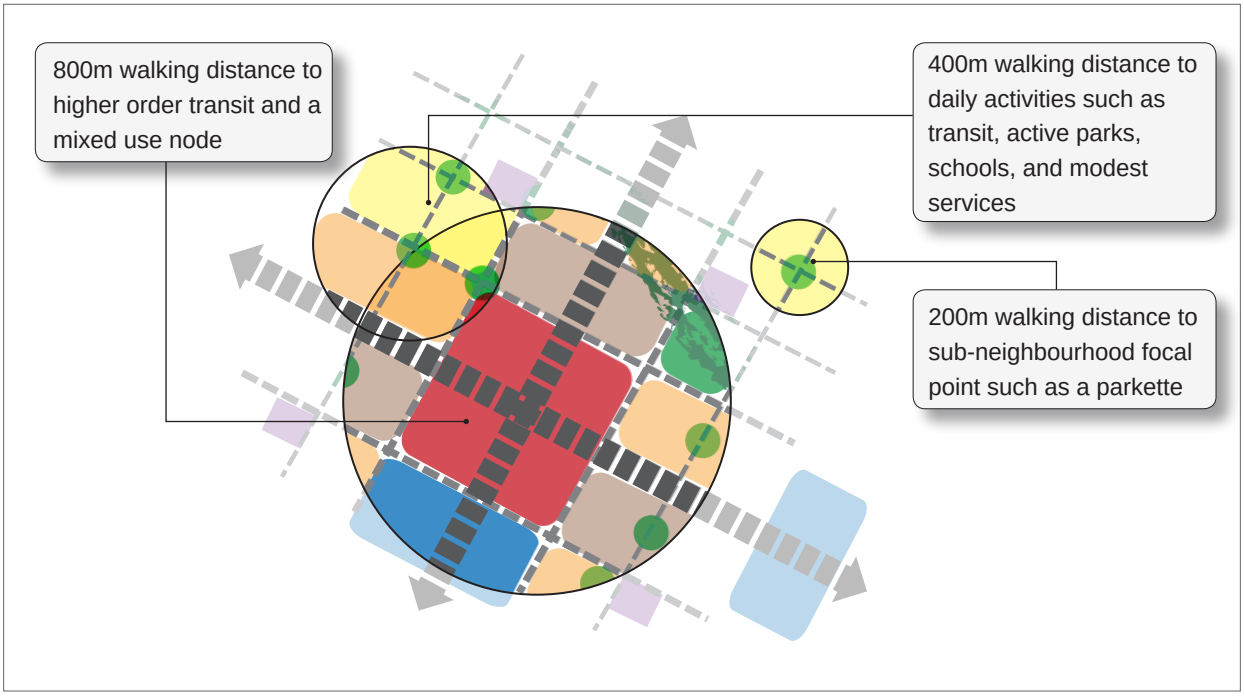
9 Design Draft Plans of Subdivision with neighbourhoods that are 400 metres from centre to edge with a central destination, such as a park or modest services.

10 Provide well distributed neighbourhood centres to support walking, cycling, and transit within the community.

11 Establish a central focus which is safe, lively, and attractive and acts as a community or neighbourhood focus with a compatible mix of uses, including retail and a community facility such as an urban square or park.

12 Create accessible, pedestrian-oriented residential areas that are distinct in character and harmonious within the larger neighbourhood.

13 Public/community uses should be located to form landmarks within the community.



Community Form Guidelines

14 Existing natural and environmental lands should be woven into the fabric of the community as key features providing richness in the Open Space System and views for neighbourhoods.

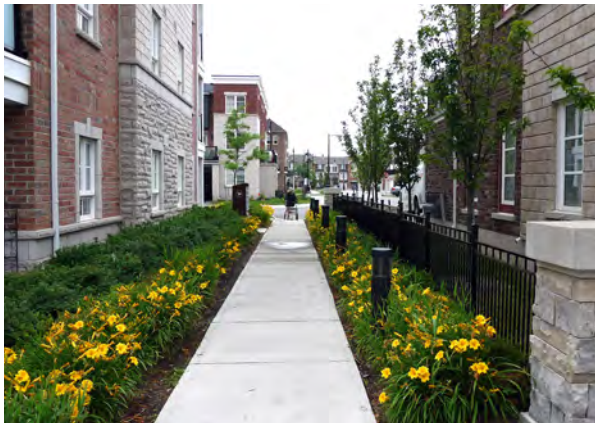
15 The configuration of the Street Network and Multi-Use Trail System should assist in creating linkages for the Open Space System to ensure continuous and varied pedestrian routes throughout the community.

16 Land use components should complement one another through their distribution in the plan, while ensuring diversity of community functions.

17 The land use pattern should include a range of residential densities and type, in accordance with approved secondary plan policies, to encourage diversity within the fabric of the Block Plan area.

18 Medium and low-rise apartment dwellings; various forms of multiple family dwellings, such as townhousing and attached housing clusters; and a variety of lot types in semi-detached and single detached dwellings should all be considered within the relevant land use areas to achieve this diversity.

19 The distribution of land use shall be designed to ensure appropriate transitions between the different land uses.



Permeable Pedestrian Connections

Diverse Built Form

Protection of Natural Heritage

Streets and Blocks

Intent: To create a fine-grained pattern of development that is highly permeable and encourages active, healthy living.

General Design Guidelines

1 Residential blocks should be designed to be pedestrian-scaled;

a) Low rise blocks no more than 180m in length

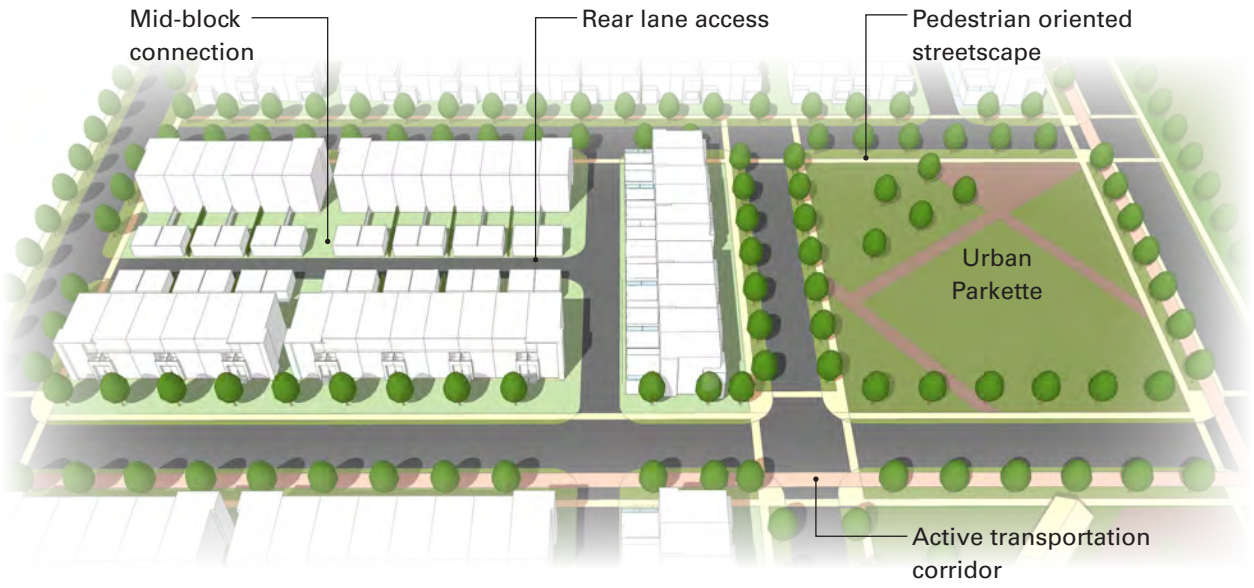
b) Block longer than 180m shall include mid-block pedestrian links at least 9m

2 Set up view corridors that are terminated by naturally occurring vistas and naturalized stormwater management areas, to enhance the preservation and integration of the natural environment in the plan;

3 Streets should be designed to achieve a pedestrian scaled environment for the public domain;

4 Streets should be designed to de-emphasize the importance of the car / garage in the public space of the street; and,

Street and Blocks

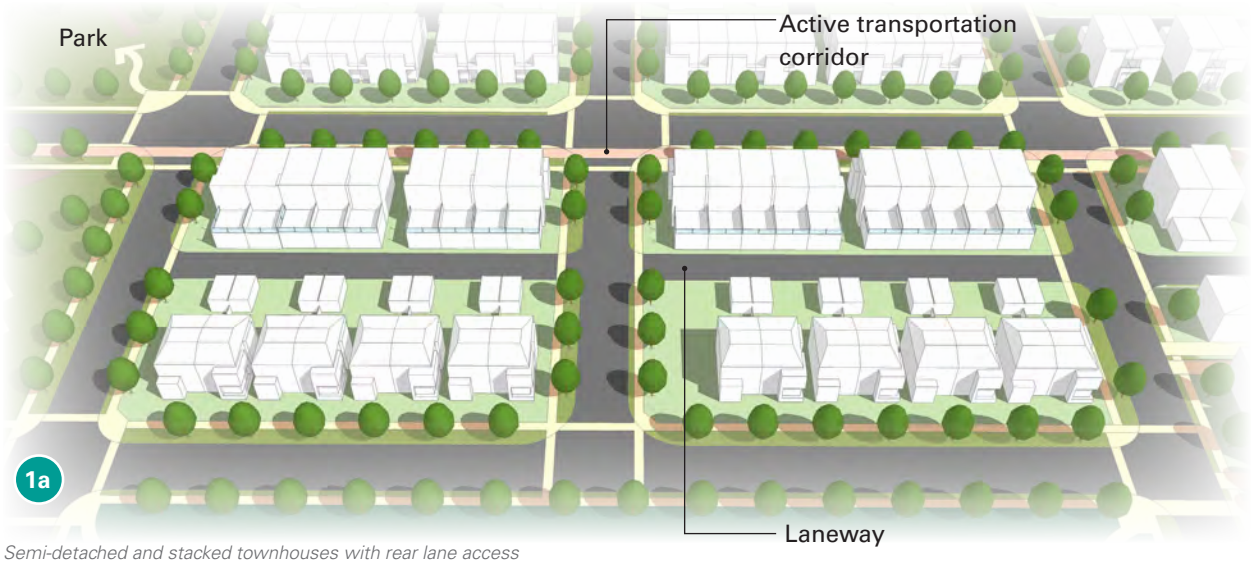


Townhowse block with urban parkette

Mid-block connections

Rich boulevard planting

Integrated public realm and built form design



Semi-detached and stacked townhouses with rear lane access

Edges and Transition

Intent: To ensure that new development 'fits' with the existing context and provides 'compatible' forms of development and coordinated public realm design.

General Design Guidelines

1 Design new 'edges' to frame the street and respond to development forms on the appropriate side of the road;

2 Coordinate built form and public realm design;

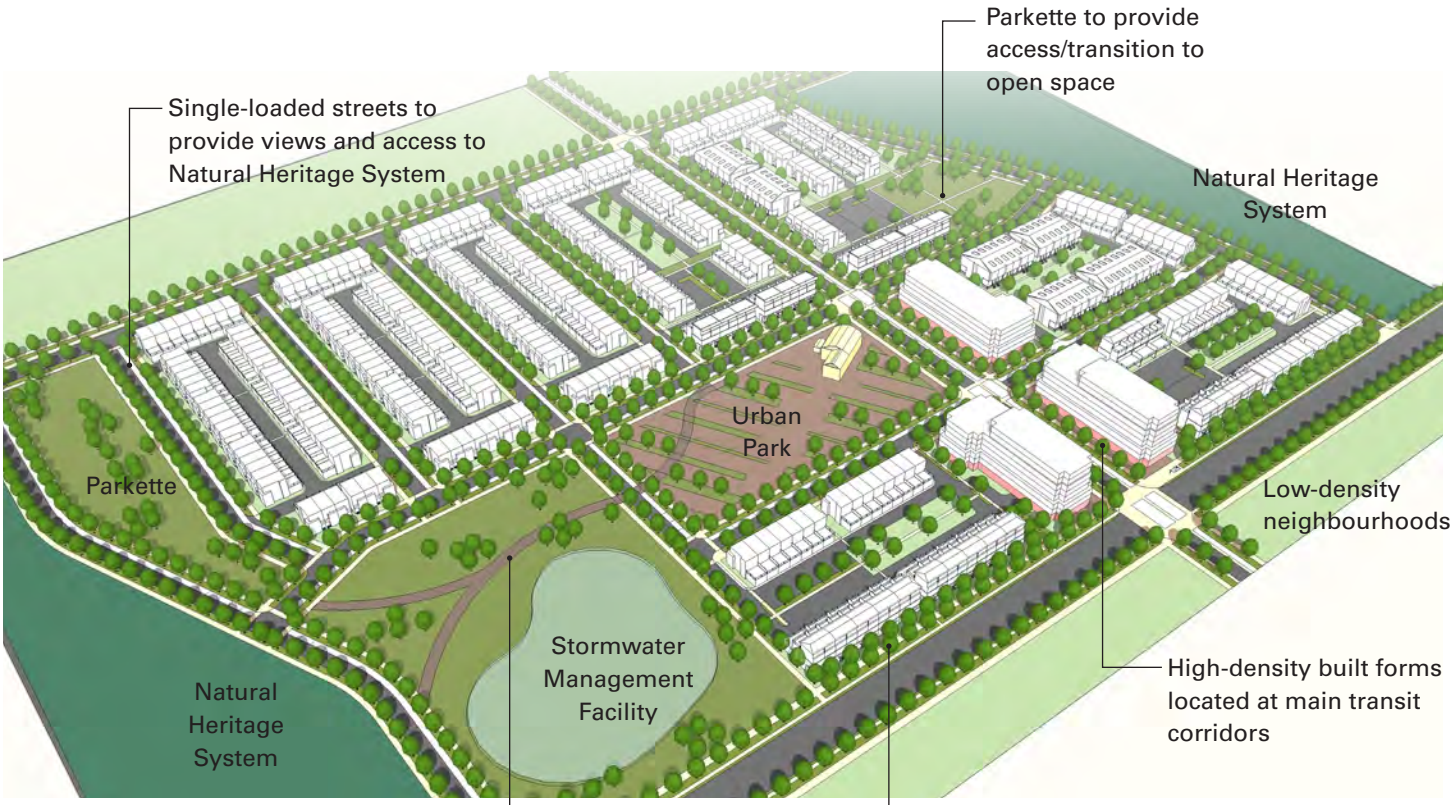
3 Provide active uses, particularly at grade, along new community edges;

4 Ensure appropriate transitions between different land uses;

5 Arterial Roads which are community edges should be designed to complement adjacent community edges and be consistent with roadways design criteria;

6 Create a visually consistent edge to the community;

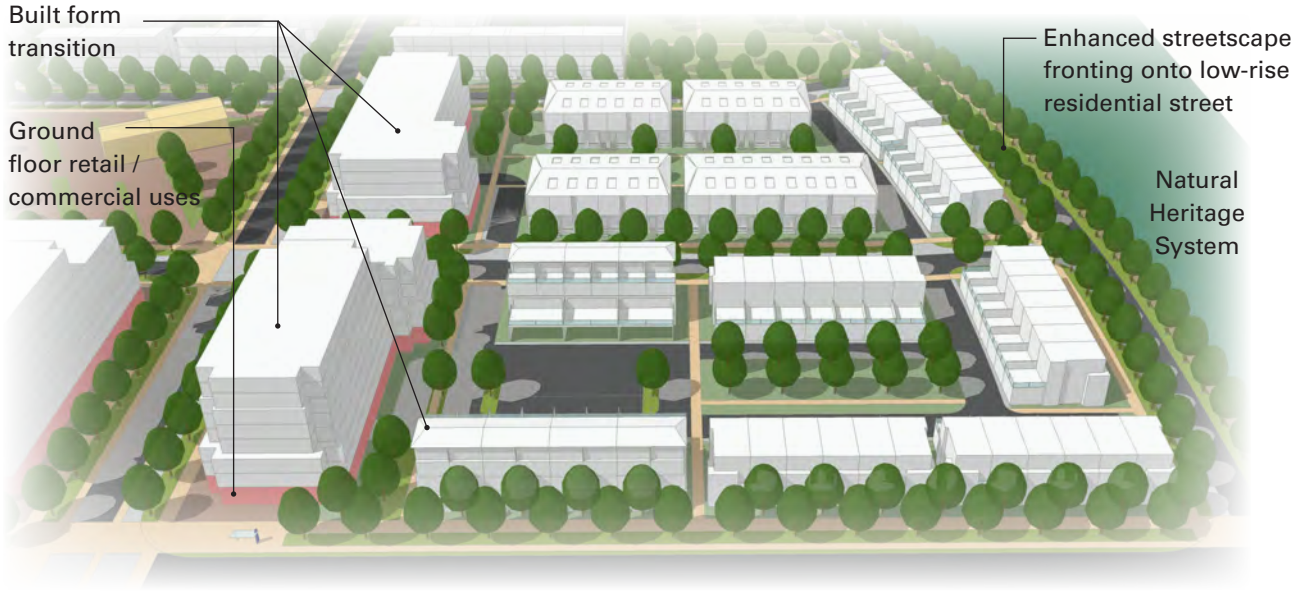
7 Allocate strategic land uses such as high profile commercial and public/ institutional areas to create identity and sense of place.



Street and Blocks

Built form massing transition

Built form framing public realm



Mixed-use corridor

Open space edge at residential community

Integrated stormwater management facility

Gateways, Centres and Avenues

Intent: To create a defined community structure with clear edges, gateways, centres and avenues.

General Design Guidelines

1 Higher density forms of development should be located at gateways and centres and along avenues (primary roads/character roads);

2 Higher density forms of development and mixed-uses should be clustered around key areas of community focus and adjacent to transit;

3 The distribution of land use shall be designed to ensure appropriate transitions between the different land uses.

4 Land use pattern should include a range of residential densities and type, in accordance with approved secondary plan policies, to encourage land use diversity within the fabric of the Block Plan area;

5 Medium and low-rise apartment dwellings; various forms of multiple family dwellings, such as town-housing and attached housing clusters; and a variety of lot types in semi-detached and single-detached dwellings should all be considered with-in the relevant land use areas to achieve this diversity;

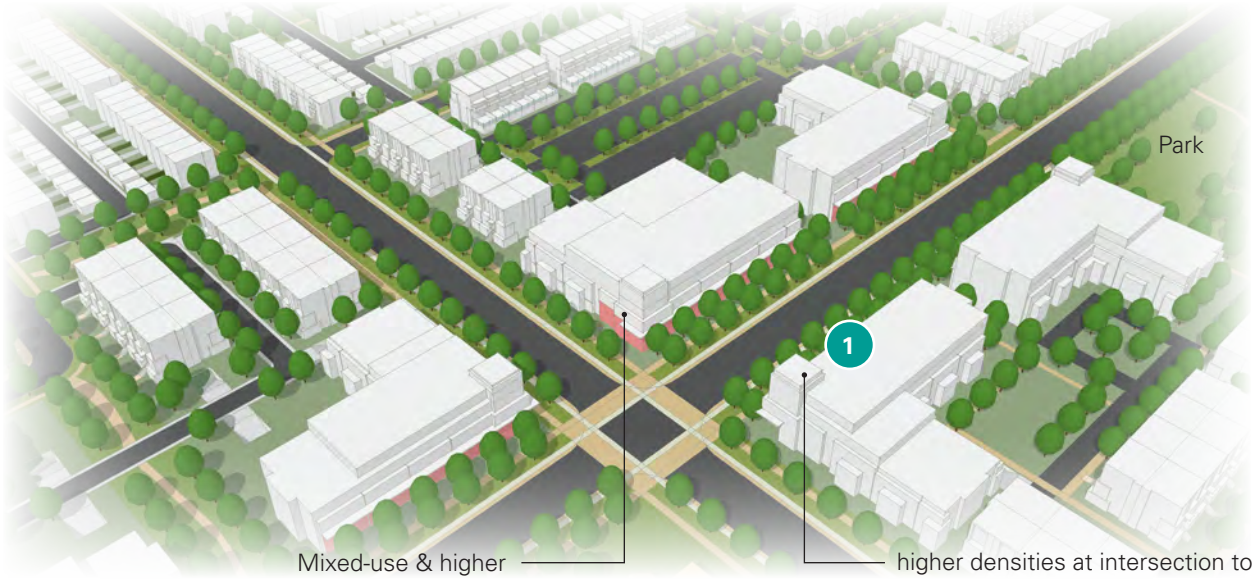
6 Public/community uses should be located to form landmarks within the community; and

7 Create clear, recognizable and attractive entry points into the community and the various neighbourhoods from Arterial Roads and major thoroughfares.

Gateway and centre

Mixed-use building creating a landmark condition

Urban parkette reinforcing block gateway condition



Mixed-use neighbourhood

Higher density forms to support transit corridors

Enhanced vistas and pedestrian corridors

Mixed -se centres with community amenities

1.3
Mix and Diversity of Land Uses

Mixed use communities contribute to a jobs/housing balance as lengthy commutes are one of the largest stressors associated with urban living. A mix of uses contributes to creating healthy and vibrant communities by strengthening the live-work-play relationship through a proper balance of residential, employment, commercial, retail, and public amenity.

Intent: To encourage combination of homes, business, institutions, community and cultural facilities, and industry to create a more dynamic environment by ensuring that most people are within a 5 to 10 minute walk of schools, local shops, services, and transit.

Design Guidelines

1 The Secondary Plan shall comply with Official Plan Policy 3.2.7, stating that new communities shall be planned to be 'Complete Communities' ensuring that resident's daily needs are provided for throughout their lifetime.

2 Provide a diverse mix of land uses in the Secondary Plan Area to ensure variety and balance in new communities.

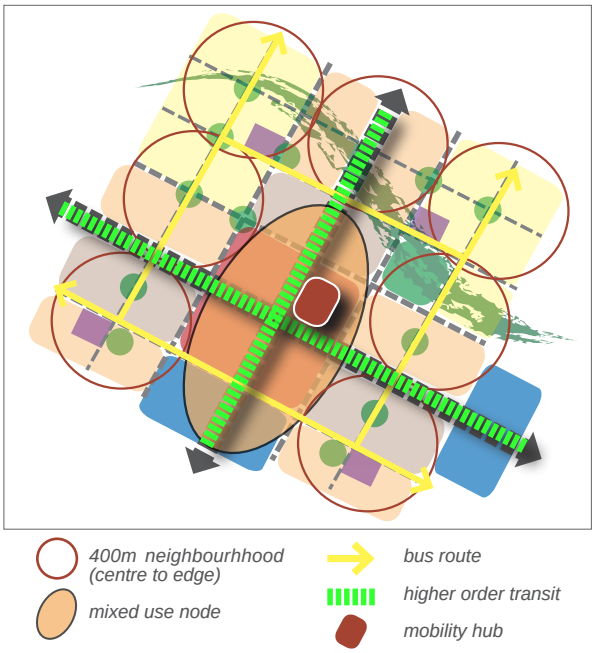
3 Provide a number of higher order diverse uses, such as major transit, arterial roads, open space, commercial, employment, and institutional facilities in the Secondary Plan Area to ensure a mix of land uses are within 800 metres (10 minute walk) of residents.

4 Institutional uses are integral components of communities and are to be centrally placed as a civic focus and/or focal point adjacent to a park or community facility.

5 Provide a compatible mix and distribution of land uses to create a 'complete' community that provides for residents daily needs.

6 Density without mixed uses or walkable services can adversely impact neighbourhoods. Cluster diverse land uses in neighbourhood centres, mixed use nodes, and corridors to ensure that destinations with a variety of uses and essential community facilities are available, accessible, and convenient for residents within approximately 800 metres (10 minute walk).

Higher density apartment building with architectural character.



A mix and diversity of land uses, connected by a permeable street pattern and transit routes with services and amenities within 400 to 800 metres.

Compatible Mix of Uses and Built Form at the Neighbourhood Centre

7 Provide an appropriate transition of use, intensity, and scale from community or mixed use node to the surrounding residential area.

8 Cluster office, retail, and service commercial uses at collector roads and other key locations along arterial roads.

9 Ensure that a variety of compatible medium to high density building types and uses are introduced including: street townhouses, live-work townhouses, mid-rise apartments, and mixed-use buildings.

10 Design the Draft Plan to ensure that residential units are generally located within an 800 metre walking distance (10 minute walk), measured from centre to edge, to retail uses or commercial services, such as drug stores and food markets, and higher order transit.

11 Provide in the Draft Plan/Site Plan three of the following daily activities within 400 metres (5 minute walk) of new residential units:

- provision for/proximity to daycare
- recreational facilities
- retail/convenience commercial
- medical facility
- schools
- transit

12 Mixed-use buildings are strongly encouraged to create an urban streetscape providing retail at street level and residential above.

13 Strategically intensify, where appropriate, underutilized areas such as strip malls, large format retail sites, and underdeveloped sites in and around existing neighbourhoods to serve as mixed use neighbourhood centres with increased residential densities.

14 Encourage live-work units in mixed use nodes, at a gateway entrance to the community, and along transit routes.

15 Ensure accessibility by requiring through land use patterns that 75% of residential dwellings are within 400 metres of an existing or planned Elementary school to reduce the need for busing. Locate Secondary schools on a transit route and linked to pedestrian and cycling routes.

16 Site Public/Institutional buildings prominently and where possible, at terminal views. Buildings should be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

Higher Density Residential Development and Commercial at Ground

Civic Space for Community Events and Gathering

Mixed-use Forms of Development

1.4
Housing Mix and Diversity

A mix of housing types including lot size variation increases residential density while consolidating a diverse and vibrant community. Higher density and a mix of housing attracts a more diverse range of residents. Housing diversity also supports integration of suitable and affordable housing for aging communities and residents of differing economic conditions.

Intent: To provide a wide range of housing types and diversity while enabling democratic access to neighbourhood services to all residents.

Design Guidelines

1 Provide for a range of housing types in the Secondary Plan to create choices for all sectors of society, regardless of their age or income bracket, preferred lifestyle, physical ability, or tenure. This mix and diversity makes it possible for households to move within one community as housing needs and lifestyle preferences change.

2 Provide a gradation of residential densities, with the highest densities placed at identified intensification areas or mixed use nodes, and transition to lower density at an approximate radius of 800 metres (10 minute walk) from centre to edge.

3 Ensure at least three of the following housing types exist within a neighbourhood, defined by an approximate 400 metre radius (5 minute walk): single detached; semi-detached; townhouse; apartments; mixed use buildings; and live-work units.

Mixed use building that address the corner.

4 Provide housing options specifically designed for seniors. Place retirement and long-term care facilities closer to the neighbourhood centre or mixed use nodes, and incorporate multi-storey components to achieve sufficient yield on small sites.

5 Transition medium and low density buildings from the higher density nodes with the lowest density building form (executive housing) located at the edge of neighbourhoods or within designated enclaves.

6 Recognize current and future demographic trends - aging society, empty nesters and non-traditional households - in the mix of unit types and housing forms.

7 Identify options to provide for assisted and special needs housing with market housing.

8 Provide for affordable housing. As per Official Plan Section 4.1.6 Affordable Housing, a portion of new residential units is to be in housing forms considered affordable to low and moderate income households.

9 Provide universally accessible housing options to enable the widest spectrum of people, regardless of age or ability, to live within the community. Lifecycle housing options should be provided within the draft plan to support a variety of age groups within the development. Establish zoning standards which facilitate the creation of these housing options.

A range of housing types in one development.

10 Provide for live-work units which are suitable forms of development to facilitate home-based employment, which ensures proximity between housing and jobs and provides a mix of uses.

11 Provide a range of lot sizes and building forms within a residential block to ensure a diversity of housing types and to avoid a homogenous streetscape.

12 Offer 15% of units as rental units priced for households up to 50% of the area median income (as per Census Canada data).

13 Buildings in the Draft Plan/Site Plan shall provide a variety of architectural styles, elements, and material detailing to create a distinctive and complementary character, as well as provide visual interest.

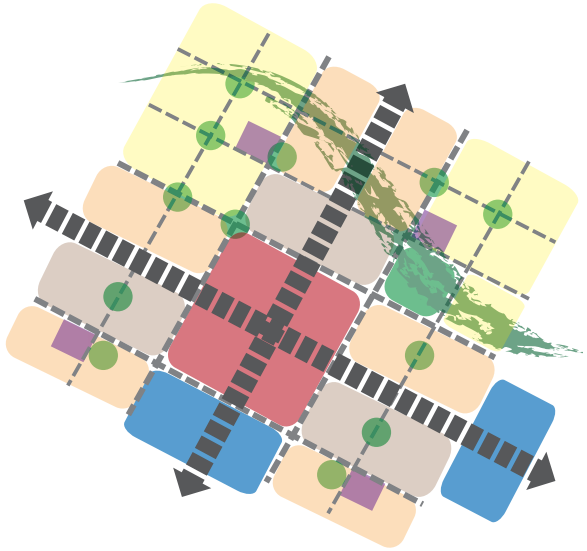
14 Ensure that the Brampton Accessibility Technical Standards have been utilized to promote universal design principles that will enhance accessibility in residential areas.

15 Secondary suites located above detached garages are encouraged for lot sizes greater than 6.0 metres, and shall be located on end units.

16 The Draft Plan/Site Plan shall conform to Chapter #2 Complete Communities .

Mid-block Connections Throughout Connecting the Community

Live-work units offer home-based employment opportunities



A mix and diversity of land uses.

Two-storey mixed use building with retail in the first floor and office in the second floor.

1.5
Walkability

A modified grid pattern of streets and a connected system of neighbourhoods and open spaces, creates walkable neighbourhoods that support the 400 metre (5 minute walk) walking community. A high degree of connectivity supports the accessibility and convenience of transit, schools, and retail, ultimately reducing car dependence.

Intent: To encourage walking and reduce vehicle dependence by providing a mix of uses and density in a community or neighbourhood with a high degree of connectivity.

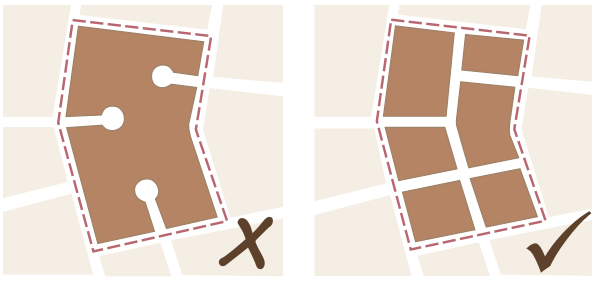
Design Guidelines

1 Ensure a typical walking distance of 400 metres (5 minute walk) to daily activities, such as transit, elementary schools, active parks, and modest services, or 800 metres (10 minute walk) to higher order transit or community centre.

2 Promote internal connectivity and multiple connections to the community at large, taking into account the existing and proposed urban structure of adjacent and adjoining areas.

3 Provide for an interconnected network of sidewalks, bicycle routes, transit, and multi-use trails ensuring proper integration with surrounding neighbourhoods and a variety of destinations, allowing for continuous movement throughout the community.

4 The built environment impacts human development and neighbourhood design affects opportunities for social interactions. Within the Secondary Plan Area, provide for mixed-use neighbourhoods that



A connected street pattern allows multiple options for walking routes.

Pedestrian Access to Transit Routes

Pedestrian oriented Mixed-use Centres

Mid-block Pedestrian Connections

are walkable with connected public gathering places, where opportunities for social interaction are increased and services can be provided within easy walking or cycling distance or by use of public transit.

5 Locate residential buildings within a 200 metre walking distance (3 minute walk) for each sub-neighbourhood focal point, such as a parkette. Promote a typical walking distance of 400 metres (5 minute walk) to daily activities, such as transit, active parks and modest services, or 800 metres (10 minute walk) to higher order transit or community centre.

6 Design the street layout to ensure efficient walking routes to schools, centres, transit, and other key destinations. Provide continuous sidewalks, or equivalent provisions for walking, on both sides of the road. One sidewalk may be allowed on a lower order local road, unless it is a major pedestrian link to a school, neighbourhood centre, or retail.

7 Implement traffic calming measures such as on-street parking, reduced lane widths, public laneways, raised intersections, and/or traffic circles to reduce vehicular traffic speeds and to ensure safe walking and cycling environments.

8 Locate 75% of dwelling units within a 5 minute walk (400 metres) of an Elementary school to reduce the need for busing.

9 Ensure neighbourhood permeability by designing block lengths of 150 to 180 metres in length (no more than 250 metres) to promote active transportation and dispersed traffic movements. Street block length is generally shorter closer to neighbourhood centres.

10 In locations where rear lanes are used, the desirable lane length is 130 to 160 metres, or follows emergency services standards.

11 Provide sidewalks on both sides of the road. One sidewalk may be allowed if a lower order local road, unless it is a major pedestrian link to a school, centre, or retail.

12 Locate schools such that pedestrians and cyclists can easily reach building entrances without crossing bus zones, vehicle routes, parking entrances, and student drop-off areas.

13 Provide high quality streetscapes in the Draft/Site Plan that offer appropriate planting materials to address summer/winter conditions, and provide canopy closure on local roads.

Parking is located to the rear of the building off the main road. The front entrance to the building is directly connected to the public sidewalk.

Walkable and active street.

Centrally located park provides opportunities for social interaction.

Pedestrian Accessible Town Centres

Accessible, connected, and walkable trail system.

14 Centrally locate mailboxes adjacent to activity areas to foster interaction and sense of community.

15 In order to provide a safe and comfortable environment for pedestrians, design public pedestrian walkways to include Crime Prevention Through Environmental Design (CPTED) principles.

16 Promote safety in the design of communities through creating a walkable, permeable street system with sidewalks on both sides of the road and short residential blocks to avoid a long unbroken wall of buildings that does not allow for movement through a community. Long blocks create a thoroughfare for traffic with no interruptions to slow traffic.

17 Encourage opportunities for vibrant, diverse and pedestrian-oriented urban environments that provide for public safety, changing experiences, social engagement, and meaningful destinations.

1.6
Cultural Heritage

The cultural heritage of Brampton is an important component of the City's history and needs to be protected as Brampton develops. The policies of Section 4.9 Cultural Heritage of the Official Plan, set out the preservation and enhancement of the buildings and landscapes that make up the cultural heritage of Brampton.

Intent: To respect, protect and enhance through development cultural heritage resources such as buildings and landscapes.

Design Guidelines

1 The Secondary Plan shall refer to the City's Cultural Heritage Register.

2 Incorporate cultural heritage landscapes, such as hedgerows and rural road swales, into the community and neighbourhood pattern, to the extent practical, through a range of approaches. Where not precluded by grading or other servicing constraints, site alteration including road widenings, road re-alignments and slope or bank stabilization, should not adversely affect cultural heritage landscape features.

3 The City has a proud heritage and image as the Flower City. The Secondary Plan shall promote this cultural heritage and incorporate where appropriate.

4 Locate parks where there is an opportunity to preserve cultural landscapes.

5 Ensure that significant views are protected and enhanced and made available to the public.

6 Significant views and vistas are to be protected through the location and configuration of open space opportunities.

7 New development on lots adjacent to built heritage resources will provide a transition in lot sizes, setbacks, and grading that complements the built heritage resource.

8 New buildings located adjacent to built cultural heritage resources will generally be compatible with existing historical building types, colours, and material palettes having regard for modern building designs, techniques, and materials.

9 Consider incorporating existing heritage buildings in situ through retention, restoration, and adaptive reuse to provide a tangible example of the cultural heritage of the area.

10 Promote arts and culture by encouraging public art installation throughout a community in highly visible locations. Public art enhances the character of a community and contributes to the culture and history of a location.

Protect ed and Enhances Heritage Architecture Integrated with Open Space Development

11 Where applicable, provide for the relocation or adaptive reuse of heritage structures or cultural landscapes such as hedgerows and rural road swales.

12 Maintain existing hedgerows and rural road cross sections, where feasible, and incorporate into the design of the Draft Plan as dedicated open space blocks.

13 The orientation of buildings and yards can also assist in protecting significant views and such orientation is encouraged.

14 Consider public art at mixed use nodes and as focal points in open spaces to reflect the cultural heritage of the location. Public art can include memorials, sculpture, water features, murals or individual installations at visually prominent sites.

15 Incorporate in the Draft/Site Plan specific design elements to implement the City's Flower City heritage and are representative of the City's image as the Flower City, such as plantings at gateway features, floral landmarks, park landscaping and planting strategy, and/or neighbourhood character themes.

Existing hedgerow preserved as part of the local street right-of-way.

Public art that reflects the cultural heritage of the area.

Protection and Integration of Mature Heritage Trees with Open Space Amenities

2 Section 2 - Mobility ..... -##

Mobility

2.1 Street Network and Block Design

Street network and block design in Brampton shall adhere to 2006 Official Plan Section 4.5 Transportation (September 2015 Consolidation), and plan for streets to be complete streets that are attractive, safe, and functional supporting multi-modal transportation networks for active transportation, public transit, and vehicles.

The layout of arterial and collector roads provides connections to Regional and municipal systems, and adjacent communities. The road network is one of the major structural elements of a Secondary Plan and should be designed to support multi-modal transportation networks.

Example of Summary Box to reference other official documents

Growth Plan for the Greater Golden Horseshoe

#.# Insert Reference Chapter(s): #.#.#, #.#.#,

Official Plan Reference

4.5 Transportation: 4.4.4.31, #.#.#, #.#.#,

Related Standards, Guidelines & Studies

Brampton Zoning By-law 270-2004: Section #

10.4 Insert Section Title

Side, Rear and Front Yard Setback Requirements

Intent: To provide a connected and permeable street system that facilitates the efficient movement of pedestrians, cyclists, transit, and vehicles through the community.

Design Guidelines

1 Arterial Roads provide important connections within Brampton. Design arterials to accommodate higher volumes of traffic and higher order transit.

2 Ensure that Collector Roads are provided approximately mid-block between Arterial Roads to maximize the accessibility of transit service to local residents.

3 Provide frequent local road connections along collectors to enhance connectivity and permeability within the Secondary Plan Area.

4 Maximize connectivity for all travel modes by ensuring the street network creates multiple options for moving between destinations.

5 Connect Local Roads to Collector Roads. Local Roads will connect directly with the neighbourhood centre or mixed use node, and link with public spaces.

Transit oriented development - Mount Pleasant Village.

6 Connect new roads to existing roads in adjacent developments.

7 On local roads, avoid long, uninterrupted sections over 400 metres in length, to discourage excessive driver speed.

8 Design local roads at a pedestrian and cycling scale, supported by appropriate urban design and streetscape principles, to provide the opportunity for pedestrians and cyclists to reach nearby destinations in a safe and supportive environment.

9 Wherever possible, street and block alignments for grade-related residential units are encouraged to be designed within 25-degrees of geographic east-west in order to maximize passive solar orientation of buildings. This is especially important in compact developments with narrow lots that limit building aligment choices (see Figure 30).

10 Wherever feasible, design blocks between 150 to 180 metres in length. To ensure permeability and discourage excessive driver speed block lengths should not exceed 250 metres in length. Longer block lengths are acceptable when coinciding with a local parkette located mid block to offer relief from massing (see Figure 29)

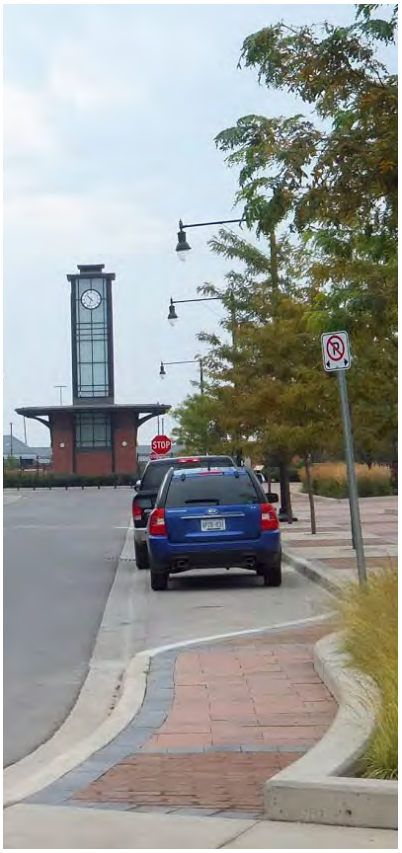
11 Minimize the use of cul-de-sacs, except where necessary due to grading and topography, or at view terminus sites.

12 The use of rear lanes is encouraged for grade related residential development to provide for a more pedestrian friendly streetscape. Concentrate lane-based development in a contiguous area of the plan, and not distributed in isolation, to allow for efficient maintenance. Where rear lanes are used, the desirable lane length is between 130 to 160 metres or follows emergency services standards in order to provide for a maximum 80 metre hose length from fire hydrants located on road connections.

13 Rear lanes or private drives are encouraged in mixed-use or commercial areas at the rear of

Complete Streets

All Ages Multi-use Trails



Integrated Streetscapes

street-related buildings for service and loading in order to minimize conflict between pedestrian and vehicular use and to improve amenity along selected streets.

14 In order to minimize the visual impact of long blocks, turn lots located on the end of blocks 90-degrees to face the other road, where appropriate. However, consider a variety of lot facing conditions, in addition to flankage lots, along long stretches of collector and arterial roads.

15 To calm traffic and create pedestrian-friendly, safe streets consider the following when designing local street areas of high activity, such as mixed use nodes and neighbourhood centres:

- sidewalks on both sides
- crosswalks
- street furniture
- street trees and landscaping
- medians
- curb bulb-outs
- woonerfs
- narrow streets to reduce driver speeds
- impervious surfaces

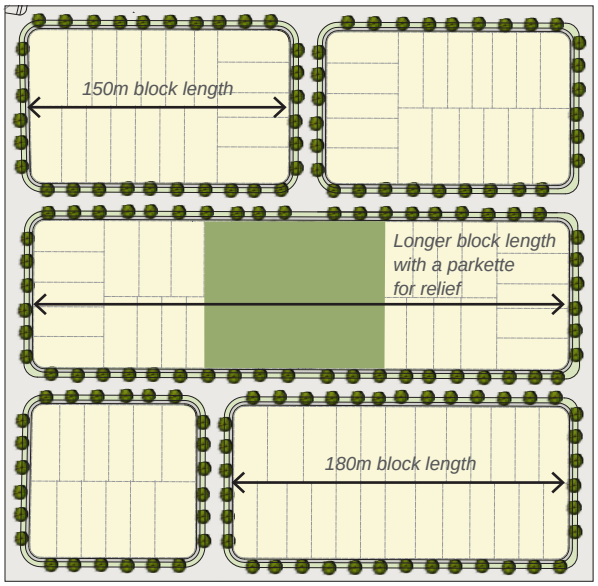


FIGURE 29 - Longer block lengths acceptable with the inclusion of a parkette for relief.

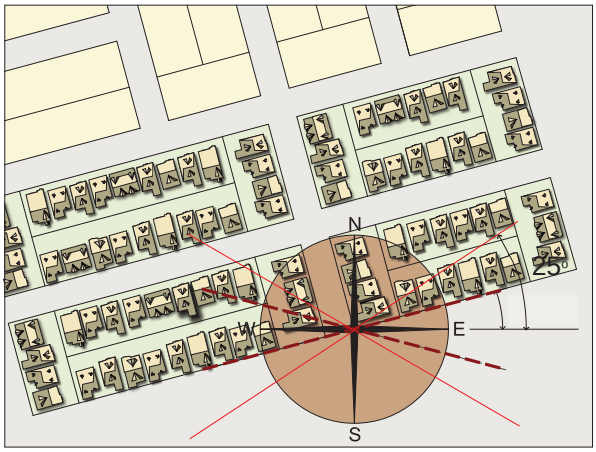
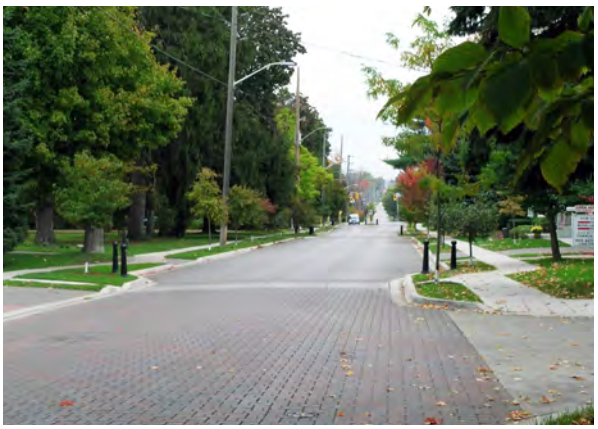


FIGURE 30 - To maximize passive solar orientation the street and block alignment should be designed within 25-degrees of geographic east-west .



Street Design

Mid-block Connection

General Design Guidelines

1 Create a clear hierarchy of street types and functions;

2 Respond to natural heritage features in planning the street network;

3 Provide public streets along edges of natural features;

4 Align streets to frame/direct views to natural features and landmarks; and

5 Design street patterns to reinforce focal points;

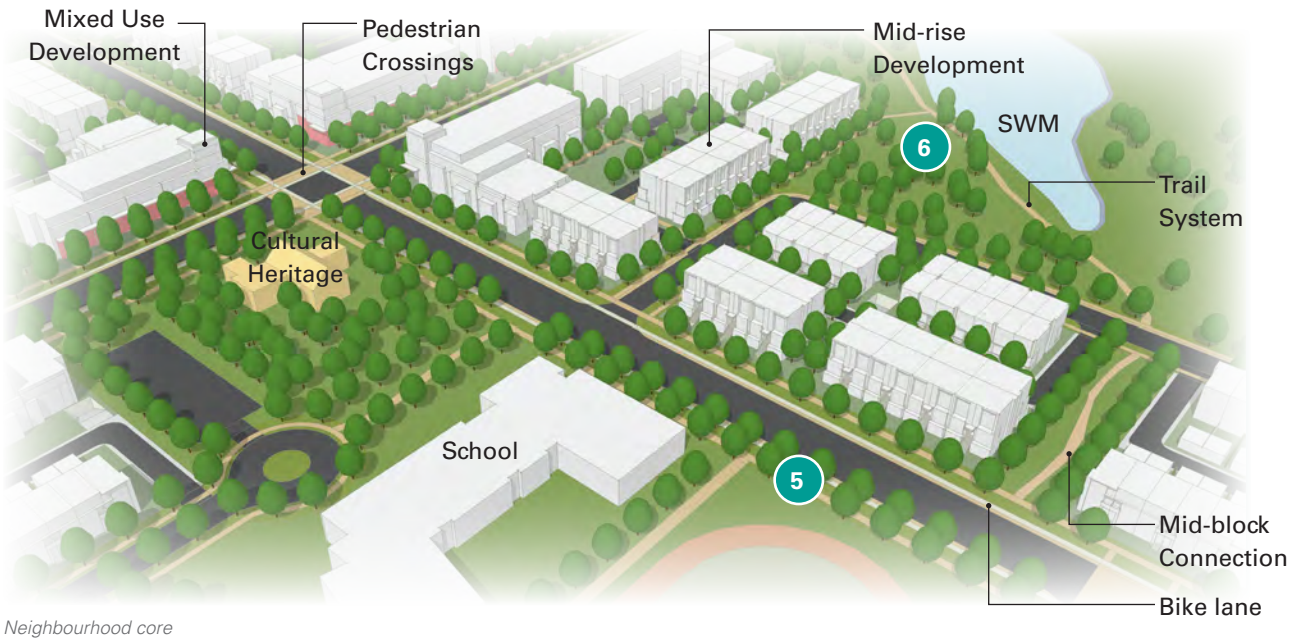
a) Provide street frontage around parks

6 Integrate a multi-use trail system creating linkages that ensure continuous and varied pedestrian routes throughout the community;

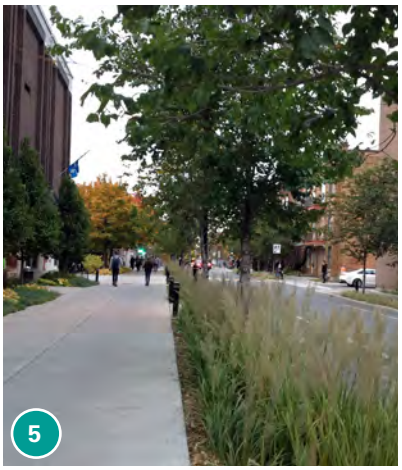
7 Facilitate ease movement and orientation through the community.

Street Network

Street view terminal at community focal point

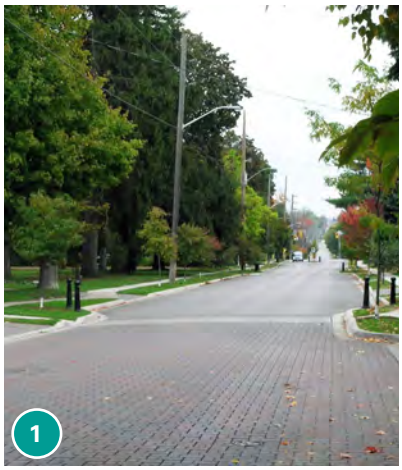


Neighbourhood core



Wide pedestrian sidewalks and streetscape

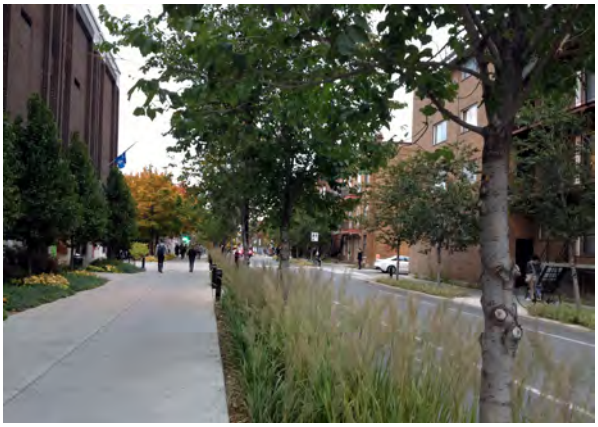
Public park with street frontage



Street with traffic calming features

Transit Corridor

Bicycle Infrastructure



Pedestrian-oriented Streets

2.2
Transit Supportive

A complete community needs to ensure that a compact, mixed use development with a variety of residential forms, makes transit feasible, efficient, and accessible to all sectors of the public. Transit supportive systems require densities and development patterns that connect people of all ages to homes, jobs and other places required by their lifestyles. Transit supportive development supports the use of transit facilitates reduction of greenhouse gases and improves public health.

Intent: To promote transit-oriented development as a priority tool to achieve sustainable development and consolidate complete communities.

Design Guidelines

1 Promote higher densities and compact development to support existing and planned transit services, reducing the need for automobile use and greenhouse gas emissions;

2 Secondary Plans shall promote transit supportive land uses at existing and future GO Stations such as higher density residential and employment development forms;

3 Major Transit Station Areas shall accommodate higher density residential and/or commercial, institutional, or employment development;

4 Ensure that the walking distance for residents is 200 to 400 metres (3 to 5 minute walk) to an existing or proposed local bus route, or alternatively, 800 metres (10 minute walk) to higher order transit;

Example of Summary Box to reference other official documents

Growth Plan for the Greater Golden Horseshoe

#.# Insert Reference Chapter(s): #.#.#, #.#.#,

Official Plan Reference

4.5 Transportation: 4.4.4.31, #.#.#, #.#.#,

Related Standards, Guidelines & Studies

Brampton Zoning By-law 270-2004: Section #

10.4 Insert Section Title

Side, Rear and Front Yard Setback Requirements

5 The development pattern must be of a sufficient density to make transit feasible and efficient. Promote higher densities and compact development to support existing and planned transit services, reducing the need for automobile use and greenhouse gas emissions;

6 Provide for a transit system that has convenient links to, between, and through major destinations. Locate stops within a 5 minute walk (400 metres) of a destination;

7 Consider means to reduce the overall footprint of commuter parking areas at GO Transit and 407/ETR transit way stations through structured parking to promote compact development and conserve land;

8 Ensure the coordination of the transit network with the multi-use trails and paths system to further the accessibility of transit;

9 Provide a range of transit facility amenities including but not limited to: weather protection, seating, garbage and recycling receptacles, lighting, route information, and automated fare machines at all Major Transit Stations;

10 Support bike use through the provision of bike racks, bike storage, and lockers at transit stops and stations;

11 Where four-sided transit shelters are not possible, provide overhead open-air canopies to protect transit users from sun, rain, and snow; and.

12 At the Site Plan scale, if a transit stop is located within 400 metres of a building, orient the functional entrance to provide convenient access.

Bike Racks

Wayfinding Signage

Transit Stop Shelters

2.3
Active Transportation

The transportation network facilitates not only efficient automobile traffic but also provides for a balanced transportation system such as walking and cycling that supports active modes of transportation and their associated infrastructure.

Intent: To encourage active transportation as alternative modes of transportation while supporting physical activity through the provision of a linked system of walking and cycling trails that ensure residents have increased access to local destinations for work, play, and mobility options.

Design Guidelines

1 Support community health and improve air quality by providing infrastructure that promotes walking, cycling, and transit as the primary means of transportation, thereby reducing dependency on the private automobile for daily activities;

2 Design communities with a typical walking distance of 400 metres (5 minutes) to daily activities, or 800 metres (10 minutes) to higher order transit or community centre;

3 Include a connected pedestrian and cycling network linking the community with surrounding neighbourhoods and existing or planned transit routes. Provide connections to the Regional and local trail system;

Example of Summary Box to reference other official documents

Growth Plan for the Greater Golden Horseshoe

Insert Reference Chapter(s): #.#.#, #.#.#,

Official Plan Reference

4.5 Transportation: 4.5.6, #.#.#,...

Related Standards, Guidelines & Studies

Pathways Master Plan Plan and Bicycle Facility Implementation Plan (BFIP) (2002): Section ###

Region of Peel Active Transportation Plan (2012): Schedule C1

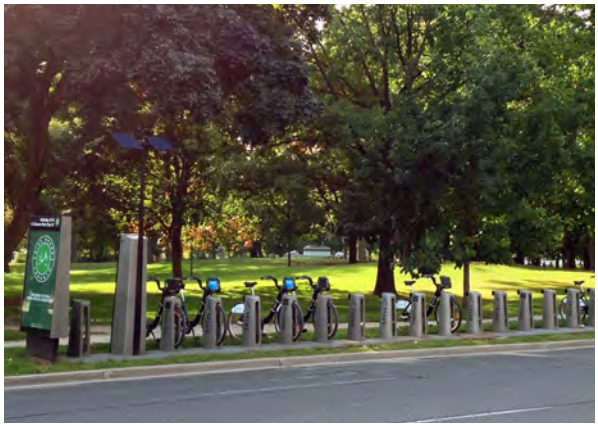
Brampton By Design - DDGs (2018)

ST Chapter 3: Complete Streets; Section ##

ON Chapter 4: Parks and Open Space; Section 3.4 Open Space Network; Multi-Use Trail System

Pedestrian Connectivity

Signed Bike Trail Systems



Shared-Bike Systems

4 Implement a network of active transportation facilities - connected pedestrian and cycling routes and trails, walkways, sidewalks, bicycle lanes - that are integrated with existing and future public transit services;

5 Provide adequate and accessible road, transit, pedestrian, and bicycle links throughout the new neighbourhood plan. Integrate bicycle lanes into the road and open space network;

6 Design the street and block pattern to emphasize connections and walkability both internally and with surrounding neighbourhoods, through a grid or modified grid pattern discouraging cul-de-sacs, p-loops and crescents, except where necessary due to grading and topography;

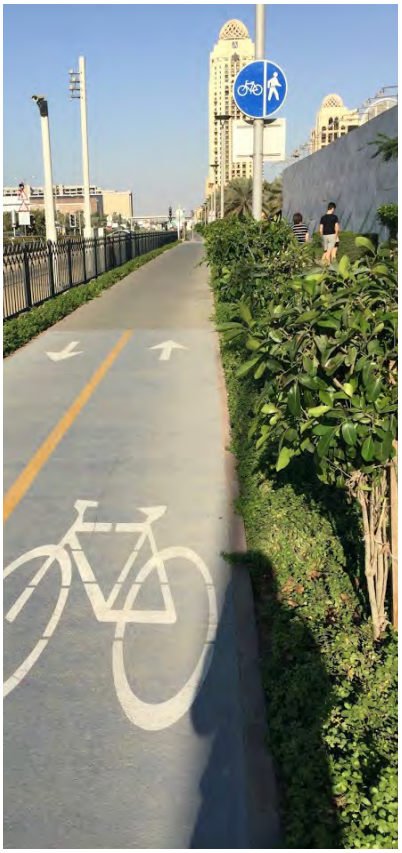
7 Encourage safe routes to schools that promote walking and cycling by providing by providing a network of connected local streets with inherent traffic calming measures (such as reduced lane widths, raised intersections, slower vehicle speeds, on-street parking, crosswalks) to ensure safe use by young pedestrians and cyclists. Secondary schools benefit from public transportation access and safe pedestrian routes between transit stops and school;

8 Accommodate a cycling network that includes bike lanes and off-road cycling or multi-use trails. Connect the cycling network to existing bike lanes and trails and follow the standards of the Pathways Master Plan and Bicycle Facility Implementation Plan (BFIP);

9 Design shared off-street pedestrian and bicycle paths for the requirements of the route. Provide for a continuous, linked, legible, and clearly marked system of trails throughout the community, as part of the open space network with the separation of cyclists and pedestrians;

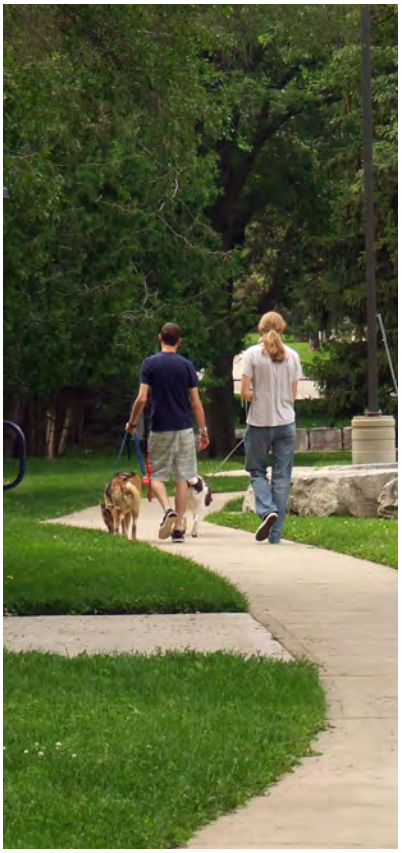
10 Provide, where feasible, clearly marked bike lanes on collectors, and consider further separation by including a painted buffer;

11 Wherever possible, pedestrian and cycling routes should travel to or from transit stops and GO Transit;



Protected Bike Lanes and Walkways

Transit Infrastructure



Pedestrian Walkways

12 Design trails to accommodate a range of users and abilities and be barrier-free, where appropriate;

13 Trails must be clearly signed regarding permitted uses and speed. Provide wayfinding signage and/or trail markers throughout the trail network;

14 Design trails to minimize and mitigate impacts on natural heritage features where they are permitted. Consider the use of permeable materials for trail construction in areas where sufficient drainage exists;

15 Avoid siting of trail networks close to significant and sensitive natural areas and features;

16 Provide lighting for pedestrian safety along primary connecting trails, but minimize the disturbance on natural heritage habitats;

17 Provide sidewalks on both sides of the road. One sidewalk may be allowed if a lower order local road, unless it is a major pedestrian link to a school, neighbourhood centre, or retail;

18 Require through development approvals, that each school is connected with adjacent neighbourhoods by a network of sidewalks, bicycle, and pedestrian paths to promote safe and convenient access for school children. Locate bicycle racks close to the building entrance;

19 Encourage cyclist movement through a safe, convenient, and legible system that provides bicycle parking facilities, slower vehicle speeds, lower traffic volumes on local streets, appropriate lane widths to accommodate shared travel lanes, and designated bicycle lanes on collector roads;

20 Plan a network of active transportation facilities - connected pedestrian and cycling routes trails, walkways, sidewalks, bicycle lanes - that are integrated with public transit services;

21 Accommodate a cycling network that includes bike lanes and off-road cycling or multi-use trails. Connect the network to existing bike lanes and trails;

Enhanced Trail Surfacing

Trail Distance Markers

On-Road Bike Infrastructure

Comprehensive Wayfinding System

22 Locate loading and servicing facilities and driveways associated with commercial/retail sites so they do not interfere with pedestrian or bicycle circulation;

23 Provide bicycle parking at retail, commercial, and employment areas, as well as at key nodal locations to promote purposeful cycling;

24 Provide bike storage sheltered from weather for 15% of total building occupants for a residential development in a Site Plan;

25 Place accessible and secure bike racks at the front of non-residential development buildings;

26 Provide facilities in employment and office buildings that support active transportation such as showers and change rooms;

27 Using native, non-invasive species that can contribute to the urban tree canopy along trails abutting natural features; coordinate planting design to shade trails;

28 Provide clear signage on trails regarding permitted uses and speed. Provide wayfinding signage and/or trail distance markers throughout the trail network;

29 Provide benches and waste and recycling receptacles at trail heads and at regular intervals along the route;

30 Incorporate interpretive signage at various locations on trails located in proximity to significant sensitive natural features or adjacent to stormwater management facilities to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment;

31 Consider special treatments at trail head entrances including high quality features such as landscaping, benches, decorative paving pattern, interpretive or directional signage, or wider pathway widths.

Landscaped Boulebards and Urban Tree Canopy


Walking Trail Systems


Shared Multi-modal Infrastructure


Neighbourhood Pedestrian Connectivity

2.4
Streetscape Elements/ Pedestrian Supportive Design

New neighbourhoods shall provide for an enhanced, safe, and comfortable pedestrian environment that encourages pedestrian activity. Pedrestrian supportive design includes the following streetscape elements:

- sidewalks
- street furniture
- signage
- pedestrian crossings
- on-street parking
- planting

Intent: To provide functional, attractive and enganging pedestrian environment to encourage and support daily physical activity.

Example of Summary Box to reference other official documents

Official Plan Reference

4.5 Transportation: 4.5.6, #.#.#,...

Related Standards, Guidelines & Studies

Brampton By Design - DDGs (2018)

ST Chapter 3: Complete Streets; Section ##

Complete Streetscapes

Sidewalks

Sidewalks should be continuous throughout the community, and constitute an integral part of the pedestrian system to promote active transportation. The following guidelines apply:

Design Guidelines

1 Promote pedestrian primacy over the car in mixed use nodes and neighbourhood centres as these areas typically have a higher concentration of density and uses;

2 Promote traffic calming on collector roads that pass through mixed use nodes. Scale the collector road for pedestrian activity;

3 Design sidewalks as follows;

a) 1.5 metres on local roads;

b) 1.8 metres on collector and arterial roads; and,

c) 1.8 to 3.0 metres in high pedestrian areas and particularly where retail is provided along the street in order to accommodate sidewalk cafes, kiosks, and street vendors.

4 In all cases, sidewalks will be clear of obstructions with sufficient space provided for street furnishings, public utilities, tree plantings, and transit shelters;

5 Design sidewalks to applicable municipal accessibility standards to accommodate the needs of persons with disabilities, visual impairments, and the elderly;

6 Where feasible, in areas of mixed use consider flexible space or the opportunity to reclaim underutilized roadway, or repurpose parking spaces to create additional public space for benches, planters, landscaping, bike parking, and café tables and chairs;

7 Use alternative pavement markings or materials to minimize conflict between vehicular and pedestrian users.

Sidewalk protected by Parklet

Continuous Sidewalks with Pedestrian Crossings

Sidewalks and Streetscaping

Street Lighting, and Art Exhibition Infrastructure

Landscaping and street furniture visually enhance the streetscape

Bike Racks close to Gathering Areas

Street Furniture

Design Guidelines

1 Concentrate street furniture in areas with the highest pedestrian traffic, such as mixed-use nodes, neighbourhood centres, key intersections, and parks;

2 Include in the pedestrian environment various comprehensive streetscape furniture elements that reinforce the function of the street as a public place. Such elements include lighting, benches, bicycle parking, newspaper boxes, waste and recycling receptacles. Provide signage with a unified design vocabulary within high-pedestrian areas. Where possible, consider streetscape elements manufactured from recycled material.

3 Unique street furniture can be used to identify significant areas or neighbourhoods within the community. Landowners, in consultation with the City, should develop a unified standard and design vocabulary for street furniture which shall apply to public streets in all and abutting mixed-use areas and community nodes.

Signage

Design Guidelines

1 Develop a comprehensive wayfinding strategy, including directional signage and mapping at key locations, such as mixed use nodes, neighbourhood centres, and key intersections.

2 Provide wayfinding signage that has a high level of clarity, visibility, and visual interest; is made of high quality materials, and aids pedestrians and drivers in navigating the area, especially at night.

Informative and Restrictive Signage

Wayfinding Signage

Interpretive / Educational Signage

Advertising Signage

Pedestrian Crossings

Design Guidelines

1 Provide a formal pedestrian crossing at every four-way intersection in high pedestrian areas to promote walkability and a pedestrian-focused environment;

2 Provide signalized pedestrian crosswalks at locations where important civic destinations and/or significant walking traffic is anticipated, such as near retail shops, community parks and recreation centres, and at libraries, provided traffic warrants and minimum spacing requirements are met;

3 Design pedestrian crossings to have a minimum width of 3.0 metres, be continuous, and connected to adjacent sidewalks;

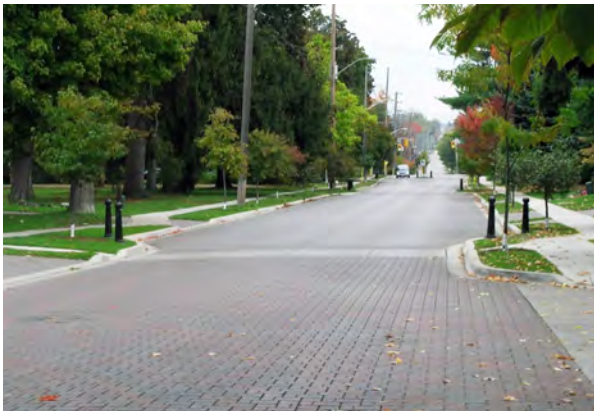
4 Utilize distinctive feature paving through the use of alternative pavement markings or materials to minimize the conflict between vehicles and pedestrians to enhance pedestrian crossings visibility and quality. At minimum, crossings are identified with distinctive painted lines;

5 Provide pedestrian crossings highly visible to motorists, and include appropriate signage;

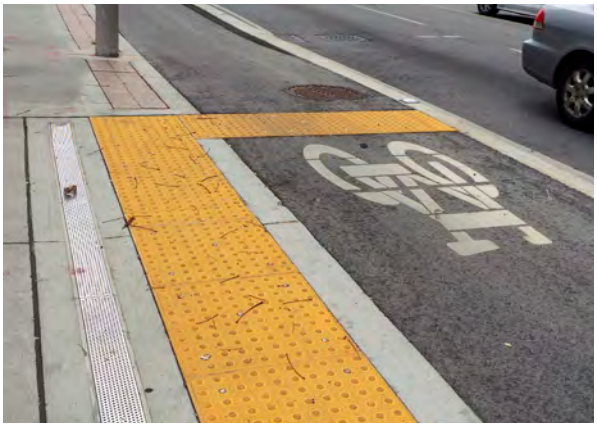
6 Minimize the height of curb cuts to facilitate wheelchair and stroller usage in high pedestrian areas;

7 Design curb ramps at intersections to have raised tactile surfaces or materials with contrasting sound properties to help pedestrians with visual impairments;

Continuous Sidewalks with Pedestrian Crossings



Pedestrian Crossing as Speed Calming Feature



Neighbourhood Pedestrian Connectivity

Diverse Pedestrian Crossing Surfacing

On-Street Parking

On-street parking functions as a traffic calming device to slow traffic and acts as a safety buffer separating the pedestrian realm from vehicles.

Design Guidelines

1 Provide parking on both sides of a local road, one side of a minor collector road, and on both sides of the road in a mixed use node or neighbourhood centre;

2 Provide lay-by parking on both sides of the road at Neighbourhood centres and mixed use nodes; and

3 Provide parking on both sides of the road where mid-block collector roads form urban main streets.

On-street Parking with Landscaping Features

On-Street Parking as Speed Calming Strategy

On- Street Lay-By Parking

Landscaped pedestrian walkways provide safe crossing across the parking lot and help to minimize heat island effect.

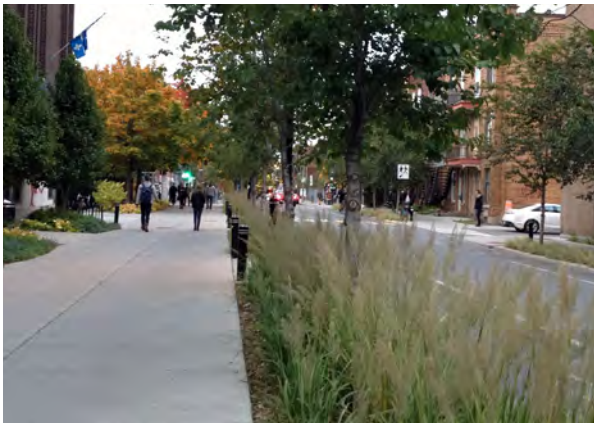
Planting

Refer to City of Brampton's Planting Design Guidelines

Design Guidelines

1 Where appropriate, plant drought resistant and salt tolerant landscaping within medians to visually soften the pedestrian environment;

2 Plant street trees to contribute to the urban tree canopy, to incorporate a buffer to separate the pedestrian from moving vehicles, and to create a canopy and shade over sidewalks;



Wide Pedestrian Sidewalks and Boulevard Planting

Urban Tree Canopy

3 Section 3 - Natural Environment and Open Space ..... -##

Natural Environment and Open Space

Introduction

An open space network that is connected to the natural environment, and throughout the community, encourages residents to walk and cycle, in addition to providing places for gathering, socializing and active and passive recreation.

Brampton's 2040 Vision identifies a green framework that integrates the natural heritage system and existing natural open spaces with a network of parks and ecological systems that form one of the foundations of the overall structure of the City.

3.1
Natural Heritage System

The Natural Heritage System (NHS), that is the City's ecological system, contributes to Brampton's character and a key structural element of each neighbourhood.

Brampton's NHS is part of the regional and provincial natural heritage system. It will be a continuous natural open space system and corridor with connections to Lake Ontario, Niagara Escarpment, and Oak Ridges Moraine. The City shall ensure that the NHS is preserved and enhanced for future generations. These areas including valleylands, wetlands and woodlands shall be preserved, enhanced and integrated within the communities / neighbourhoods as part of the open space system.

Areas where natural heritage system features are present, should form one of the ordering elements of the community structure.

Intent: To protect, restore, enhance and mitigate any existing or potential negative impacts on existing Natural Heritage System due to urbanization and development.

Natural Heritage System - Credit River Valley

Mature Trees are Preserved In-situ

Table # Open Space and Natural Heritage Features

FEATURE	PLANNING DIRECTION	DESIGN ELEMENTS	GENERAL CHARACTERISTICS
Natural Heritage Areas (to be removed?)	- Natural Heritage & Environmental Management Strategy (2015)	- Enhanced vegetation patches with environmental significance - Ecological management zones - Low impact infrastructure (natural earth/woodchip surfaces, boardwalks) - Interpretive signage	- Environmentally significant lands that are to be maintained in their natural state
Valleylands	- Access/exposure to a public street	- Restoration / regeneration planting - Ecology regeneration and enhancement areas - Views and Vistas - Focal points for the community - Pedestrian gateway/nodes - Passive recreation features (e.g. lookouts, pedestrian bridges, trails)	- Provides passive recreation opportunities - Co-location with adjacent parks and open space - Integration with active transportation infrastructure - Access/exposure to a public street access
- Naturalized Channels	- Sub-watershed Master Plan - Fisheries and Habitat protection criteria - Stormwater management design standards - Appropriate protection buffers that meet Official Plan policies	- Vegetated riparian protection buffers - Low Impact Development (LID) / Green infrastructure - Restoration/regeneration planting - Interpretive features & signage	- Often linear in nature
- Wetlands			
Woodlands	- Urban Forestry planning - Appropriate protection buffers that meet Official Plan policies - Woodlot Development Guidelines	- Urban forestry practices - Tree Protection practices - Accessible Low impact pedestrian trails (e.g. woodchip trails, boardwalks) - Interpretive features & signage	- Existing woodland patched of environmental significance
Stormwater Management Facilities	- Green Gateways Design Guidelines for Stormwater Management Ponds - Subwatershed Master Plan	- Low Impact Development (LID) / Green infrastructure	- Functional stormwater management facilities
Recreational Multi-Use Trail System	- (Include Active Transportation latest version/revision 2018?) - Brampton's PathWays Master Plan Vol. 1 (2002); Planning and Design Guidelines Vol. 2 (2002)	- Accessible multi-use pathways - Active transportation pathways (e.g. Bike lanes and signed routes) - Adequate directional and informative signage	- City-wide active transportation systems
Green Linkages	- Secondary, Block and Site Plan design	- Landscaped linear open space systems or corridors - Adequate directional, informative and interpretive signage	- Support off-road recreational trails or inter-connected open space corridors - Can create linear parks
Views and Vistas Pocket Parks	- Secondary, Block and Site Plan design	- Community Focal Points - Enhanced	- Community gateways to natural features

General Design Guidelines

1 Designate natural heritage features and functions, linkages between NHS features, and tableland vegetation for protection, restoration and enhancement, where appropriate;

2 Consider local east-west connections, provided through such elements as parks and/or trails, to provide linkages between the primarily north-south NHS;

3 Connect and integrate the NHS with the open space network and the local and regional trail systems to buffer and expand ecological features and functions, as opportunities arise to ensure ecological systems are not interrupted;

4 Integrate the NHS as a key structural element of each neighbourhood by providing for a range of development interfaces to provide opportunities for public visual such as vistas and connections to the NHS by utilizing terminal views at the ends of prominent streets;

5 Incorporate the NHS with recreational services to encourage passive physical activity through trails and pathways;

6 Ensure trails to the NHS are connected to the public sidewalk;

7 Minimize development that may encroach on the NHS and negatively affect the health and diversity of the NHS, through noise and light pollution, debris, and unauthorized access;

8 Maintain existing, healthy trees and other vegetation on site;

9 Connections to the NHS are provided through the open space system or trail network; and,Tableland woodlands are included as part of the open space system. A trail may be incorporated within the woodland as an amenity when impacts can be mitigated. Woodlands may be located along one road frontage when impacts are deemed minimal.

Valleylands and Multi-Use Trails

Valleylands

Valleylands occur as part of the natural landscape of the site and should be preserved and enhanced where they occur.

Intent: To enhance the visual appeal of the community by providing significant variation in landforms and providing special recreational opportunities such as bird-watching, hiking, biking, etc.

General Design Guidelines

1. Provide opportunities for passive recreation;
2. Provide a safe continuous multi-use trail within the valleylands;
3. Provide frequent access points and significant street frontage to promote views and accessibility;
4. Shall integrate streetscapes to provide an appropriate transition between the open space and its urban surroundings; and,
5. Provide naturalization planting and restoration to enhance urban ecology and function of natural features.

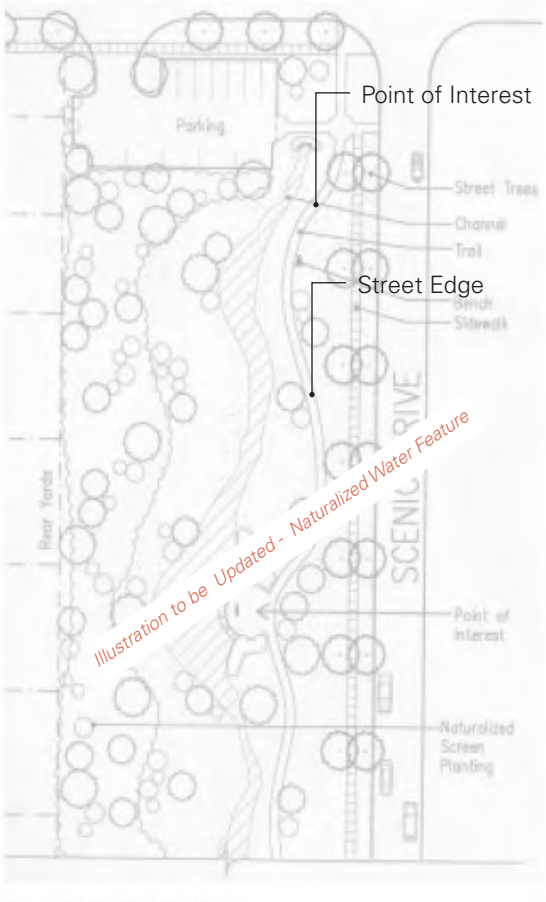


Illustration to be Updated - Naturalized Water Feature

Pedestrian Crossings

Pedestrian Look-out / Point of Interest

Naturalized Channels

Naturalized channels features form part of the valley-lands system and are associated to sensitive riparian habitats. Protection of these features are essential for the health and function of the natural environment.

Intent: To integrate water features and resources into the design of open space corridors.

General Design Guidelines:

1 Naturalized channels should be located abutting scenic drives (refer to Chapter #Section ## Complete Streets).

2 Shall incorporate trail maintenance practices when abutting to housing development;

3 Shall configure meandering alignments whenever possible;

4 Shall support subwatershed function and be co-ordinated with stormwater management facilities design;

5 May be created as focal points and integrate landscape features, entrance nodes;

6 Provide frequent and intermittent access points along the length of the water feature;

7 Shall incorporate restoration planting and landscape enhancement to mitigate the engineered appearance of infrastructure when this is required; and

8 Shall create a variety of visual and spatial experiences through the arrangement and composition of soft and hard landscape elements.

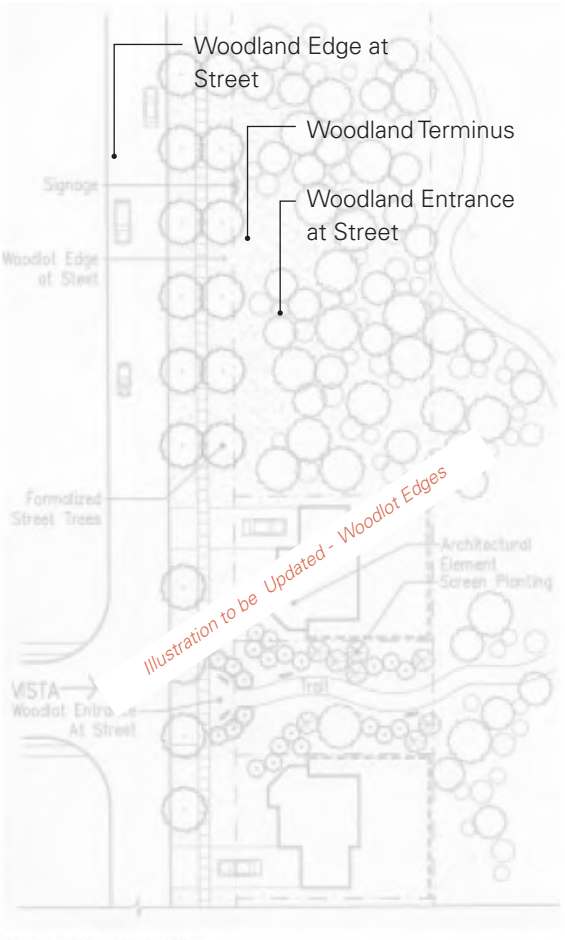
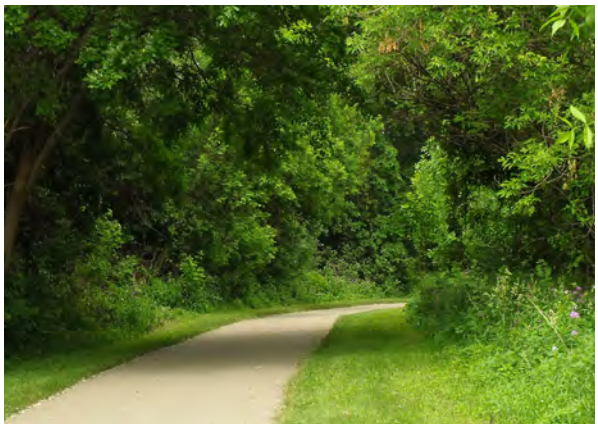


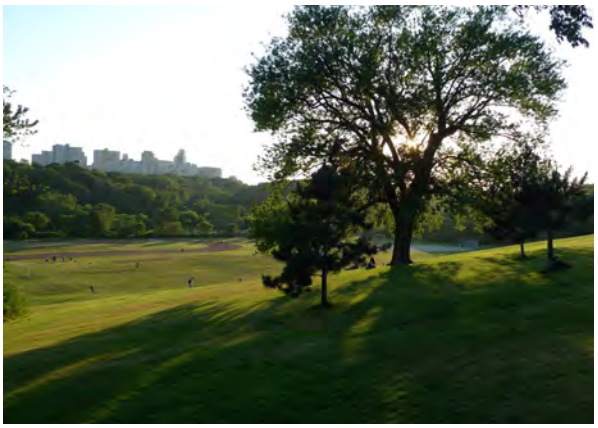
Illustration to be Updated - Woodlot Edges


Naturalized Channels


Pathways with Manicured Edges

Valleyland Access Points

Woodchip Trails



Sport Fields Integration

3.1.3

Woodlands

Woodlands have several important benefits for planned communities and should be preserved and enhanced as integral components of the Open Space System.

Intent: To provide an immediate natural backdrop or setting to the surrounding development; to enhance the visual character and appeal of the community; to contribute to the community's green areas and their associated microclimatic benefits; and promote sustainability by preserving existing habitat.

General Design Guidelines:

1 Follow detailed guidelines included in City's Woodland Management Plan Guidelines;

2 Shall be acquired and preserved by the City as part of their policy to identify, define, protect and preserve environmentally sensitive areas;

3 Discourage direct access from private properties backing onto woodlands;

4 Shall be integrated as part of the Open Space System;

5 Shall be incorporated as the terminus for views and vistas;

6 Shall consider trail design at the community planning stage, which integrates environmental design principles and best practices;

7 Pedestrian access through trails shall be limited and provided only where there is no long term impact to the existing vegetation and wildlife communities;

8 Discourage lighting to protect ecological features and functions of the woodland natural setting;

9 Shall integrate adjacent streetscapes, interpretive signage and other site features consistent with the surrounding streetscape design vocabulary of the community; and

10 Provide opportunities for naturalized plantings and landscape restoration to enhance and help to establish local ecological features.

3.2
Stormwater Management Facilities

Stormwater Management Facilities are integral components of the Open Space System; promote sustainability by providing habitat, enhancing ecosystem structure and resilience (different eco-regions, native plant species, etc); and convey and detain stormwater on site.

They should be designed as major landscape features with reference to the design criteria set out in the City of Brampton Green Gateways Design Guidelines for Stormwater Management Ponds.

Intent: To provide passive recreational opportunities; interpretive / educational opportunities, and augment the extent of the community's green areas and their associated microclimatic benefits.

General Design Guidelines:

1. The location of Stormwater Management Facilities shall be determined by stormwater engineers in consultation with Urban Design professionals and City staff;
2. Existing wetlands should be incorporated into the planning and design of SWMs; however, provincially significant wetlands shall not be permitted to be used as part of SWM facilities; any water from SWMs entering non-significant wetlands must receive at least primary treatment beforehand;
3. The street pattern shall ensure significant frontage, 50 metre minimum, of the SWM on adjacent streets to promote views and reinforce their focal nature within the community;
4. Provide opportunities for passive recreation with particular attention to safety and access issues;
5. Co-ordinate the landscape components, such as look-outs, seating areas, fountains and gazebos, with the overall character of the community;
6. The palette of colours, forms and materials of these components shall also be co-ordinated to be consistent with the character of the community; and,
7. Provide planting opportunities to enhance urban tree canopy cover.

Residential Edge

Engineered Structure

Pedestrian Look-out

3.3
Recreational Multi-Use Trail System

Recreational multi-use trails are the primary means of access to and through the Green Network. Trails shall be provided within the plan to enhance accessibility and ease of circulation. Most of these trails are to be provided along Primary Roads which form the basic structure for access to the Open Space System. Along Primary Roads, pedestrians shall be accommodated within an allowance for sidewalks and cyclists within designated bicycle lanes.

New multi-use trail system designs shall consider standards defined in the following approved City Documents:

- City's Active Transportation Master Plan

Trail Entrance

Pedestrian Trails

Intent: To facilitate pedestrian connectivity throughout the community and discourage car-driven developments.

General Design Guidelines:

1. When not accommodated along Primary Streets trails shall be incorporated into the design of valleylands and open space links;
2. Primary trials shall be 3.0m wide and secondary trails shall be 2.4m wide;
3. Combined pedestrian / bicycle trails shall be paved with a suitable hard surface material such as asphalt;
4. Secondary pedestrian trails located in environmental sensitive areas may consist of low impact materials such as natural earth, woodchips, mown strips, or limestone screenings;
5. In general trails should not be sited in low-lying areas. Where they do occur in low-lying areas, boardwalks, bridges, culverts and swales should be implemented as support systems;


Multi-Use Trail System


Valleyland Trail

6 The intersections of trails with the street R.O.W's shall be designed as trail entrances and may include site furniture and features consistent with the streetscape design;

7 Pedestrian connections should be provided through and to residential areas to facilitate accessibility and promote visibility and safety;

8 Trails should be linked to key destinations and accessible parking area; and,

9 Shall include interpretive elements such as signage and interpretive / educational features.

Bike Lanes (?)

(Class II - City's Active Transportation Master Plan)

Multi-use Trail Systems

Multi-use trails to connect parkland, natural heritage areas and neighbourhoods

Signed Routes (?)

(Class III - City's Active Transportation Master Plan)

Woodlots are connected to the open space system through trails, where appropriate.

Directional and Informative Signage

3.4
Green Linkages

The Green Linkages category includes lands that area oriented to off-road recreational trails and / or connecting links between other forms of parkland, or major community destinations. The core function of these linear parks is to support active transportation infrastructure and improve community connectivity and connect the natural heritage areas.

Green Linkages may include:

- Utility easements
- Hydro corridors
- Trans Canada pipeline easements
- Expanded boulevards within the R.O.W. (e.g. along primary streets, adjacent to natural heritage areas, and valleylands)
- Green Connectors / Trails

Policy and design standards for easements should be obtained from relevant jurisdictional authorities – Including the City of Brampton, Alectra Utilities, cable, gas and telecommunications companies.

Intent: To facilitate continuous, uninterrupted movement through and enhance the use of open space systems within communities.

General Design Guidelines

1 The planning and design of the Green Linkages shall connect communities and the larger city;

2 The planning and design of Green Linkages shall promote accessibility and visibility of the Green Network;

3 Locate and design Green Linkages to mitigate undesirable views, and noise and pollution associated with Arterial Roads;

Hydro Corridors as Green Linkages

4 Provide opportunities for both passive and active recreation such as walking, hiking and cycling;

5 Provide frequent openings and access points along Green Linkages;

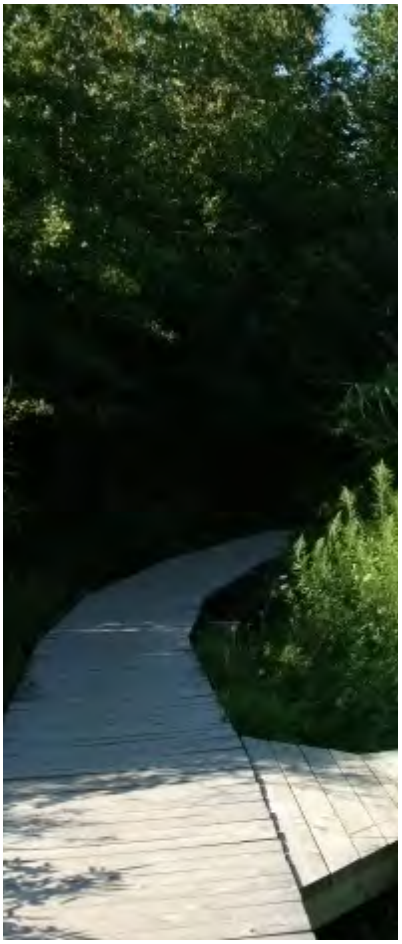
6 Design landscapes to create visual interest, provide shade and define entrances, seating opportunities and reinforce views;

7 Promote environmental design principles and best practices to implement low impact infrastructure solutions;

8 Provide naturalization planting and habitat restoration opportunities to enhance the urban tree canopy cover;

9 Promote planting opportunities to support urban wildlife and pollinator communities; and,

10 Facilitate passive recreation opportunities for adjacent communities (e.g. walking, picnic, etc.).



Boardwalk Structures

Nature Look-out Structures

Stormwater Mamagement

Views and Vistas Pocket Parks (to be removed?)

Views and Vistas Pocket Parks are open spaces that serve as gateways to existing natural heritage areas adjacent built communities.

Intent: To provide access to natural heritage areas and improve pedestrian connectivity in open space corridors throughout the community.

General Design Guidelines

1. May create a focal point for the community;
2. Enhance connectivity and clearly define access points to city wide natural open space systems;
3. Shall be accessible from a public street and connect to existing pedestrian walkways;
4. May integrate existing cultural heritage infrastructure;
5. May integrate appropriate restoration plantings to delineate landscape buffers to protect significant vegetation patches and / or ecosystems; and
6. Shall provide appropriate directional signage.

Cultural Heritage and Open Space integration

Trail Connections

Access to Wooded Areas

Active and Passive Recreational Opportunities

Cassie Campbell Community Centre

Skateboard Park as a Component of a Community Park

3.5
Parks

The open space system consists of natural heritage and recreational open space features. The open space system should be linked to protect and maintain ecological features, functions, and linkages and to connect communities. An open space network that is connected to the natural environment, and throughout the community, encourages residents to walk and cycle, in addition to providing meeting and gathering places within a community.

Intent: To ensure the provision of a diverse range of parks that are accessible and visible to all residents and provide the opportunity for a variety of activities.

General Design Guidelines

1 Parks will support, complement, and buffer the NHS, where appropriate;

2 Include in the park system a variety of elements ranging from community and neighbourhood parks, and parkettes to semi public open space areas. Provide an accessible, connected, and diverse range of parks to allow for active and passive recreational opportunities for all residents regardless of age or ability;

3 Where feasible, consider the co-location and/or sharing of facilities, such as parking;

4 Co-locating physical activity spaces in parks for children and adults promotes physical activity in different age groups;

5 Design and locate parks to utilize Crime Prevention through Environmental Design (CPTED) principles to ensure clear views into and out of surrounding areas, which include:

a) adequate lighting;

b) front buildings to overlook public spaces, especially playgrounds which should be highly visible to public streets and/or houses to enhance safety;

c) use signs and design for ease of access and egress; and,

d) mix of activity for constant use of the space.

6 New trees and landscaping within parks contributes to the urban tree canopy and buffers natural areas. New plantings will be of native plant materials, and where possible, salvaged from the site or the local area;

7 Ensure bicycle and pedestrian routes to parks are accessible, safe, and visible;

8 Provide lighting to be Dark Sky/Nighttime Friendly compliant. Where feasible, incorporate LED or solar powered lighting;

9 Provide an accessible and connected park system with a diverse range of parks to allow for active and passive recreational opportunities for all residents regardless of age or ability;

10 Use native species for new trees and landscaping within parks, and where possible, salvage plants from the site or the local area;

11 Consider shared parking lots for Elementary School sites with neighbourhood parks, and Secondary School sites with community parks, in order to reduce the number of parking spaces required. Locate and site the shared parking lot to facilitate easy and safe access, and to minimize the need for crossing required by students.

Park Design Including Stormwater Management Pond, Pavilion, and Trails

Park Passive Recreation Areas and Seating Areas

Park Design with Play Structures and Durable Play Surfaces

City Parks

City Parks are greater than 12 hectares (30 acres) in size and serve larger catchment areas.

Intent: To provide green space and recreation opportunities at the city scale, and in some cases support regional park needs.

General Design Guidelines

1 Shall be planned as focal points and major destinations for residents of and visitors to the city;

2 May be programmed with facilities that serve particular sport / recreation groups (i.e. sport associations);

3 Should be designed as part of the open space system and connected to the natural heritage system;

4 Shall be located at the intersection of major streets as gateway features to a community and the City;

5 Shall accommodate diverse uses including passive and active recreation;

6 Should incorporate natural and cultural heritage features; and,

7 Shall be accessible by pedestrians from the immediate community and be connected to active transportation systems.

Community Parks

Community Parks are programed and vary in size from 10 to 12 hectares (25 to 30 acres) while serving between 15,000 to 20,000 residents within a 3-kilometre radius.

Intent: To provide active indoor and outdoor recreational and social opportunities for a community.

General Design Guidelines

1 Locate community parks in a central location for easy access and to serve all the surrounding neighbourhoods;

2 Where possible, link community parks and recreation centres to the NHS and any pedestrian/bicycle paths;

3 Where appropriate, locate community parks adjacent to Secondary schools to allow for shared use of facilities, such as parking.

4 Shall be centrally located within an anticipated service area;

5 Shall be planned as a focal point for the community; generally located at the intersection of arterial roads or major thoroughfares;

6 Shall ensure significant frontage on adjacent streets to promote views and reinforce its focal nature; and,

Programmed Sport Fields

Integrated Amenity Buildings

7 May include regional or district facilities such as indoor pools, community centres, recreation complexes and arenas.

8 Locate a recreation centre such that the building addresses the principal street edge and provides sidewalk connections to adjacent transit stops to ensure a pedestrian-oriented public edge. Encourage multi-storey buildings in order to reduce land area and contribute to the compact nature of the Block Plan.

9 Consider community gardens in a community park to further encourage social interaction and provide access to locally grown produce.

10 Direct lighting for sports fields away from the NHS and design lighting to minimize disturbance to adjacent properties.

11 Where feasible, front community parks with houses on single loaded roads to emphasize passive security or "eyes on the park" and to frame the park through the creation of a built form edge.

12 Locate a recreation centre such that the building addresses the principal street edge and provides sidewalk connections to adjacent transit stops to ensure a pedestrian-oriented public edge. Encourage multi-storey buildings in order to reduce land area and contribute to the compact nature of the Block Plan.

13 Consider community gardens in a community park to further encourage social interaction and provide access to locally grown produce.

14 Direct lighting for sports fields away from the NHS and design lighting to minimize disturbance to adjacent properties.

15 Where feasible, front community parks with houses on single loaded roads to emphasize passive security or "eyes on the park" and to frame the park through the creation of a built form edge.

Neighbourhood Parks

Integrated Community Facilities

Large Green Spaces with Seating Areas

Neighbourhood Parks vary in size from 1.2 - 4 hectares (3 - 10 acres) serving between 4,000 to 5,000 residents within a 10-minute walk radius (800m max.).

Intent: To provide a central common green space within neighbourhoods and key recreational and social gathering space for residents. Offer a range active and passive recreation experiences including playgrounds, multi-purpose courts, walkways, seating areas, planting areas, natural buffer and / or natural or cultural features, among others.

General Design Guidelines

1 Shall be planned as the neighbourhood focal point, preferably centrally located at the terminus of a major street or at the corner of a main intersection, and within walking distance of other active recreational elements such as multi-use trails, schools and other community amenities and destinations;

2 Where appropriate, shall be located adjacent to school sites with shared amenities such as recreational play fields;

3 Shall have significant frontage on adjacent streets to promote views and reinforce their focal nature;

4 When bordering a school or residential area, the Neighbourhood Park frontage is required to be 50 to 80 metres; however frontage on streets is preferred on at least three sides, and a minimum of two sides; and,

5 Although the Official Plan requires road frontage on a minimum of two sides where possible, 100% public frontage is encouraged. Public frontage can be a public road, a school or the NHS.

6 Neighbourhood parks are to be centrally located and at the terminus of major streets.

7 Where appropriate, locate neighbourhood parks adjacent to school sites to allow for shared amenities, such as parking lots and recreational play fields. Construct playfields using innovative and appropriate durable turf treatments to minimize maintenance and extend the life of the playfield.

8 Although the Official Plan requires road frontage on a minimum of two sides where possible, 100% public frontage is encouraged. Public frontage can be

Connected to Open Space System

Playgrounds

Integrated Community Facilities

Park Features

Playgrounds

Connected Natural Heritage

a public road, a school, or the NHS. Where part of a park's public frontage is an NHS, access to or from the NHS may be undesirable and restricted.

9 Design the Draft Plan to ensure that residences are generally located within a 400 to 800 metre radius (5 to 10 minute walk) to a neighbourhood park. Also consider other active recreational elements such as community parks or schools which serve similar functions where there is no neighbourhood park, to create a shorter walking distance to recreational features.

10 The neighbourhood park is centrally located and at the terminus of a major street.

11 Although the Official Plan requires road frontage on a minimum of two sides where possible, 100% public frontage is encouraged. Public frontage can be a public road, a school, or the NHS.

12 Where appropriate, locate neighbourhood parks adjacent to school sites with shared amenities. Where they are adjacent, recreational play fields are shared and constructed of innovative and appropriate durable turf treatments to minimize maintenance and extend the life of the playfield.

13 Provide on-street parking adjacent to the park as it creates a barrier edge. Parking can be either lay-by parking or on-street, depending on the scale of the park, local versus collector road or lane-based versus front drive units.

14 Avoid a Draft Plan layout with units/lots backing on the open space.

15 Locate character structures, such as gazebos, with other neighbourhood uses, such as transit stops and community mail boxes.

Parkettes

Parkettes are smaller parks that vary in size from 0.25 - 0.8 hectares (0.6 - 2 acres), serve the immediate adjacent population and are accessible within a 5-minute walk (400m Max.).These parks can be located in smaller park blocks in suburban residential areas, or within the higher urbanized areas (e.g. Downtown Central Area, Major Growth Centres or Town Centres).

Intent: To contain a greater degree of hardscape elements or built features than other forms of parkland and provide space for gathering that complement City's public realm. In certain instances, these parks may be located in private spaces that provide for public access.

General Design Guidelines

1 Shall be planned as a focal point for the neighbourhood;

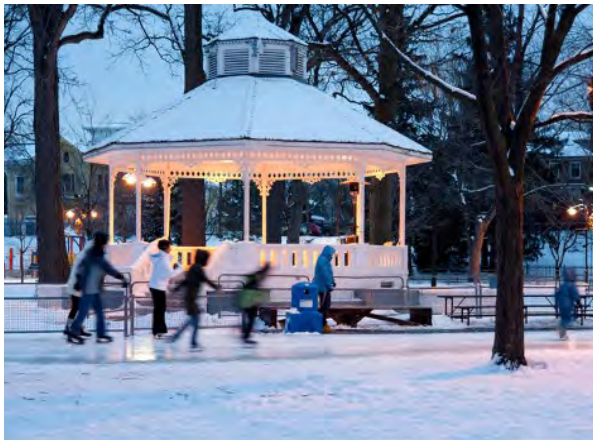
2 Shall be accessible within a 3 to 5 minute walk and provide passive recreational features for the immediate neighbourhood;

3 Shall have frontage on at least three public streets; four is encouraged, but may be less where other design alternatives achieve public view and access;

4 Shall be locates to achieve significant public exposure and access. Urban design options include surrounding the park with streets or fronting dwellings directly onto the parkette to create visually attractive 'edges' to these spaces and eyes-on the street;

5 Shall enhance adjacent streetscapes by reinforcing the urban relationship between open space and adjacent land uses; and,

6 Provide a major public recreational resource, reinvigorated with ongoing upgrades to its landscape character.



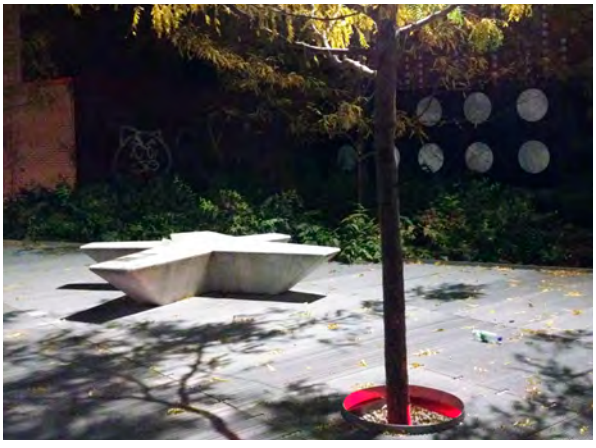
Multi-seasonal Amenities

Walk-to Destination

Public Art

Hard Surfaces

Hard and Softscape Treatments



Seating Features

Urban Squares

An urban square is generally a paved public space between 0.25 and 0.8 hectares in size, often associated with a civic or commercial function and easily accessible in less that a five minute walk.

Intent: To provide multi-functional flexible space and programming for social gatherings, festivals and civic functions and the recreational needs of a primary mixed-use neighbourhood.

General Design Guidelines

1. Shall form a distinct edge and define itself as a focal point at key intersections or corner locations;
2. Shall relate to the architectural styles, material, colours, and scale of the surrounding buildings;
3. Shall have frontage on at least one public street, but may be surrounded by public streets where the scale of the square is appropriate; and,
4. Shall require that adjacent built form have primary and active frontages facing the square, where appropriate.

Urban Parkettes

Urban Parkettes are small urban spaces between 0.2 and 0.5 hectares in size and serve residents, visitors and businesses within a 2 to 5 minute walk radius.

Intent: To provide highly urban spaces for socialization animated by their adjacent uses such as cafes and shops.

General Design Guidelines

1 Shall integrate landscape design treatments within adjacent right-of-ways and surrounding public space areas;

2 Shall function as a gateway or prominent design feature for the neighbourhood;

3 Shall be oriented to front onto civic spaces to encourage access and connectivity in the public realm; and,

4 Shall integrate built form design features, site furniture and landscape elements to integrate characteristics of the surrounding public realm.

Vest Pocket Parks

Vest Pocket Parks are less than 2,500 square metres in size, but generally greater than 70 square metres.

Intent: To provide a small but diverse public space of respite and relaxation within an urban centre for socialization and animated by their adjacent land uses.

General Design Guidelines

1 Shall have frontage on at least one public street, but may be surrounded by public streets where adequate;

2 Shall require that adjacent built form have primary and active frontages facing the pocket park;

3 Shall be designed to provide tree canopy cover within 50% of the pocket park area by the end of the 10th year after planting;

4 May be primarily hard surfaced, with limited soft surface but could include planting areas with horticultural interest;

5 Shall include seating and a full furniture program, such as opportunities for outdoor cafés and restaurants, facilities that promote a passive, relaxing atmosphere, water features and public art; and,

6 Shall be lit to encourage evening use throughout the year.

Mid-Block Connections

Community Gardens to Promote Locally Grown Food Production

Urban Beekeeping Initiatives in the Open Space Preas

Urban Agriculture at Community Facilities

3.6
Urban Agriculture

Urban Agriculture promotes social equity and food security in communities by providing opportunities for increased accessibility to fresh, healthy and local food, recreational and culturally enriching activities, and increased environmental stewardship and knowledge of local food systems.

Intent: To provide an alternative use of green space, as a transition in land uses such as community gardens, while facilitating access to locally grown food.

Design Guidelines

1 Promote initiatives such as sustainable food production practices as a component of a new development;

2 Support urban agriculture as part of a community's character and open space system, while also providing a transitional use between the natural and built environments;

3 Consider more intense forms of urban agriculture within existing industrial/ employment areas. Impacts food security, employment issues and the larger social, economic, and ecological sustainability impacts of growing food locally;

4 Consider the integration of urban agriculture as part of the neighbourhood's character and open space system;

5 Dedicate permanent open space for community gardens and/or allotment gardens in open space areas;

6 Promote and locate community gardens, farmers markets, and roof gardens within the Draft Plan/Site Plan context to further community food security; and,

7 Identify opportunities to create edible landscapes through conservation of existing orchard trees, or by providing orchard trees as part of proposed landscaping plans.

3.7
Urban Forest

The urban forest, which includes trees and shrubs on public and private lands, provides ecological services that benefit human and environmental health, such as reducing the heat island effect, sequester greenhouse gases, provide shade in the summer, separate pedestrians from vehicular traffic, and contribute to more appealing sidewalks and streets.

Urban trees support natural area functions and can create a generous canopy at maturity to provide pedestrian shade, shelter, streetscape amenity, and traffic management. The design of urban streets should be safe and create a pleasant environment.

Intent: To increase the urban tree canopy and supporting natural systems functions while enhancing streetscapes to provide shade, shelter and aesthetically appealing streets and open space amenities.

Design Guidelines

1 Implement street tree and open space naturalization programs to increase urban canopy cover. Encourage private land plantings both through the Block Plan approval process and in collaboration with community groups, in recognition of the importance of tree canopy and strategic planting needs in new development;

2 Preserve and expand existing tree cover to connect and buffer protected woodlands and other natural areas and to mitigate heat island impacts;

3 Protect the water table and drainage patterns to ensure the long term sustainability of existing woodlots within development areas;

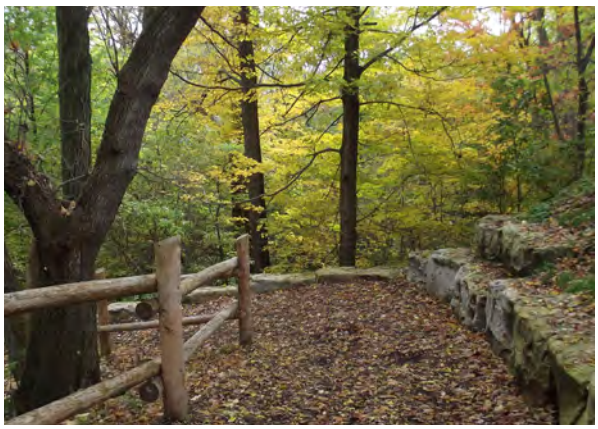
4 Provide robust species selection to anticipate climate change conditions and operational constraints.

5 Plant species of street trees that provide a large canopy and shade over sidewalks to reduce heat island effect and enhance comfort and safety. Street trees should provide shade over at least 40% of the length of the sidewalk or road to reduce heat island effect and enhance pedestrian comfort and safety;

6 Encourage a diversity of tree species along each road, native to the City and Region, non-invasive, drought and salt tolerant, and low maintenance.

Healthy Urban Tree Canopy to Enhance Public Spaces

Connected Woodlots to the Open System through Trails, where appropriate



Low Impact Trails to Provide Community Access to Natural Areas

Enhanced Planted Boulevards to Increase Urban Canopy Cover

Urban Canopy Cover over a Residential Street

Integration of Look-out Features for Environmental Stewardship

7 Design parking lots to incorporate planting to increase tree cover and shading and to reduce heat island impact.

8 Provide appropriate planting materials to address summer and winter conditions, and canopy closure on local roads to encourage heat island reduction.

9 Provide street trees on both sides of the road in the public right-of-way. At least 1 street tree is planted for each residential dwelling unit (excluding multiple dwellings that are subject to site plan approval), or at an interval of 12.0 to 18.0 metres, and at least 2 street trees for each flankage lot where practical based on factors such as utility requirements, driveway and street furniture locations and the type of species. Where it is not possible to provide the target number of trees as set out above, an equivalent number of trees must be provided in other locations within the Draft Plan/Site Plan.

10 A double rows of trees may be used in key areas, such as adjacent to parks and where a wider boulevard exists.

11 Encourage the delivery of alternative planting strategies (e.g. Silva-cells, sufficient soil medium, continuous planting trenches, etc.) to increase tree soil quantity and quality along high-pedestrian areas and sustain long-term growth and healthier tree life.

Green Infrastructure and Built Form

4.1 Energy Conservation

Addressing energy conservation issues will impact and/or address issues in other areas of conservation and management as the indicators of green infrastructure and building are all interconnected.

Intent: To provide for the reduction of energy use and consider the inclusion of alternative energy sources.

Design Guidelines

1 Consider reducing demand for energy from the grid and encourage renewable energy production. Renewable energy sources that could be employed may include the use of solar thermal and photo voltaic equipment, geo-exchange technologies, and/or wind power. Proposed alternative energy source(s) could be used in combination with energy from the grid;

2 Outline opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling;

3 Where feasible, provide alternative community energy systems such as district energy, geo-exchange, sewer heat recovery, and/or inter-seasonal thermal energy;

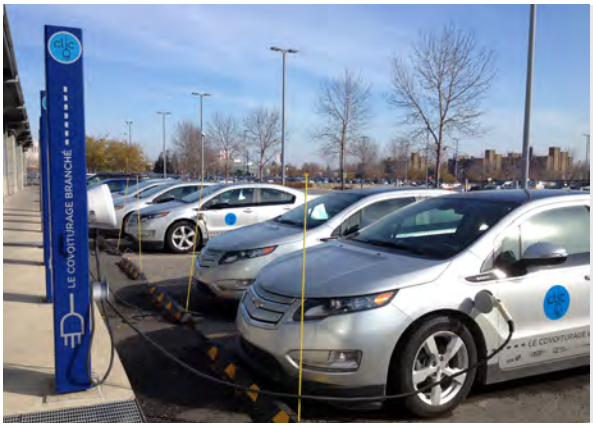
4 Encourage new commercial, industrial and institutional development to connect to district energy facilities;

5 Encourage passive solar orientation to permit enhanced energy efficiencies by creating optimum conditions for the use of passive and active solar strategies. The integration of passive building systems is enhanced with buildings oriented to maximize the potential for sunlight and natural ventilation;

Roof mounted photovoltaic system

A building that utilizes alternative energy sources

Low density residential built solar ready.



Electrical Vehicles (EV) Charging Stations in Parking Areas


Solar parking lot canopies.


Integration of Solar Panels in Facade Treatment Design

6 Where feasible, implement street and block alignment within 25 degrees of geographic east-west to maximize passive solar orientation of buildings front and rear windows;

7 Encourage reflective or light-coloured roofs for multi-unit residential units above 5-storeys, employment, office, and public or institutional buildings, in order to reduce solar heat absorption and energy demand.;

8 Consider constructing all low and medium density residential buildings to be Solar Ready (i.e. built with all the necessary piping and equipment that would be needed to install a rooftop solar power system);

9 Where feasible, provide alternative community energy systems such as geo-exchange, sewer heat recovery, and/or inter seasonal thermal energy;

10 Consider the purchase of energy from renewable resources available from local utility/energy providers;

11 Employ a free cooling strategy by maximizing the urban tree canopy. Provide a strategic placement of deciduous trees or preserve existing trees to help with evapotranspiration and shading of sidewalks and hard surface areas in summer and solar access in winter; as well as careful placement of coniferous trees to help mitigate cold winter winds;

12 Charging stations that would supply electricity for electric vehicles are encouraged in Draft Plans/ Site Plans. Charging stations could be provided in parking areas of mixed-uses, office, employment, institutional or employment uses, or within underground garages for multi-storey residential buildings or other residential buildings; and

13 Mitigate heat island impacts through the use of light-coloured material with high solar reflectance for grade related residential unit driveways and large paved areas for public spaces.

4.2
Water Use and Management

The City's potable water is drawn from Lake Ontario which is sustained by Brampton's rivers and creeks that flow through Mississauga. The benefits of high performance, compact, mixed use projects include reduction in household water consumption and water utility costs, as well as the protection of the natural water supply. Compact development reduces impervious surfaces and makes it easier to protect natural areas which are the most important steps a community can take to maintain water quality.

Intent: To maintain and restore the water quality and quantity of streams and groundwater system and ensure a sustainable and safe supply of water for residents.

Design Guidelines

1 Support Green Infrastructure at a municipal scale to utilize the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies. Provide an interconnected network of open spaces, natural areas, greenways, wetlands, parks, and forest areas;

2 Aim to achieve a water balance for Block Plan areas ensuring that the flow of water in and out of the site is managed through water retention or storage;

3 Encourage the implementation of Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system and alternative filtration systems such as treatment trains and water conservation measures;

4 Irrigation of all public open spaces/structures implements a rainwater harvesting program, and includes the use of cisterns, rain barrels, underground storage tanks, and/or infiltration trenches provided water balance objectives are met.

5 Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

Light coloured paving materials

Pervious surfaces that allow water to soak into the ground.

Bioswale as part of the public right-of-way

Water Treatment Features

Rainwater can be stored in cisterns

Bioswales slow water run-off, clean and filter water, and can be integrated into street right-of-way and parking lot designs.

6 Implement a comprehensive rainwater and water recharge strategy in conjunction with required stormwater management facilities.

7 Implement policies for stormwater retention and run-off such as:

a) Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;

b) Consider the inclusion of third pipe greywater systems and rain water harvesting for watering lawns, gardening, to reduce demand on potable water use;

c) Direct flow to landscaped areas and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;

d) Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,

e) Use infiltration trenches, dry swales and naturalized bioswales adjacent to parking areas to improve on-site infiltration.

8 Implement xeriscaping using native, drought-tolerant plants, a cost-effective landscape method to conserve water and other resources on a residential and community-wide level.

9 Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow onto planted zones or infiltration basins.

10 Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces, as a stormwater run-off management strategy. Consider the use of grass pavers that take auto weight, but allow grass to grow;

11 Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.

4.3
Stormwater Management

Rainfall, snow melt, and stormwater runoff are natural resources that must be managed to protect and maintain surface and groundwater quantity and quality, and the ecological health and diversity of natural areas and fish and wildlife habitat.

Stormwater management will be provided in accordance with Section 4.5.3 of the Official Plan and DDG Chapter 4, Section 3, Stormwater Management Facilities.

Intent: To implement stormwater best management practices, including sources, conveyance, and end of pipe treatment that strives to achieve optimal outflow water quality, and water quantity control.

Design Guidelines

1 Implement a comprehensive rainwater and groundwater recharge strategy as part of the stormwater management treatment train;

2 Implement a Low Impact Design strategy to emphasize the use of bioswales, innovative stormwater practices, constructed wetlands, and alternative filtration systems, such as treatment trains and water conservation measure;

3 Consider on-site treatment of stormwater through the use of green infrastructure such as bioswales, at source infiltration, and permeable pavement.

4 Support Innovative Stormwater Management Design by locating stormwater management ponds adjacent to the open space system, integrated as a community amenity and gateway feature, and as a component of the pedestrian and bicycle trail system;

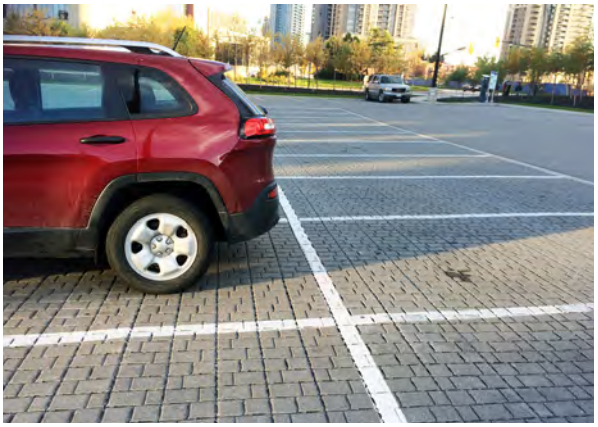
5 Enhance views and access to ponds by designing a portion of the pond to be bounded by either streets and/or open space.

6 Design ponds to blend with the natural landscape. Where feasible, conceal inlet and outlet structures using a combination of planting, grading, and natural stone.

Urban Stormwater Management and Bio-filtration System

Naturalized stormwater management pond and trail system

Stormwater used as an amenity and site focus



Use of Permeable Paving to Reduce Stormwater Runoff

Stormwater Pond Naturalized Edge

Trail System Integrated with Storm Pond Facility

7 Fencing of ponds is discouraged, except where necessary along rear or flankage residential property lines.

8 Consider the following pond design and landscaping practices:

a) Locate ponds off-line to contribute to buffering environmental features;

b) Landscape ponds to contribute to the urban tree canopy, add to the natural features of the community, and support wildlife habitat;

c) Design ponds as key focal/visual features within the community in addition to functional objectives related to flow moderation and water quality; and,

d) Design ponds as part of the overall pedestrian and trail system with view points and interpretive signage. Public walking/cycling trails encircle ponds and extend along stormwater channels where possible.

4.4
Material Resources and Solid Waste

Sustainable communities shall incorporate strategies to reduce natural resources consumption, salvage of materials on-site and minimizing waste. Practices such as diversion of waste from landfills could reduce disposal costs and improve responsible practices for natural resources conservation.

Intent: To encourage private on-site reduction and diversion of solid waste from landfills, stewardship of material resources, and increase measures for recycling and reuse in development plans.

Design Guidelines

1 Incorporate strategies that emphasize targets for a higher diversion from landfills and higher diversion rates in recycling for the plan area;

2 Investigate the potential of clean energy from waste facilities, with co-generation of heat and electric power, which may form part of a zero garbage target. Ensure careful monitoring of emissions in accordance with provincial requirements and international best practice standards;

3 Consider the use of recycled/reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit pavings, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes;

4 Reduce waste volumes through the provision of recycling/reuse stations, drop-off points for potentially hazardous waste, and centralized composting stations;

5 Consider incorporating existing heritage buildings in situ through retention, restoration, and adaptive reuse to avoid further construction waste;

6 In large buildings, such as multi-unit residential buildings, employment and office buildings, and institutional or public buildings, provide on-site recycling facilities for handling, storing, and separation of recyclables; and,

7 Recycle and/or salvage at least 50% of nonhazardous construction and demolition debris and locate a designated area on site during construction for recyclable materials.

Recycling Stations

Adaptive Use of Heritage Architecture

Adaptive Use of Industrial Building for Housing Re-development

Alternative parking lot design

Higher Density Built Forms with Transit Access

Car share and low emission vehicles to assist with reducing air pollution

4.5
Air Quality

Air pollution increases human health risks, damages environment, buildings and structures, and diminishes quality of life of communities. A complete neighbourhood design shall consider performance measures to improve local air quality by encouraging low emitting fuel efficient infrastructure and healthier community lifestyles that counteract reduced air quality.

Intent: To minimize air quality and climate change negative impacts associated with new growth and development.

Design Guidelines

1 Reduce the impact of air pollution by encouraging the development of 'complete' communities that are characterized by greater densities placed at neighbourhood centres, mixed use nodes, or near transit facilities; mix and diversity of housing types; and connected and walkable road patterns that are designed to encourage active transportation;

2 The reduction of vehicle kilometres travelled across Secondary Plan Areas is encouraged and the desired outcome of the plan design. Promote active transportation such as transit, walking and cycling, to reduce automobile dependence and provide local transit within a 200 to 400 metre (3 to 5 minute) walking distance of residential development;

3 As per Section 4.4.3.8, of the Official Plan, develop a reduced parking strategy through Secondary Plans for office and retail areas to encourage the use of transit and carpooling; and

4 Ensure the separation of sensitive land uses from air pollutant sources through land use planning and zoning. Refer to the Ministry of the Environment guidelines.

4.6
Lighting Quality

Sustainable lighting best practices mitigate negative impacts on natural and built environment as well as associated resource consumption, while maximizing the benefits of lighting services such as visibility, safety and aesthetics.

Intent: To implement strategies to reduce negative impacts caused by light pollution in the urban context.

Design Guidelines

1 Promote Dark Sky/Nighttime Friendly compliant practices to minimize light pollution and the intrusion of unwanted lighting on natural areas;

2 Consider high efficiency LED street lighting to reduce energy use;

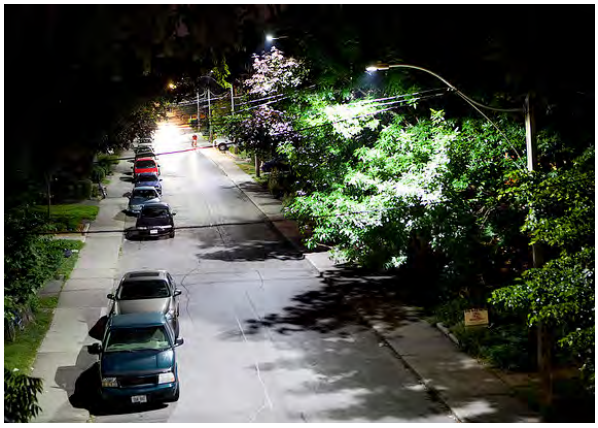
3 Consider opportunities for renewable energy use to reduce electric energy supply in the public realm, such as solar powered lighting for natural trails and park pathways;

4 Follow design guidelines of Fatal Light Awareness Program (FLAP) to minimize bird/building collision instances in the development of tall buildings, and influence design decisions on material selection, glass type selection for windows, and night lighting strategies;

5 Lighting and light standards in public outdoor areas such as pedestrian walkways, plazas, parks, play lots, and parking areas relate to the pedestrian and are limited to a height of 4.6 metres;

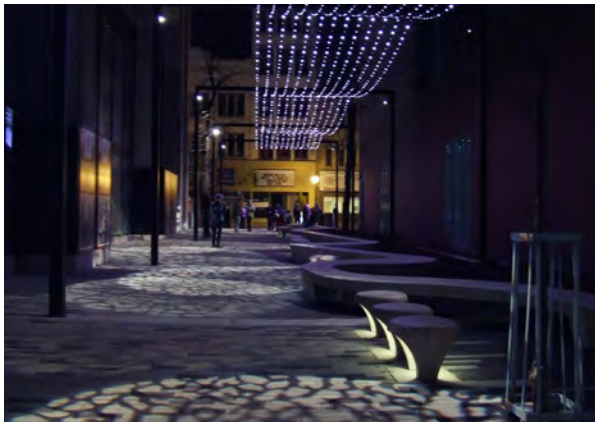
6 Use light fixtures that are compatible with the architectural style, materials, color, and scale of the building and surrounding built form; and,

7 Consider lighting that is powered by alternate energy sources such as solar power.



LED street lighting, Welland, Ontario.

Solar Powered Lighting



Lit Public Open Space

Vegetated roofs minimize surface run-off

A green rood minimizes surface run-off and reduces urban heat island effect

Light coloured roofs have a high solar reflectance, which reduces energy costs and reduces urban heat island effect

4.7
Green Buildings/Green Sites

Complete Communities should be compact, impart a responsible use of resources, and promote resource efficient buildings that integrate green building practices to maximize resource efficiency, conservation and protection.

Intent: To promote innovative programs to encourage the design and construction of resource efficient green buildings and sites.

Design Guidelines

1 Consider third-party certification and rating programs, such as LEED© for New Development (ND) for new community and building design or accredited by a third-party certification program such as Energy Star, LEED H, LEED NC, LEED for Schools, BREAM, etc.;

2 Encourage green sites by providing a number of the following: eco-business park initiatives, campus setting for office and industrial, synergies between buildings, green infrastructure, reduced parking, construction waste and site management measures, permeable road surfaces, native and drought resistant plantings, and the procurement of locally sourced materials for construction;

3 Consider innovative residential development designs which contribute to affordability and energy and natural resource conservation;

4 Promote the use of green roofs for high-density residential, office buildings, as well as, public, institutional or large employment buildings to minimize surface runoff, reduce urban heat island effect, provide noise insulation, and improve local air quality;

5 Encourage synergies between buildings and site management practices that conserve water, reduce waste, and are energy efficient;

6 Promote building design policies and guidelines that support waste reduction and diversion;

7 Promote energy efficiency:

a) Residential buildings energy demand achieves an EnerGuide 85 energy efficiency rating for residential buildings; and,

b) Mid to high-rise residential and non-residential energy demands improve by 40% over the Model National Energy Code for Buildings (MNECB) as demonstrated by third party certification.

8 Promote water efficiency:

a) All buildings comply with Ontario's Building Code required water fixtures efficiency;

b) Building uses Low Impact Development strategies to deal with on-site run-off and heat island effects;

c) Building's landscaping is water efficient and drought resistant by using native planting materials; and,

d) Pre-design for grey-water pipe infrastructure.

9 Promote green materials:

a) Incorporate waste reduction work plans and construction best practices that reduce construction waste;

b) Incorporate green building material standards to reduce impact on the environment and ensure materials are purchased/obtained from a responsible ethical sources; and,

c) Materials sourced from certified local businesses.

10 Use ecologically innovative and responsibly environmental remediation and abatement measures for the redevelopment of brownfield sites.

11 Multi-unit residential buildings above 5-storeys are encouraged to achieve an EnerGuide rating level of 83 or greater.

12 Encourage use of green roofs on high-density residential, office buildings, public and institutional buildings or large employment sites to help minimize surface runoff, reduce urban heat island effect, provide noise insulation, and improve local air quality.

13 Provide green roofs for 80% of all high density development. In high-density residential buildings, design green roofs as amenity areas.

14 Develop a heat island reduction strategy for community and public buildings to install green roofs with 50% coverage, remainder to be covered with light coloured materials.

High-performance Building Envelope with Solar Shading

Green Wall Façade to Reduce Building Energy Consumption

4.8
Stewardship and Education

Stewardship and Education constitute a strategy to that allows members of a community to understand city and environmental issues, engage in problem solving, and take action to improve the quality of the natural and built environment.

Intent: To promote public awareness and sensitivity to understand environmental challenges, educate and facilitate informed and responsible decisions.

Design Guidelines

1 Identify opportunities for stewardship and education promotion in the following areas:

- energy and water conservation;
- waste reduction and reuse;
- natural area enhancement and stewardship; and,
- local food production

2 Create a well-documented master plan including illustrations that promote sustainable aspects of the development;

3 Include environmental builder specifications in all subcontracts;

4 Produce detailed sales and promotion materials that feature conservation aspects of the development;

5 Develop subdivision covenants that establish ground rules for the maintenance of shared open lands and individual lots;

6 Create a Homebuyer's Environmental Instruction Guide that explains the unique environmental aspects of the subdivision/site and special maintenance considerations; and,

7 Include an owner/tenant education package at the time of purchase or rental regarding household activities to improve energy and water efficiency, access to transit, location of recycling station, etc. Coordinate with existing municipal and regional information.

Educational and Interpretive Infrastructure

Interpretive Signage

Part

C Site Planning and Built Form

In the past, growth in Brampton has been focused primarily in its suburban neighbourhoods, and characterized generally by single-use, low-rise building forms and surface parking solutions. However, as the city continues to grow, its vision and aspirations for complete, healthy and sustainable communities, will become the underlying directive that characterizes future development, both within the suburban and urban areas of the city. The desire for good urban form, pedestrian-scaled environments, a connected public realm and quality urban design will have a significant impact on how the city is organized and shaped. It will result in, among other things, more compact forms of development, taller buildings, a mix of uses within sites and within buildings, and an enhanced public realm.

The Site Planning and Built Form guidelines are grounded in these objectives; they address different scales and forms of development through the various stages of planning approvals, including block plans, tertiary plans, site plans and single lot development, and provide guidance on the design and arrangement of Built Form and Landscape elements.

Section 1

High Rise (+9 storeys)

1

1.0 High Rise (+9 storeys)

1.0
High Rise (+9 storeys)

1.1
Introduction

Urban intensification is an important part of Brampton's growth management strategy, and supports the Province's objectives for smart growth, sustainable development and complete communities. As Brampton continues to grow, intensification will influence the location and forms of development and will change, albeit in different ways, how the city will look and function. In residential, mixed use and employment areas, high-rise development forms will become more prominent, highlighting the need to guide such growth cohesively and strategically.

In the past, these developments have lacked the form, types of services and community infrastructure that are required to meet the City's current objectives and principles for healthier communities, which include the need for higher densities, intensified uses and a linked and cohesive pedestrian-oriented public realm.

Today, with the imminent build out of the City's urban boundary and new and emerging forms of development on the horizon, the greater sense and awareness of creating great buildings that reflect the need of the community and that 'fit' within its local context, are crucial for the City's evolution.

These guidelines provide a framework to guide the 'look and function' of high-rise developments with respect to site planning, built form design and landscape and public realm design. The framework is based upon the City's vision and guiding principles and reflects its aspirations for good urban form, compact development, pedestrian-environments and a connected public realm.

Well designed high-rise developments contribute to these aspirations by defining the scale and character of streets, providing opportunities for animating the public realm and enhancing a sense of place.

Typical 'tower in the park' developments : massive - unarticulated structures

Slab over 3-storey podium (209 Queen Street East) - City of Brampton

Stand alone tower (address) - City of Brampton

1.1.1

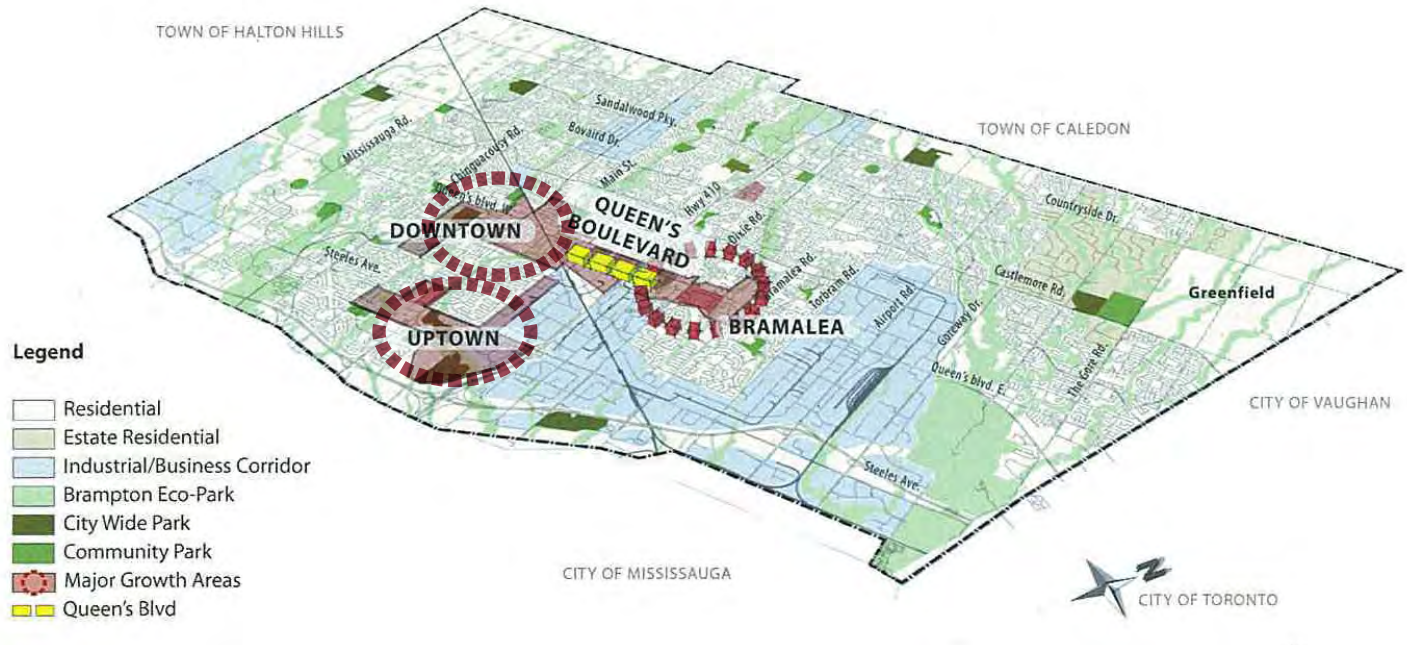
Emerging Framework (Brampton 2040 Vision: Living the Mosaic)

As part of the 'Brampton 2040 Vision: Living The Mosaic' the City has identified key locations where intensification is promoted and desired. These locations include **Brampton's Central Core,** which encompasses Brampton's Downtown, Uptown, the Bramalea area and Queen's Boulevard.

The historic Downtown and the new centrally-located Uptown will become Brampton's hub for promoting economic development and creating complete, transit-supportive communities, and together will form an enlarged new Brampton core. It is anticipated that these areas will rapidly grow with many new jobs, attractions, services and hip places to hang out. Rapid Transit will link the neighbourhoods together as well as connect to the regional transit system eliminating the need for private car usage and encouraging people to use healthier modes of transportation such as walking and biking.

A refreshed Bramalea and Queen's Boulevard are both part of a group of complete neighbourhoods that surround the core area. Bramalea will stay true to its mid-century image but with an updated 'new town' 'showpiece' unique to its character, while Queen's Boulevard will offer a 'hip' lifestyle for its residents, workers and visitors.

Altogether, the redefined Central Core will offer the ideal conditions for high-rise development to happen in a sustainable and cohesive way, while enriching the liveability of the City core and achieving its growth ambitions for the future.



The "Centre Core" as per 'Living The Mosaic: Brampton 2040 Vision' identifies the areas where intensification is envisioned and high-rise development is expected

1.1.2
Design Principles

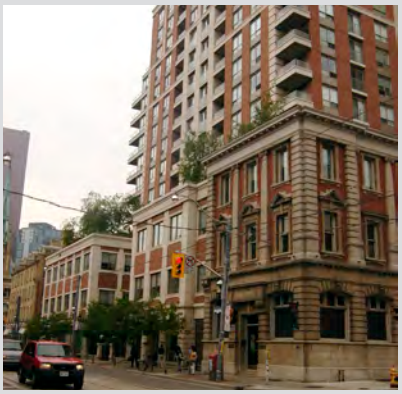
Building on the City's Guiding Principles (Part A - Section 1.3), the overarching ambitions for the sites previously mentioned are expressed through the following **Design Principles:**

These design guidelines apply to all forms of high-rise development, including residential, commercial and office uses. They aim to create vibrant and street-focused built form that is compatible with its surroundings and coordinated, while creating pedestrian-scaled public spaces that contribute to placemaking.

The guidelines recognize fundamental principles of good design while allowing for creativity and innovation that respond to site and use-specific contexts. As such, they are organized to address site planning and built form conditions that are common to all high-rise building forms, including residential, mixed-use and office uses. These are followed by use-specific guidelines. Unless otherwise stated, site planning and built form guidelines shall apply to all high-rise residential mixed-use and office development.

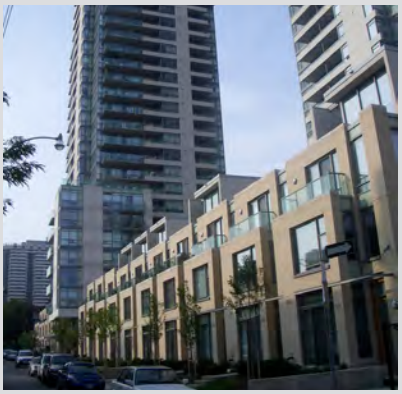
Because of their scale, high rise developments typically remain on site for longer periods of time than any other types of development. As such, it is the responsibility of the developer and the City to ensure that any proposed high rise developments fulfill the most stringent of current requirements, while providing for opportunities to enhance and serve future communities.

Ensure pedestrian-oriented built form and streetscapes



Provide opportunities for commercial and retail uses at grade

Minimize shadow and wind impact on adjacent development and public realm



Provide appropriate transition to surrounding neighbourhoods with respect to height, massing and public realm design

Expand and enhance the open space and pedestrian system

Enhance the City's skyline

1.2 High Rise Buildings

1.2.1 Definition

A high-rise building is a multi-storey structure greater than 9 storeys.

Solstice Condos, Mississauga (Credit: RAW Architects)

1.2.2

Building Types

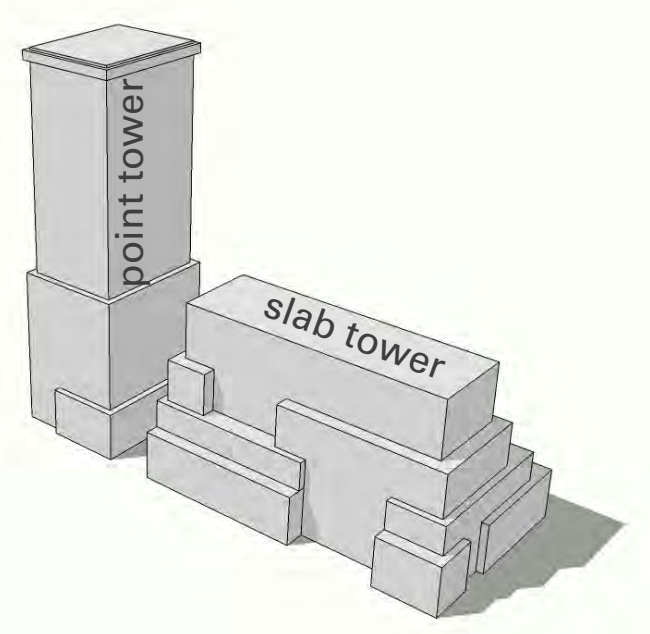
Although high-rise buildings exist in many different forms, they can generally be described as a 'Slab' or 'Point' tower.

Slab Tower

Slab Towers are generally lower buildings, rectangular in shape and have a building length that is greater than its height.

Point Tower

Point towers are taller and slimmer structures with smaller floorplates.



Point Towers - Quartz and Spectra Condos, Toronto (Credit: RAW Architects)

Slab Building - Donlands Toronto (Credit: The Planning Partnership)

1.2.3

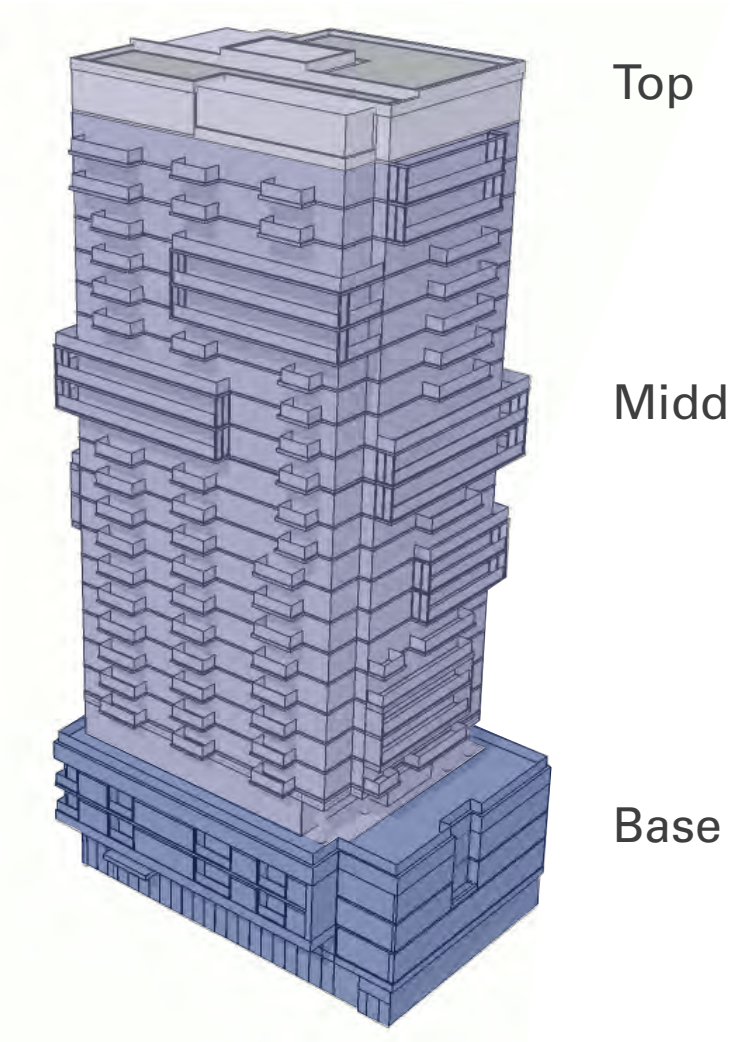
Building Parts

High-rise buildings typically are comprised of three distinct parts: Base, Middle and Top.

The **Base** of a building is typically in the shape of a podium and has a larger floorplate than the rest of the building. Its role is to ground the building and to frame and animate ground level spaces and the street. Building location and configuration, setbacks, podium height and articulation are key considerations to ensuring appropriate architectural expression and to defining the pedestrian realm.

The **Middle** of a building is located atop from the base. As the most prominent part of the building, it is viewed from greater distances, has the potential to cast shadow on neighbouring developments and can affect wind intensity levels at the street level. Building location and orientation, tower separation distances, stepbacks and building articulation are key considerations to ensuring appropriate architectural expression while minimizing shadow and wind impact.

The **Top** of the building is a combination of the uppermost storey(s) and the rooftop, where typically, mechanical equipment and/or roof gardens are located. The Top of the building is a crucial part of the tower and must be designed as an integral part of the building.



Note

Specific/additional guidelines for Non-residential uses will be identified with a grey background frame at the end of each sub-section.

1.3 Site Planning/Design

The following guidelines are meant to be read in conjunction with Part B- Sustainable Communities.

1.3.1 Location and Orientation

1 Organize and design the site (internal circulation and arrangement of structures) to reflect the urban context and fabric of the surrounding neighbourhood;

2 Locate buildings close to the street edge to frame and animate the public realm;

3 Orient main building elevations to major streets;

4 Use building orientation and placement to:
- avoid and minimize elevation overlap
- protect and create view corridors and vistas
- maximize views and privacy for building residents
- protect and enhance sky views

5 Use prominent built form to address gateway and other key locations within the community;

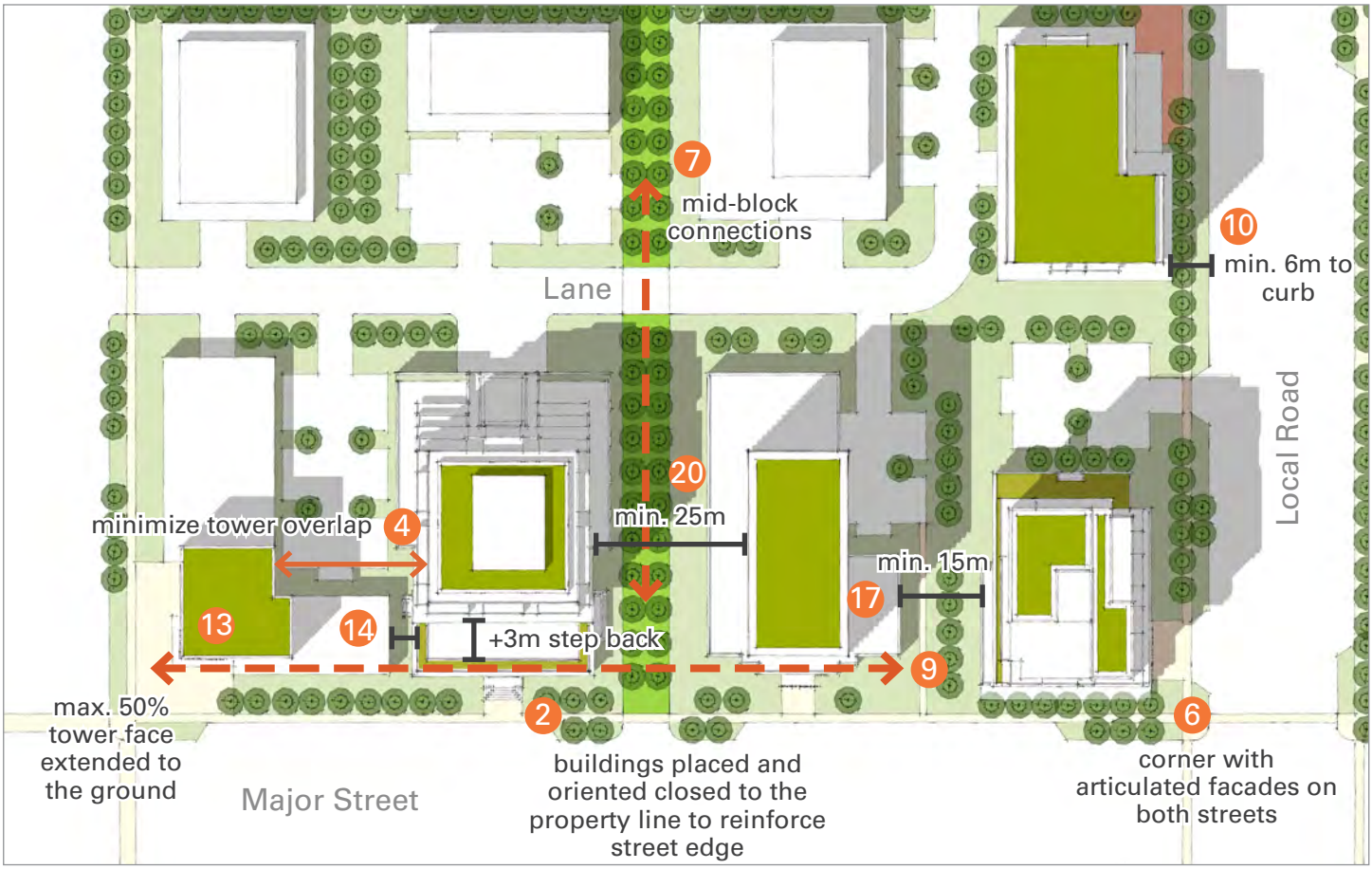
6 For corner sites, locate taller parts of the development at the corner, oriented to both intersecting streets or public spaces;

7 Provide pedestrian mid-block connections and multiple access-points to enhance community permeability;

8 Avoid empty spaces with no program or function.

Building placement addressing a main street frontage , Toronto (Credit: xx)

Mid-block pedestrian connection (Credit: xxxxxx)



1.3.2

Setbacks

9 Where a well-established street wall exists, maintain and reinforce existing setbacks of adjacent built form by aligning the base with adjacent building bases, or by placing it at the average distance between those of adjacent properties;

10 Provide at least 6m from the curb to the building facade;

11 Ensure the front setback between the building wall at grade and the property line is 3 - 6m for residential uses;

12 Ensure the middle part of the building is stepped back at least 3m from the base top;

13 Ensure no more than 50% of the middle part face is extended to the ground without the presence of a podium, ensuring no negative shadow/impact is produced;

14 Allow for reduced or 0m side setback to create a continuous street wall and when fronting side elevations do not have windows;

15 Provided a minimum 7.5m setback from the rear property line or lane centre line;

16 Ensure the front setback between the building wall at grade and the property line is 0 - 3m for non-residential uses.

1.3.3

Building Separation Distance

Base

17 Ensure a minimum separation distance of:
- 15m between residential bases/podiums elevation with windows or 7.5m from the base to side/rear property lines or lane/trail/easement centre line;
- 7.5m between an elevation with windows and a blank wall;

18 Ensure a minimum separation distance of 8m between non-residential bases/podiums elevation with windows or 4m from the base to side/rear property lines or lane/trail/easement centre line.

Middle

19 Set middle parts as far as possible from abutting low rise properties (min. 12.5m);

20 Ensure a minimum separation distance of 25m between middle parts, or 12.5m from the proposed building's middle to side/rear property lines or lane centre line; this will maximize sky views and natural daylight, provide proper privacy, and minimize wind/shade impacts on surrounding areas;

21 Allow balconies to encroach in the 25m separation between buildings, while not contributing excessively to the building massing.

Minimum 6m from building base to curb , Toronto(Credit: xx)

Mixed-use building base placed at property line , Kansas (Credit: xx)

Vehicular access and servicing provided from lower hierarchy street (Credit: xxx)

Internalized servicing areas (Credit: xxx)

1.3.4

Access, Parking, Servicing and Utilities

22 Provide site vehicular access from local streets or lanes at the rear of the site;

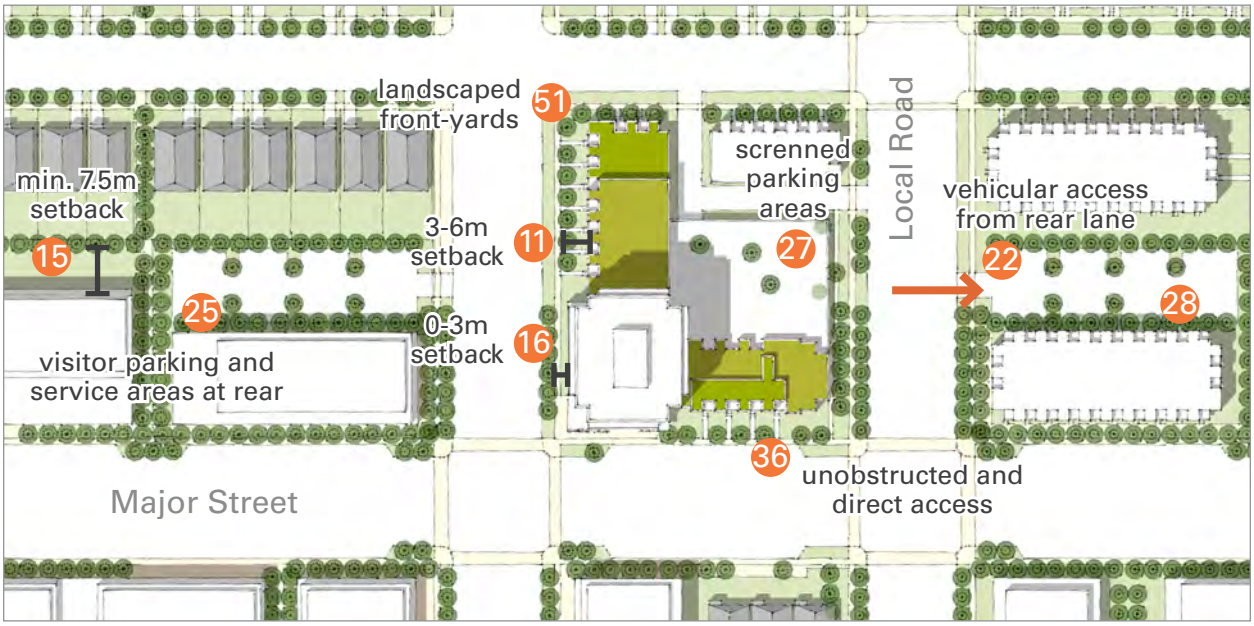
23 Limit number of accesses from same street to 2;

24 Ensure site internal driveways/lanes are connected to the existing road fabric surrounding the site, and if possible, align/combine them with those on adjacent sites;

25 Locate loading, servicing and parking within the building or the rear/side of the site, but never at the front;

26 Locate parking below grade where possible;

27 Screen parking, loading and servicing areas from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements (walls, pergolas, etc);



28 Divide parking areas at grade into small courtyards and use walkways, public art and/or landscaped strips/islands to define them;

29 Ensure parking-related landscaped strips are a minimum of 2.5m wide;

30 Design above-grade parking structures to be lined with active uses along all public frontages;

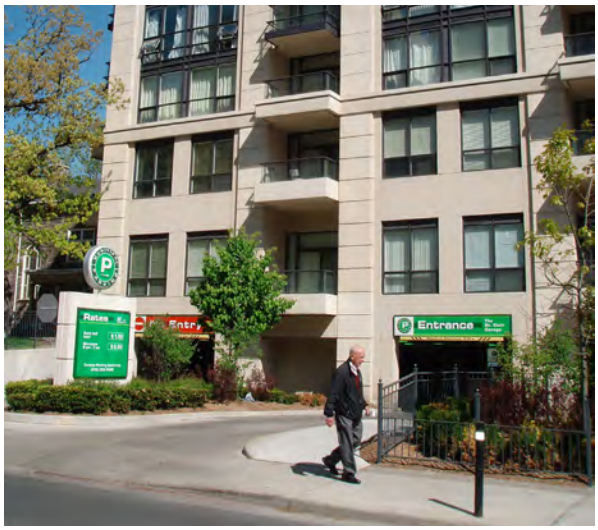
31 Provide long-term bicycle storage inside the building and short-term bicycle parking areas/racks close to entrances;

32 Allow for car sharing and alternative energy vehicles functions on site;

33 Locate site and building services, utilities and mechanical equipment away from public streets/views and open spaces, and screen them from adjacent buildings preferably with architectural features;

34 Consolidate utility leaders/metering and integrate them into the building design, preferably into internal rooms;

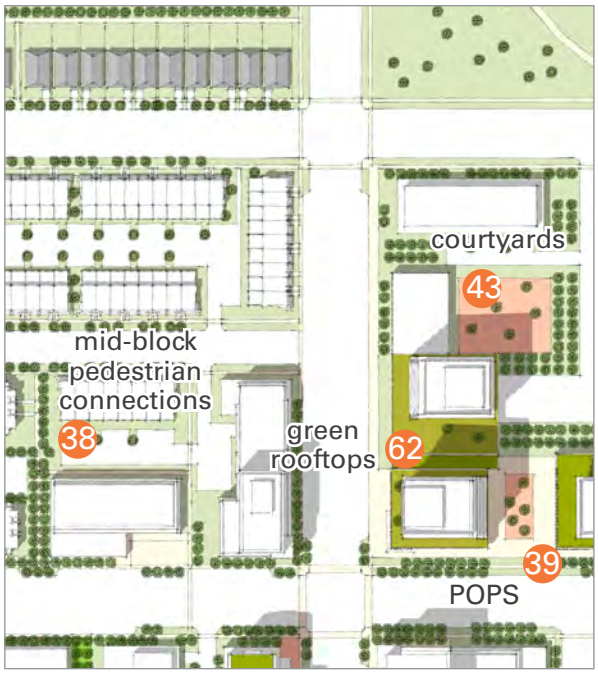
35 Provide facilities for handling, storing and separating waste and recycling, integrate them into the building design and ensure they are screened from public view through landscape and/or architectural elements.



Public parking at high rise development underground (Credit: xxx)


Above grade parking structure screened and lined with active uses (Credit: xxx)

Servicing areas, and underground parking access located from lower hierarchy street (Credit: xxx)



Enhanced landscape strip including walkways to the sidewalk, Toronto (Credit: xxx)

1.3.5

Public Realm

For details, refer to Part B 2.0 - Mobility, 3.0 - Natural Environment and Open Space, and Part C 9.0 - Privately Owned Open Spaces.

Streetscape

36 Ensure unobstructed, visible and direct connections between site internal walkways and building entrances and the public spaces around it (sidewalks, transit stops, stations and open spaces);

37 Provide street-related landscape complementary to the character and design of the immediate streetscape;

38 Ensure mid-block connections are a minimum of 6m wide and include a paved path of at least 2m;

Privately-Owned Publicly Accessible Spaces (POPS)

39 Incorporate Privately-Owned Publicly Accessible Spaces (POPS) at strategic locations to promote connectivity/permeability, and to reinforce a sense of place (parkettes, plazas, mid-block connections, etc.);

40 Ensure public access and visibility to POPS;

Public Art

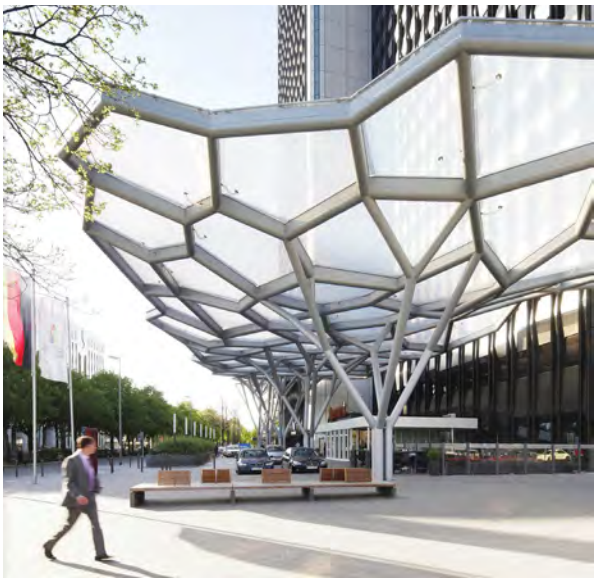
41 Incorporate public art to address key locations and to animate public squares;

42 Refer to the City's Public Art Policy for requirements.

POPS as a mid-block courtyard, Toronto (Credit: xxx)

Base of building placed close to street edge with gateway treatment through corner plaza (POPS), Mississauga (Credit: xx)

Public art as view terminus integrated to the design of a high rise development (Credit: xxx)



Integrated public art / weather protection structure (Credit: xxx)

Tree lined front yard coordinated with building base design , Toronto (Credit: xxx)


Enhanced courtyard/ plaza POPS as public art framing existing heritage building, Toronto (Credit: xxx)

Covered mid-block connection as through a mixed-use building base (Credit: xxx)

1.3.6

Private Amenity/Landscape

General

43 Maximize opportunities for open/green spaces;

44 Provide meaningful open spaces that complement the proposed development while enhancing the community;

45 Minimize hard surfaces and ensure they have a function on site;

46 Encourage community permeability by providing pedestrian connections across the site and link them to the adjacent pedestrian system of sidewalks and trails;

47 Clearly demarcate and enhance pedestrian walkways through the use of special paving, planting and efficient/proper lighting;

48 Ensure all pedestrian connections and entrances are universally accessible, and if ramps are needed, incoporate them into the building/elevation design;

49 Ensure appropriate planting conditions (i.e. soil depth, volume and growing mediums), for successful landscapes;

Landscape Strips

50 Ensure the edges of the development reflect and complement the character of the immediate use at grade (residential or non-residential);

51 Include landscaped areas in front of residential units that delineate private areas while providing a transition from private to public areas;

52 Incorporate steps, low walls, planting and other landcaping elements to delineate residential fron-yards while maintaining visual connections between the public realm and the unit interior;

53 Implement green landscaped strips at internal property lines and along lanes and ensure they are at least 2.5m wide;

54 Incorporate a combination of soft landscape, planters and trees along non-residential frontages to delineate and differentiate private open spaces, entrances and individual units at grade;

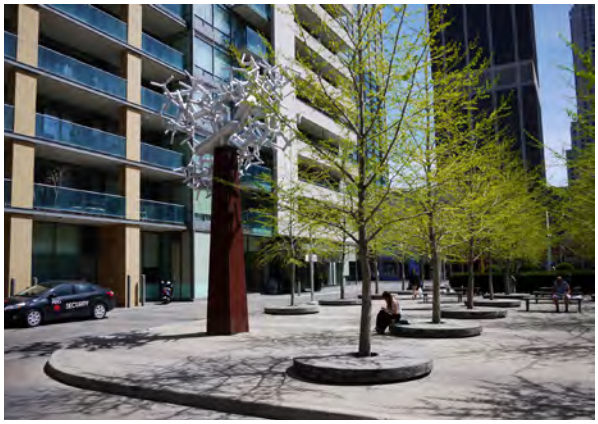
Private landscape strip as transition from public to residential uses, Toronto (Credit: xxx)

Enhanced landscape strip as barrier between vehicular lanes and a commercial boulevard (Credit: xxx)

Building setback designed as townhouses front yard connected to the sidewalk (Credit: xxx)

Restaurant patio animates the public realm (Credit: xxx)

Enhanced courtyard opened to the street and lined by high rise buildings (Credit: xxx)



Urban plaza/courtyard, Toronto (Credit: xxx)

Patios

55 Locate patios in areas that have maximum sun exposure, along primary streets, and in locations that effectively animate the public realm;

56 Take advantage of greater setbacks to provide patios and other common spaces like parkettes and plazas;

Courtyards

57 Incorporate front courtyards to break long elevations and/or combine with main entrances to large high rise developments;

58 Provide courtyards at grade to take advantage of the required building separation distance;

59 Design courtyards as an amenity space, with soft and hard landscaping, and provide for seating areas and pedestrian circulation throughout and beyond the development;

Terraces + Green Rooftops

60 Incorporate common amenities at the top of the base, the rooftop and where substantial step backs provide for enough space for them to be accommodated;

61 Ensure terraces are designed to include soft and hard landscaping, as well as appropriate lighting and shaded seating areas;

62 Consider green rooftops for bases and building tops where planting could thrive and enhance the building appeal from the street, to reduce urban heat island effects and to improve air quality and noise insulation.

Greenroof as common amenity (Credit: xxx)

Greenroof at building rooftop (Credit: xxx)

Terrace at building base rooftop (Credit: xxx)

Interior common amenity terrace with units facing onto it (Credit: xxx)

Small courtyard/terrace at base rooftop (Credit: xxx)

Note

Specific/additional guidelines for Non-residential uses will be identified with a grey background frame at the end of each sub-section.

1.4 Building Design

1.4.1 Base

Building bases constitute the foundation of a tall building and frame the public realm adjacent to it (streetscape or open spaces). As such, the objective of a building base is to reflect and enhance the pedestrian nature of these public spaces. It should be clearly demarcated by a change in the building profile, a step back from the main wall or a combination of both.

It is then imperative to design bases to enhance and complement the pedestrian experience and to frame the streetscape, while serving as a transition to the middle part of the building.

Height

1 Ensure the height of the base matches existing adjacent structures or is a minimum of 3 storeys (10-10.5m) to reinforce the pedestrian scale of the streetscape;

2 Limit the height of the base to 6 storeys or 80% of the adjacent street right-of-way, whichever is lower;

3 Allow for additional base height up to 100% of the adjacent street right-of-way by providing a step back of minimum 3m from the top of the base wall;

4 Consider a break after the 3rd floor, even when on the same plane, to address and reinforce the pedestrian scale of the streetscape;

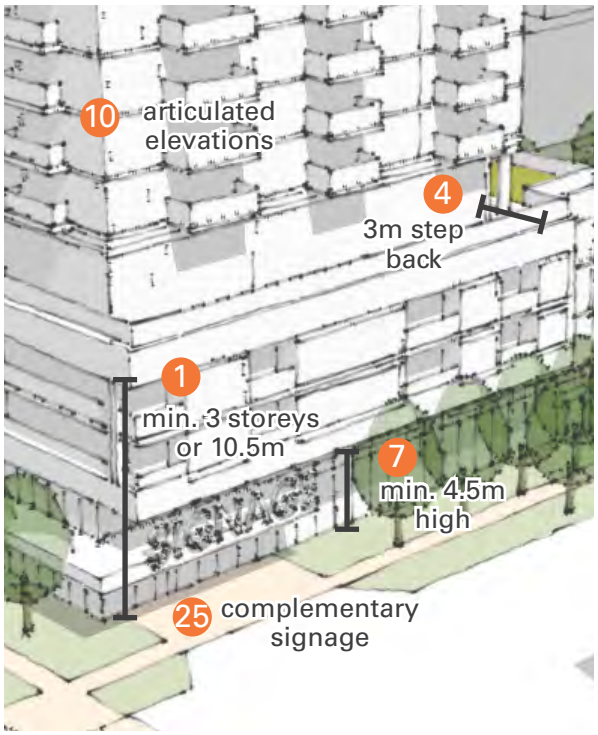
5 When abutting low rise residential areas at rear, ensure the height of the base is within a 45° plane taken from the rear property line for deep lots, or from a height of 10.5m above a 7.5m setback line from the rear property line or lane centre line for shallow lots;

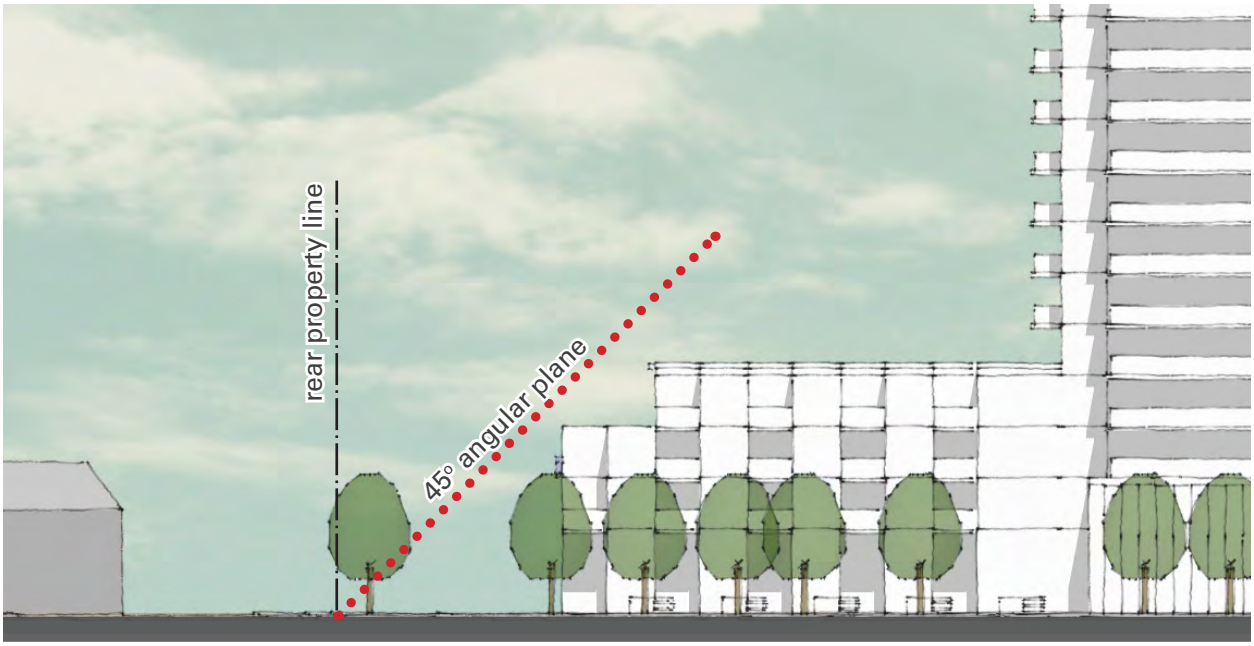
TPP Comment:

City to define deep and shallow lots. Once done, TPP will add definitions to this chapter.

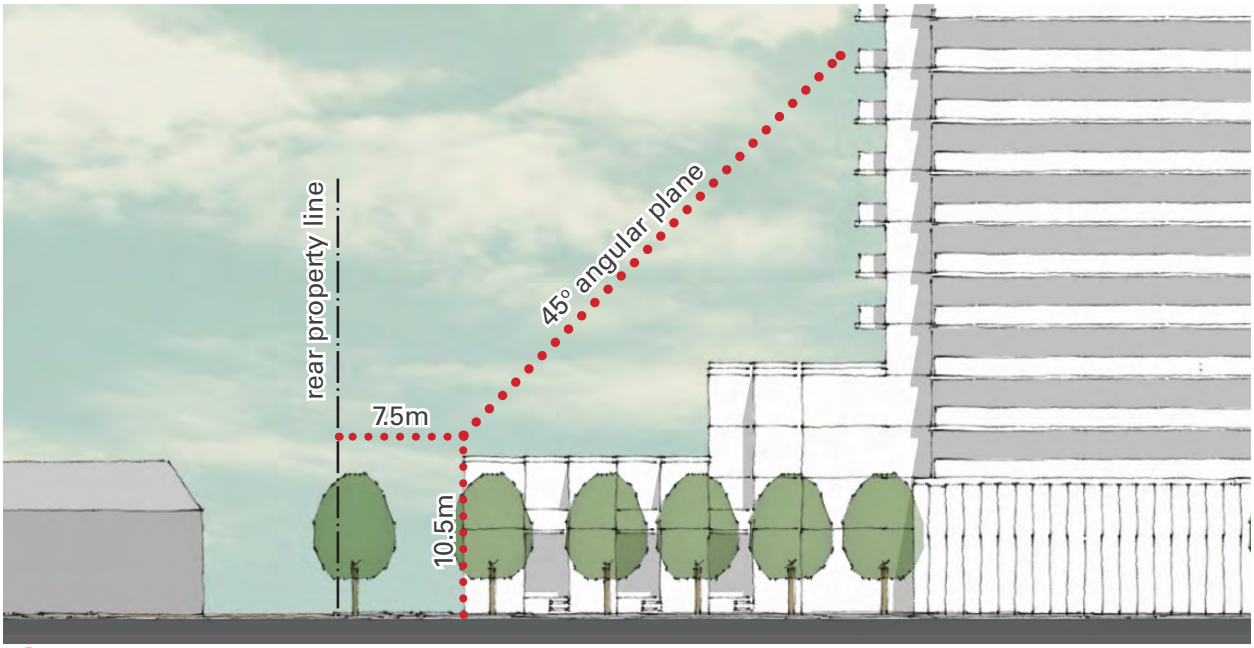
Defined building base with distinctive entrance and townhouses at grade (Credit: xxx)

Building base complements the height of adjacent existing structures and provides proper transition to taller part (Credit: xxx)





5 Base: transition to low-rise neighbourhood - Rear of deep lot



5 Base: transition to low-rise neighbourhood - Rear of shallow lot

6 Ensure the ground floor is a minimum of 4.0m high for residential uses and upper floors are a minimum of 3m high;

7 Ensure the ground floor is a minimum of 4.5m high for non-residential uses and and upper floors are a minimum of 4.0m high;

Transition

8 Provide a height transition towards adjacent existing or planned built form by:
- limiting base height to 2 floors above/below that of existing structures (front);
- terracing base height within a 45° plane from the top of adjacent structures (side) (?);
- ensuring the height of the base is within a 45° plane from the rear property line when abutting residential low rise development (rear);

Articulation

9 Design all elevations of the base to reflect the same architectural style and proportions, although the level of detail might differ in relation with the exposure to the public realm;

10 Provide highly articulated bases, both vertically and horizontally, that include changes in planes, windows, base bands, balconies and other types of fenestration;

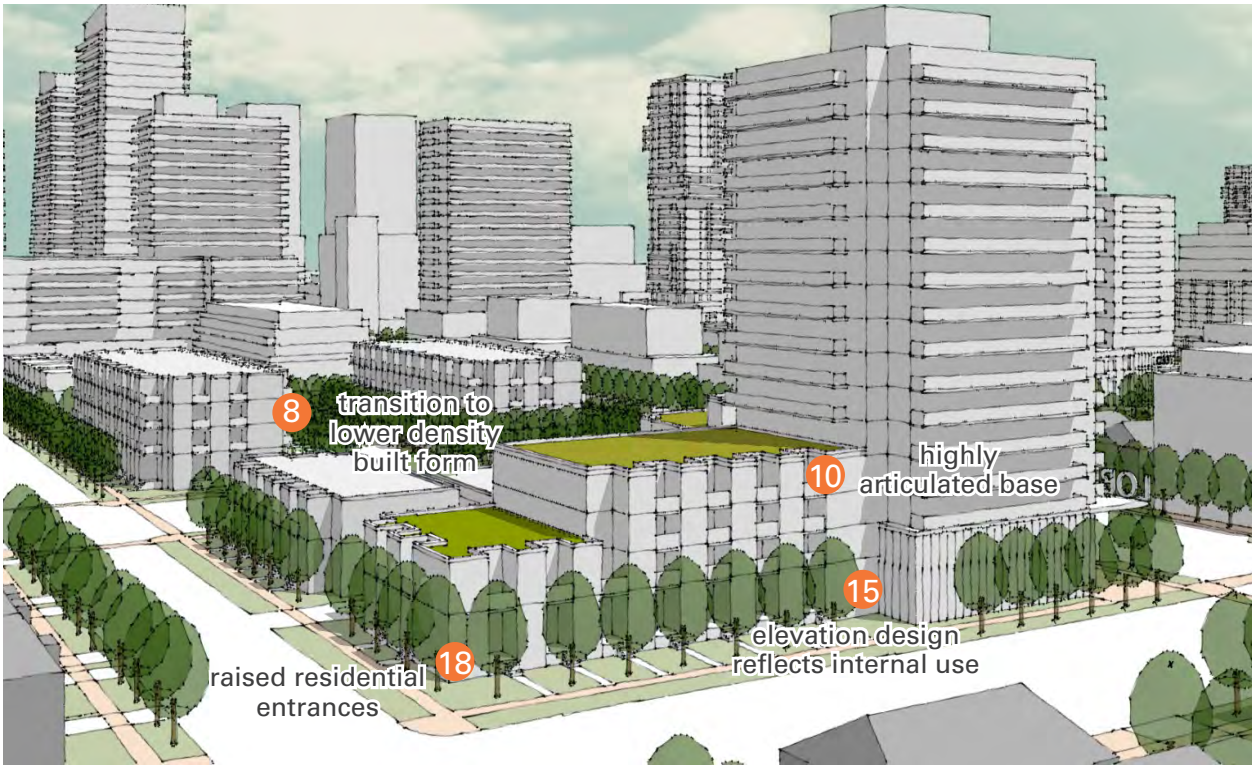
11 Provide vertical articulation elements or fractures at long bases to create a break in the street wall, while allowing opportunities for outdoor spaces and covered mid-block connections;

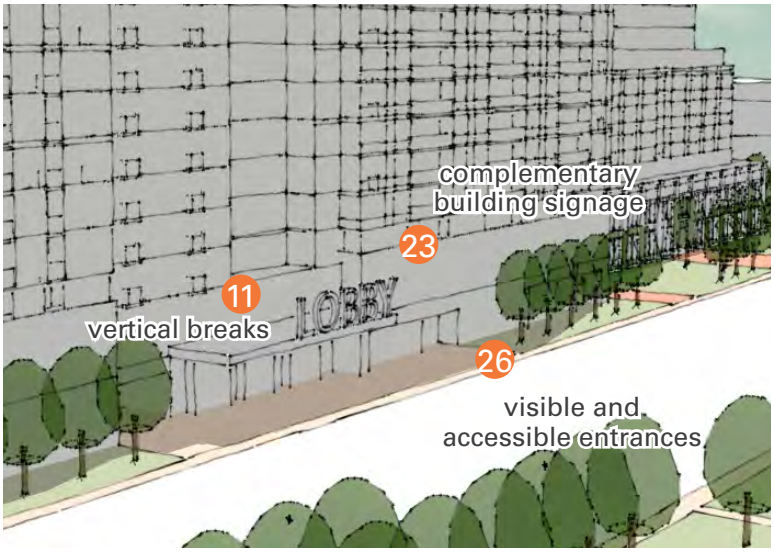
12 Design special features to wrap around corners and terminate them at a logical places like a change in planes;

13 Ensure a break in plane every 50-60m;

Built form transition to adjacent low rise development(Credit: xxx)

Highly articulated high rise slab transitions to the street and adjacent low rise development (Credit: xxx)


8
transition to lower density built form
10
highly articulated base
15
elevation design reflects internal use
18
raised residential entrances


complementary building signage
23
11
vertical breaks
LOBBY
26
visible and accessible entrances


12
special corner design

14 Encourage active uses at grade depending on street hierarchy (retail, commercial uses, day-care facilities, townhouses, etc) to animate the public realm and promote safe environments;

15 Ensure the elevation design reflects the internal use;

16 Clearly differentiate uses on the same elevation through different but complementary architectural treatments (windows/entrances proportions, materials, colours);

17 Consider porches, overhangs and cantilevers to emphasize townhouse units at the base;

18 Consider raising the ground floor of residential units at grade between 0.9-1.2m above the sidewalk level;

Base design reflects different internal uses (Credit: xxx)

3 different uses at the building base are clearly defined through architectural design and materials, Toronto (Credit: The Planning Partnership)

Mid-block pedestrian connection at base , Toronto
(Credit: The Planning Partnership)

Brick element provide cover for recessed balconies and differentiates the base from the other elements of the building
(Credit: The Planning Partnership)

Vertical elements break the horizontal nature of the base
(Credit: The Planning Partnership)

Balconies and fenestration animate and articulate the base design
(Credit: The Planning Partnership)

19 Limit front steps to 6 risers for raised townhouse units;

20 Avoid blank elevations at any edge exposed to the public view;

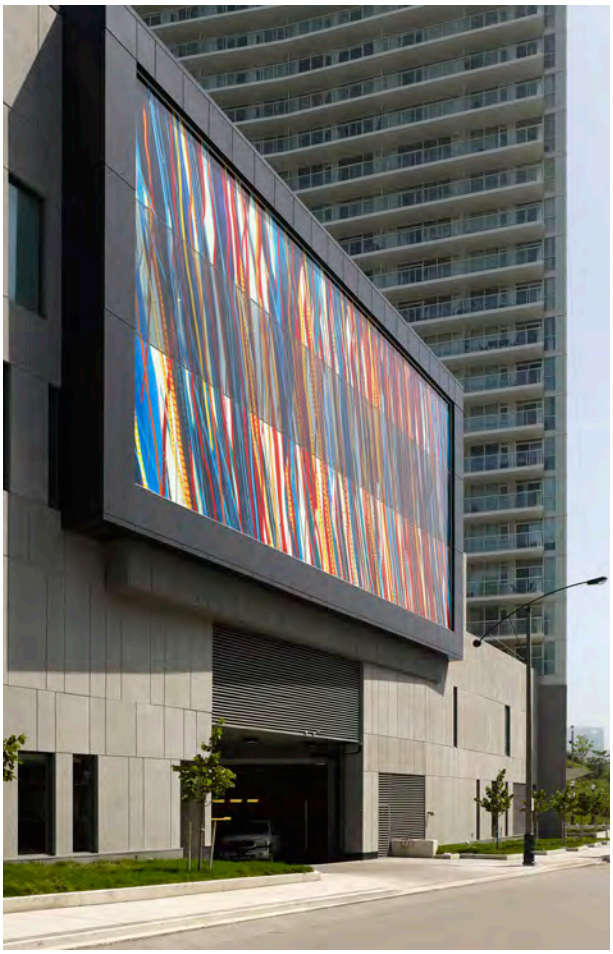
21 Consider art and/or special wall treatment (screens, green walls, metallic/wooden textures, etc.) for blank walls exposed to the public view;

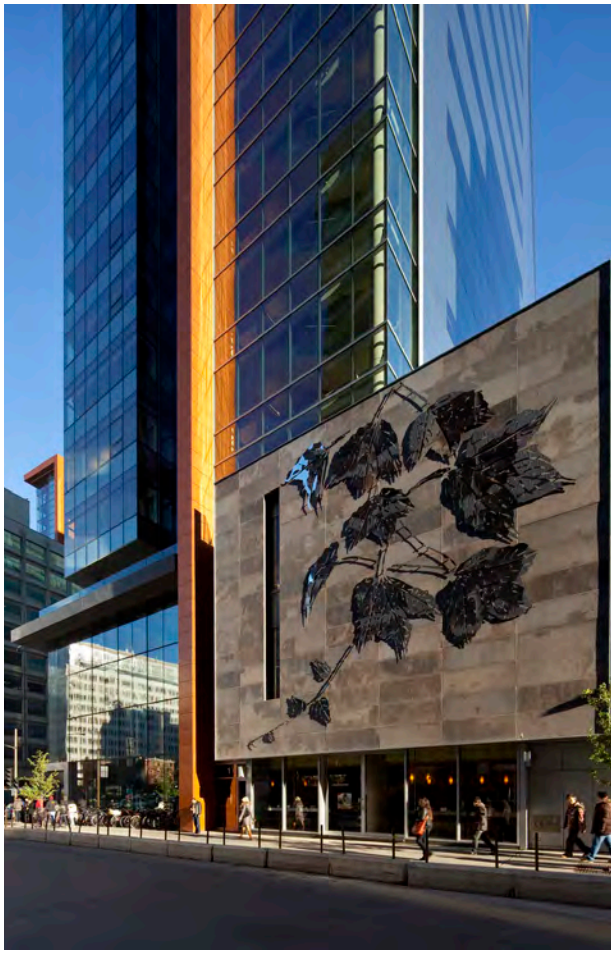
22 Integrate and consolidate service, waste/recycling areas and utility boxes into the building design and screen them from public view;

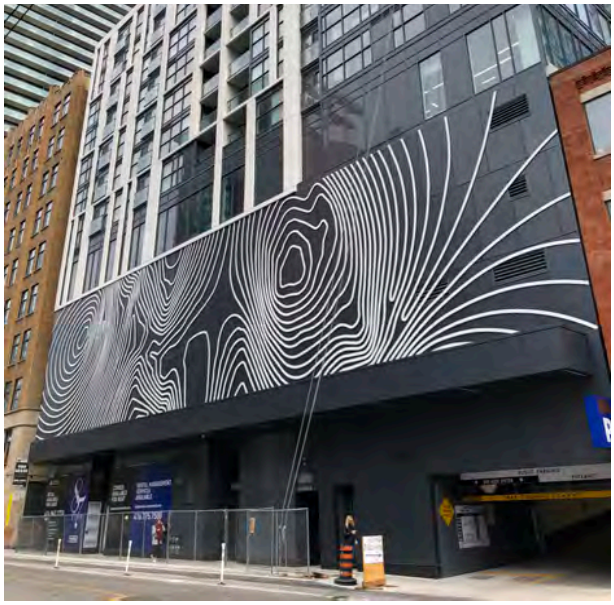
23 Design buildings name/address elements to complement the building's elevation, animate the ground level and enhance the streetscape;

24 Keep the ground floor of live-work and non-residential units at sidewalk level where possible;

25 Design signage to complement the building's elevation, animate the ground level and enhance the streetscape;







Examples of art, creative use of materials and lighting to screen blank walls exposed to public view (Credit: The Planning Partnership)

Commercial facade with integrated weather protection canopy (Credit: XX)

Differentiated entrances for townhouses at base and tower lobby (Credit: XX)

Differentiated entrances for retail at base and tower lobby (Credit: XX)

High level of glazing emphasize the retail part of a mixed use high rise building (Credit: XX)

Entrances, Windows and Balconies

26 Locate entrances strategically so they are highly visible and well connected to the public realm while avoiding conflict with adjacent uses;

27 Design entrances to be prominent and accessible, while providing visual interest/focal points;

28 Incorporate secondary entrances at strategic locations (back/side of the building or at mid-block connections/courtyards);

29 Incorporate windows and balconies on all elevations exposed to public view;

30 Provide a high level of glazing at ground level, especially for those areas related to lobbies and common areas/amenities;

31 Incorporate different but proportionate window/balcony sizes to animate the elevation and reflect different internal uses;

32 Maintain balconies within the site's property lines;

33 Ensure balconies are a minimum of 1.5m deep to provide enough usable space;

34 Provide a high level of glazing at ground level for non-residential frontages - no less than 75%;

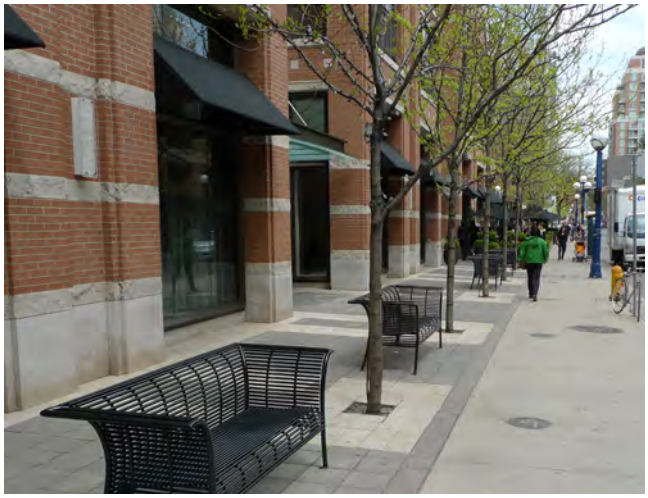
Weather Protection

35 Incorporate weather protection elements such as canopies, awnings and overhangs at the ground level, and for balconies above;

36 Ensure the integration and strategic location of weather protection elements to maximize their function;

37 Use cantilevers and/or arcades at ground floor as an alternative to provide weather protection.

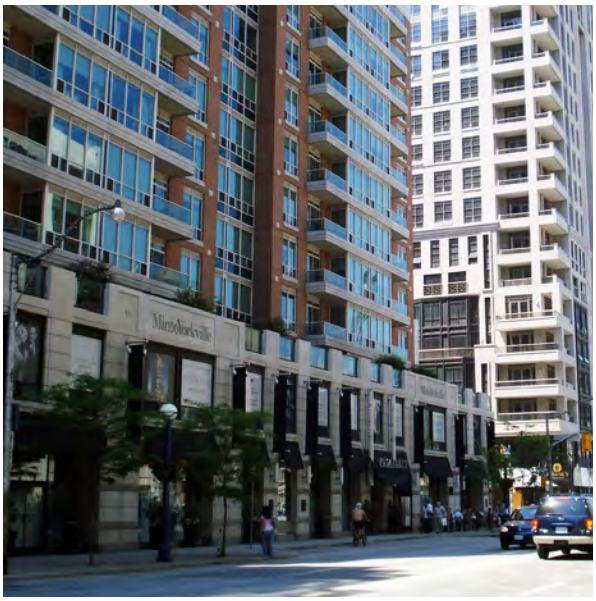
Weather protection canopy as architectural detail along the base part mixed use buildings and integrated with signage (Credit: XX)



Awnings animate the base design while providing additional articulation (Credit: XX)

Articulated massing and height variances break the building into distinctive parts (Credit: XX)

Slab massing is designed to maximize views to adjacent public space (Credit: XX)



Heigh of middle part addresses higher hierarchy street while the base is designed to frame the pedestrian experience (Credit: XX)

1.4.2

Middle

The 'Middle' part of a high rise building is the part that sits on top of the base. Its size, shape, placement and orientation rely on the site context and the base conditions. They should be designed to minimize shadow/wind negative impacts on surrounding areas, and to animate the skyline.

Height and Floorplate

38 Determine appropriate height based on adjacent high rise developments, land-use/street hierarchy and impacts on adjacent communities and open spaces (i.e. shadows and wind impacts);

39 For developments with more than one building, provide a range of heights and establish a height hierarchy related to site conditions and context (existing and planned);

40 **Provide height variances of a minimum of 3 to 5 floors among adjacent buildings within the same site to animate the overall skyline;**

41 Place taller buildings closer to the main street and/or corner;

42 Ensure the middle part of a point tower is at least double the height of its base;

43 **Ensure residential point towers have an average floorplate of a maximum of 850m2 between its different types of floorplates;**

44 **Limit the height of slab towers with lengths greater than 50m to 18 storeys or 60m, whichever is lower;**

45 Ensure residential floors are a minimum of 3m high;

46 **Ensure non-residential point towers have an average floorplate of a maximum of 1200m2 between its different types of floorplates;**

47 Ensure non-residential floors are a minimum of4.0m high;

Sun/Shadows and Pedestrian Level Wind Impacts

48 Minimize shadow/wind impacts through building height, massing, placement and orientation;

49 Ensure a minimum of 5 hours of sunlight on the opposite side of the street and over more than 60% of any public open space;

50 Locate tallest part of the building as far as possible from existing-abutting low rise developments and open spaces to avoid negative shadow impact;

51 Orient widest side of the building to minimize shadows;

Transition in height , Toronto (Credit: xx)

Step backs animate the facade design while minimizing wind impact on the public realm (Credit: XX)


screened mechanical rooms
69
1
reinforced pedestrian-scaled street wall
54
highly articulated elevations through different sizes of windows and balconies
56
special feature wrapping around corner
visible and accessible entrances
26


mechanical rooms at the centre of rooftops
67
50
tallest part of the building away from abbuting low-rise
LOBBY
40
taller building at corner

Articulation

52 Design all elevations of the middle part to reflect the same architectural style and proportions of the overall building, although the level of detail might differ in relation with the exposure to the public realm;

53 Design floorplates to coherently accommodate the building's program while breaking its mass, creating interesting and articulated buildings;

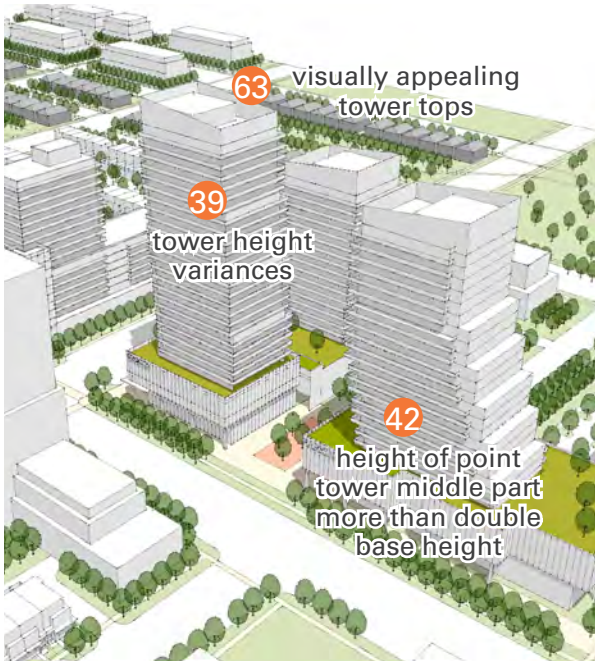
54 Design all elevations to be highly articulated, both vertically and horizontally, through balconies, step backs, and other architectural elements;

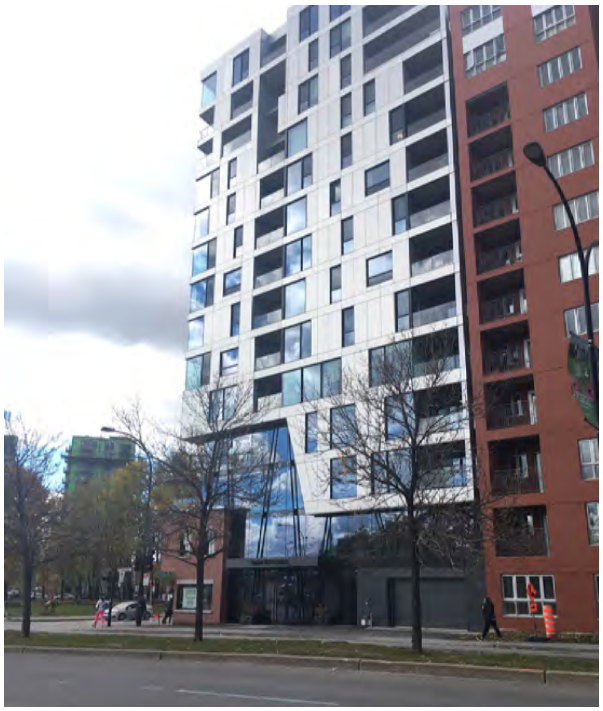
55 Ensure a cohesive elevation design between the base and the middle in terms of architectural style, proportions, rhythm and materials;

56 Design special features to wrap around corners and terminate them at a logical places like a change in planes;

57 Avoid blank elevations at any edge exposed to the public view;

58 Consider art and/or special wall treatment (screens, green walls, metallic/wooden textures, etc.) for blank walls exposed to the public view;





Proportionate windows of different sizes articulate the facade of a small high rise development (Credit: XX)

Special lighting design and cut outs related to the main facade animate a blank wall (Credit: XX)

Balconies of different lengths articulate all elevations of a glass point tower (Credit: XX)

Windows and Balconies

59 Include windows and balconies on all elevations where possible;

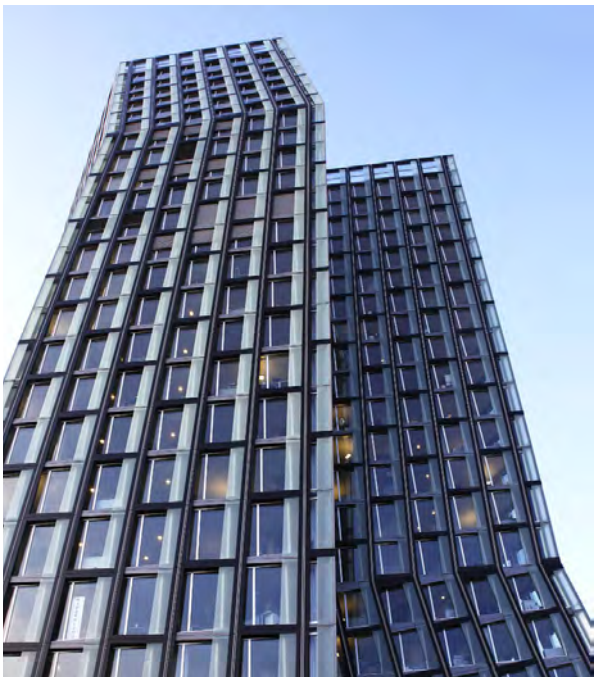
60 Incorporate different but proportionate window/ balcony sizes to animate the elevation and reflect different internal uses;

61 Maintain balconies within the site's property lines;

62 Ensure balconies are minimum 1.5m deep to provide enough usable space.

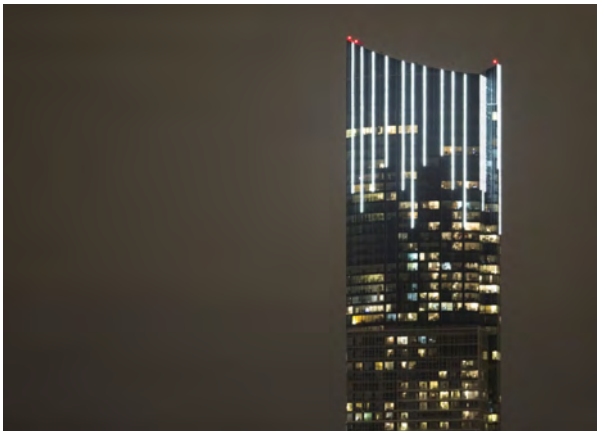
Balconies of different sizes and alternated colours animate the main elevation of a high rise slab (Credit: XX)

Windows and balconies on all elevations exposed to the public realm (Credit: XX)



Slight change in direction provides a unique and simple top design (Credit: XX)

Top concrete element adds interest to the building design (Credit: XX)



Unique lighting differentiates top of a point tower (Credit: XX)

1.4.3

Top (rooftop)

The Top (rooftop) is the highest part of a high rise building. It sits on top of the middle part, terminating it and covering its last level, while accommodating mechanical rooms. Depending on its design, the top can include livable spaces like terraces and common amenities, and impact the skyline with a distinctive/unique profile.

General

63 Design high rise buildings to include a unique, visually appealing and clearly defined top part complementary to the architecture of the overall building;

64 Incorporate design elements that add interest to the overall skyline and provide a sense of orientation;

65 Address important locations in the community by designing the top part of the building to become a visual gateway;

66 Incorporate lighting as part of the roof design while ensuring no negative impacts on adjacent buildingas and migratory birds;

Cluster of distinctive building tops (Credit: XX)

Mechanical Equipment

67 Locate mechanical rooms to the centre of the building rooftop so they are not visible from the public realm and/or incorporate them into the rooftop design;

68 If visible, use mechanical rooms exterior structure to complement and enhance the design of the building top;

69 Screen mechanical equipment with structures in materials complementary to those used on the building facade;

70 Where possible, screen mechanical rooms with usable spaces (i.e. amenity or living areas).

Metallic panels screen the mechanical equipment (Credit: XX)

Livable spaces screen the mechanical room of a high rise slab (Credit: XX)

Metallic structure and glass design contrast with adjacent brick façades (Credit: XX)

Complementary materials to further differentiate the building parts (Credit: XX)

Lighting as an integral part of the elevation design (Credit: XX)

1.4.4

Materials

71 Ensure high quality and durable materials are used on all elements and elevations of the development;

72 Select materials to complement the architecture, character, size and style of the building design as well as the streetscape;

73 Maintain materials consistent among elevations;

74 Guarantee no material is used to imitate another natural/more expensive material;

75 Use materials with better aging qualities such as glass, stone, brick, concrete and metal;

76 Use lighter materials to minimize the mass of the building, and heavier ones to emphazise important elements of the buidling design and its articulation;

77 Use changes in materials to break the building mass;

78 Incorporate energy efficient measures and materials;

79 Provide lighting that complements the design of the elevation and reflects the uses on it;

80 Incorporate high efficiency lighting (LED);

81 Minimize bird strikes by:
- avoiding untreated reflective glass or clear glass that reflects trees and the sky
- ensuring glass has visual markers and reflections are muted within the first 12m of building height;
- Locating and managing lighting to reduce reflections that might confuse migratory birds.

Same materials used in different ways/proportions to differentiate the townhouse at base from the towers (Credit: XX)

All glass elevation emphasizes building use (Credit: XX)

1.5 High Rise within Heritage Contexts

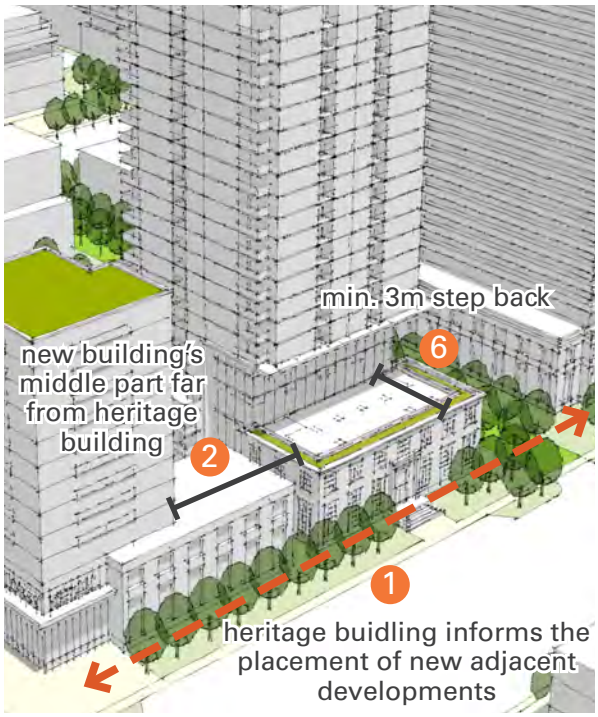
When designing a high rise development on a site with a heritage structure on or adjacent to it, it is imperative to incorporate measures to preserve and integrate such structure in a manner that highlights its presence and individuality, while complementing its character through the new building's design (siting, scale, form, architectural details proportions/style).

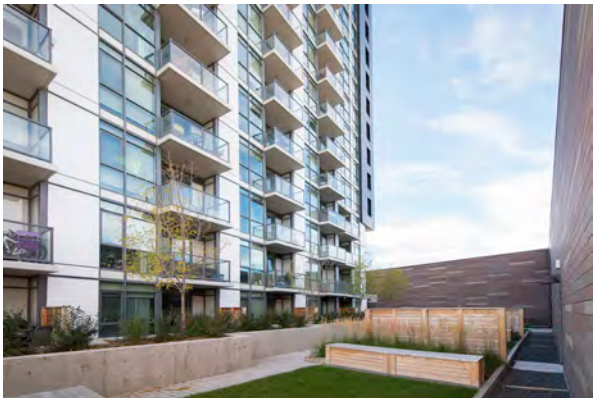
The following guidelines apply in addition to those included on Part C Sections 1.3 and 1.4 of this document.

1.5.1 Site Planning/Design

1 Use existing heritage buildings to inform the site plan in terms of existing setbacks, step backs and base placement;

2 Locate building's middle part as far as possible from adjacent heritage properties (street and side frontages);





High rise building base complements the height and design of adjacent heritage building(Credit: XX)

High rise buildings framing a heritage building on site(Credit: XX)

1.5.2

Transition in Height and Massing

3 Keep the scale of new buildings proportionate to the size of adjacent and on site heritage buildings;

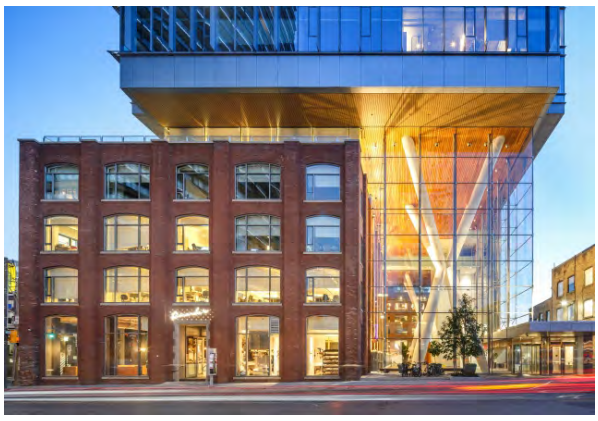
4 Ensure the height of the base does not surpass that of the heritage building(s), unless a reasonable transition in height is provided by a series of stepping backs;

5 Ensure the ground floor height is consistent with that of the heritage building(s);

6 Provide at least 3m step back for levels immediately above the top of heritage building(s) on site or adjacent to it;

7 Consider cantilever back over heritage structures where appropriate, and ensure it is done in a way that highlights and complements the heritage building;

Base of high rise building cantilever over heritage building on site(Credit: XX)



Modern high rise building base is setback to highlight the presence of a heritage building on site (Credit: XX)

1.5.3

Building Design

8 Design building to respect and complement the character of the surrounding heritage structure(s);

9 Design base facade to complement the proportions (e.g. glass/hard surfaces) and geometry of the heritage building elevations/design;

10 Ensure high rise buildings reflect contemporary design while incorporating high quality materials complementary to those used on the heritage building(s).

Black brick and simple architecture contrast with the ornamented heritage building while highlighting it (Credit: XX)

Integrated heritage facade into a new and modern high rise development (Credit: XX)

Section 2

Mid-Rise (5 to 9 storeys)

2

2.0
Mid-Rise (5 to 9 storeys)

Introduction

Urban intensification is an important part of Brampton's growth management strategy, and supports the Province's objectives for smart growth, sustainable development and complete communities. As Brampton continues to grow, intensification will influence the location and form of development and will change, albeit in different ways, how the city will look and function going into the future. Higher density forms of development will be important to achieving walkable, complete and transit-supportive urban communities including in residential, mixed use and employment areas. The mid-rise form of development form is well suited to these tasks.

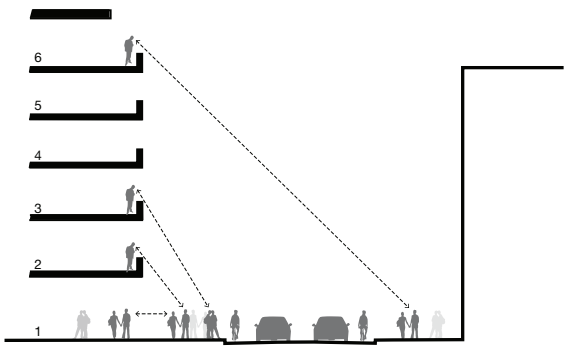
These guidelines provide a framework to guide the 'look and function' of mid-rise development with respect to site planning, built form design and landscape and public realm design. The framework is based upon the City's vision and guiding principles and reflects its aspirations for good urban form, compact development, pedestrian-environments and a connected public realm.

Well designed mid-rise developments contribute to these aspirations by defining the scale and character of streets, providing opportunities for animating the public realm and enhancing a sense of place.

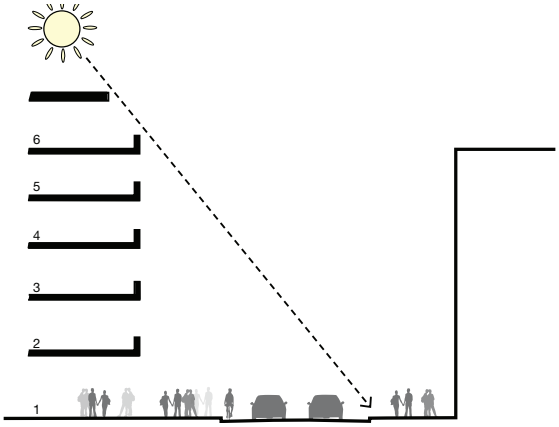
Design Principles

More specifically, and building on the City's Guiding Principles (Part A Section 1.2), the overarching ambitions for these sites are expressed as the following Design Principles:

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



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



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

These design guidelines apply to all forms of mid-rise development, including residential, commercial and office uses. They aim to create vibrant and street focused built form that is compatible with its surroundings and coordinated, pedestrian-scaled public spaces that contribute to placemaking.

The guidelines recognize fundamental principles of good design while allowing for creativity and innovation that responds to site and use specific contexts. As such, they are organized to address site planning and built form conditions that are common to all mid-rise building forms, including residential, mixed-use and office uses. These are followed by guidelines related to specific uses. Unless otherwise stated, site planning and built form guidelines shall apply to all mid-rise residential, mixed-use and office development.

Transit-Supportive Development

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

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

Caption

Caption

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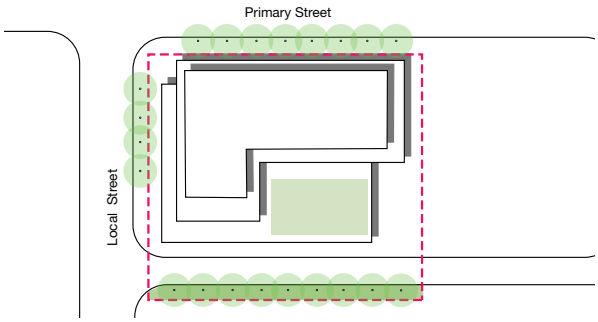
Variations of Mid-Rise Developments

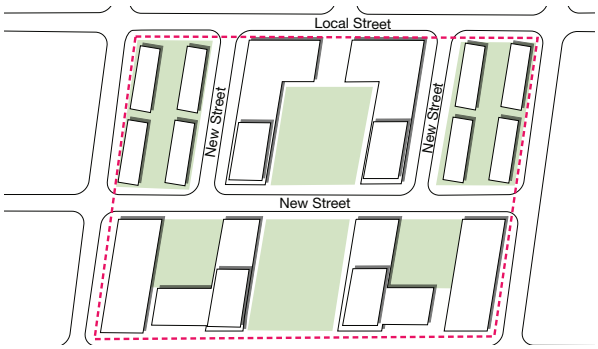
Mid-rise building developments vary in terms of:

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

Site Variations



Individual parcels



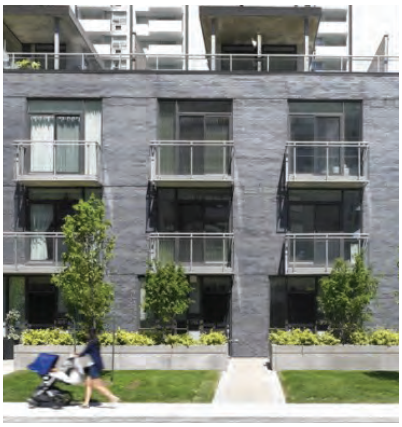
Multiple buildings on large sites

Form Variations

Independent

Mid-rise as a base to a taller building

Use Variations



Residential

Institutional

Office

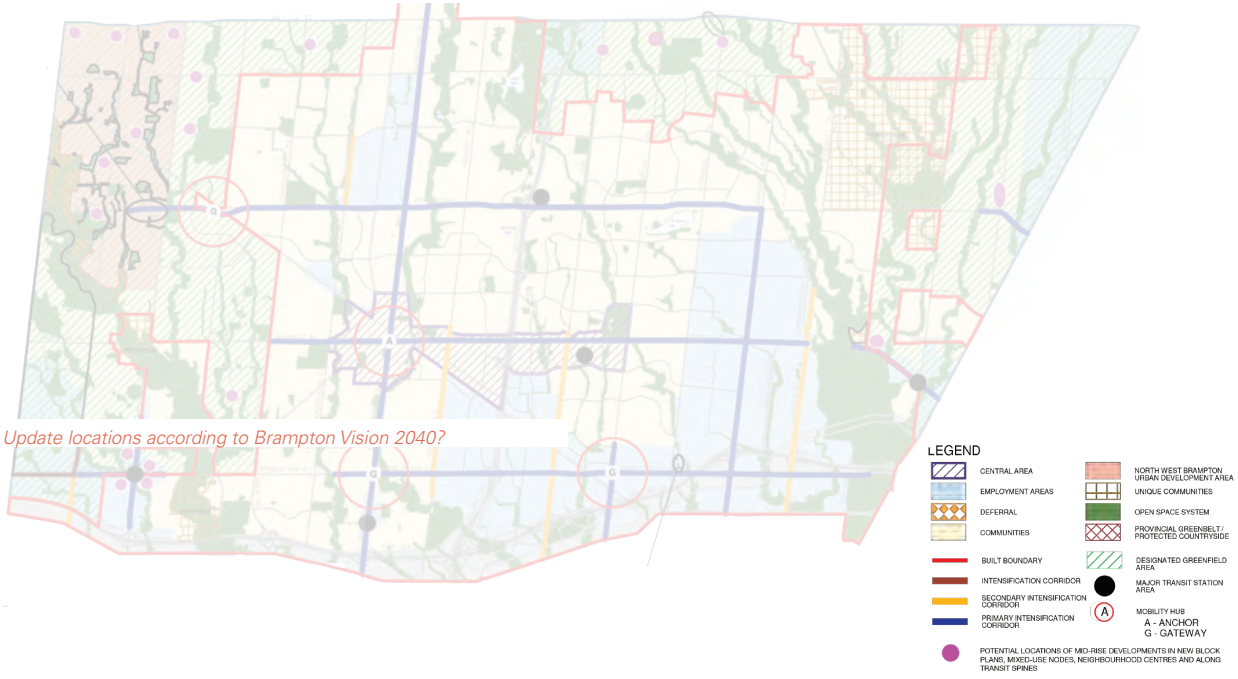
Mixed use

Locations

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

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

Update locations according to Brampton Vision 2040?



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

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

Intensification Corridors

Downtown

Central Area

Mobility Hubs

Mid-Rise Buildings as Important Elements within New Block Plans

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

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

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

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

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

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

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

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

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

Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Aim of the Guidelines

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

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

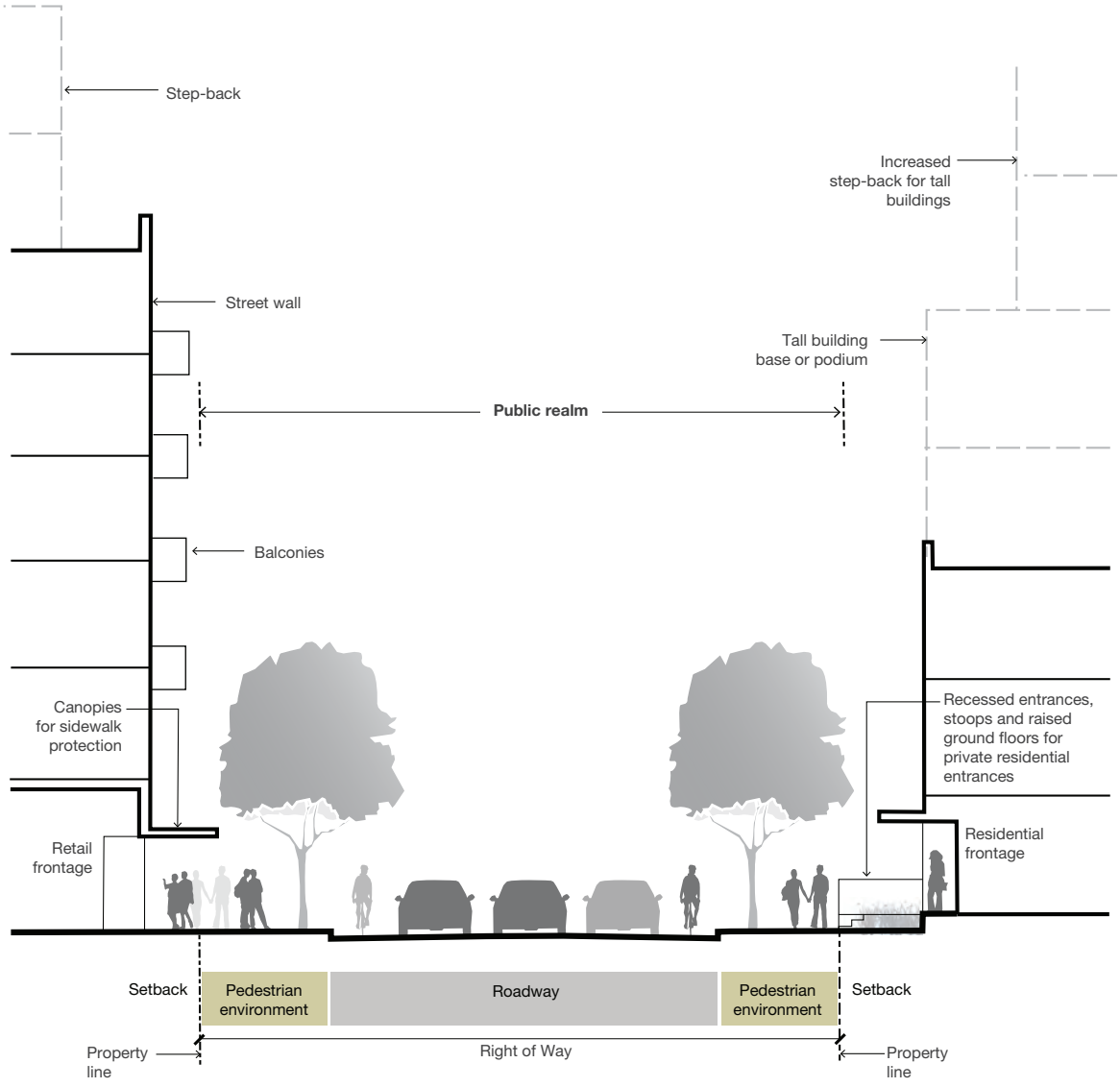
Public places are comfortable when they have a good relationship with surrounding building height. They are comfortable from a security standpoint when there is a sense of "eyes on the street".

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

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

There are three categories to the guidelines that follow:

2.1 Framing the Public Realm
2.2 Site Planning
2.3 Built Form



Anatomy of the Public Realm

The Guidelines

2.1 Framing the Public Realm

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

2.1.2 for Rear & Side Facades: Create an appropriate transition between the Mid-Rise Building and the different adjacent uses at the rear and sides.

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

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

2.2 Site Planning

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

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

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

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

2.3 Built Form

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

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

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

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

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

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

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

2.1
Framing the Public Realm

2.1.1
Height, Street Walls and Frontage Continuity

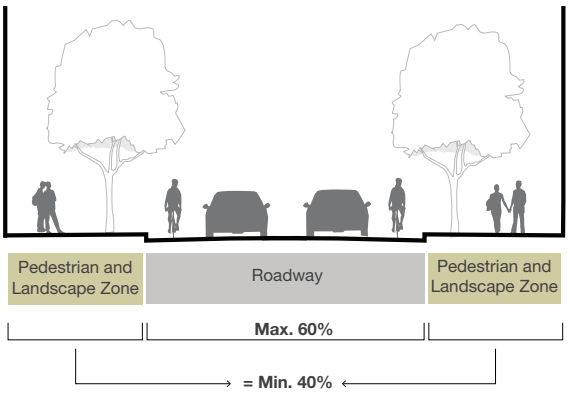
Guideline: Contribute to the spatial enclosure of the public realm by maintaining a well-proportioned and continuous building frontage, and high quality pedestrian environment along streets and public places.

Background:

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

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

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



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

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

Minor vertical breaks articulate individual residential units and storefronts.

Applications:

1 Align buildings so they form a perceptually continuous street wall and frame the pedestrian environment of the street and other publicly accessible open space.

2 Maintain a public pedestrian and landscape zone on both sides of the street dimensioned to a total minimum of 40% of the right of way.

3 Locate the street wall within 3 metres of the property line or edge of the pedestrian environment. This setback allows for enlivening the streetscape with elements such as patios.

TPP Note: suggested step back of 3.0m

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

5 The maximum allowable height of buildings shall be no taller than the width of the street right-of-way (R.O.W.), up to a maximum mid-rise height of 9 storeys.

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

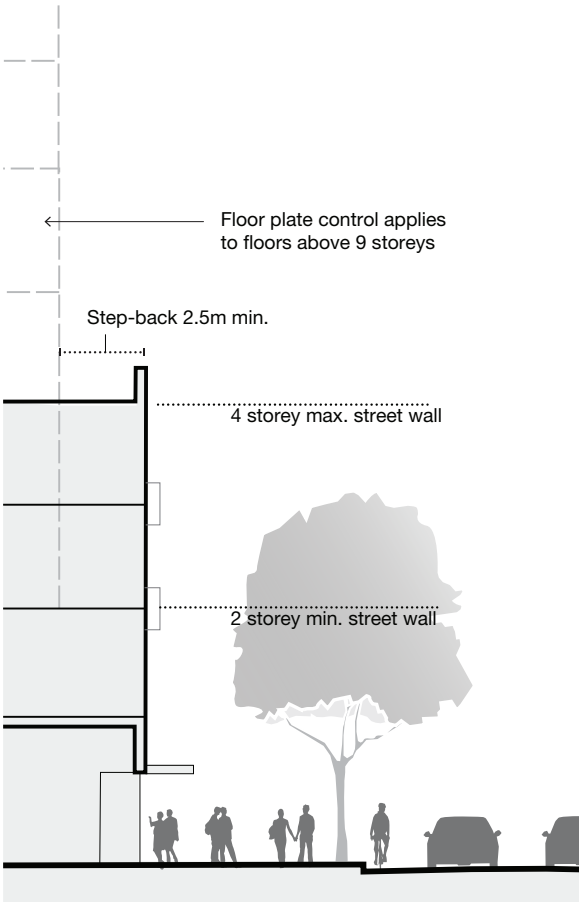
Multi-storey major vertical breaks in articulation, material type and colour add rhythm and variety to facades.

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

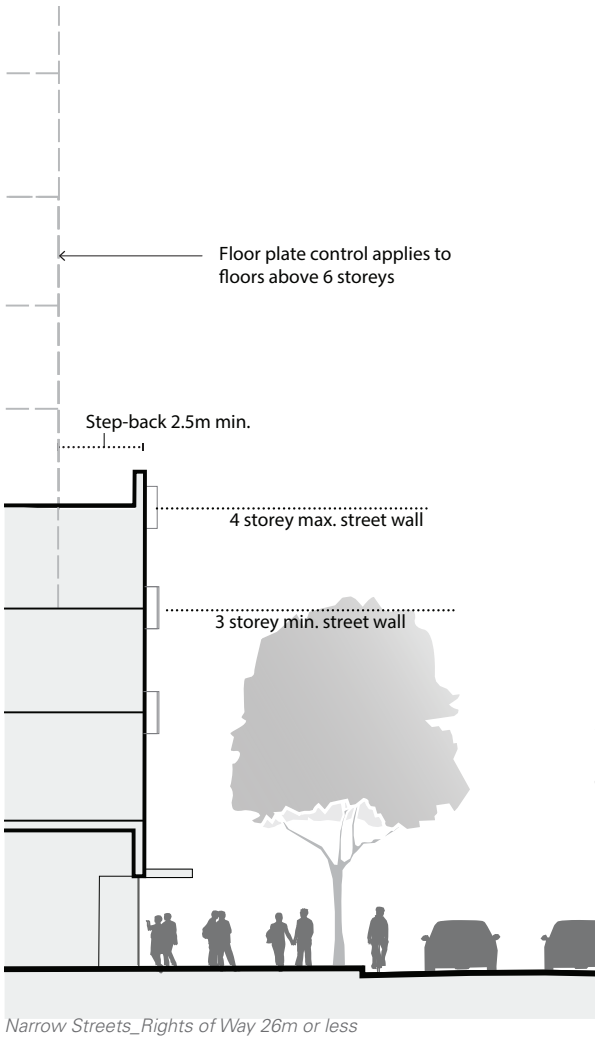
8 A minimum of 75% of the building shall be built to the front setback line. 25% can be setback to allow for entrances and outdoor places such as cafes and patios.

9 Front Façades:

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

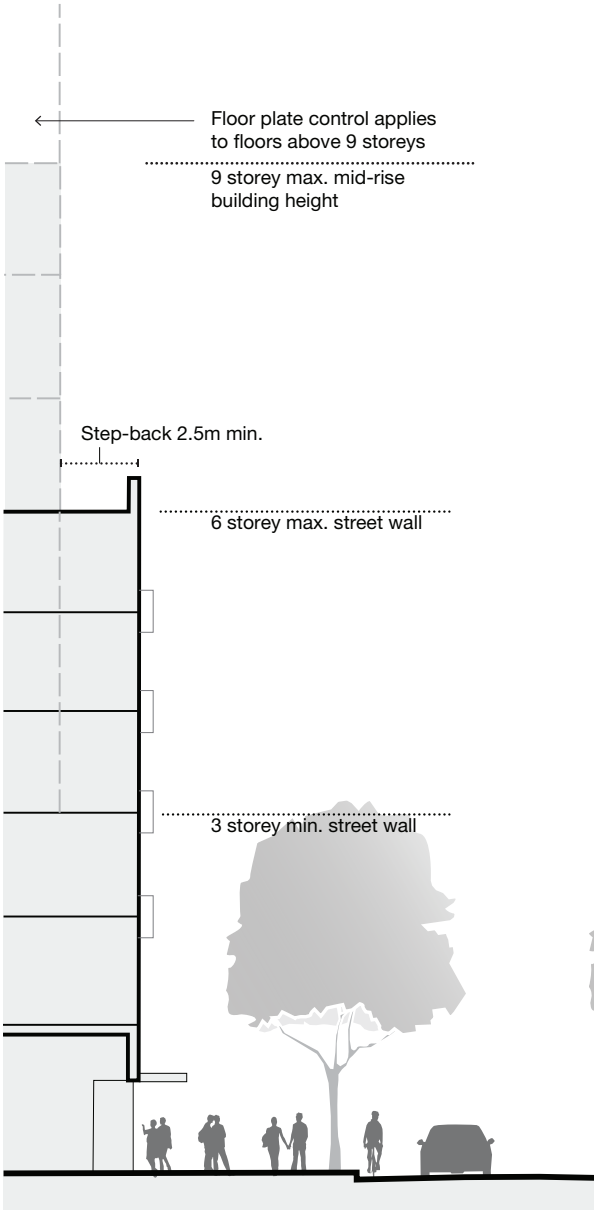


Heritage Areas ,small infill sites and mature low density residential neighbourhoods



Narrow Streets_Rights of Way 26m or less

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



Wide Streets_ Rights of Way over 26m

2.1.2

Rear & Side Facades

Setbacks and Angular Planes

1 In order to ensure that light, view and privacy is maintained for adjacent low or medium density residential neighbourhoods, parks and open space areas and natural areas, design new development to incorporate setback zones consisting of:

- a minimum 7.5m rear yard or side yard setback, measured from the abutting property line;
- a minimum 45 degree angular plane measured from the abutting property line for transition of properties in deep lots;
- angular planes should allow for a minimum sunlight of continuous 5 hours from March 21 to September 21;
- a minimum 45 degree angular plane from a height of 10.5 metres above the 7.5 metre setback line providing a lower building and a gradual rear transition for properties in shallow lots to allow for feasible developments in these sites;
- new local streets or service lanes or landscape or urban open space buffers, including parkland where appropriate and possible.

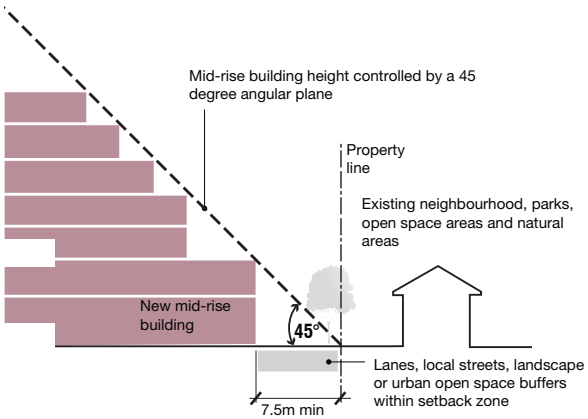
Separation Distances

2 In locations where a property is bound along the rear by a site or sites with existing apartment buildings four storeys or taller, the following considerations apply:

- 15m minimum separation distance between buildings with an existing blank wall.

  TPP Note: 7.5m for Residential and 4.0m for Non-Residential
- 20m minimum separation distance between buildings with an existing window wall.

  TPP Note: 15m for Residential and 8m for Non-Residential
- Ensuring the rear of new mid-rise buildings is treated as positive space with lanes, local streets, or landscape or open space buffers.



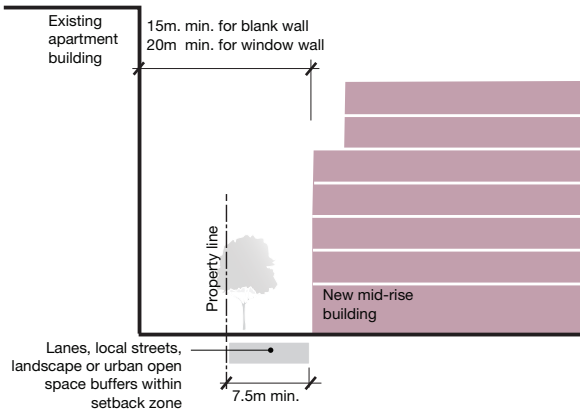
Deep lot: 45 degree angular plane control

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

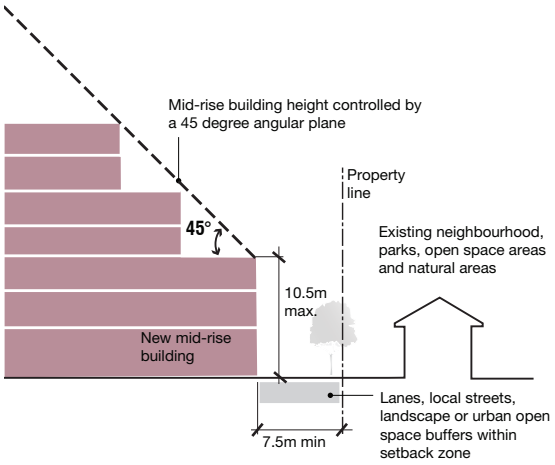
Re-define Deep & Shallow Lots based on the R.O.W. width.

Add rear transition to Employment uses: Apply setback and step-back requirements only. Step-back the building by 2.5 m at 4 storey height. Angular planes are not needed as there are no privacy and shadows concerns.

Add Corner Site: Height and angular plane requirements shall also apply to the secondary street frontage based on the wider R.O.W width of the two streets.



Separation distance to existing apartment buildings



Shallow Lot: 45 degree angular plane control

2.1.3

Extending the Public Realm

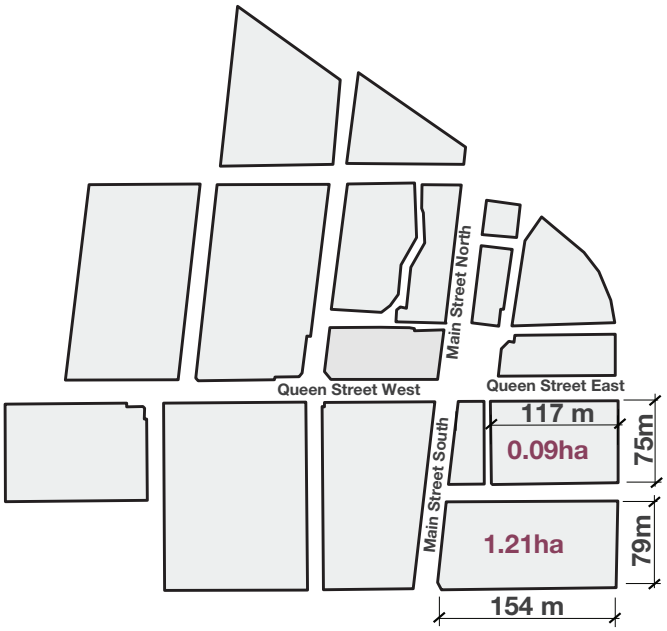
Guideline: In larger sites with a capacity for several buildings, reinforce and extend a fine-grained public realm network.

Background:

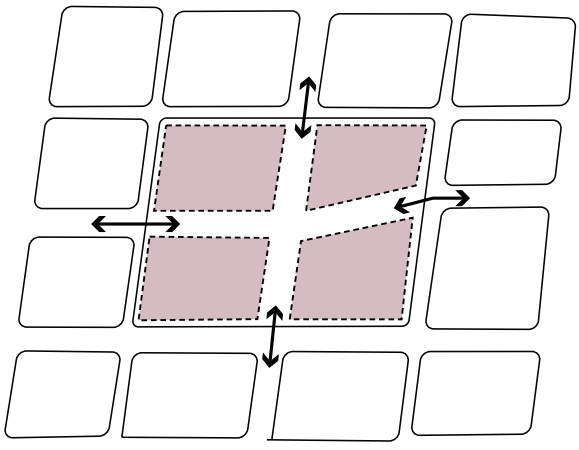
The development of larger sites must extend the public realm into the site as a way to integrate it into the life of the city.

Applications:

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



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



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

6 Provide visible sightlines and direct access to stations, transit stops and other publicly accessible spaces such as building entrances and lobbies for pedestrian comfort and safety.

7 Execute both public and private streets and pathways to a high degree of quality, in terms of materials, and overall design, exceeding municipal standards.

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

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

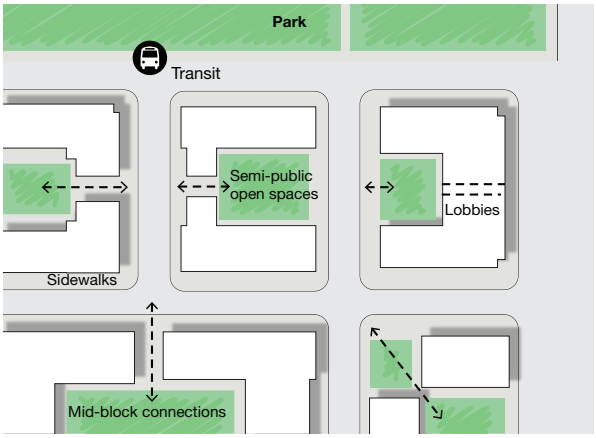
2.1.4

Semi-Public Open Space

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

Background:

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



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

Applications:

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

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

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

2.2
Site Planning

2.2.1
Vehicle Entrances and Service Access

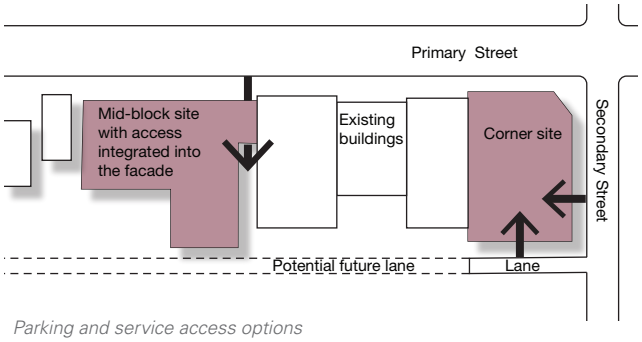
Guideline: Minimize the visual and functional impact on the public realm caused by vehicular access to parking and servicing.

Background:

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

Applications:

1. Consolidate vehicular entrances to serve multiple buildings in order to minimize the number of interruptions in the street wall and pathways and to reduce the number of potential conflicts with pedestrians and cyclists.
2. Access parking and service areas from lanes or side streets where possible.
3. Mid-block vehicular access should be avoided, but if needed, it shall be designated for shared accesses and integrated into the building massing.
4. Rear lanes should exit into the adjacent side streets.
5. Limit the prominence of vehicular entrances and integrate them into the scale and composition of the façade.
6. Continue pedestrian surface treatment through driveways and shared lanes.



Parking and service access options

Consolidated vehicle entrance via a portal to an internal parking court

Below ground parking accessed from a secondary street

Parking access integrated into the design of the façade

2.2.2

Parking

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

Background:

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

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

Applications:

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

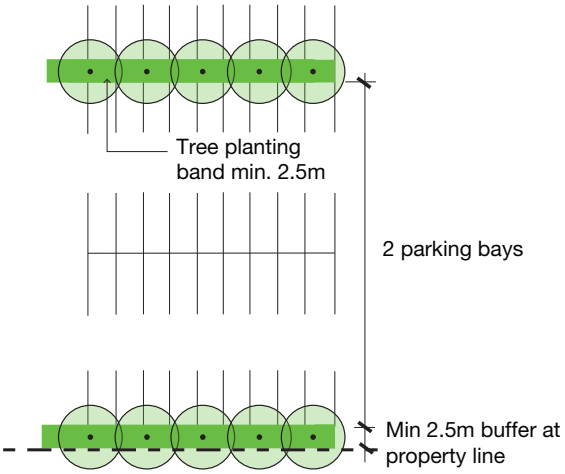
Structured parking can be wrapped with buildings to maintain the street wall and define the public realm with active uses

8 Incorporate tree-planting bands at least 2.5 metres wide at a minimum of two-bay intervals, and provide a minimum 2.5 metre landscaped buffer around the lots.

9 Shade pedestrian routes through larger parking lots.

10 Provide secure long-term bicycle parking areas within buildings.

11 Provide short-term bicycle parking racks located under natural surveillance, protected from weather, and within close proximity to building entrances.



Incorporation of tree planting within surface parking lots

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

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

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

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

2.2.3

Adjacent Relationships

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

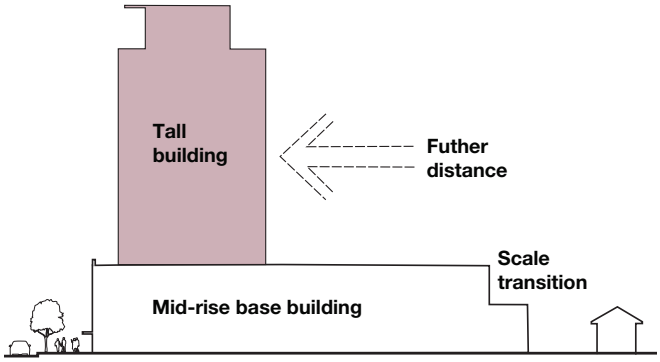
Background:

The majority of new development in Brampton will come in more intense forms than before. Mid-rise buildings will figure prominently throughout the city. These larger buildings must relate to their surrounding context, with a graceful transition of scale to adjacent uses, especially to existing low-rise residential buildings, historic structures, and public spaces.
To encourage redevelopment within parts of the downtown with a finer grain of property ownership, an alternate transition standard for shallow lots has been included.

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

Applications:

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



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

Mid-rise building compatible with heritage architecture context

2.2.4

Services and Utilities

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

Background:

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

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

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

Applications:

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

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

2.3
Built Form

2.3.1
Façades

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

Background:

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

Proportional articulation of a base, middle and top

Applications:

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

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

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

2.3.2

Façades

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

Background:

Exterior materials establish the facade's texture, colour and a level of transparency and reflection.
Virtually any exterior material can be appropriate in the right circumstance if it is if carefully specified and applied with a high degree of skill.

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

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

Applications:

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

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

2.3.3

Ground Floor

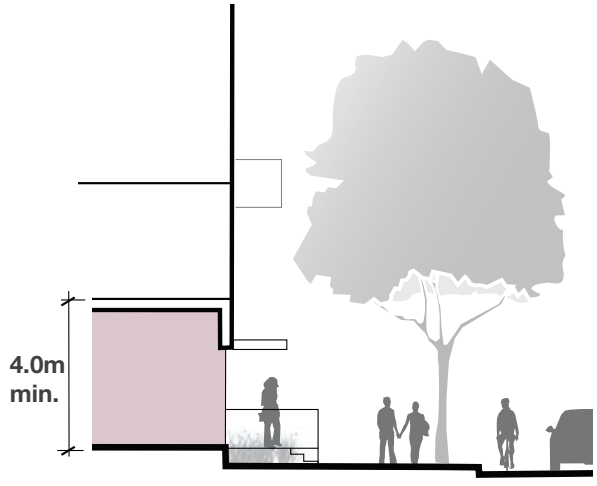
Guideline: Create an active, engaging streetscape designed for pedestrians by incorporating retail, amenity space, lobbies, porches or other uses and features into the lower level(s).

Background:

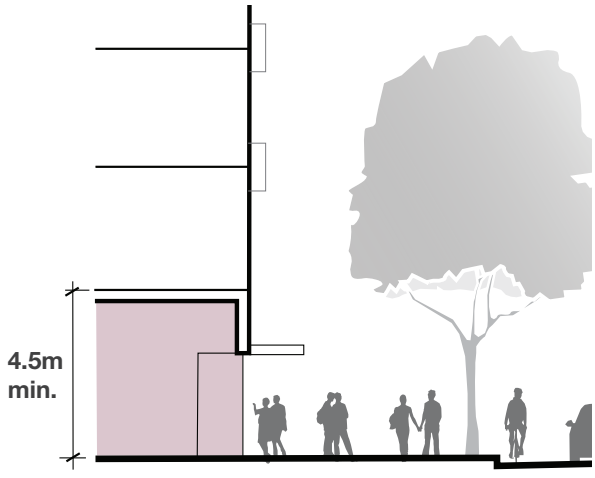
The way in which the ground floor is treated has a major effect on the sense of place and interest of the public realm. A lively mixed-use urban setting is characterized by active uses visible from the street by pedestrians and motorists alike. In residential areas, a well-designed ground floor allows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

Applications:

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



Ground floor height: Residential uses



Ground floor height: Retail commercial uses

4 Integrate retail commercial signage into the architecture to enhance the appearance of the ground floor and contribute to the overall character of the streetscape.

5 At special corners and major intersections, allow for civic spaces if needed by providing sufficient setbacks and animated ground floor uses and design.

6 Face retail or live/work uses at grade directly to the main sidewalk.

7 For retail uses, provide amenity space within a limited setback for outdoor seating or product displays.

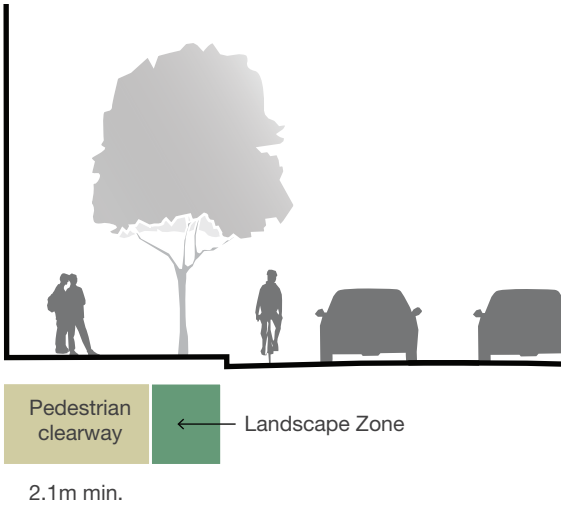
8 Where retail or live/work is not feasible, provide higher floor heights in ground floor that offers the flexibility for conversion in future. Also maximize the number of grade-related units with direct entrances and front yards or porches on the ground floor facing streets and courtyards.

9 For residential uses, establish a landscaped threshold between the private and public realm. Steps, low walls, planting or decorative fencing may be used to define the threshold provided that a visual connection is maintained.

10 Include small front yards to grade related units or amenity areas and increased greening around shared entrances.

11 Employ context sensitive and consistent use of materials and furnishings within public spaces and streets to assist with identity and way-finding.

12 Provide sufficient space in a street's Landscape Zone to permit the growth of healthy street trees. See Brampton's Standard Landscape Construction Specifications and all subsequent



Building setback from street trees.

Retail commercial signage integrated into the architecture

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

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

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

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

2.3.4

Entrances

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

Background:

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

Applications:

1. Address building entries to the public realm while providing visual interest and prominence, so that those who pass by feel they are welcome to enter.
2. Make all public entrances universally accessible. Encourage level entry between sidewalk and interior. Where ramps are unavoidable, integrate them seamlessly into the design of the building. Stairs may play a prominent role in building and site design as an active design strategy, but cannot curtail accessibility.
3. If secondary entrances are justified as a result of parking behind the building, incorporate them into through lobbies which also serve the street entrance.

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

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

Raised private entrances provide for overlook and public-private delineation

Accessible residential lobby entrance

Grade related retail entrances along the street frontage

2.3.5

Street Corners and Vistas

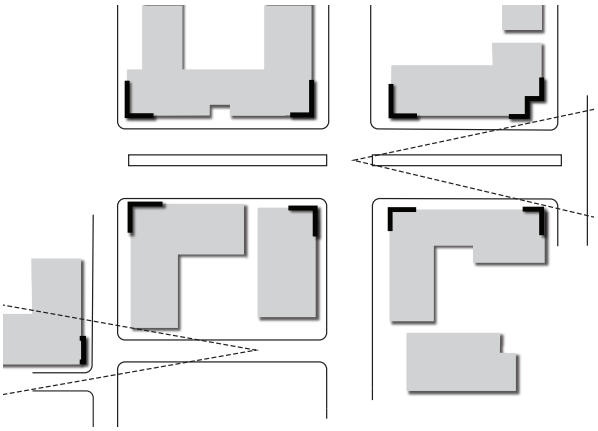
Guideline: Emphasize street and building corners with architectural treatment such as additional height, projections, fenestration and/or other façade treatment.

Background:

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

Applications:

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



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

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

2.3.6

Roofs

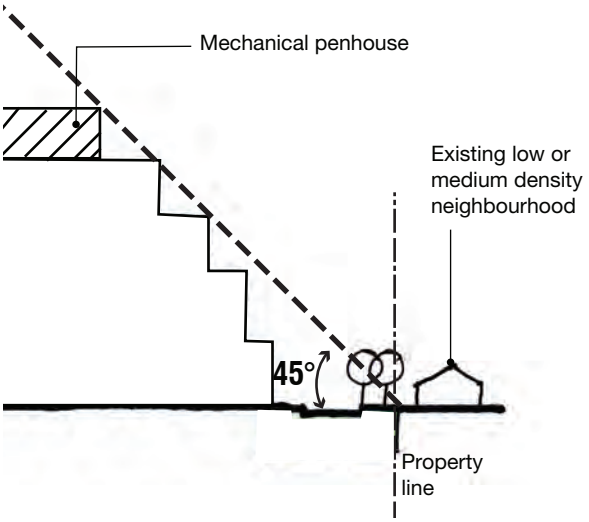
Guideline: Create a consistent and visually appealing roofline, while maintaining an adequate view of the sky from ground level.

Background:

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

Applications:

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

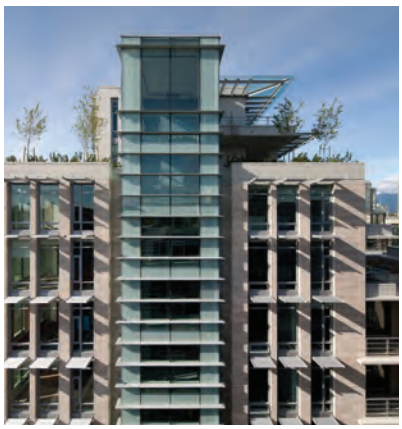


Mechanical penthouses must conform to the angular plane controls.

Mechanical penthouse integrated into the overall design.

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

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



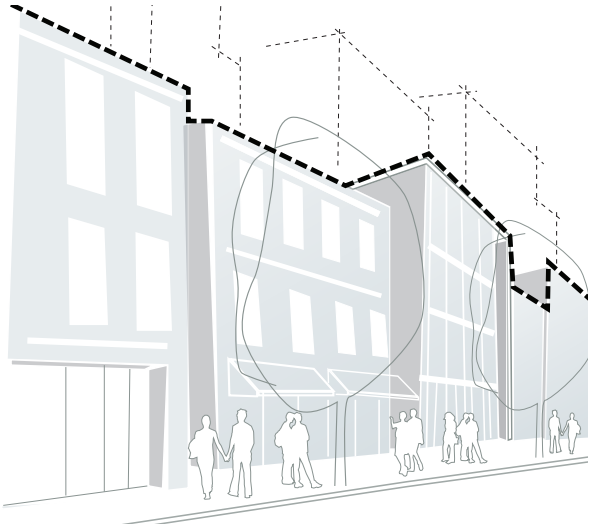
Outdoor amenity spaces integrated into the design of the roof.

5 Form a roofline consistent with that of any adjacent mid-rise buildings.

6 Integrate outdoor amenity spaces such as gardens into the design of the roofscape. Provide private or semi-private amenity space on all roof areas, including terraces or stepbacks.

7 Utilize rooftop plantings to add visual appeal to the building from the street.

8 In the case of mansard or peaked roofs, use exceptionally high quality and visually appealing roofing materials. Choose a colour that contrasts and complements that of the building façade.



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

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

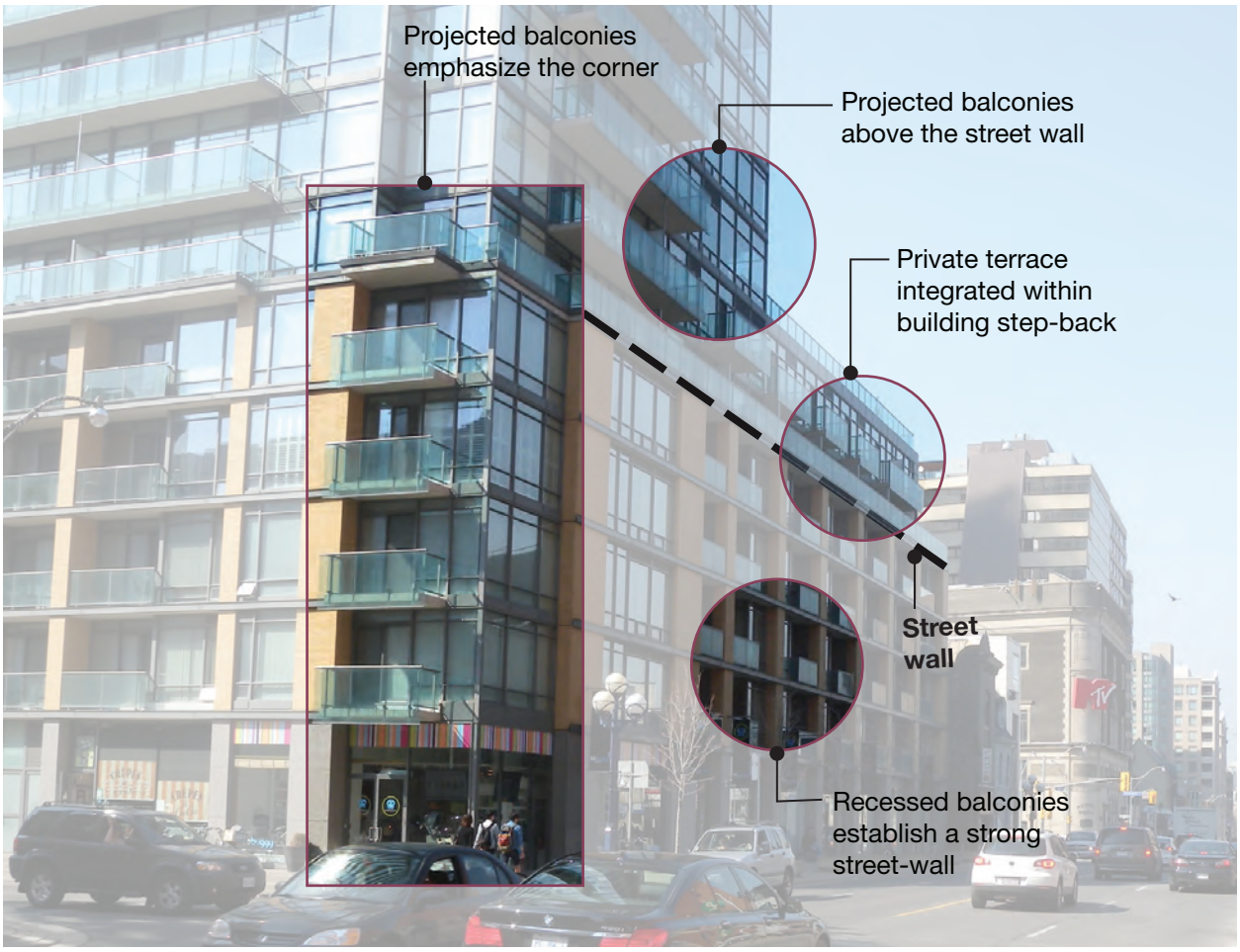
2.3.7

Balconies and Projections

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

Background:

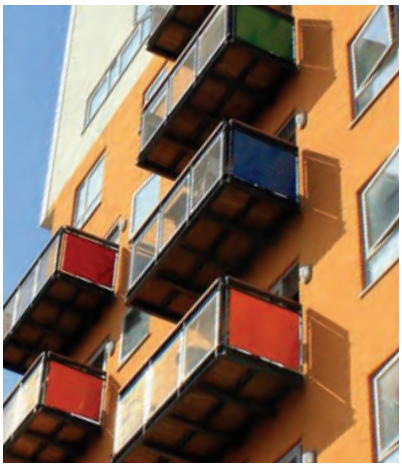
Projections add visual variety and interest to the building façade, and enhance inside-to-outside connections. Bay windows, balconies, canopies, awnings and sunshades provide weather protection for both the pedestrian and the building. A slight setback may therefore be necessary to accommodate these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



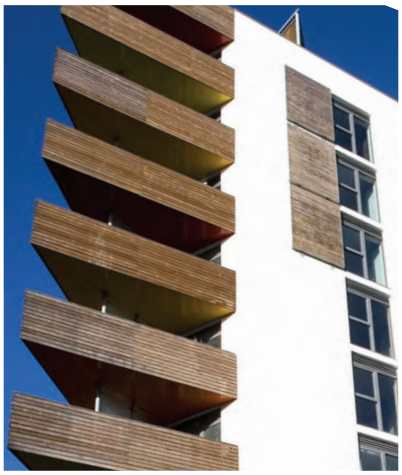
Example of how different balcony treatments for various parts of a mixed-use building can provide visual interest and a sense of continuity to the streetscape

Applications:

1. Maintain balcony projections within the site's original street property line.
2. Extend the building form through the use of projections. Use materials appropriate to the building style.
3. Incorporate architectural treatment to the undersides of balconies visible from the public realm, such as attractively revealed support beams.
4. Use canopies, awnings and sunshades to provide shade and cover for pedestrians.
5. Maintain a consistent canopy style and colour that complements the overall colour and material palette of the building.



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



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

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

City will provide comments on this section later.

2.4

Implementation

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

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

City of Brampton Official Plan

Recommendation: Add specific reference to mid-rise development.

Currently Brampton's Official Plan classifies anticipated scales of development in the Residential Section according to density, i.e., Low, Mid and High Density. In order to effectively promote mid-rise as a desired typology that has significant potential to contribute to the City's intensification goals, the study recommends considering adding language to the OP in the Residential Section (xxx) that defines mid-rise development and identifies where it is encouraged as an appropriate form of development. This section should be fully coordinated with the Mid-Rise section and policies in the Urban Design Chapter 4.11.3.1. and policies 4.11.3.1.1 be updated in accordance with this document.

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

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

Review intensification and high density policies, and coordinate with Section 4.11.3.1, which defines mid-rise MR and speaks about the role of multi-storey buildings, MR and HR.

Recommendation: Review vehicular access limitations associated with road classifications.

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

However, policies for access would be part of general intensifications of existing areas along corridors and HOT.

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

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

Alex: where? Residential or TH?

City of Brampton Secondary Plans

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

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

Recommendation: Review other Secondary Plans where boundaries include Intensification Corridors.
The City should also review any additional Secondary Plans whose boundaries include Intensification Corridors identified in the Official Plan, to determine where mid-rise development may be appropriate along those corridors and if so, whether the policies within should be updated to facilitate this form of development.
Alex: the intensification corridor are currently under review and should be updated to be consistent with Mid-Rise Guidelines.

Zoning By-law

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

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

Alex: what about CMU?

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

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

Development Design Guidelines

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

The current Development Design Guidelines were created, and have evolved, prior to the City's mid-rise study. However, the DDG is currently being updated and planned to be completed by 2019?. As it is intended for the MRG to be incorporated within the City-wide DDG document, it is appropriate at this time to review and harmonize certain standards outlined in both documents, particularly with road design and classification, setbacks, parking, greening, and safety goals and objectives.

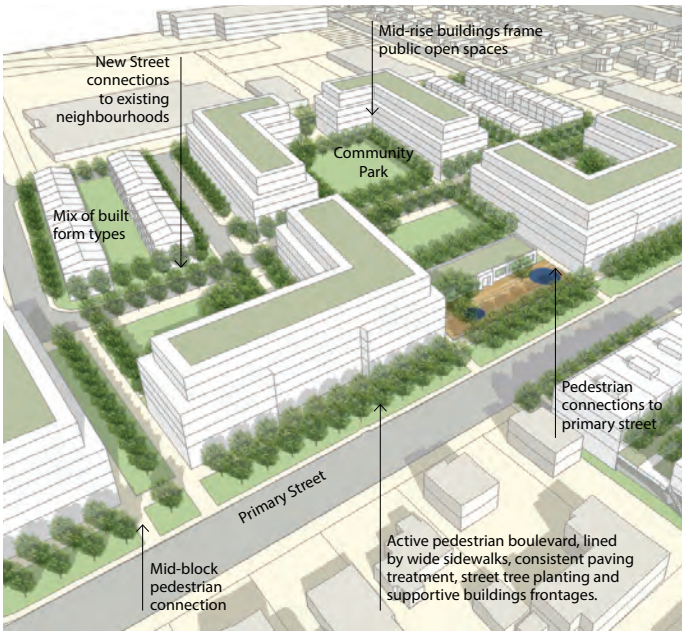
Other City Design Manuals

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

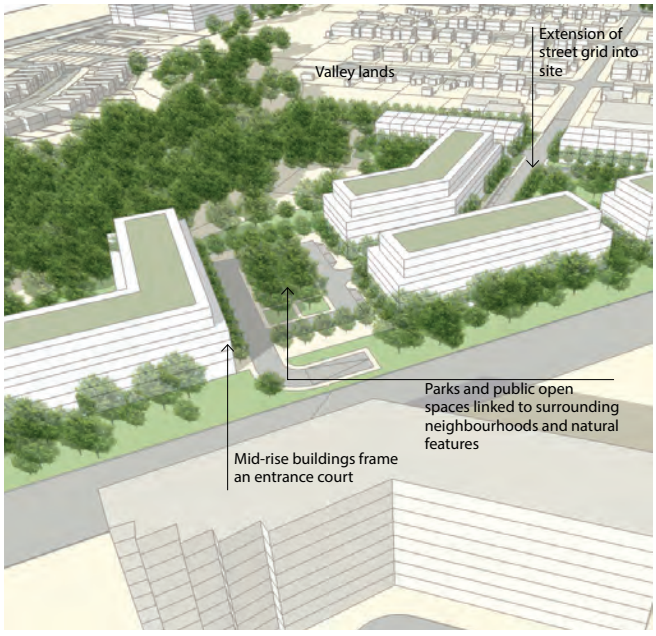
A review and update the existing road cross-sections and other standards applicable for areas where mid-rise development would be permitted is required to ensure consistency.

Prototypical Mid-Rise Applications

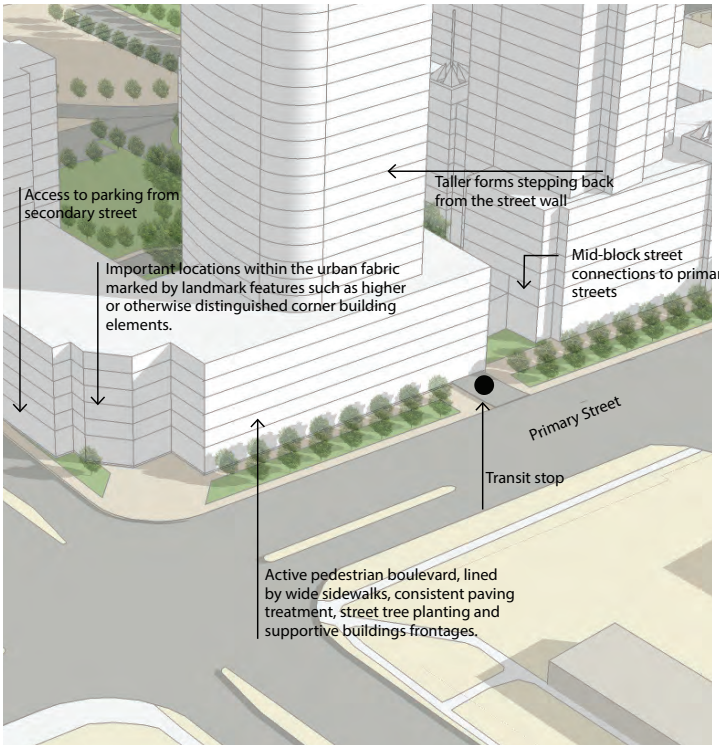
The demonstration diagrams on the following pages illustrate typical mid-rise applications with respect to urban design and built form relationships within Brampton.



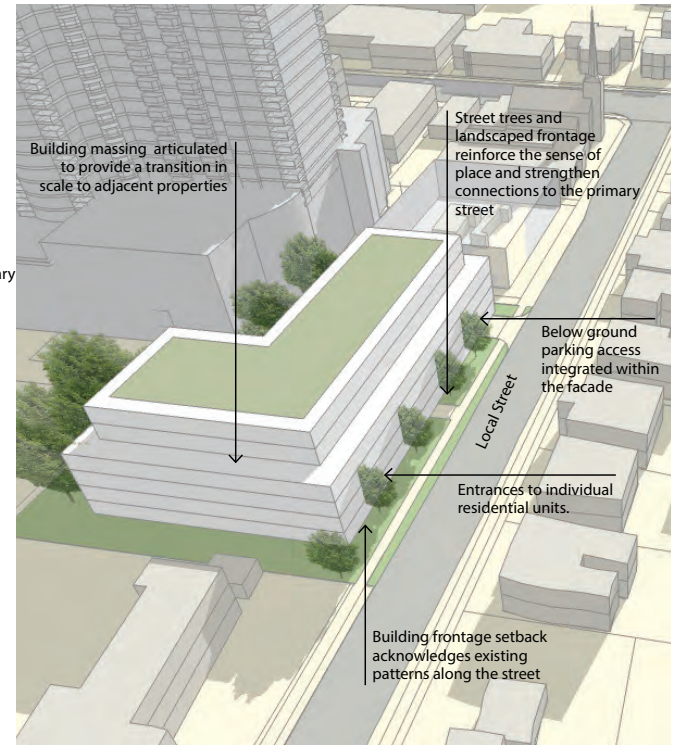
Framing parks, plazas or squares



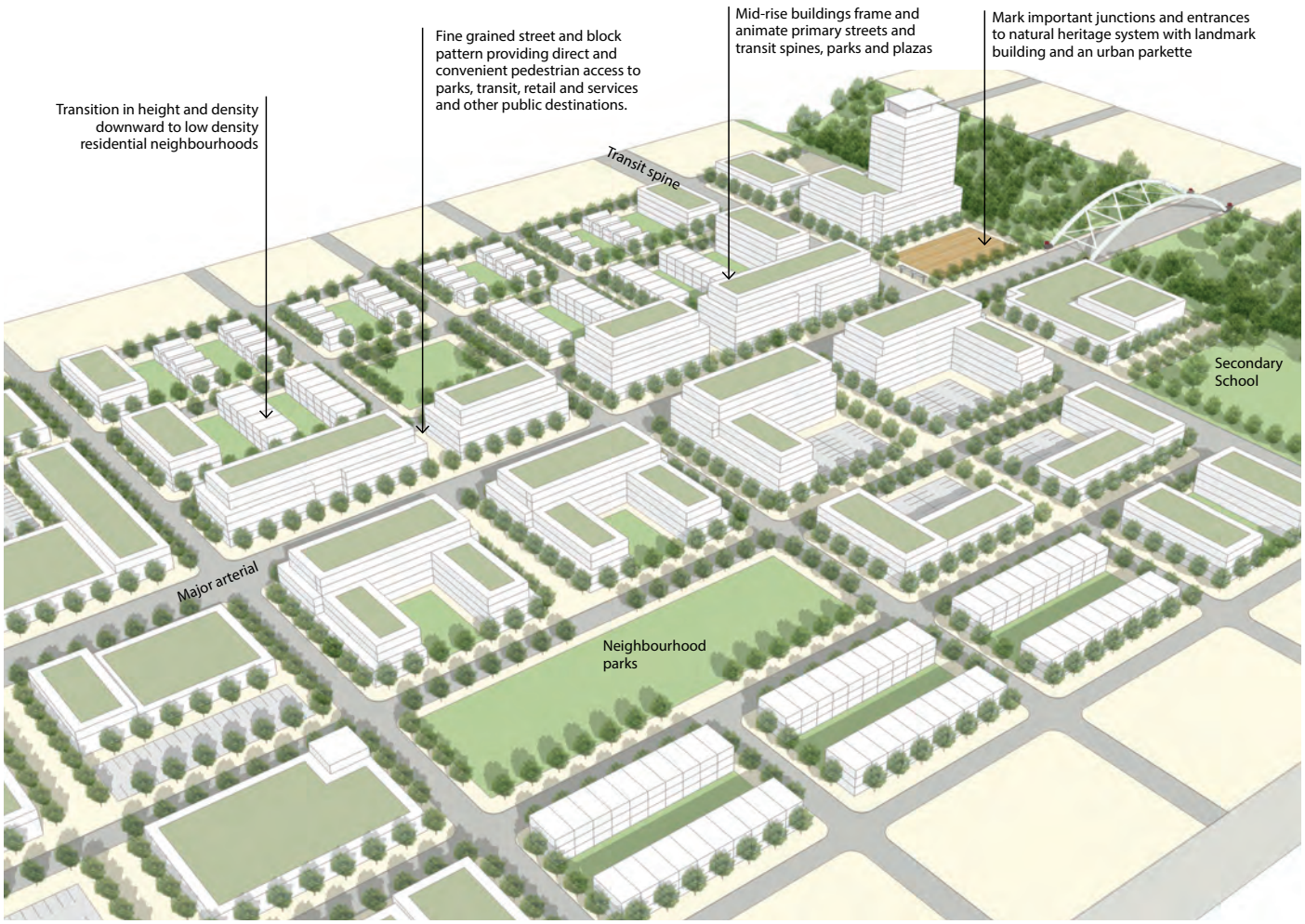
Adjacent to valley lands or natural features



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



Infill along narrow streets



Mid-Rise buildings within new block plans

Mid-Rise buildings within a mixed-use centre

Mid-Rise buildings along a transit stpine

Mid-Rise buildings in a neighbourhood centre

Examples provided by Nada - Hybrid Mid-Rise Typology

Section 3 - Low Rise Single & Semi Detached 3

Precedent photo

3.1 Introduction

These design guidelines replace the City's Chapter 7 of their Architectural Control Guidelines for Ground Related Residential Design (ACGGRRD). They will respond to different forms of low rise development not covered in the previous document, such as contemporary design and upscale executive areas. In addition, these guidelines are updated to reflect best practices throughout the GTA and incorporate current market trends in housing which include the development of small lot sizes.

These guidelines are intended to direct the design of all new low rise development in Brampton and ensure a consistency of hight quality design throughout the City.

3.1.1 Consistency with Policy Documents

These guidelines are informed by provincial, regional and local policy framework to ensure that a consistent direction for planning and development is established through prescribed goals and objectives for low-rise residential development. They also build upon, and should be read in conjunction with:

1. Official Plan Sections 4.11 Urban Design: 4.11.1.2, 4.11.2.4
2. City of Brampton Zoning By-Laws
3. Applicable Secondary Plans

3.1.2 Principles/Objectives

The following principles and objectives focus on the architectural elements and strive to achieve a framework for informing new low rise development that is easily interpreted and can be easily implemented.

Objectives

1. Create guidelines that are user friendly, for both builders and City Staff, with easily identifiable criteria.
2. Establish clear and concise recommendations that promote high quality design for all new low-rise development in Brampton.
3. Establish recommendations that result in safe, active and pedestrian friendly development.
4. Include recommendations for all new contemporary low-rise development in all areas of Brampton.
5. Promote a variety of housing styles and types.
6. Ensure that streets are not dominated by garages and parking.

Pedestrian friendly streetscape

3.2
Typologies

This section captures some of the typical low-rise forms that are currently being built or may be considered in the City of Brampton. The list of typologies is by no means exhaustive, nor is it meant to limit the introduction of other alternative designs.

The typologies considered include:

a) Single-detached Dwellings

b) Semi-detached Dwellings

Variety of housing designs

3.2.1

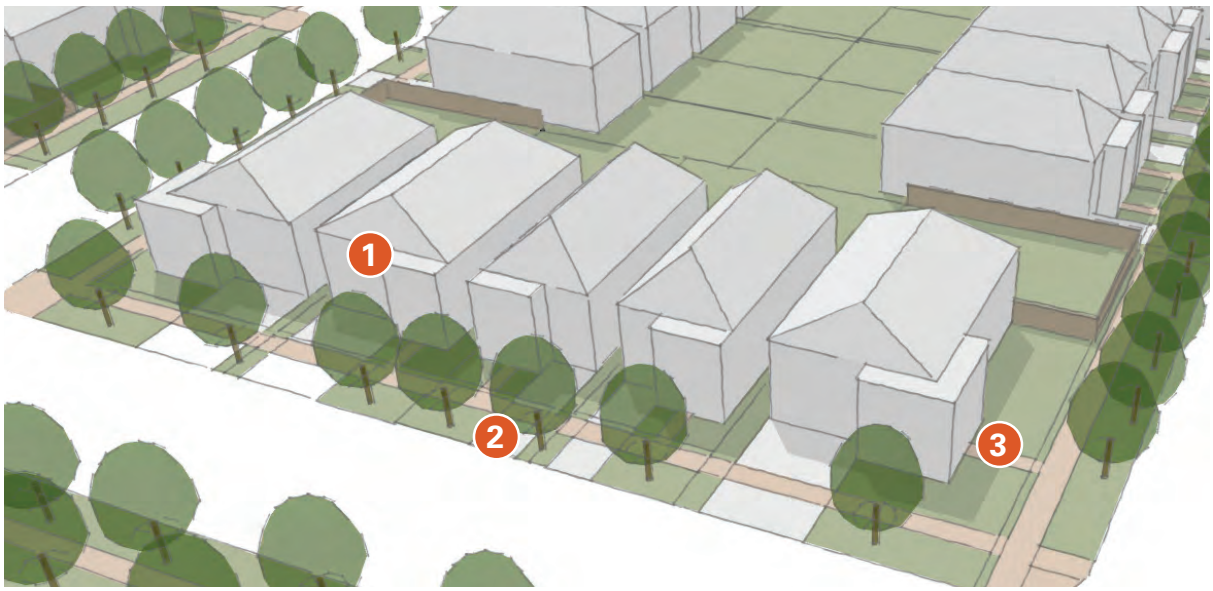
Single Detached Dwellings

Characteristics

1. 1 to 3 storeys in height.
2. Parking access from the street or a laneway.
3. Main entrance is oriented towards the street.
4. Single or double car garages.
5. A variety of garage conditions (refer to section 3.5 of this document).
6. Contemporary and traditional architectural designs.

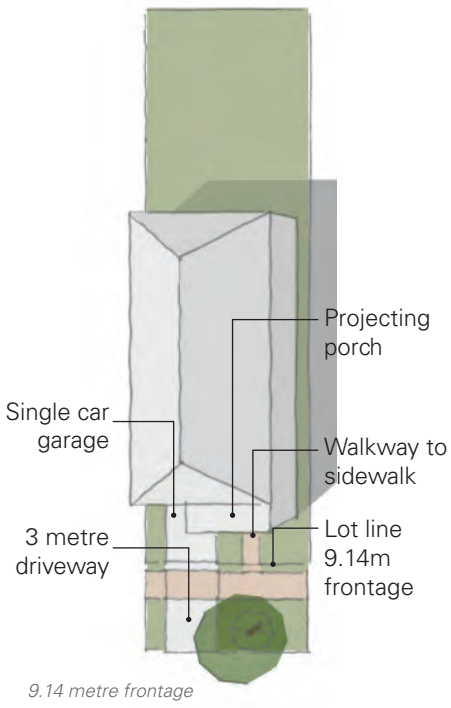
Front-loaded single-detached dwelling, traditional design

Front-loaded single-detached dwelling, contemporary design



Conceptual illustration of the typology characteristics

Conditions



9.14 metre frontage

Less than 12m lot width

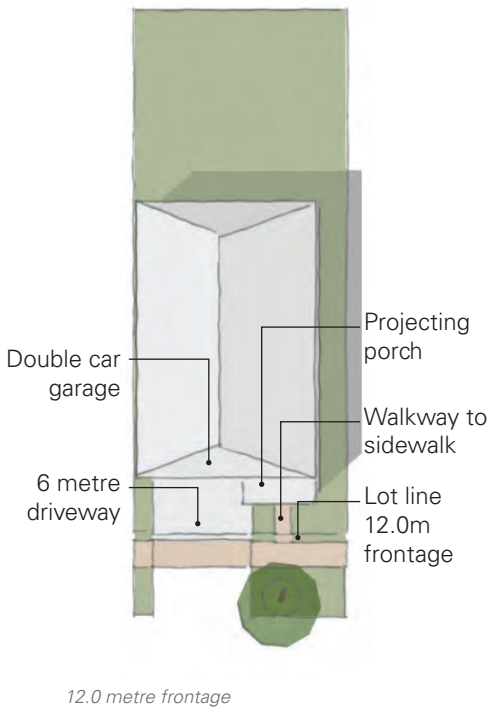
1 Minimum Driveway widths shall be 3m with a maximum of:

- **a)** 4.9m on 8.23m lot widths
- **b)** 5.2 on lot widths up to 9.14m
- **c)** 6.71m on lot widths up to 12m

2 Minimum 2 parking spaces

3 1 car garage on lots up to 9.14m width

4 1.5 car garage on lots up to 10.4m width



12.0 metre frontage

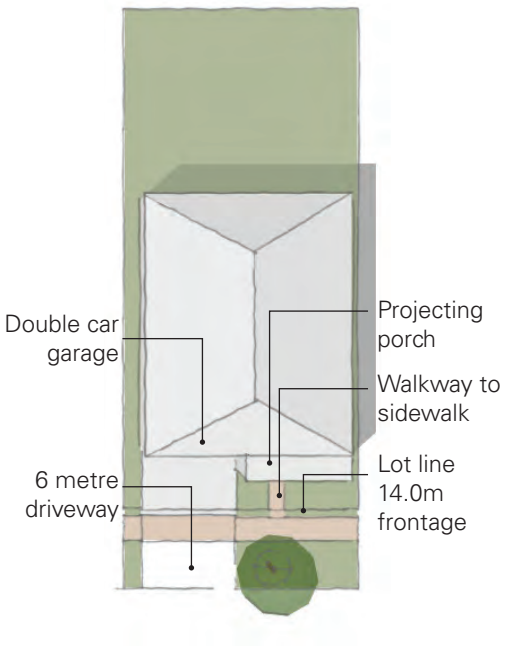
12m to 14m lot width

1 Minimum Driveway widths shall be 3m with a maximum of:

- **a)** 6.71m on lot widths over 12m

2 Minimum 2 parking spaces

3 2 car garage on all lots



14.0 metre frontage

14m and greater lot width

1 Minimum Driveway widths shall be 3m with a maximum of:

- **a)** 6.71m on lot widths up to 15.24m
- **b)** 7.32m on lot widths up to 18.3m
- **c)** 9.14m on lot widths greater than 18.3m

2 Minimum 2 parking spaces

3 2 car garage on lots up to 18.3m width

4 3 car garage on lots greater than 18.3m width (see section 2.5 Garages)

3.2.2

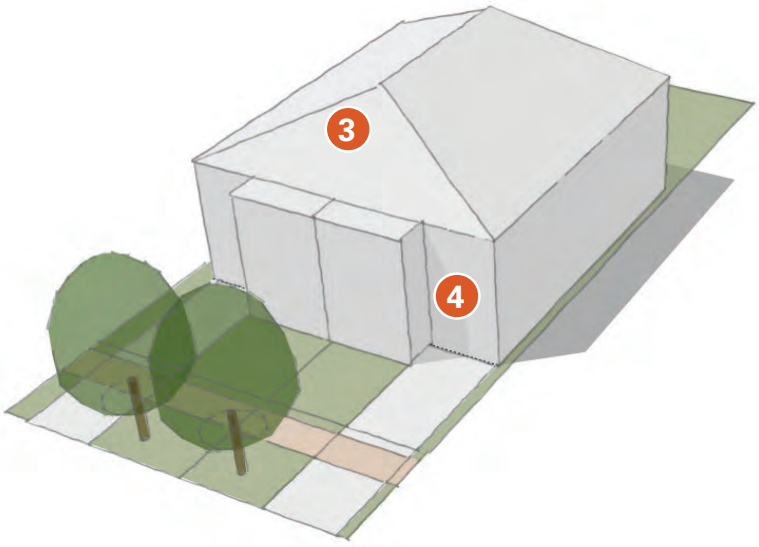
Semi-Detached Dwellings

Characteristics

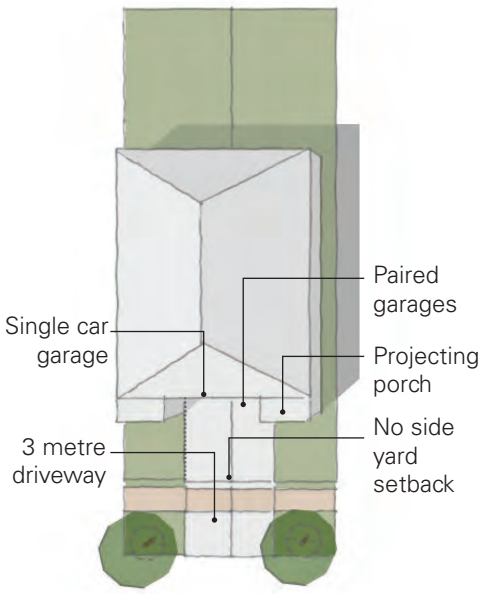
1. 1 to 3 storeys in height.
2. 2 dwelling units share a common wall which extends from the ground level to the roof line.
3. A single unified roof form.
4. Single car garage per unit on front integral garages.
5. 2 car garages per unit accessed from a rear lane.
6. Parking access from a street or a laneway.
7. Continuous and consistent architectural details and materials for both dwellings.
8. Contemporary and traditional architectural designs.

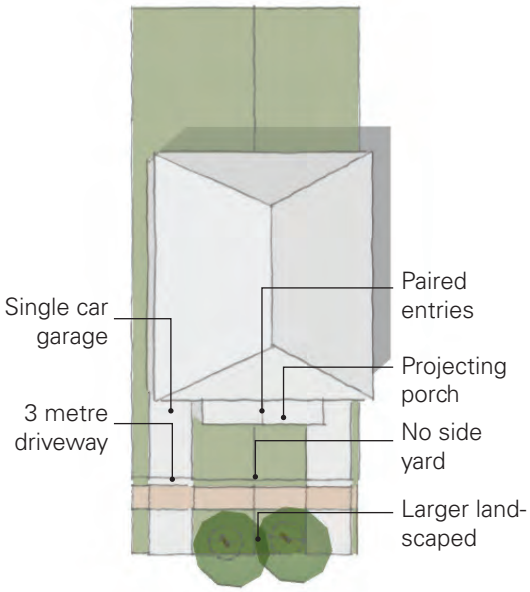
Traditional front-loaded semi-detached

Semi-detached with paired entries



Conditions





14m to 16m lot width (2 dwelling units)

1. Maximum Driveway widths shall be 3m
2. Driveways are paired
3. 1 car garage per unit
4. No side yard setback required be-tween paired garages

14m to 16m lot width (2 dwelling units)

1. Minimum Driveway widths shall be 3m
2. Entries are paired
3. 1 car garage per unit
4. No side yard setback required be-tween paired entries

3.3 Siting

3.3.1 Streetscape + Building Relationship

Design Guidelines

1 Dwelling setback shall be consistent.

2 On long, straight street blocks a variety of front yard setbacks may be provided where lot depths permit.

3 Each block contains a mix of lot sizes.

4 Locate smaller lots at the interior of a block.

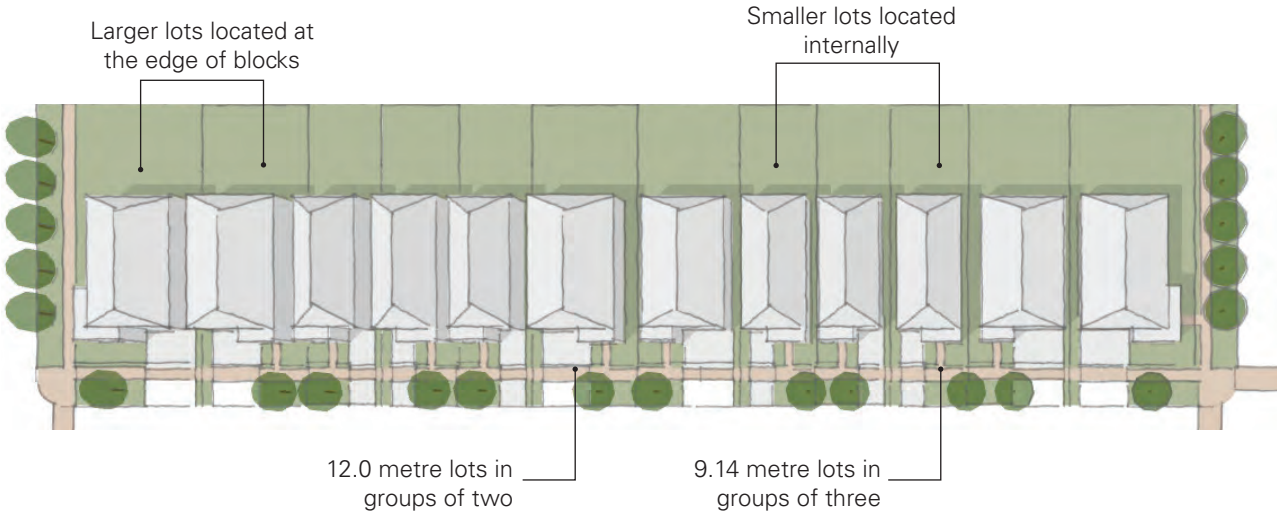
5 The habitable portion of the dwellings should be located close to the street edge.

6 The following may encroach into front, rear and exterior side yards:

- a) bay windows
- b) balconies or decks
- c) porches up to 1 storey

7 Provide a walkway from the front entrance of dwellings to the sidewalk where possible.

Consistent setbacks along a street



3.3.2

Model Repetition

Design Guidelines

8 Each model has 3 distinct elevations

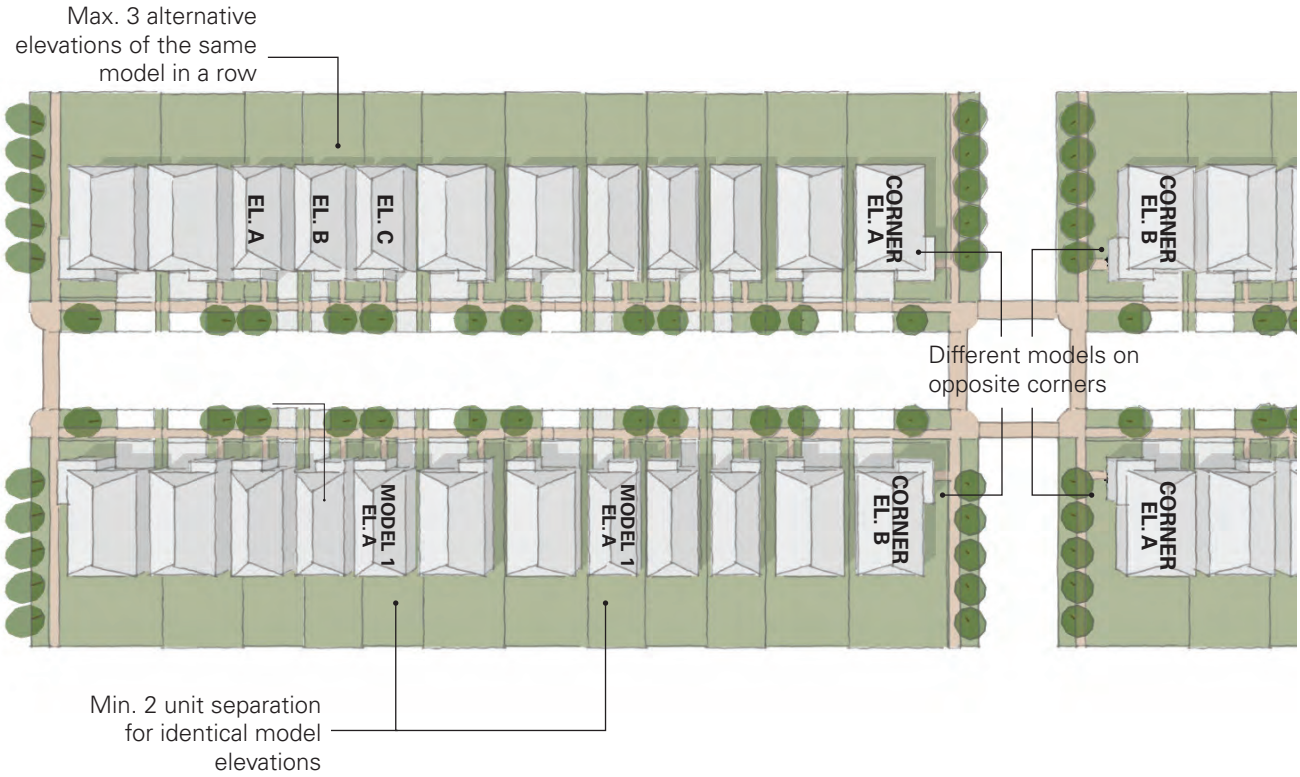
9 Identical building elevations are separated by a minimum of 2 lots.

10 Both units of a semi-detached dwelling may be the same elevation.

11 Both units on a semi-detached dwelling are considered one elevation and can be repeated after 2 lots in-between.

12 Identical building elevations comprise no more than 30% of a street block.

13 Colour packages are separated by a minimum of 2 lots.



3.3.3

Massing

Design Guidelines

14 Bungalows should be designed as 1.5 storey units.

15 Bungalows are not sited beside 3 storey buildings

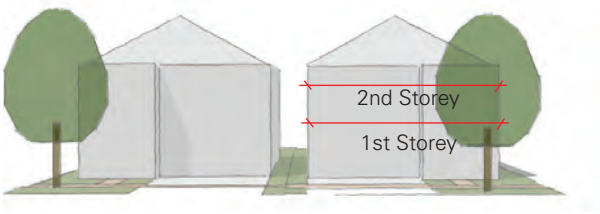
16 Bungalows are sited in groupings of at least two.

17 Two story dwellings are sited in groupings of at least two.

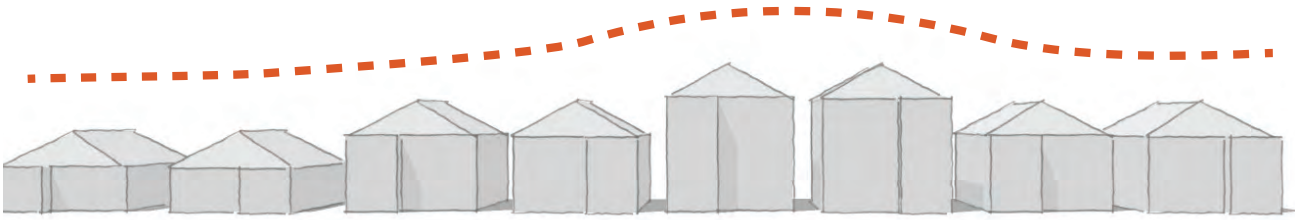
18 Three storey dwellings are sited in groupings of at least two.

19 Appropriate transitions are considered for all unit types to avoid drastic changes in height.

20 Width of the first floor and top floors of a dwelling are the same.



Consistent width from the 1st to the 2nd storey of the dwelling.



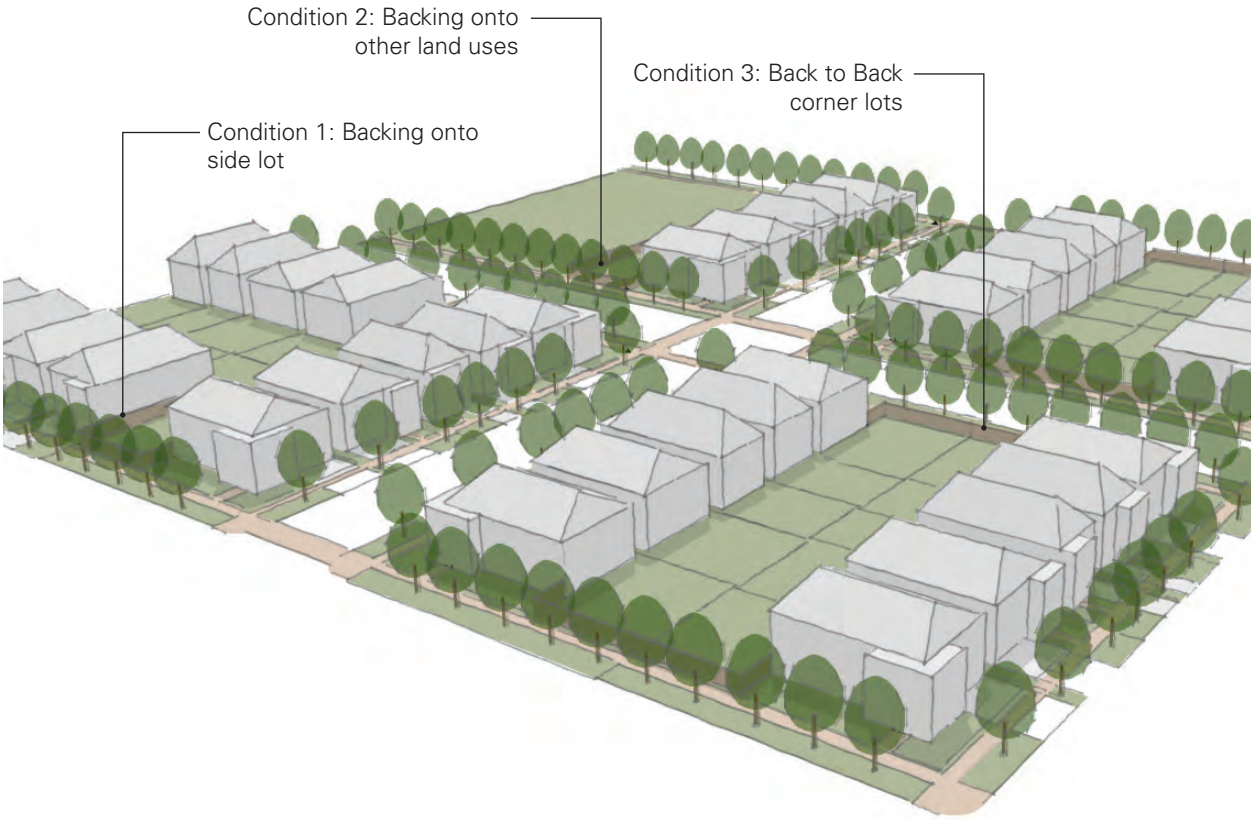
Natural transition in height.

3.3.4

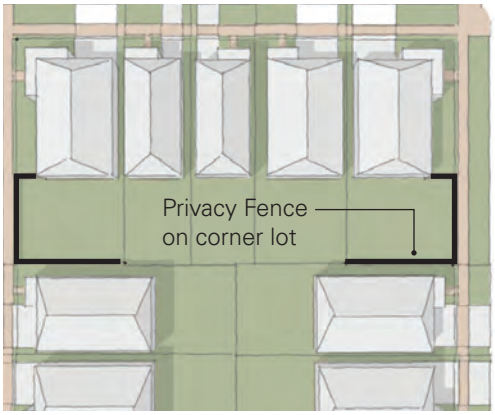
Privacy Fencing

Design Guidelines

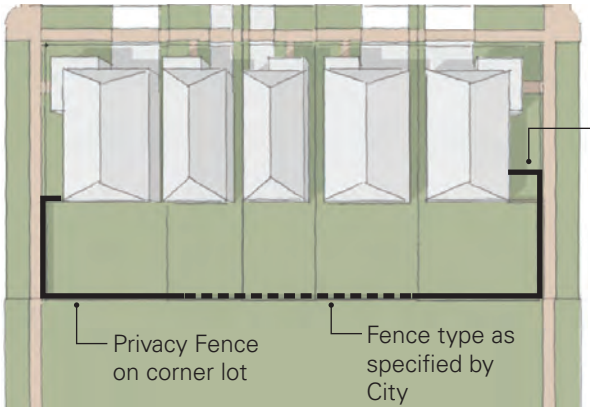
1. Provided on all corner lots where the rear yard is exposed to the street.
2. Maximum fence return is up to 35% of the rear portion of the flankage wall of a dwelling.
3. Minimum 1.8m height.
4. Fencing design is consistent throughout a development.
5. Gate provided on the portion of the fence that returns from the lot line to the side wall.



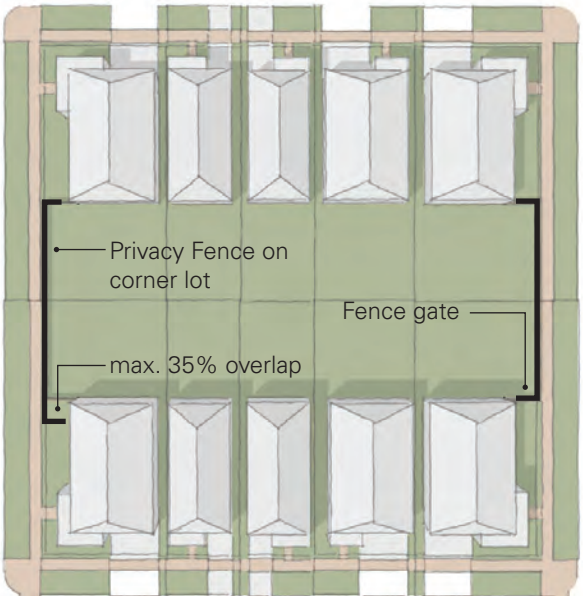
Demonstration plan of fencing conditions for low rise development.



Condition 1



Condition 2



Condition 3

Example of a privacy fence.

3.4 Architectural Design

3.4.1 Architectural Details

Architectural Style

1 Traditional and contemporary architectural styles may be used.

2 Facade details on building designs are consistent with their intended architectural style.

3 Elements of historic detailing are not mixed with detailing of other architectural styles.

4 A variety of architectural styles shall be used on a street.

Architectural Detailing

5 Architectural details include:

- a) brick soldier coarse banding or lintels, quoined corners, piers and corbelling
- b) precast sills, lintels, keystones and imposts
- c) stone accent features such as plinths or projections
- d) stucco details such as lintels, cornices, window surrounds, etc.
- e) window and door casings, louvers, frieze boards, cornice and other moldings

6 Masonry details project a minimum of 12mm from the wall face

Architectural details such as brick soldier coarse banding and precast stone

Precast sill detail on a 2nd storey

A variety of architectural styles along a streetscape.

3.4.2

Main Entry Details

Main Entrances

1 Framing elements to articulate the front entry such as porches, arches and materials.

2 Sidelights, transoms and door glazing to allow natural light at the entry.

3 A variety of front door styles is required.

4 CPTED guidelines discourage the use of alcoves and recessed doors.

5 Steps are designed as an integral component of the unit.

6 Front entry with more than three steps are poured in place concrete with masonry surround.

Porches and Entry Features

7 All front entries are covered.

8 Majority of dwellings have entry features such as a porch, portico and/or balcony above.

9 Porches are 1.5m to 2.0m in depth.

10 Porch width should encompass the entry door and windows on the front facade.

11 Porch railings are maintenance-free, pre-finished railings.

12 A variety of column styles such as single column, double columns and columns with masonry base.

13 A variety of column railings:

- a) pre-finished aluminum
- b) vinyl
- c) wrought iron
- d) painted wood

14 Exposed frieze located at the top of support columns and underside of soffit.

Example of a front porch with seating area.

Entries are covered

Decorative porch railing

3.4.3

Windows + Doors

Windows

1 Coordinated through horizontal and vertical orientation.

2 Consistent window treatment for individual dwellings.

3 Located to maximize daylight and reduce need for indoor lighting.

4 Larger windows at ground level

5 Windows should be maintenance free.

6 Thermally sealed, double glazed and either casement, single hung or double hung type.

7 Black glass is not permitted.

8 Transom windows incorporated where floor heights permit.

9 Windows on interior side elevations positioned away from windows of adjacent dwelling.

10 Window frame colours are compatible with exterior colour package.

Doors

11 Sliding doors not permitted on front and exposed elevations.

12 Single entry doors incorporate sidelights and/or transoms.

Variety of window treatments are used.

Entry door with transoms

3.4.4

Roofs

Design Criteria

1 A variety of roof forms are offered such as:

- a) cottage or hipped roof
- b) front gable
- c) side gabled
- d) cross gabled
- e) mansard
- f) flat roof

2 Variety of roof configurations is required, including accent gables, dormers, porches and variation of roof ridges.

3 Different roof designs for alternate elevations of the same model.

4 Accent materials in gables.

5 Consistent minimum overhang of 230mm for soffit.

6 Frieze board under roof soffit.

7 Fake dormers are not permitted

8 Stacks, gas flutes and vents located on the rear slope of the roof where possible.

9 Gas flutes located as close to the roof ridge as possible.

Roof Pitch

10 General Roof Pitches:

- a) minimum 6:12
- b) 7:12 on main roof facing the street
- c) Steeper pitch for gables within the main roof
- d) 5:12 on secondary roofs such as porches and garages.
- e) 8:12 on single storey units
- f) 6:12 on front and rear facing slopes of two to three storey dwelling

11 Higher or lower roof pitches used where the architectural style of the dwelling commands.

Gable details

Decorative trim

Gable detail

Consistent and compatible rooflines

3.4.5

Skylights + Solar Panels

Design Criteria

1 Skylights and solar panels are encouraged to be designed as integrated parts of residential homes.

2 Locate skylights and solar panels away from public views whenever possible.

3 Use only flush mount skylights.

4 Locate frames and plumbing lines away from public views and ensure that their colours are similar to the colours of the roof tiles.

5 Ensure solar panels are located within roof lines.

6 Ensure that the array of solar panels is sited to reinforce the horizontal and vertical patterns of the roofs.

7 Ensure that solar panels align with the horizontal rhythm of the windows and doors associated on visible facades.

To overcome the aesthetic issues of traditional solar panels when located visible to the public, the designer shall:

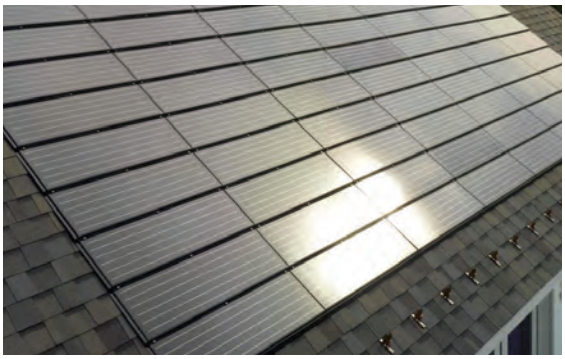
8 Avoid aluminum frames and white backing sheets.

9 Ensure that solar panels seem less obvious by choosing colors that are similar to the roof tiles' colors.

10 When feasible, set PV panels flush with the roof, replacing sections of roof fabric.

Flush mount skylights are designed as an integral part of the unit.

Solar panels are located within the roof line. (source: Howe Custom Home Builders, Solar Energy, 48 SunPower's Signature All Black panels)



Solar panels fit flush with roof tiles for more aesthetic look. (source: Solar Power World, An alternative to typical solar installations: Building-integrated photovoltaics, By Kelly Pickerel July 27, 2015)

Solar panels replacing sections of roof fabric. (source: Energy Clever next generation energy solutions, Solar PV, an "in roof" solar panel system, black panels fit flush with roof tiles for more aesthetic look)

3.4.6

Utilities + Mechanical Equipment

Design Criteria

1 Utility meters shall conform to utility company standards.

2 Located on interior side yards.

3 On exposed elevations, metres are screened:

- **a)** integrated into a wall
- **b)** landscape surround
- **c)** placed behind a change of plane towards the rear of the elevation

4 Location of utility boxes determined at Draft Plan or Subdivision Design stage.

5 Air conditioning units, dryer vents, exhaust fans, furnaces and hot water tanks located on rear elevations.

3.4.7

Garbage Storage

The storage of garbage containers relates to the desire to provide garbage storage in a location that does not detract from the streetscape.

Design Criteria

1 Homes should be designed to provide for orderly storage of garbage through:

- **a)** deeper garages by 1.5m
- **b)** space and easy access for storage in the back-yard where not visible from the street.
- **c)** space and easy access in the side yard behind an enclosed fence.

2 Narrow lots are deeper to allow for garbage storage.

3 For side yard garbage storage, the side yard fence and gate is set back 3m from the front plane of the house.

4 Oudoor storage containers are designed in keeping with the architectural design of the dewlling.

Utility meters discreetly located in the porch wall

3.4.8

Municipal Address Signage

Design Criteria

1. Placed prominently on the front facade.
2. Minimum 100mm (4") tall.
3. Simple, legible font face.
4. Acceptable designs include, but not limited to:
   - **a)** etched masonry plaques set into the wall cladding.
   - **b)** pre-finished ceramic or plastic plaques set into a bezel.
   - **c)** pre-finished metal plaques.
   - **d)** individual metal numbers.

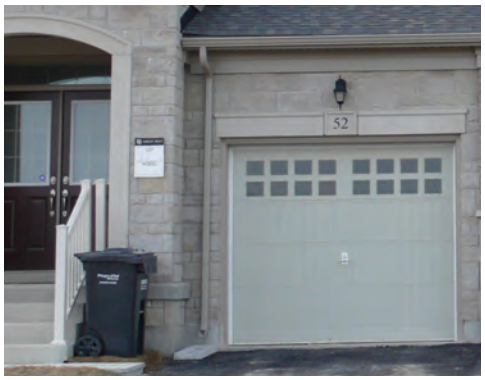
3.4.9

Lighting

Design Criteria

1. Placed at each entrance of the dwelling.
2. Placed at all garage openings with a minimum of 1 light fixture per garage door.
3. Small "jam jar" style fixtures are not permitted on exposed elevations.

Municipal address located centrally over the entry.



Municipal address located centrally over the garage.

Lighting at entries

3.4.10

Exterior Materials

Wall Cladding

1 Main wall cladding materials include:

- a) brick masonry
- b) stone
- c) stucco
- d) cementitious siding

2 Two main massing materials can be used.

3 Third massing material can be used as an accent located in gables, box-outs and bay windows.

4 False fronting is not permitted.

5 Metal flashing matches wall cladding or roof.

Siding and Stucco

6 All siding to be cemetitious siding or high quality vinyl such as 'board and batton'.

7 A continuous masonry plinth/base provided on exposed elevations.

8 Siding to be framed with 150mm (6") trim boards.

9 Contrast but compatible colour used for trim boards.

Roof Materials

10 Asphalt shingle shall predominate.

11 Colours to be grey, black and brown tones.

Brick as main massing material

Brick and cementitious siding material

Stone and brick material with accent stucco features.

3.4.11
Exterior Colours

Design Criteria

1. A variety of colour packages are offered.
2. Different colours within a colour package are compatible.
3. A variety of siding and stucco tones are offered.
4. Soffits, eave troughs, frieze boards and fascias are the same colour for each dwelling.

Example of stucco facade

3.4.12
Material Returns

Design Criteria

1. On exposed elevations, material changes occur at a change of plane.
2. On interior elevations materials from the front facade can terminate at:
   a) 1200mm (47")
   b) rain water leader
   c) location of hydro meter with no less than 1000mm (39") return
3. Materials and architectural details terminate to the same distance.

3.4.13
Foundations

Design Criteria

1. Maximum of 250mm (10") of concrete foundation wall one exposed elevations.
2. Maximum of 300mm (12") of concrete foundation wall on interior elevations.
3. Foundations are check-stepped where sloping occurs.

A variety of colours and materials along a streetscape

3.5 Garages

All garages shall comply with relevant City zoning and by-law requirements.

Design Criteria

1. A variety of garage door styles is offered.
2. A variety of garage conditions is offered.
3. Glazed door panels provided on all garage doors.
4. May be single car, two car or tandem.
5. For double car garages:
   - a) two single bay doors separated by a masonry pier
   - b) one single door with the appearance of two single bay doors (18 ft.) or wider:

Garage Conditions

1. Attached garages
2. Detached garages

Examples of garage door styles

3.5.1

Attached garages

Design Criteria

1 Garages are a natural extension of the building design, massing and materials.

2 Attached garages may be:

- a) front facing
- b) side facing
- c) facing rear lane

Integral Front Facing Garages

3 A variety of integrated front facing garages are offered:

- a) Recessed
- b) Flush
- c) Projecting

4 Flush or recessed from the main wall face where no porch is present.

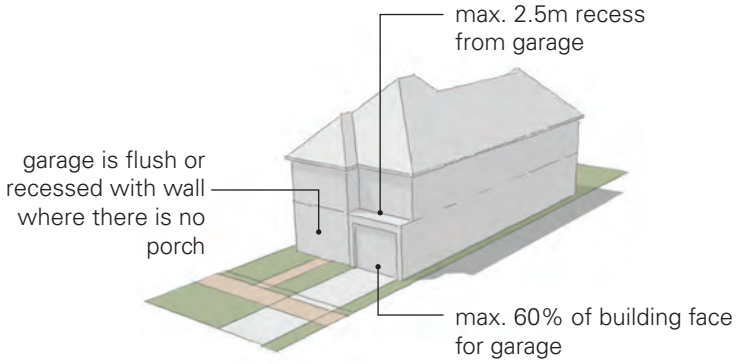
5 Maximum 1.0m projection from the wall face where a porch is present.

6 Garage width is a maximum 60% of the building face width.

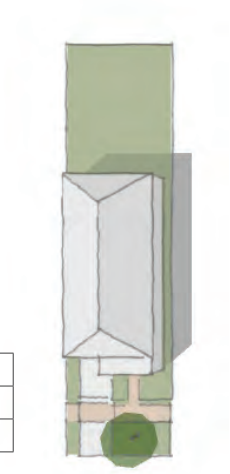
7 Maximum 2.5m recess from the garage face for a second storey built over garage.

8 6m setback from the sidewalk.

9 Minimum 7.0m setback from the rear lot line when accessed from the street.

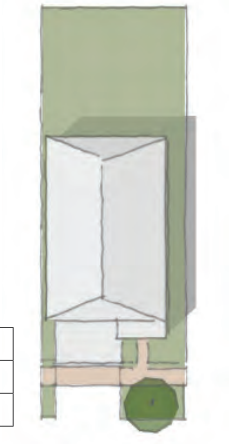


Lot Frontage	11.5
Building Width	9.7m
Garage Type	1.5 car or tandum

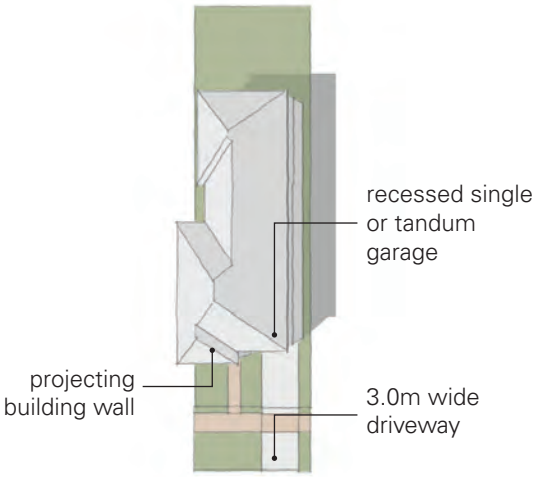


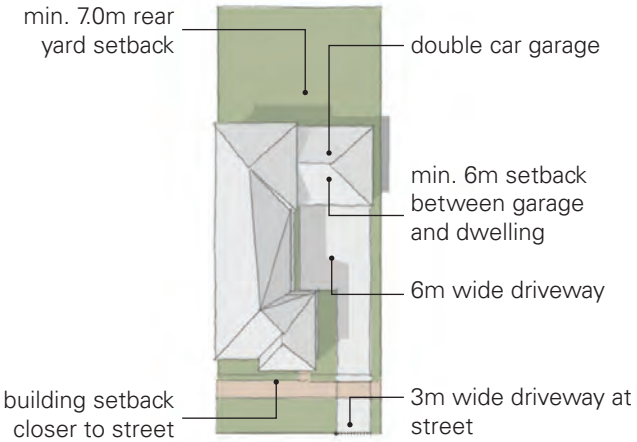
11.5m frontage with single car attached garage street access

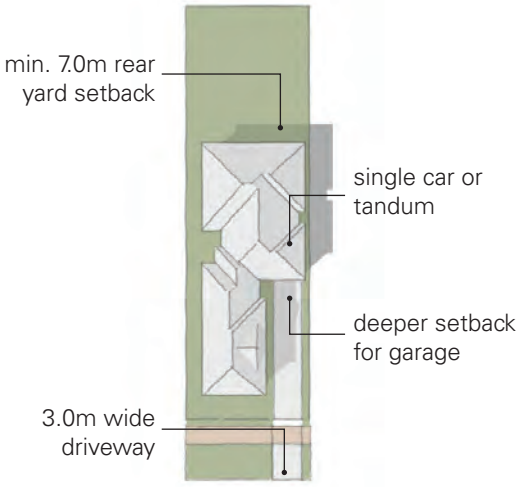
Lot Frontage	12.0m
Building Width	10.2m
Garage Type	2 car

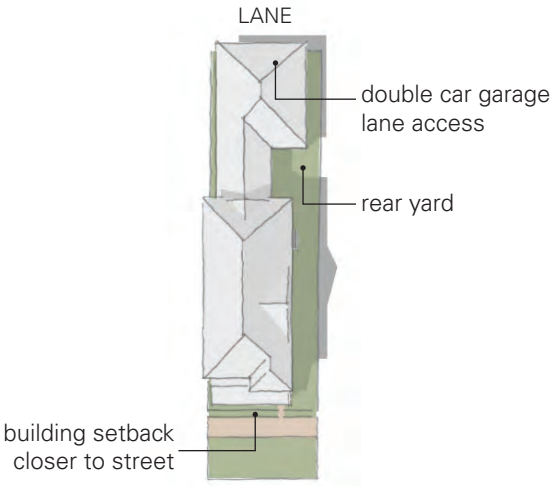


12.0m frontage with double car garage street access


recessed single
or tandum
garage
projecting
building wall
3.0m wide
driveway

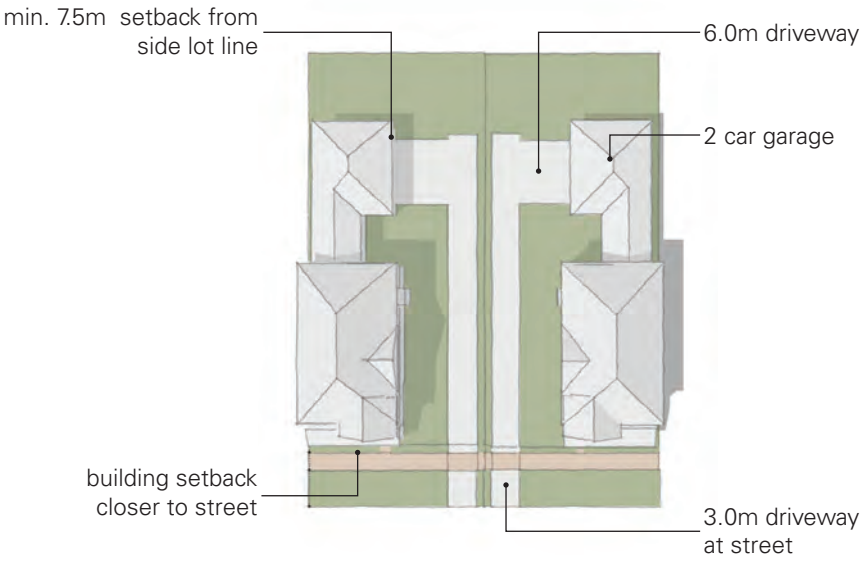

min. 7.0m rear
yard setback
double car garage
min. 6m setback
between garage
and dwelling
6m wide driveway
building setback
closer to street
3m wide driveway at
street


min. 7.0m rear
yard setback
single car or
tandum
deeper setback
for garage
3.0m wide
driveway


LANE
double car garage
lane access
rear yard
building setback
closer to street

Side Facing Garages

1. May occur on lots with 15.0m frontage or greater
2. Maximum of four sited in a row.
3. Driveways paired to create courtyard between 2 units.
4. Minimum of 6 lots separate each grouping of four.
5. May not be sited on corners.
6. Minimum 7.5m side yard setback for garage door.
7. Projection of entry steps does not interfere with the driveway.
8. Maximum 6.5m driveway width at the street.



3.5.2

Detached garages

Design Criteria

1 Detached garages may be:

   a) accessed from the street

   b) accessed from a rear laneway

2 Driveways with street access are a maximum 3.0m wide at street.

3 Driveways can be accessed from the side street to the interior lot line on corner lots.

4 Can accommodate one to two cars.

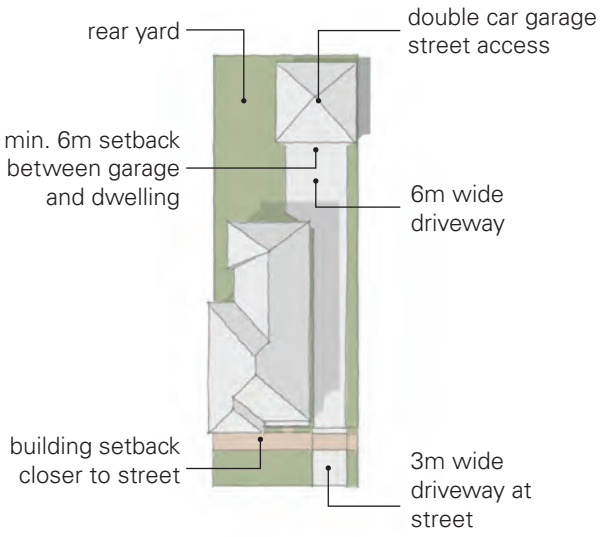
5 Have consistent main cladding materials as the exterior of the main dwelling.

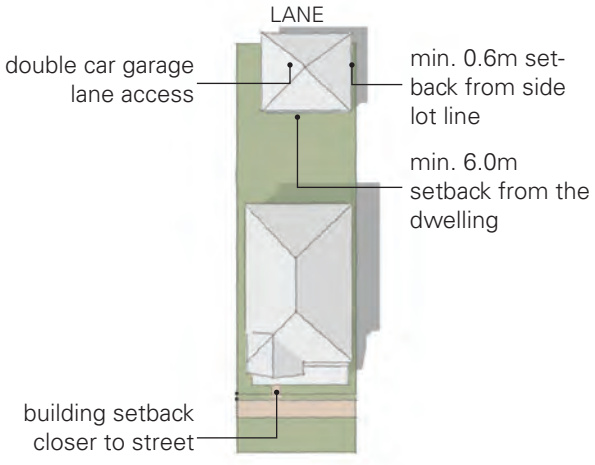
6 Are setback a minimum of 6.0m from the dwelling.

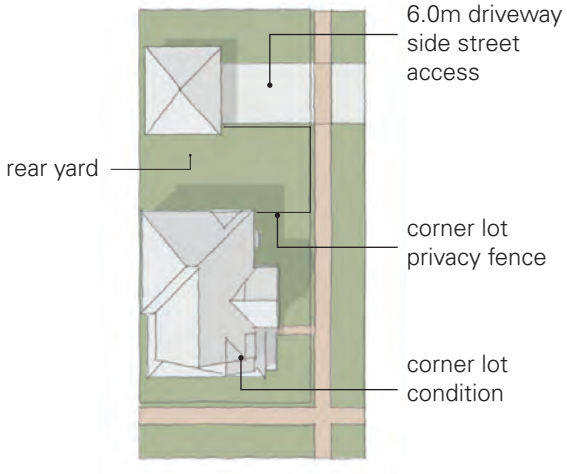
7 Are setback a minimum 0.6m from the side yard.

8 Are maximum 4.5m in height

9 Garages for two lots may be attached along one side where accessed from a laneway.







Attached front garage

Detached rear garage street access

Side facing garage street access

Deeper setback garage street access

Attached garage lane access

Detached garage lane access

3.5.4

Dropped Garage Conditions

This condition occurs where a garage drops more than 600mm (2'-0") below what is indicated on the working drawings.

Suggested Treatments

1. Increase the garage door height.
2. Lower the garage roof.
3. Additional detailing above the garage such as masonry detailing or a louvre.
4. Window above the garage door.
5. Cambered or arched lintels over garage door.
6. Centre light fixtures over garage doors.

Arched lintels and central light fixtures over garage doors.

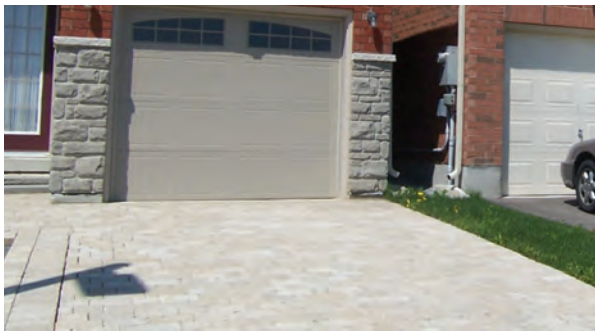
3.5.5

Driveway Treatments

All driveways shall comply with relevant City zoning and by-law requirements.

Design Criteria

1. Finish materials:
   - a) asphalt
   - b) interlock pavers
   - c) patterned concrete
2. Joined at the common property line for semi-detached dwellings
3. Located away from parks and open spaces.
4. Located away from "T" intersections
5. Located furthest from the intersection on corner lots.
6. Maximum 6.5m width at the street.



Alternative driveway treatment to asphalt.

Maximum 6.5m driveway width at street.

3.6 Priority / Focal Lots

3.6.1 Design Criteria

Conditions

a) Gateway Lots

b) Corner Lots

c) Lots facing, adjacent to or backing onto parks, open spaces and pedestrian links.

d) Window Street Lots

e) Lots which terminate at a "T" intersection of two streets

f) Adjacent to heritage buildings.

General Design Guidelines

The following criteria will apply to all exposed elevations:

1 Articulated walls through changes of plane.

2 Substantial window openings.

3 Window placement organized in a horizontal and vertical grid both in alignment and size.

4 Consistent and continuous main massing material and architectural details..

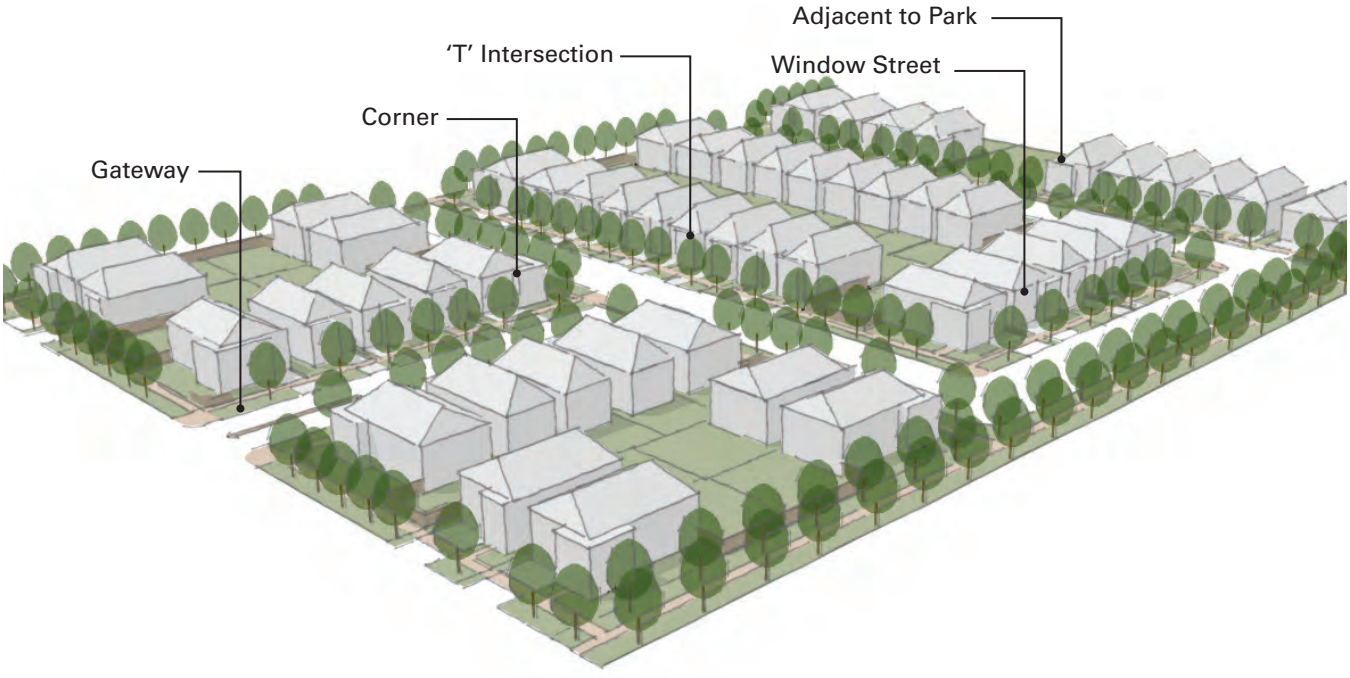
5 Upgraded window treatment and surrounds.

6 Variation in roof lines.

Exposed elevations may also include:

7 Introduction of gables, dormers and/or bay windows.

8 Decorative panels/louvres.



3.6.2

Corner and Gateway Lots

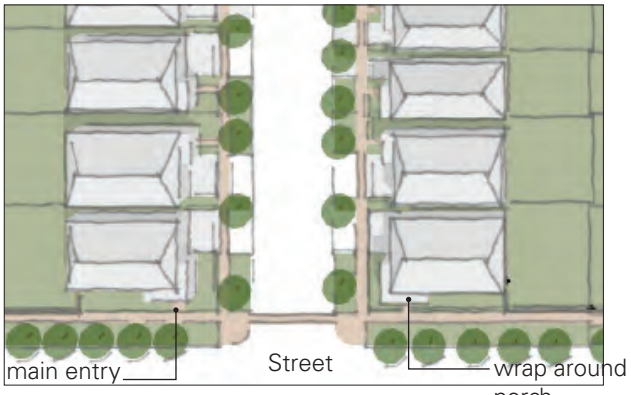
In addition to the general design criteria for upgraded elevations, the following will also apply.

Design Criteria

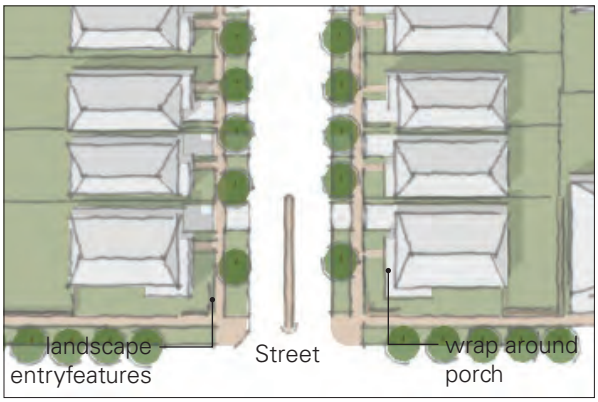
1. 2 storey minimum.
2. Corner lot model designs required.
3. Main entry located on the flankage elevation where possible.
4. Option for a wrap around porch.
5. Active living space at the corner.
6. Additional architectural feature at the corner such as gables, bay window, towers or turrets where consistent with the architectural expression of the dwelling.
7. Stone as main massing material for gateway units where possible

Fencing and Landscaping

8. Coordinated privacy fencing design for all corner lots.
9. Landscape and/or feature at the gateway.
10. Decorative fencing at the gateway.
11. Gateway materials coordinated with gateway features if possible.



Corner lot condition



Gateway lot condition

Corner lot condition

Gateway condition

3.6.3

Lots Facing / Flanking Parks / Open Space / Pedestrian Linkages

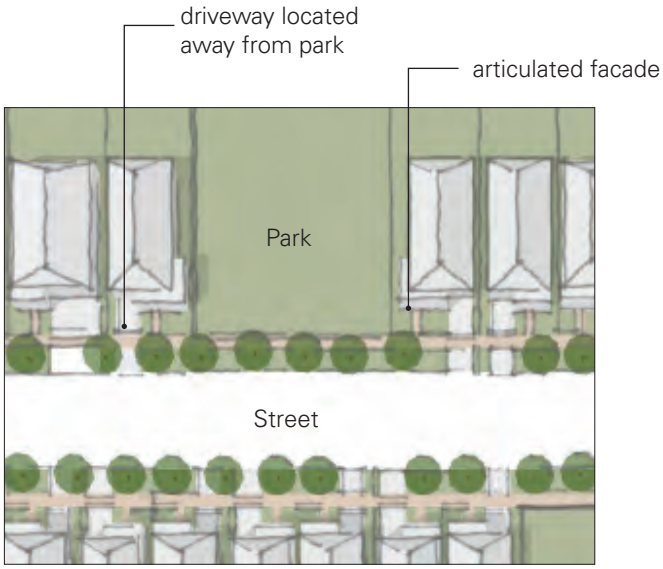
In addition to the general design criteria for upgraded elevations, the following will also apply.

Design Criteria

1. Driveways located away from parks and open spaces.
2. Full porch for majority of dwellings facing parks.
3. Enhanced roof forms with gables and dormers for lots backing onto open space.

Exposed elevations may also include:

4. Projecting porches flanking onto parks and open spaces.
5. 2nd storey balconies on lots backing onto parks and open spaces.



Lots facing/flanking a park

Wrap around porch next to open space.

Full porches facing open space.

Second storey balconies backing onto open space.

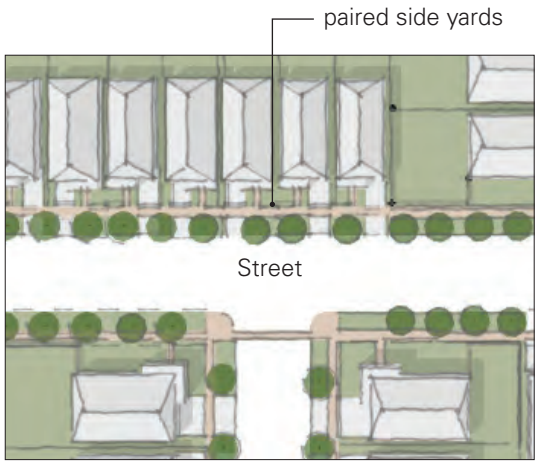
3.6.4

"T" Intersections / Elbow Streets

In addition to the general design criteria for upgraded elevations, the following will also apply.

Design Criteria

1. Pairing of side yards at view terminus of "T" Intersection.
2. Larger front yard setbacks at view terminus on elbow streets.



T Intersection Lots

Demonstration plan for T Intersection

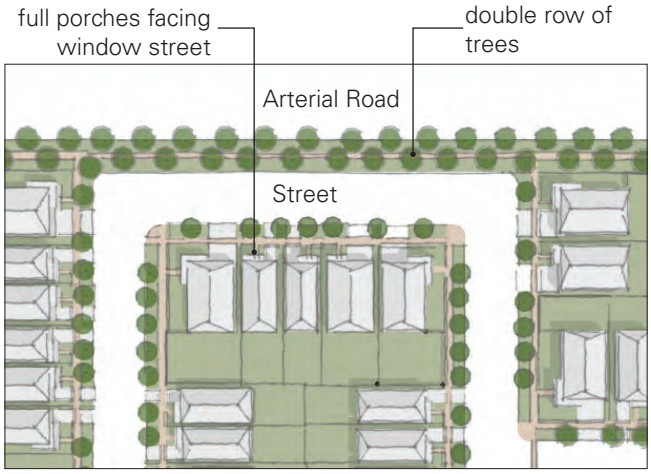
3.6.5

Window Streets

In addition to the general design criteria for upgraded elevations, the following will also apply.

Design Criteria

1. Full porch for majority of dwellings facing window street.
2. Decorative low fencing facing window street.
3. Substantial landscaping where window streets face arterial roads.
4. Upgraded privacy fencing with stone piers where they face onto arterial roads.



Window Street Condition

Demonstration plan for elbow street

3.6.6

Lots Adjacent to Heritage Buildings

In addition to the general design criteria for upgraded elevations, the following will also apply for facades facing heritage buildings.

Design Criteria

1 Incorporate heritage design aspects, such as but not limited to:

- **a)** building materials
- **b)** material colours
- **c)** consistent setbacks
- **d)** similar massing
- **e)** heritage architectural features.

Appropriate massing next to heritage buildings.

3.7 Contemporary Building Design

3.7.1 Design Criteria

The intent is to establish a high quality of design for units that are unique to contemporary styles and will stand out but still complement their surrounding traditional housing stock.

Architectural details

Contemporary designs will be subject to review by the Control Architect. In order to achieve a true contemporary exterior design they should be designed from the inside out to accommodate the common characteristics typically presented on the exterior facade.

Some common characteristics of contemporary designs include:

a) Open, flexible floor space

b) Simple, clean lines with strong geometrical shapes

c) Extensive use of industrial mixed materials

d) Flat or shallow pitched roof with generous overhangs

e) Fully glazed walls and gable ends

f) Minimalist decorative elements free of ornamentation

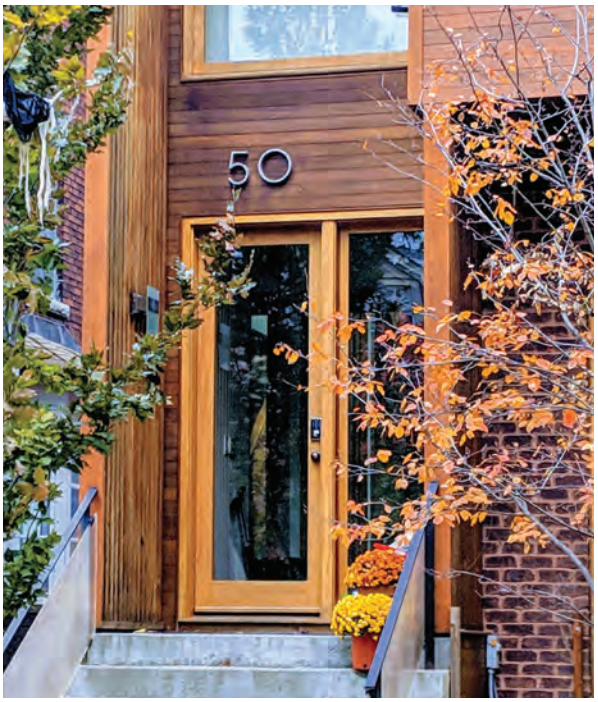
g) Garages designed as an integral component of the front facade

Contemporary house design integrated within traditional neighbourhoods

The following elements are unique to contemporary dwellings and shall be considered for contemporary designs.

Entries

1. Emphasized doorway entries that include flat canopies with generous overhangs and massing elements such as a cantilevered upper storey or recess.
2. Porches designed as part of the dwelling with simple lines and complimentary materials that are in conformity with the overall unit architectural expression.
3. Non traditional porch and balcony railings in materials such as wood or glass etc.
4. Entry doors in materials and colours in keeping with the architectural expression of the dwelling (i.e. wood, steel materials and complementary colours)
5. High quality modern style light fixtures and address labels.



Large unobstructed double doors

Glass porch railing

Modern address label

Window styles

6 Larger and greater number of windows devoid of trim.

7 Wrap around corner windows

8 Panoramic windows

9 Window walls and skylights

10 Non-symmetrical or Geo-metric pattern of window placement.

Roofs

11 Flat roof and low pitch roof consistent with the dwelling design.

12 Distinct rooflines; cantilevered or with generous overhangs.

13 Strong cornice line.

14 Elevated Parapet for flat roofs.

15 Overhangs for low pitch roofs.

Garages

16 Large double car garage doors created as a design feature for the dwelling.

17 High quality, contemporary style garage doors such as, but not limited to:

a) Flush, smooth surface finished.

b) Full vision door with aluminum frame. They may include a variety of transparencies for glass panels such as clear, frosted, obscured, etc.)

c) Large window panels set into garage door.

Corner window design

Contemporary wood garage door

Low pitched roof

Flat roof

3.7.2

Material Composition

Material Composition

Separate colour/material packages are required to be developed that are suitable to contemporary designs and complementary to those of the rest of the community.

Some appropriate materials for contemporary designs include:

a) High quality smooth stone cut to larger calibre pieces

b) Masonry with smooth finishes

c) Wood as a main massing material

d) Cedar siding

e) Corrugated steel panelling

f) Large caliber, smooth finish cementitious siding

g) Marble

h) Metal

i) Steel and concrete

j) Metal roofing

k) Stucco

Vibrant trim colours

Smooth surface brick

Wood siding

3.7.3

Consistent with Traditional Massing

Dwellings which have traditional massing and layouts with a more contemporary exterior aesthetic refer to the design criteria for contemporary buildings.

Design Criteria

1 Traditional materials such as masonry and stone can be used with contemporary finishes:

   a) smooth surface masonry

   b) contemporary colour palette

2 Contemporary design for garage doors.

3 Low roof pitch.

4 Horizontal and vertical articulation in keeping with adjacent homes.

Contemporary model with some traditional design elements

3.8 Upscale Design

3.8.1 Introduction

These design guidelines replace the City's Design Workbook for Brampton's Upscale Executive Special Policy Areas, dated September 2000. The guidelines will maintain the expectation of a visibly higher quality of architectural and streetscape design, and have been updated to consider new housing forms and lot sizes more in keeping with current market trends. The larger lot forms from the original Workbook of 21m to 15m frontages are now defined as greater than 12.2m. Additionally, these guidelines have been developed to allow smaller lot sizes, defined as 10.4m to 12.2m, while still distinguishing their upscale design from other neighbourhoods. This is achieved through:

a) variety and placement of lot types and sizes

b) building setbacks

c) buildings with a variety of garage forms that include more stringent garage requirements

d) enhanced architectural design criteria, both public and private

e) enhanced landscape design criteria, both public and private

This section will deal only with the private realm, guidelines for the public realm in Upscale Executive Special Policy Areas can be found in *Part 2 - Sustainable City Guideline, New Communities Block Plan design* of this document.

How to Read these Guilelines

These guidelines are to be read in conjunction with the Low Rise Residential Design Guidelines for all of Brampton (Sections 3.1 to 3.7 of this document). The guidelines for upscale design are divided into two categories; mandatory and recommended design criteria and organized as a check list for builders. Guidelines that are required for all upscale development (regardless of lot size) are listed in the left column "Mandatory for all lots". Additional design criteria that would not apply to all lots, but are recommended are listed in the right column "Enhanced Design Features". In addition to the mandatory requirements, builders will need to incorporate a number of enhanced design features for lots 10.4m to 12.2m. Each Guideline Section, has identified a number of enhanced design criteria that must be achieved for smaller lots.

Areas of Applicability

These guidelines are to be applied to the City's remaining Upscale Executive Housing Special Policy Areas as identified in the City's Official Plan, within areas of cultural or natural heritage relevance and areas subject to Site Plan Control; infill and custome home development in mature and developing neighbourhoods.

3.8.2

Community Layout / Streetscape

Lot Definitions

Smaller lots = 10.4m to 12.2m

Larger lots = greater than 12.2m

Site Planning

1 Larger lots are located at community edges, facing parks and open spaces and at ends of blocks.

2 Larger lots are located along neighbourhood collectors.

3 Larger lots are located at community gateways.

4 Smaller lots are located on interior blocks:

- a) each block has a variety of lot sizes.
- b) a maximum of 50% of a development will be small lot sizes.
- c) no more than 3 of the same small lot sizes in a row, on an individual block.
- d) no more than 5 small lots in a row, on an individual block.

5 Minimum lot depths are 35m

6 Deeper lots are located at the edges of Upscale Areas and backing onto non upscale residential lots.

7 Enhanced landscape treatment is encorporated on both sides of the street at upscale community edge streets.

8 Rear lotting is not permitted along open spaces.

9 Lots fronting onto natural heritage open spaces to be lane based.

General Siting Guidelines

10 Minimum front yard setbacks are:

- a) 5.8m to the front of the garage.
- b) 3m to the front porch or entry feature.

11 Lots smaller than 12.2m frontages cannot face onto parks or opens spaces accept where:

- a) They have a single car garage
- b) Are lanebased with garages in the rear

12 Where rear lanes are proposed:

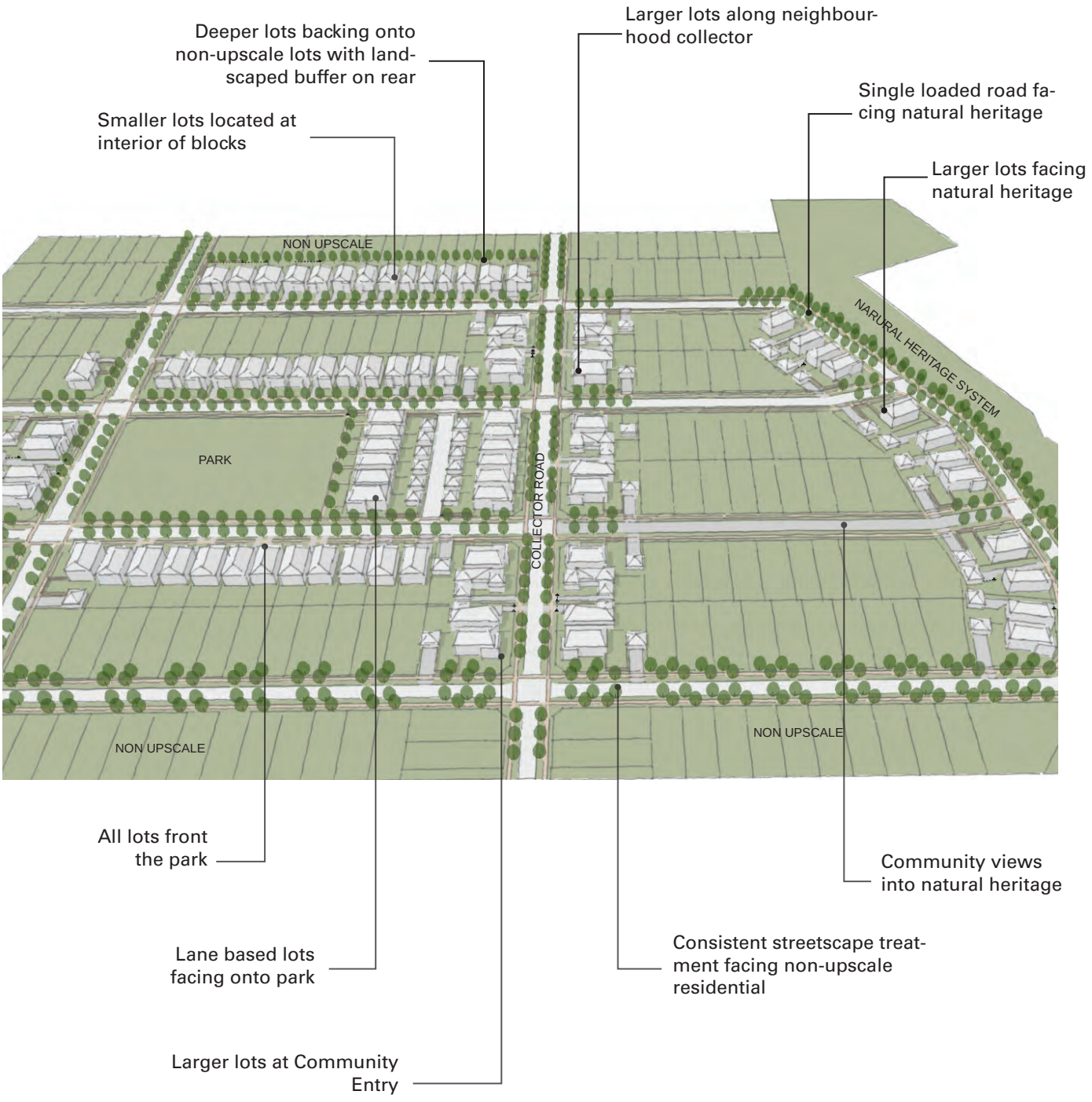
- a) smaller lots of 9.2m frontages may be considered.
- b) a maximum of three 9.2m lots can be sited in a row.

13 A minimum of 4 distinct elevations are located in between identical elevations of the same model.

14 A maximum of 20% of upscale dwellings have the same colour package.

15 Upgraded rear elevations are located backing onto non upscale residential lots.

WORK IN PROGRSS. Plan to be modelled with vignettes as listed below.



Upscale Design

3.8.3

Design Criteria

Architectural Design Features

1 Architectural details such as frieze boards are consistent on all facades.

2 Frieze board is minimum 10" wide and high quality material. (i.e. corbelled masonry, precast, etc.)

3 Main massing materials are consistent on all facades.

4 All wall changes of plane to project a minimum of 250mm (10``).

5 Window styles; surrounds and treatmenets are consistend on all elevation.

6 No black glass is permitted.

7 Roof overhangs are a minimum of 300mm (12``).

8 Exterior materials on chimneys are consistent with the main massing material.

9 All exterior address labels are upgraded; i.e. solid brass or bronze numbers either floating or on plaques

10 Upgraded coach lamps for entrances and garages.

Enhanced Design Features

11 Larger windows on front facade, i.e. with transoms.

12 Bay window or box-out windows on front facade

13 Decorative trim, moulding and sills (i.e. brick soldier course or precast masonry banding, quoining, etc.)

14 Upgraded external light fixtures

15 Second storey balcony over the garage

16 Higher interior floor height, i.e. 9 foot ceiling.

Mandatory for all lots

Small lots must achieve 3 design objectives. (10.4m to 12.2m lots)

Decorative trim

Larger windows on the facade.

Bay Windows

Upgraded address labe

Full stone chimney

Consistent main massing material

Upscale Design

Entries

1 All front entries are covered and weather protected.

2 Porch columns/Posts are a minimum of 10" (250mm) in diameter or width for single storey. Reduction in width is possible with double columns or with Victorian style architecture.

3 Two storey porch or portico columns are a minimum 12". Larger columns may be required where appropriate to the architectural style of the dwelling.

4 Use of vinyl porch railings is not permitted.

5 High quality porch railings are used. (i.e. aluminum, glass, wrought iron, stainless steel, etc.)

6 Integrated front steps are poured in place concrete and finished with the masonry material on the exterior.

Enhanced Design Features

7 Extended front porch to 2.0m depth minimum.

8 Porch width across full facade.

9 Double entry door.

10 Side lights at entry.

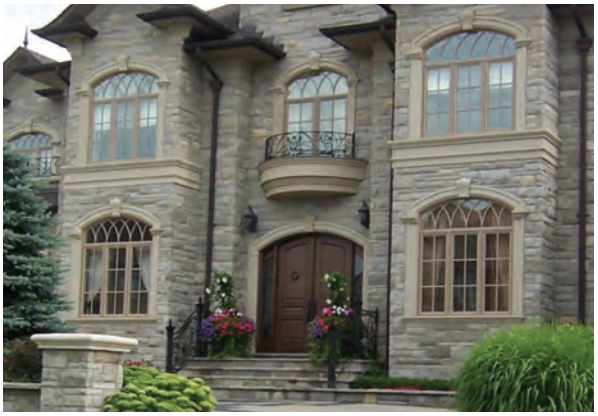
11 Decorative metal railings.

Mandatory for all lots

Small lots must achieve 3 design objectives. (10.4m to 12.2m lots)

Wider Porch Columns

Decorative prch columns



Decorative porch railings

Double entry doors with sidelights

Integrated front steps with masonry

Extended front porch width

Upscale Design

Garages

1 A variety of garage conditions are offered to ensure that no one garage condition will dominate the development.

- a) Attached garage at the front of the house
- b) Attached garage at the side or rear of the house
- c) Detached garages at the rear of the house

2 Garage opening on integrated front facing garages make up a maximum of:

- a) 50% of the front building face wall on lots larger than 12.2m frontages.
- b) 60% of the front building face wall on lots 12.2m and smaller.

3 Integrated front facing garages are flush or recessed from the building face wall.

4 Integrated front facing garages on lots smaller than 12.2m are recessed a minimum of 2m from the building face wall.

5 All garage doors are of a high quality garage door material and hardware such as, but not limited to, aluminum, full view aluminum, wood, fibreglass and steel.

6 A variety of garage door styles are offered such as, but not limited to, panelled doors, traditional carriage doors and contemporary doors.

7 Builders will provide a minimum of 3 garage door styles.

Enhanced Design Features

8 Recessed garage (min. 1.5m) from the front wall of the building facade

9 Single car tandum garage on integrated front garage conditions

10 Garages located at the side or rear of the house.

11 Upgraded garage door (i.e. wood, steel, full view aluminum)

12 Decorative cast iron hardware on garage door.

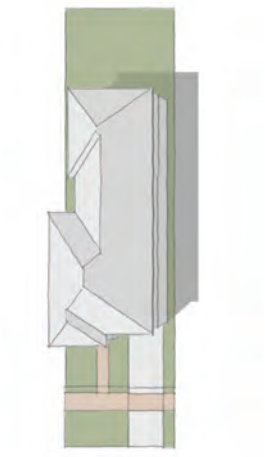
13 Upgraded and/or decorative glass panels on garage doors.

14 Larger window panels set along the side of the garage door.

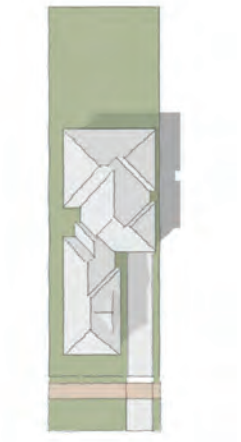
Mandatory for all lots

Small lots must achieve 3 design objectives. (10.4m to 12.2m lots)

Conditions for small lots

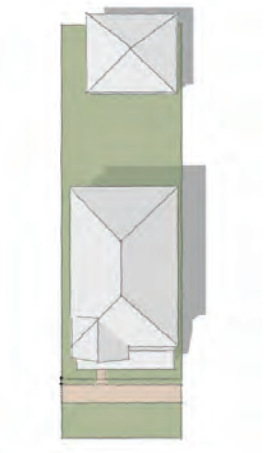


Possible on lots 10.4m and larger - front facing garage street access condition

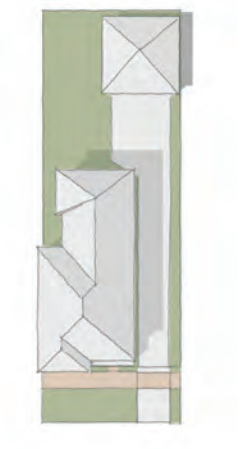


Possible on lots 10.4m and larger - front facing garage street access condition larger setback

Possible on lots 10.4m and larger - rear lane access attached garage condition



Possible on lots 10.4m and larger - rear lane access detached garage condition



Possible on lots 12.0m and larger - rear garage street access condition

Upscale Design

Building materials and colours

1 The following materials can be used:

- a) Brick masonry
- b) Stone
- c) All siding to be cementitious siding.
- d) Vinyl may be used for soffits.
- d) Stucco with masonry base

2 Colour palettes offer a variety of tones for stucco and siding.

3 A minimum of 10 unique colour packages are provided.

4 The following roofing materials can be used:

- a) Heavy shadow textured asphalt shingles
- b) cedar shingles or shakes
- c) standing seam metal
- d) copper
- e) Synthetic Slate

5 Copper or standing seam prefinished metal roof for all bay and box-out windows.

Enhanced design features

6 Stone, cedar or cementitious siding as massing material

7 Natural stone

8 Cedar shakes or wood siding for second facade material

9 Natural wood beams or posts for porches

10 Stone or precast surrounds on windows and entries

11 Stone or precast details (i.e. sills and lintels)

Mandatory for all lots

Small lots must achieve 3 design objectives. (10.4m to 12.2m lots)

Upgraded wood garage doors

Cedar shakes as main massing material

Precast surround over entry

Stone used on front facade

A vareity of high quality materials are used on a street.

Upscale Design

Priority/focal Lots

1 All exposed facades to include:

- a) Articulated walls through changes in plane.
- b) Substantial openings such as windows and doors which are placed to respond to a vertical and horizontal grid both in alignment and size.
- c) Continuous and consistent materials and architectural details from the front elevation.

2 All elevations adjacent to open space to include:

- a) Garages located away from the open space.
- b) The majority of units which face onto open spaces, such as parks, stormwater management ponds and woodlots have a front and/or side facing porch.

3 Only corner model designs are sited on corner lots and gateway lots.

4 Decorative fencing and/or stone incorporated into gateway designs.

5 All exposed rear decks, raised walkout decks or second storey rear decks:

- a) are of appropriate scale and dimension to the dwelling.
- b) are of an upgraded railing design
- c) use a wood stain that is complementary to the colour palette of the dwelling.

Mandatory for all lots

Enhanced design features

6 Wrap around porch on corners and gateway lots

7 Main entry located on the flankage elevation for corner lots

8 Garages located to the side or rear of the house.

9 Masonry piers on corner lot fencing

10 Side porches on lots flanking open space

11 2nd storey balconies on rear elevations backing onto open space

12 Full height exterior chimneys

Small lots must achieve 3 design objectives. (10.4m to 12.2m lots)

Trellis over front porch

Wrap around porch

View terminus lot

2nd storey balconies on rear elevations

Smaller lane based lots facing park

Coordinate dwelling materials with gateway feature

Upscale Design

Design Criteria

Landscape design features

1 Hard and soft landscaping packages for front and flankage yards.

2 Upgraded fencing on corners.

3 Decorative wrought iron fending along rear and side elevations flanking open space.

Enhanced design features

4 Upgraded driveway paving (i.e. patterned concrete or unit pavers)

5 Upgraded front steps and walkway (i.e. masonry or stone)

6 Stone walls for landscaping

7 Decorative low front yard fencing

8 Decorative front yard lighting.

9 Address labelling through the use of hard landscaping.

Mandatory for all lots

Small lots must achieve 3 design objectives. (10.4m to 12.2m lots)

Low fencing at the street

Upgraded address label through hard landscaping

Hard landscaping for walkways & private landscaping

Upgraded privacy fencing

Hard and soft front yard landscaping with upgraded driveway paving.

Decorative side yard fencing

Section 4 - Low Rise Townhouses & Apartments 4

4.1 Introduction

These design guidelines are the re-configured and updated City of Brampton Transit-Supportive Townhouse Design Guidelines, Part 6 Section 5 of Development Design Guidelines, April 2015.

4.1.1 Consistency with Policy Documents

These guidelines are informed by provincial, regional and local policy framework to ensure that a consistent direction for planning and development is established through prescribed goals and objectives for low-rise residential development. They also build upon, and should be read in conjunction with:

1. Official Plan Sections 4.11 Urban Design: 4.11.1.2, 4.11.2.4
2. City of Brampton Zoning By-Laws
3. Applicable Secondary Plans

4.1.2 Principles/Objectives

- Reinforcing and supporting the policy objectives of the Ministry of Transportation's Transit-Supportive Guidelines which:

"places significant emphasis on creating a pattern of development within existing communities and new development that is capable of supporting increased transit ridership in existing systems and helping to facilitate the establishment of new transit systems."

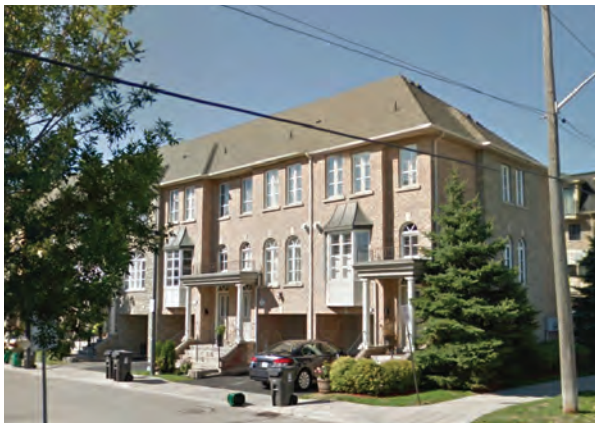
Recognizing the need to balance the ever changing nature of the housing market with the broader objectives of community building, it is anticipated that these guidelines will expand in the future to include variations of the listed typologies and/or completely new typologies. The City encourages design innovation and will continue to work with architects, designers and builders to ensure that new ideas/approaches meet the objective of creating high-quality designs that fit within their surrounding context and contribute to creating an attractive and pedestrian-oriented public realm.

4.2
Typologies

Note: architects, designers and builders are encouraged to bring forward other alternative and innovative options.

1. Front-Loaded Townhouses (with street accessed integrated garages).
2. Lane-Based Townhouses (with lane accessed detached or integrated garages).
3. Stacked Townhouses (with lane accessed integrated garages).
4. Back-to-Back Townhouses (with street accessed integrated garages).
5. Back-to-Back Stacked Townhouses (with above-grade structured, surface parking or below-grade structured parking).
6. Live-Work Townhouses (with lane accessed integrated garages).
7. Liner Townhouses (with above-grade structured, below-grade structured or surface parking).
8. Podium Townhouses (with below-grade structured parking).
9. Maisonette Townhouses (with lane accessed detached garages).
10. Low rise Apartment Buildings.

Combination of front loaded and lane based townhouses



Urban Front loaded townhouses

Lane based townhouse block

	TYPOLOGY	Density	Setback		Height	Unit Width	Parking
			Building	Garage			
	Front-Loaded Townhouses	Low to Medium	3.0 to 4.5m	6.0m	2-3 storeys	6.0 to 6.5m	1-2/unit
	Lane-Based Townhouses	Low to Medium	3.0 to 4.5m	-	2-3 storeys	4.5 - 5.8m	1-2/unit
	Stacked Townhouses	Medium to High	4.5m	-	3.5 to 4 storeys	5.5 - 7.0m	
	Back-to-Back Townhouses	Low to Medium	4.5m	6.0m	2-3 storeys	6.0 - 6.5m	1/unit
	Back-to-Back Stacked Townhouses	Medium to High	3.0 - 4.5m	-	3.5 to 4 storeys	6.0 - 7.0m	1-2/unit
	Live-Work Townhouses	Medium to High	0m	-	3 to 3.5 storeys	7.5 - 8.0m	1-2/ res. unit 1/retail unit
	Liner Townhouses	Medium to High	0 - 3.0m	-	3-4 storeys	as per building structure	1-2/unit
	Podium Townhouses	High	0m	-	2-4 storeys	as per building structure	1-2/unit
	Maisonette Townhouses	Low	4.5m	6.0m	2-3 storeys	7.5 - 9.0m	1-2/unit
	Low Rise Apartments	Low to Medium	3.0 to 4.5m	-	2-4 storeys	5.0 - 6.0m	1-2/unit

Potential Table integration ALL TH Typologies (Summary)?

4.2.1

Front-loaded Townhouses

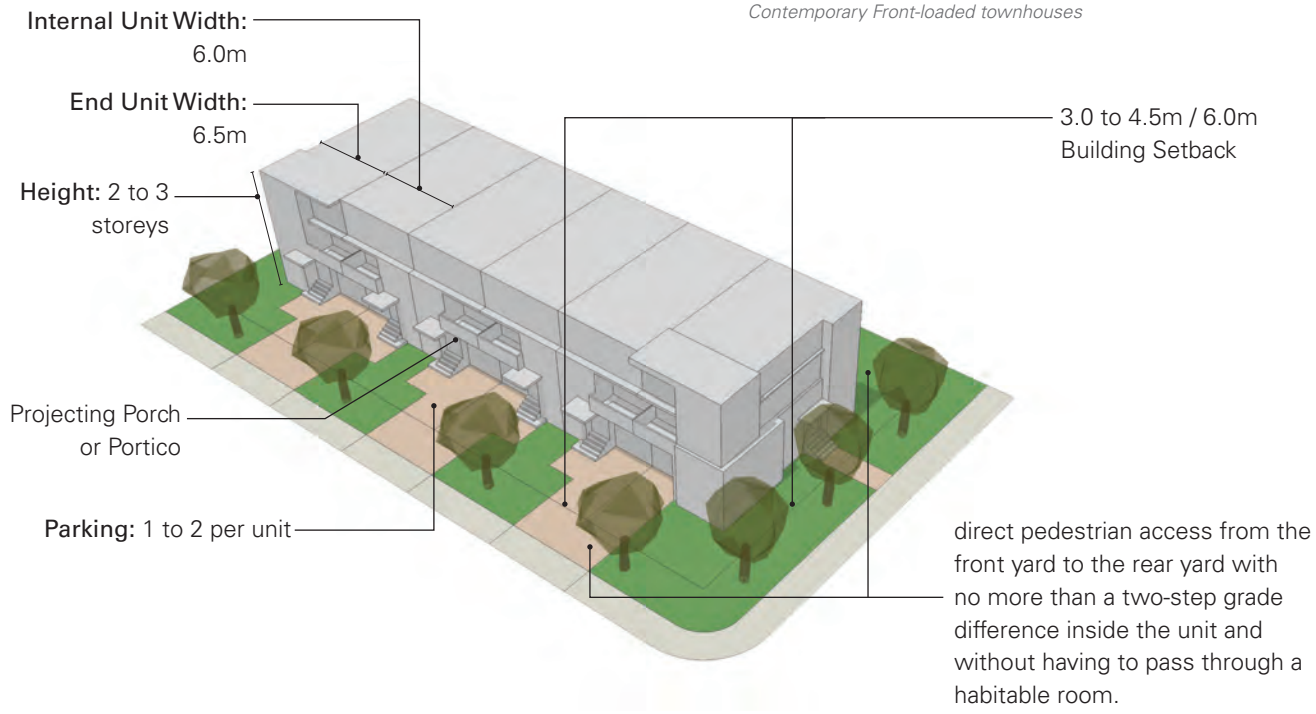
Characteristics

1 Blocks of attached units oriented to the street and located on conventional lots with integrated garages accessed from the street.

Traditional Front-loaded townhouses

front loaded townhouses	
Setback (Bldg. / Garage)	3.0 to 4.5m / 6.0m
Parking	1-2/unit
Unit Width	6.0 - 6.5m
Typical Height	2 to 3 Storeys
Density Type	Low - Medium

Contemporary Front-loaded townhouses



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.2

Lane-based Townhouses

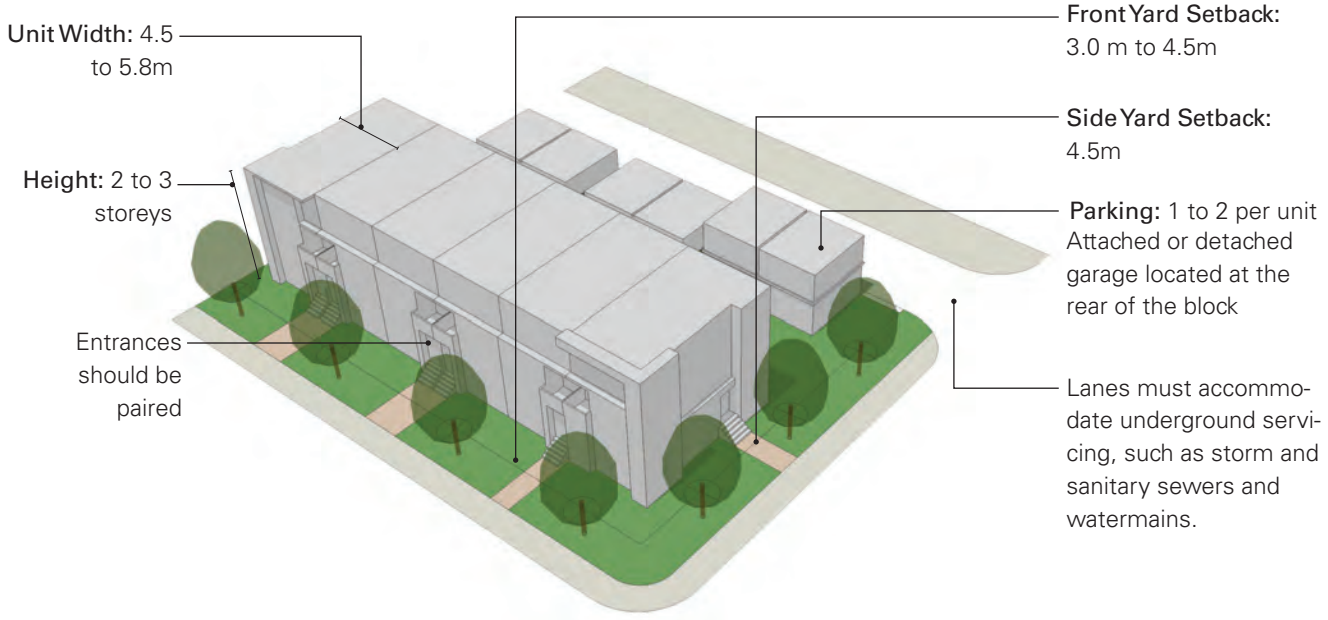
Characteristics

1. Blocks of attached units oriented to the street.
2. Access to an attached or detached garage located at the rear of the block, from a lane (or private drive).
3. Ideally suited to infill conditions, and is also effective in reinforcing important locations such as parks, public spaces, community nodes and primary streets.

lane-based townhouses	
Setback	3.0 to 4.5m
Parking	1-2/unit
Unit Width	4.5 - 5.8m
Typical Height	2 to 3 Storeys
Density Type	Low - Medium

Lane-based townhouses with articulated front elevations

Lane-based townhouses with ground level entries at rear



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.3

Stacked Townhouses

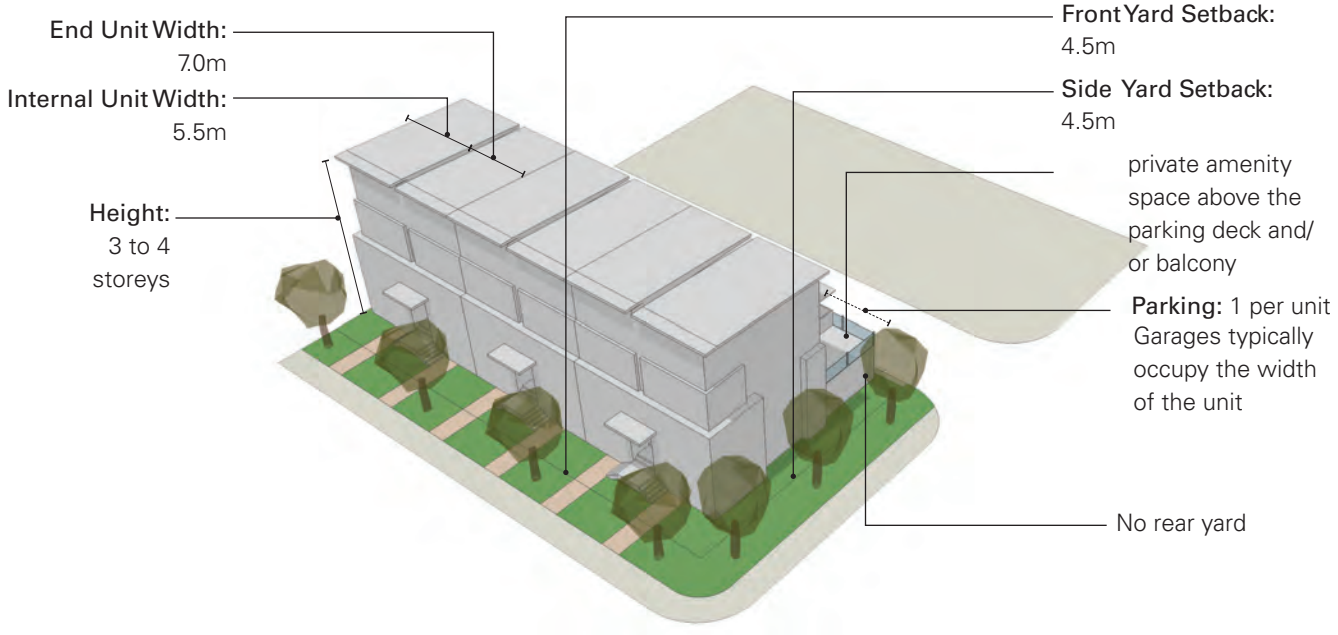
Characteristics

1. Blocks of attached units which are stacked one above the other and oriented to the street. May also have units that face the rear of the lot, depending on how they are configured.
2. The lower unit is typically accessed from grade or up ½ level and the upper unit is accessed by a separate stairs leading from a common landing.

stacked townhouses	
Setback	4.5m
Parking	1/unit
Unit Width	5.5 - 7.0m
Typical Height	3 1/2 to 4 Storeys
Density Type	Medium - High

Stacked townhouses with shared covered entries

Stacked townhouses with emphasized entries



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.4

Back-to-Back Townhouses

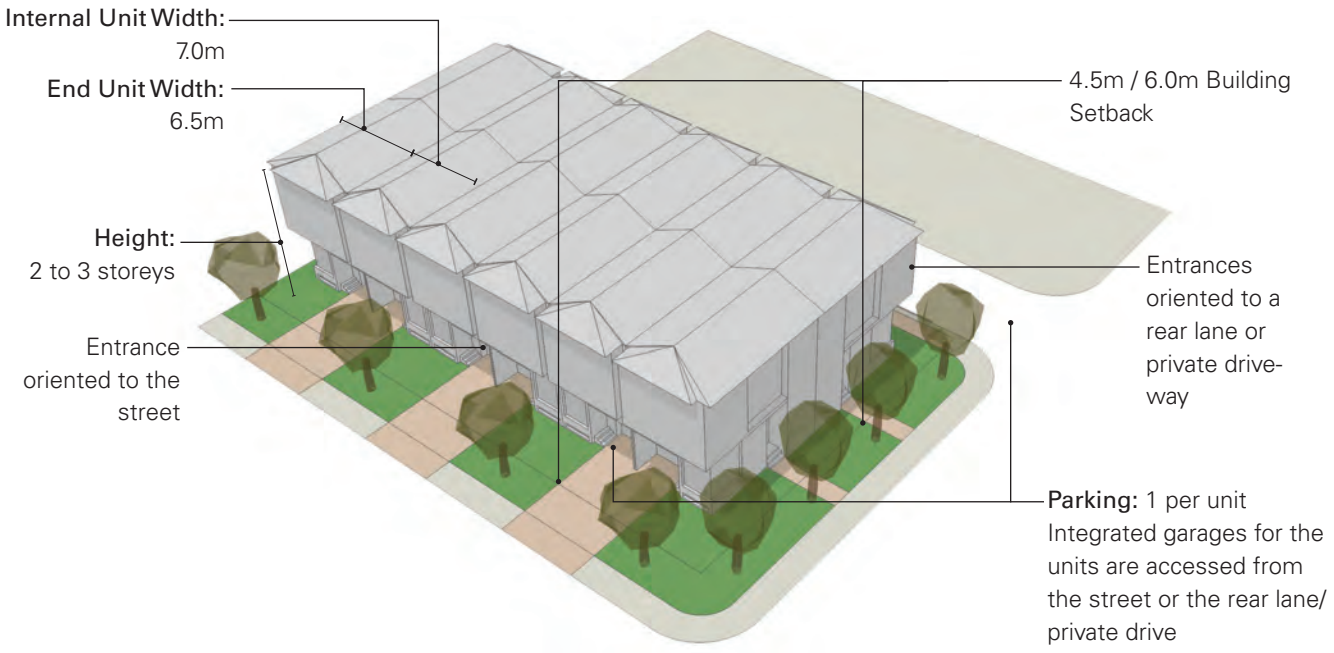
Characteristics

1 Blocks of attached units configured to share a common rear wall, with one block oriented to the street and the other to a rear lane or private driveway.

Back to back townhouses with garage access from the front

back-to-back townhouses	
Setback (Bldg. / Garage)	4.5m / 6.0m
Parking	1/unit
Unit Width	6.0 - 6.5m
Typical Height	2 to 3 Storeys
Density Type	Low - Medium

End unit at a back-to-back townhouse block



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.5

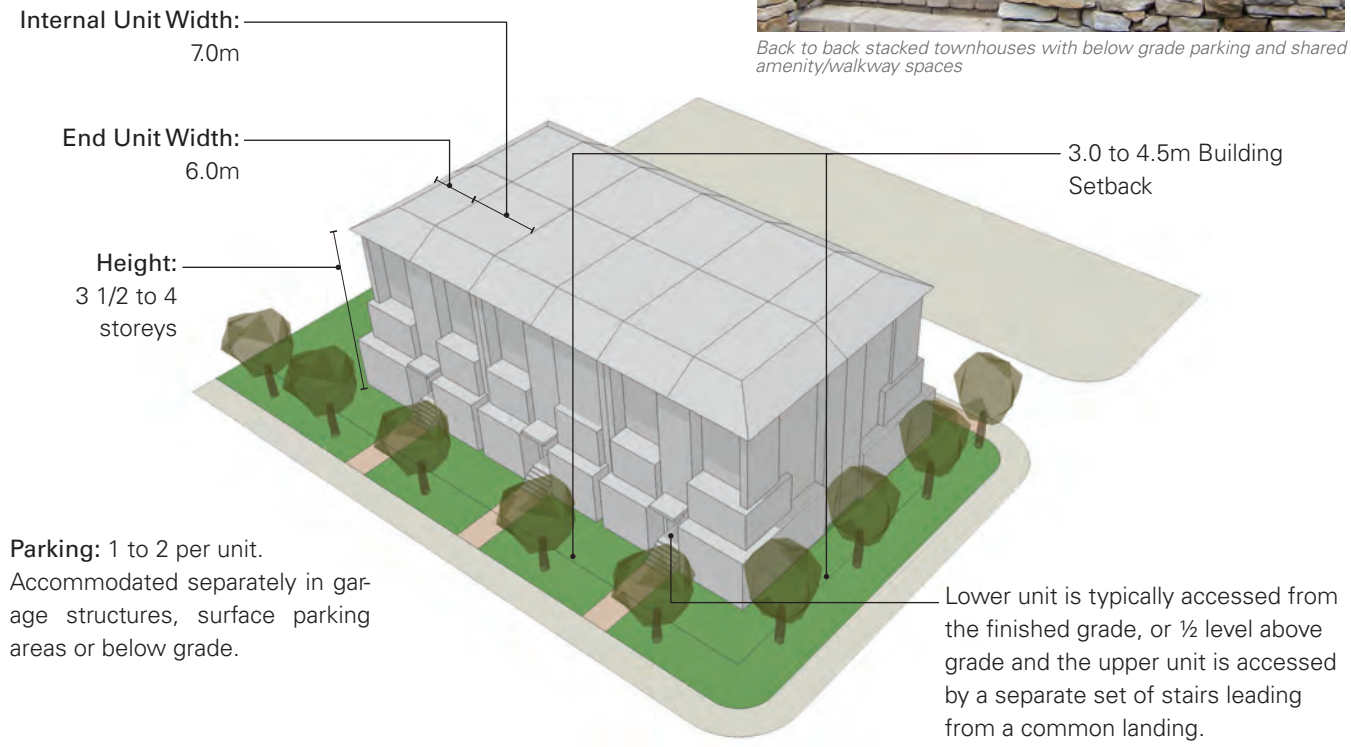
Back-to-Back Stacked Townhouses

Characteristics

1 Blocks of attached units that combine both Stacked and Back-to-Back configurations and are oriented to both the street and the rear of the block.

back-to-back stacked townhouses	
Setback	3.0 to 4.5m
Parking	1-2/unit
Unit Width	6.0 - 7.0m
Typical Height	3 1/2 to 4 Storeys
Density Type	Medium - High

Back to back stacked townhouses with below grade parking and shared amenity/walkway spaces



Parking: 1 to 2 per unit. Accommodated separately in garage structures, surface parking areas or below grade.

Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.6

Live/Work Townhouses

Characteristics

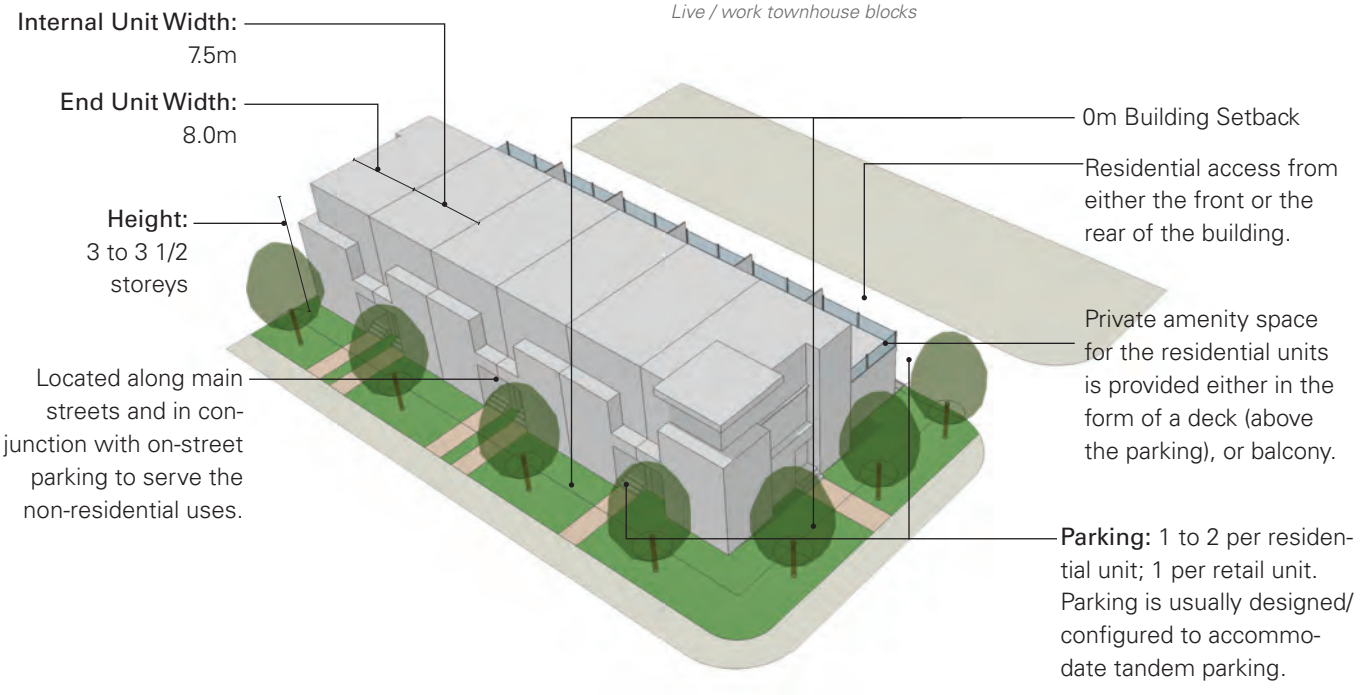
1 Block of attached units with parking accesses from a rear lane designed to allow for a mix of residential and non-residential uses.

2 The ground floor is typically designed to accommodate retail, commercial or office uses, while the upper floors are designed as dwelling units.

Back to back townhouses with garage access from the front

Live / work townhouse blocks

live-work townhouses	
Setback	0m
Parking (residential / retail)	1-2 res.unit / 1 ret.unit
Unit Width	7.5 - 8.0m
Typical Height	3 to 3 1/2 Storeys
Density Type	Medium - High



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.7

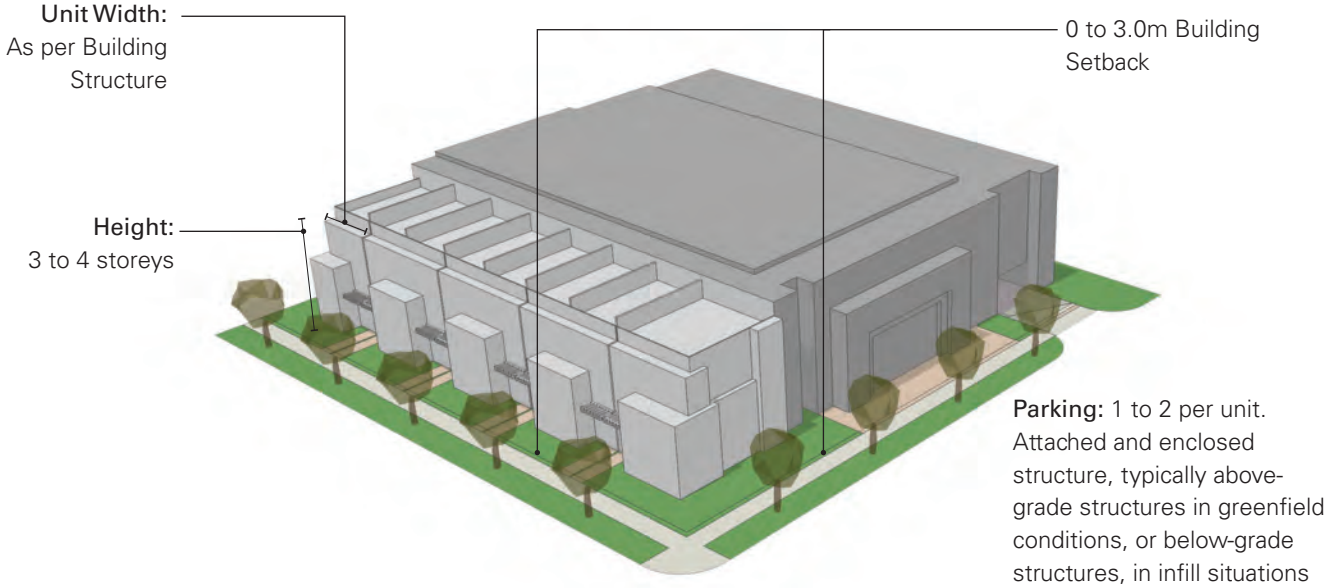
Liner Townhouses

Characteristics

1 Blocks of townhouse units that wrap around the base of a building or parking structure to create a 'street or ground-related' façade, and usually, a residential veneer that enhances the pedestrian realm.

liner townhouses	
Setback	0 to 3.0 m
Parking	1-2/unit
Unit Width	as per building structure
Typical Height	3 to 4 Storeys
Density Type	Medium - High

Liner townhouse buildings



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.8

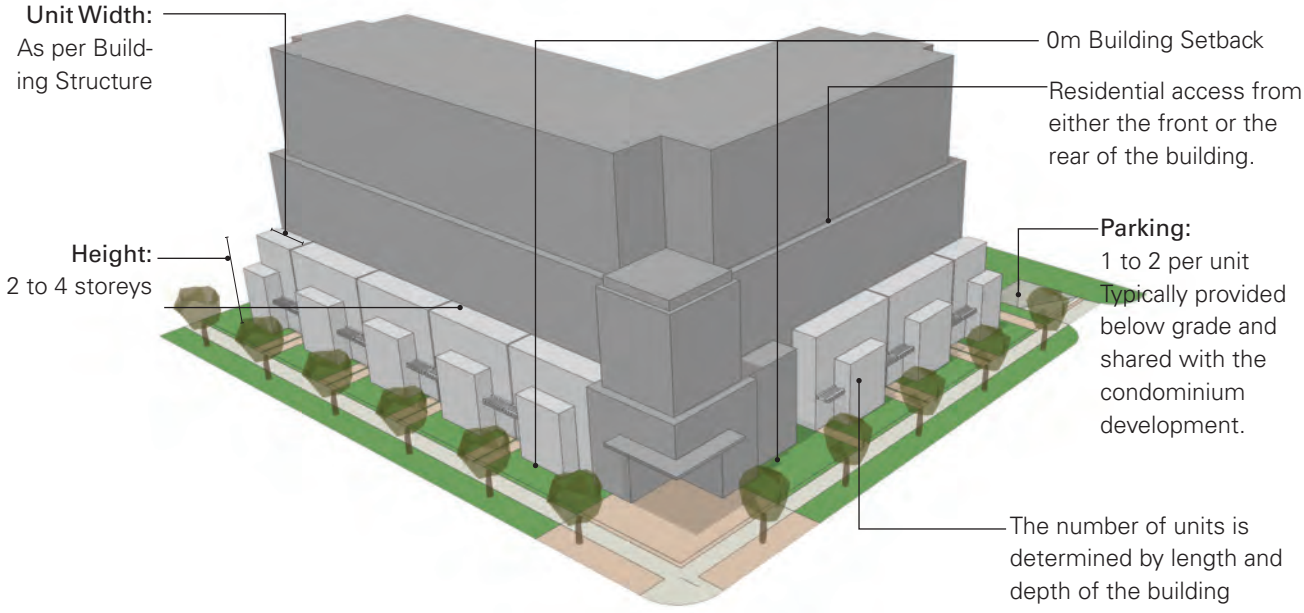
Podium Townhouses

Characteristics

1 Blocks of attached units that are located at the ground floor of a taller building.

podium townhouses	
Setback	0m
Parking	1-2/unit
Unit Width	as per building structure
Typical Height	2 to 4 Storeys
Density Type	High

Townhouse podium units that vary depending on street and building relationship/context



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.9

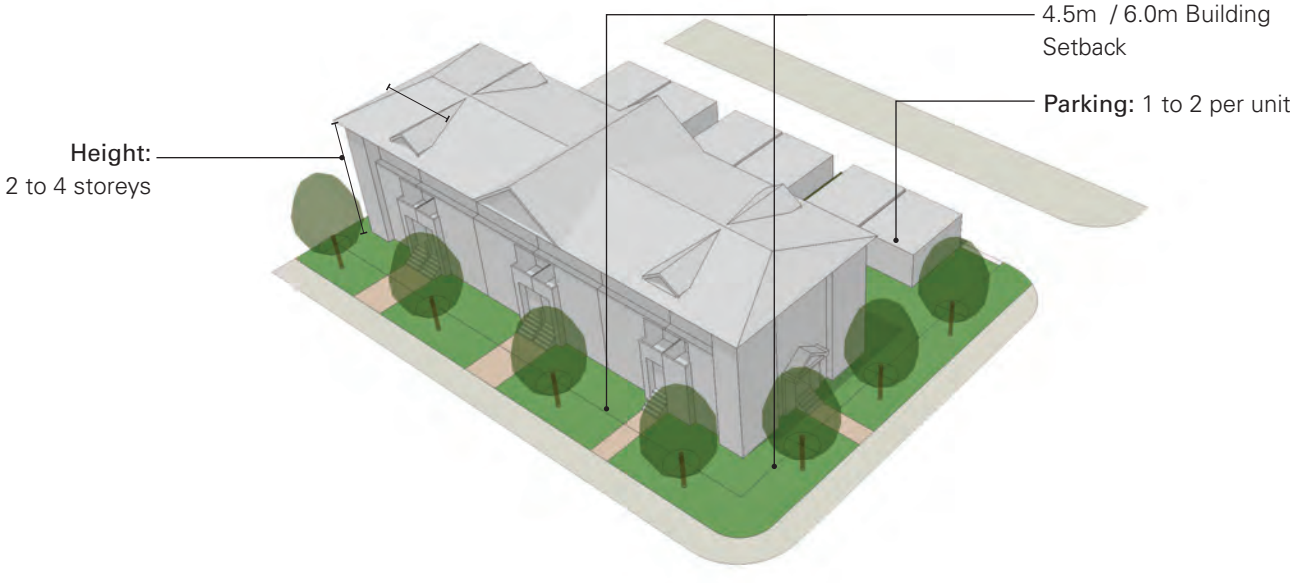
Maisonette Townhouses

Characteristics

1. Attached units clustered to resemble one large house with each unit having direct access to the street.
2. A combination of stacked and side-by-side unit configuration.

maisonette townhouses	
Setback (Bldg. / Garage)	4.5m / 6.0m
Parking	1-2/unit
Unit Width	7.5 - 9.0m
Typical Height	2 to 3 Storeys
Density Type	Low

Maisonette townhouse blocks



Conceptual illustration of the typology characteristics (not meant as specific block design)

4.2.10

Low Rise Apartment Buildings

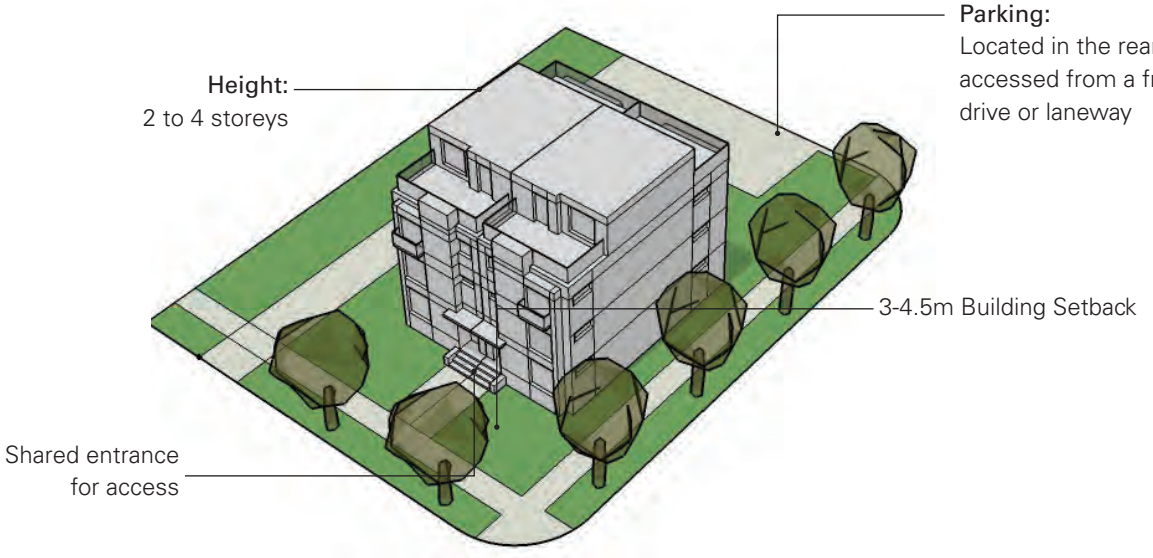
Characteristics

1. Attached units clustered to resemble one large house with each unit having direct access to the street.
2. side by side unit configurations separated by a hallway.
3. Garages and/or parking is located at the rear of the lot.
4. Parking can be above or below grade and accessed from the street or a laneway

low rise apartment buildings	
Setback	3.0 to 4.5m
Parking	1-2/unit
Unit Width	5.0 - 6.0m
Typical Height	2 to 4 Storeys
Density Type	Low to Medium

Duplex with parking garages in the rear.

Apartment building with parking accessed by a laneway



4.3
Location Considerations at a Neighbourhood Scale

4.3.1
Distribution and Location

Design Guidelines (Typical Characteristics)

1 Distribute townhouses throughout the community and use them as place-makers.

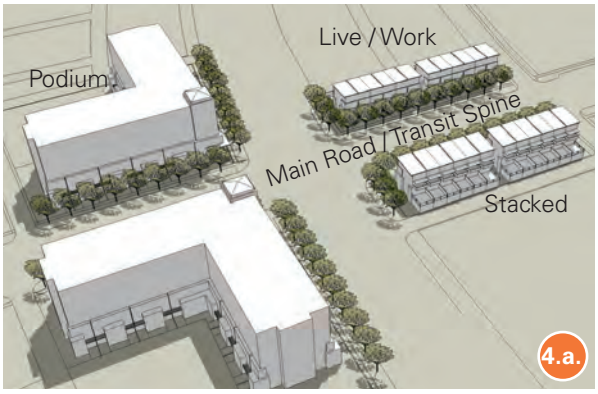
2 Cluster townhouses to support neighbourhood nodes, reinforce community focal areas such as parks, and increase density along identified transit corridors/routes.

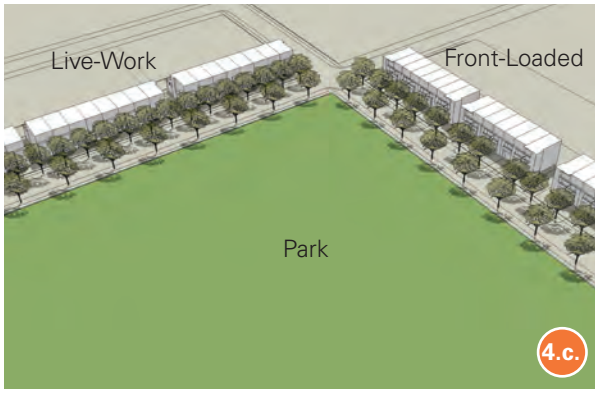
3 Locate townhouses in areas that are within walking distance of transit.

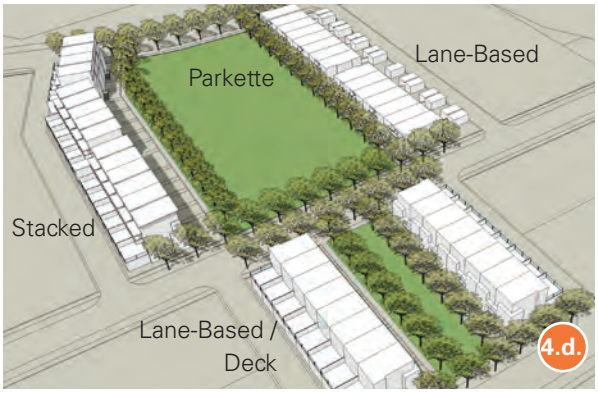
4 Consider townhouses in focal locations such as:

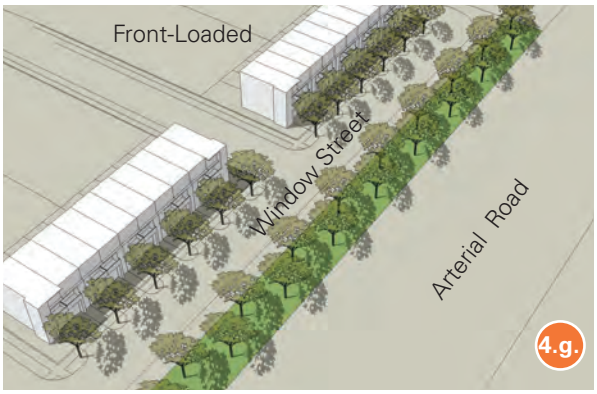
- a) Along Main Roads / Transit Spines (Arterial and Collector Roads)
- b) At Community Nodes / Important Intersections
- c) Framing Neighbourhood Parks
- d) Facing and/or directly fronting Parkettes or Squares
- e) Adjacent to Commercial/Mixed-Use Areas
- f) As a Transition between High and Low Density Uses
- g) Along Community Window Streets
- h) Adjacent to Valleylands / Natural Features

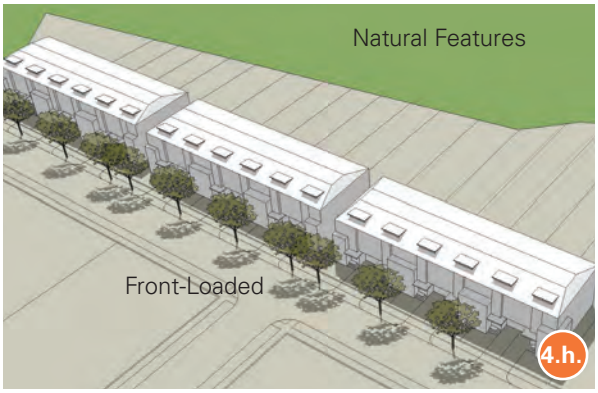
Demonstration of recommended townhouse locations

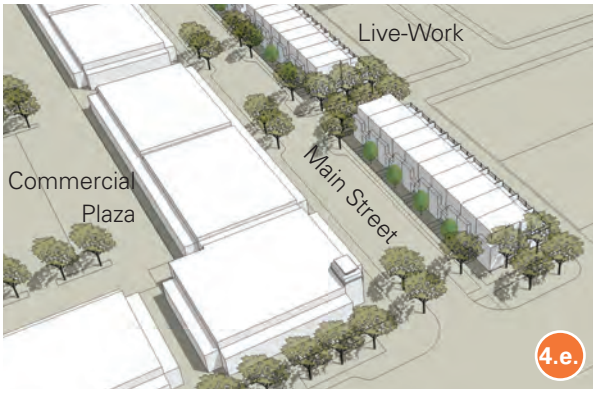


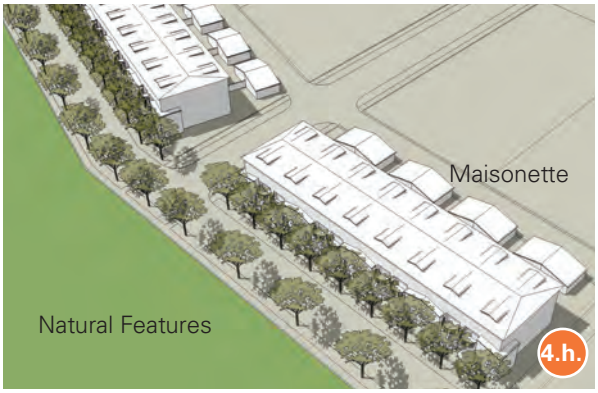


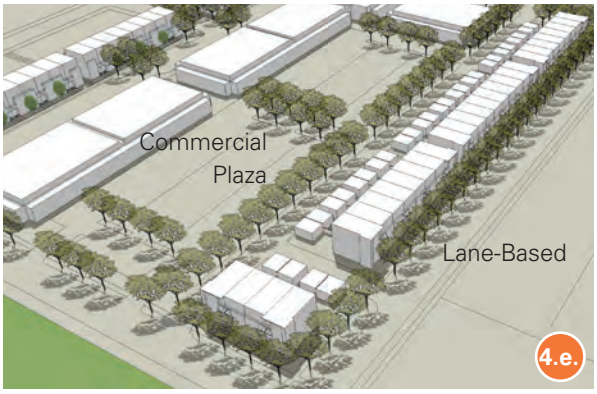












Demonstration of Recommended Townhouse Locations

5 Intersperse townhouse forms within areas of single and semi detached homes.

6 Provide appropriate transitions to lower density housing forms.

7 Provide gradual transitions of height, setback, scale and massing that shall typify streetscape development. Avoid abrupt changes in massing of adjacent structures and/or lot widths.

8 Face existing peripheral streets and any internal streets.

9 Front entries should be oriented to open spaces

10 Generally block lengths are limited to 8 units (width) or 52 meters, whichever is less.

4.3.2

Mix of Typologies

Design Guidelines

1 Introduce townhouses within a community at appropriate locations to create a veriety of housing options and densities.

2 Ensure that a mix of typologies is provided for larger areas of only townhouse development.

Locations	On Main Roads/ Transit Spines	Community Nodes / Intersections	Fronting Public Open Space Areas	Framing Parkettes or Squares	Adjacent to Commercial Blocks	Transition Between Higher & Lower Density	Window Streets & Along Road Edges	Adjacent Valleylands & Natural Features	Infill in Mature Neighbourhoods	Infill / Intensification Areas
Townhouse Unit Types										
Front Loaded			•		•	•	•	•		
Lane Based	•	•	•	•	•	•	•	• (fronting)	•	•
Stacked	•	•	•	•	•	•	•			•
Back to Back F/L Garages					•	•	•			
Back-to-Back Stacked	•	•	•	•	•	•	•			•
Back to Back U/G Parking	•	•	•	•	•	•	•		•	•
Live / Work	•	•	•	•	•	•			•	•
Liner	•	•	•	•	•	•				•
Podium	•	•	•	•	•	•				•
Maisonettes			•	•				•	•	
Minimum Storeys	3	2.5	2	2.5	3	3	2	2	2	3

Townhouse Typologies and Recommended Locations Matrix

Demonstration of recommended townhouse locations

Note: Public Open Space Areas include parks, vista blocks, pedestrian walkways, stormwater management facilities, valleys, woodlots and schoolyards.

4.3.3

Neighbourhood Design

Design Guidelines

1 Ensure appropriate massing transition and design compatibility where townhouses are located within low density areas, and in particular, at mid-block locations.

2 Ensure a minimum height of 2 storeys for an appropriate transitional between higher and lower density residential uses.

3 Avoid abrupt changes in massing of adjacent structures and/or lot widths.

4 Use townhouse blocks around open spaces and amenity areas to enhance their character as focal points.

5 Assure that the site functions in a cohesive manner for larger sites.Townhouse units will face streets, both existing peripheral streets and any internal streets. Open space will be designed as a focus for the new development block and parking must be treated in a manner that reduces the impact on the block.

6 On large sites locate open space with easy access to the full community and townhouse built form should act to define the open space. Front entries should be oriented to these open spaces to promote a high level of comfort and generate a safe environment.

7 Limit blocks to 8 units (width) or 52 meters, whichever is less.

Park facing townhouse block

Townhouse condo block

Larger building height

4.4
Design Guidelines

4.4.1
Site Planning and Design

Orientation and Placement

1 Locate close to the street edge/wall.

2 Integrate site's topography and natural features into the development.

3 Orient townhouse blocks to face public realm, in particular any pedestrian connection and open space adjacent to them.

4 Provide a minimum 15 metres between fronting townhouse blocks facing open spaces or common lanes/roads.

5 Allow for mid-block connections linked to the surrounding /planned pedestrian system.

6 Facing townhouse blocks have front-to-front or back-to-back configuration along streets/lanes or around open spaces.

7 Avoid front-back façade configurations where possible.

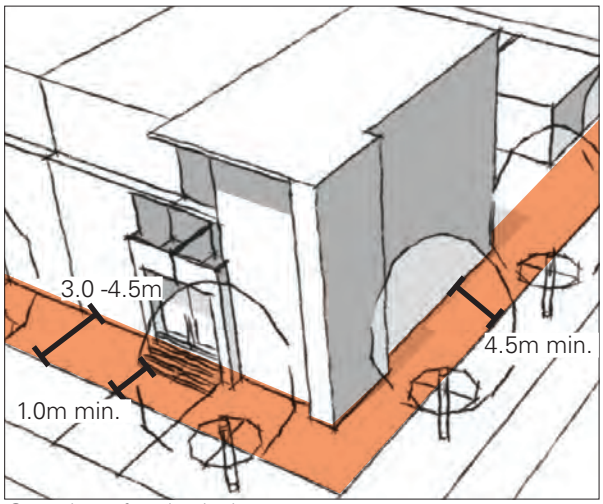
8 If necessary 'rear' facing unit of front-back configuration to include:

a) recessed garages

b) enhanced landscaping

c) upgraded facades

9 Locate to minimize the need of sound attenuation walls.



Corner lot preferred setbacks


Setbacks with tiered and grade level front yard

Access and Parking

1 Encourage lane-based/underground parking.

2 Reduced parking requirements for townhouse developments located within 5-minute walk to higher order transit facilities.

3 Structured parking as an alternative to front/rear accessed and surface parking.

4 Design underground parking ramps and service entrances as part of the building facade.

5 Minimum of 5.8 metres setback from property line to garage door for front loaded townhouse blocks.

6 Reduce driveway width and length as much as possible.

7 Maximum 2.75m driveway for single car garage.

8 Pair single driveways.

9 Minimum 6m separation where driveways are not paired.

10 Incorporate tree planting.

11 Maximize the efficiency of access and servicing areas through consideration of all development within a block.

12 Incorporate 'low impact development' (L.I.D.) strategies.

Paired driveways allow usable, greener front yards and on-street parking

Parking located at the rear and accessed from the street

Parking located at the rear and accessed from a laneway

Utility / Service Meters and AC Units

1 Locate utility and service meters discreetly:

- a) integrated into the design of the building
- b) screened through landscaping.
- c) recess and/or enclose in porch entry or landing when located on front elevation.
- d) below porch slabs and porch steps
- e) grouped in one location where their presence has been addressed through a wall recess, enclosure and/or, where appropriate, a small roof overhang

2 Locate utility and service meters in the laneway.

3 Locate air conditioning units in the rear yard of units or on interior side yards.

4 Locate air conditioning units on the deck, or its underside where the only outdoor space is a deck at the rear.

5 For flat roofs locate air conditioning units on the roof, setback from the roof edge.

6 Screen mechanical units or equipment rooms through placement and architectural features.

7 Screen air conditioners and barbecues located on front amenity balconies.

8 Locate communication dishes on the rear of townhouse block elevations, on the rooftop of flat roofed townhouses, and setback from building edge.

9 Indicate the location of all utility meters and air conditioning units on working drawings.

Garbage Storage

1 Allocate space within garages or create alcoves screened for the storage of private refuse and recycling bins.

2 Enclose external garbage facilities within a structure with consistent design, colour and materials with that of the townhouse buildings and not located in prominent locations within the complex.

3 Where centralized garbage pick up cannot be avoided, provide pads for day of pick up placement only, and locate away from unit entrances and out of view of public spaces.

Utility metres screened, recessed and integrated into the townhouse design

A/C unit discretely located on amenity deck

Fencing

1 Low fencing in front yards where setbacks are less than 5.0 metres.

   a) fence height is proportional to building height and setback

   b) include permeable materials compatible with surrounding buildings

2 Design to be complementary and compatible with surrounding buildings.

3 Coordinate masonry features used in fencing to be compatible with building designs.

4 Fencing does not block views of the sidewalk from the main floor front windows.

5 Comply with City standards and requirements.

In addition, the following guidelines apply for greenfield developments:

6 Privacy fencing (1.8 metres maximum height) on all corner units.

7 Wood privacy fencing

   a) at end and corner units

   b) along the rear lot line of abutting townhouse blocks

   c) between at-grade rear yard patios

   d) where condominium townhouse blocks abut low and medium density housing.

Decorative fencing defining the public / private street edge

Light fencing and enhanced front yard planting (landscape strip)

Corner lot privacy fencing with enhanced decorative treatment (greenfield development)

Landscape Strips

1. Landscape strips are generally 3.0 to 6.0 metres wide but may be increased to allow for more landscaping and greater screening/buffering where necessary.
2. Enhance landscape strips where townhouses are adjacent to public areas where a high level of activity/use is anticipated.
3. Include a combination of fencing, walls, planting and earth berms;
4. Increase side yard setbacks at pedestrian links and public open spaces.
5. Use berms in a landscape strip as an effective way to minimize views/noise form adjacent uses.
6. Incorporate existing trees, or other significant planting into a landscape strip.

Streetscape with strong planted edges, fence details and tree rows

Trees in landscaped front yards add to the privacy of the unit while animating and complementing the streetscape

Front Yards and Landscaping

1 Design landscape elements and features to reflect the character of the community/streetscape.

2 Minimize alteration to the existing grading of the site.

3 Delineate the transition between the private and public realm by using a combination of hard and soft landscape elements.

4 Increase front yard setback to allow for tree planting where there is not appropriate condition for tree planting in the right-of-way.

5 Plant a deciduous canopy tree in the front yard behind the lot line where space permits.

6 Preserve and protect existing healthy and mature trees and incorporate them into the building and landscape designs.

7 Enhance biodiversity through a varied planting of native, noninvasive, trees and shrubs.

8 Maximize soil volumes and conditions for optimum tree growth.

9 Minimize and group hard surface areas, and locate them strategically to maximize the areas of continuous green space.

10 Minimum front yard soft landscaping:

- a) 80% for lane-based units; or
- b) 30% for front-loaded units.

11 Use soft landscaping, including permeable paving.

12 Provide a direct walkway connection between the townhouse unit entrance and sidewalk or path.

13 Distinguish the walkway from the driveway through a material change and/or planted/sodded edge.

14 Maximum 1.2m above grade (6 risers) for main entries - (refer to section 4.3.4); and,

Pedestrian lighting, on-street parking, green boulevard and highly landscaped front yard clearly delineate and enhance the sidewalk

Walkways and connections with townhouses facing onto them

Animated and safe mid-block connection with proper lighting, furniture and linked private walkways

Pedestrian Connections and Walkways

1 Provide direct pedestrian connections to transit facilities/stops, to community focal points, to community amenities and through neighbourhoods.

2 Design walkways to be shared between adjacent townhouse units through the use of a shared landing between units, leading to a singular walkway.

3 Provide pedestrian lighting, facade fenestration and other lookout opportunities where walkways are located between buildings.

4 Provide enhanced walkway widths, and/or side yards of townhouses units flanking them, to accommodate lighting, landscaping, and potential connections to a porch and/or side yard to the walkway.

5 Consider Crime Prevention Through Environmental Design Principles (CPTED);

6 Provide safe movement through any parking areas.

7 Differentiate walkways from driveways through level change, barrier or bollard, and/or change of material.

8 Provide logical, barrier free and convenient pedestrian connections to off-site adjacent commercial or park/open spaces.

9 Orient walkways or paths between or through townhouse blocks to frame views to significant sites or community buildings.

Walkways oriented to townhouse blocks

Common Townhouse Amenity Areas

1 Locate common amenity spaces centrally within a townhouse block/complex or as a connection to a larger or major open space feature, pathways or trail system.

2 Design amenity areas to be functional and respond to residents needs.

3 Group common outdoor areas, such as children's play, sheltered seating, mailboxes/kiosks and similar features.

4 Frame with buildings and entranced on a minimum of 3 sides.

5 Place windows, porches, balconies and any other building openings, facing common amenity areas.

6 Design common amenity areas to be universally accessible;

7 Locate children's play zones in safe, convenient and highly visible areas.

Children's play areas with fronting townhouses to enclose amenity and provide passive surveillance

Community Mailboxes

8 Locate and design mailbox pedestals and mail kiosks as integral components of the streetscape.

9 Provide seating and waste receptacles at the centralized mailbox trellis areas.

10 Locate mailbox kiosks in a central area such as an amenity/parkette area.

11 Provide gazebos as part of community mailbox facilities.

12 When located at a corner end lot, provide landscaping and/or privacy fencings as a buffer.

13 Consider an enhanced base or pedestal for the mailboxes.

Mailbox kiosk integrated to the design of a community park

Transformers screened with landscaping

4.4.2

Built Form Design

Building Massing

1 Provide natural light penetration, proper ventilation and privacy in building designs.

2 Limit block lengths to 8 units or 52 meters, whichever is less (16 units total for back-to-back townhouses);

3 Address the scale of existing and proposed built form through height, unit width and number, wall articulation and roof style.

4 Minimum unit width of unit types.

- a) 6m for front loaded types.
- b) 5.5m for lane based types
- c) 5m for infill types.

5 Create a consistent and articulated street wall condition.

6 Differentiate units within the townhouse block:

- a) wall plane variation
- b) separate entrance features
- c) projections/recesses
- d) material or colour variation

7 Provide transition between higher density, denser townhouses, commercial and low rise through:

- a) variation in heights
- b) roof style
- c) wall plane changes

8 Design all facades expose to the public realm/view to be consistent with the front facade in terms of articulation, fenestration, wall openings, proportions, architectural details, materials, and window styles.

Massing variation is accentuated through varied roof form

Appropriate building height, massing and facade articulation generate more pedestrian-friendly environments

Building Height

1 Building heights are in compliance with applicable City of Brampton zoning requirements.

2 Ranges in height from 2 - 4 storeys; the height of each type of townhouse will respond to its functional needs and will be subject to area zoning. Typical heights include:

- a) 2-3 storeys for Front-loaded, Lane-based, Back-to-Back, and Maisonette townhouses
- b) 3 1/2 to 4 storeys for Stacked and Back-to-Back Stacked townhouses
- c) 3 to 3 1/2 storeys for Live/work townhouses
- d) 2 to 4 storeys for Podium townhouses
- e) 3 to 4 storeys for Liner townhouses
- f) 2 to 4 storeys for Apartment buildings

Articulated townhouses at podium and stepped back slab enhance the human scale of the streetscape and provide an appropriate transition to low rise area.

Transition

Urban design must address the following conditions :

- a) the transition between townhouses and different adjacent uses.
- b) the transition between townhouses and the adjacent built form.
- c) the transition between the public and private areas.

The following guidelines apply for transition developments:

1 The interface between townhouses and different adjacent land uses to consider:

- a) separating sites with laneways
- b) orienting buildings away from each other
- c) employing laneways, garages and other ancillary buildings for visual and physical separation
- d) include a minimum 6.0 metres of landscape strip for tree planting and other landscape elements

2 The interface between townhouses and lower or higher densities to provide transitions through:

- a) building height
- b) massing
- c) step backs and setbacks

3 Consider townhouse forms as appropriate building transition between mid-rise buildings and low-rise buildings.

4 Limit the height of new townhouses in mature stable neighbourhoods:

- a) no greater than one storey taller than the height of existing, adjacent buildings
- b) height limitations not necessary along intensification corridors and elsewhere in the central area

5 'Step down' in height to low-rise residential and lower scaled development.

Transition of massing between mixed use and townhouse units

End unit can be stepped down to transition to two-storey buildings

Composition of facade treatment and materials emphasize entries

Building Facade Treatment

1 Main entrances are visible from the street or pedestrian walkways.

2 Pair unit entrances.

3 Integrate accessibility ramps into the design of the building.

4 Highlight the main entrance of each unit through:

- **a)** colour
- **b)** covered porches or canopies
- **c)** detailed architraves and cornice details
- **d)** gables or brow details on porch roofs, and transom/side lights where porches are not provided.

5 Locate porches, habitable portions of the unit and animated facades closer to the street frontage.

6 Maximize window openings facing public spaces.

7 Create highly-articulated front facades through:

- **a)** full porches
- **b)** bay windows
- **c)** wall projections
- **d)** second storey balconies (recessed or projecting),
- **e)** box out projections
- **f)** strong gable details

8 Black glass is not permitted.

9 Where front entries require more than 6 outside risers or 1.2 metres above or below grade:

- **a)** allow a raised entry of maximum 1.4 metres;
- **b)** 1.2m rise maintained for stacked townhouses with additional risers provided internally and/or in the transition from the sidewalk.

10 Minimum 1.5 meter depth for porches and porticos.

11 Associated steps from the porch are no closer than 1.0m to the property line.

12 Railings are high quality heavy gauge wrought iron or similar, or painted wood.

13 High quality prefinished aluminum or vinyl railings are acceptable where they are complementary to the design of the dwelling.

14 Porch columns are in scale with the porch and consistent with the style and period of the building design.

15 Incorporate lighting into the facade design.

16 Locate firewalls unobtrusively and integrated into the design.

17 Locate rainwater leaders and downspouts.

- a) discretely on the side elevation or end units
- b) enclosed into the design
- c) recessed within the wall face and paired in between the adjacent unit
- d) use more decorative products where they are publicly visible.

18 Ensure appropriate privacy conditions when designing all private amenity areas (decks, balconies, etc).

High quality entry materials and architectural detiails

Contemporary garage as a feature. Image source: Urbancore, downsview lands just north of Wilson

4.4.3

Garage Design

General Design Guidelines

1 Garages setback a minimum 1.5 metres from the primary facade, or significant entry feature of the unit.

2 On corner lots, avoid locating garages and main entry doors on the same building face.

3 Consistent style of garage doors for all units within a block.

4 Provide a variety of styles of garage doors and glazing types between blocks.

5 Garage doors are consistent with the architectural style of the building and include glazing.

6 Exterior light fixture on all garages.

7 Entries to below grade garages are screened:

a) integrated into design of building

b) with landscaping and landscape features

Lane Based Townhouse Blocks

8 Stagger garage door depths and planes, and varying roof styles and roof details between blocks.

9 Detached lane based garages include materials and architectural details from corresponding townhouse units.

Modern front-loaded townhouses with porches closer to the property line and recessed garages

Front Loaded Townhouse Blocks

10 Expand the interior capacity of the garages (2 metres in depth) to allow space for storage.

11 Provide a direct pedestrian access from the front yard to the rear yard through a non habitable room.

12 Where a passageway cannot be avoided for front to rear yard access:

a) it should be open to sky

b) no less than 6m unit depth

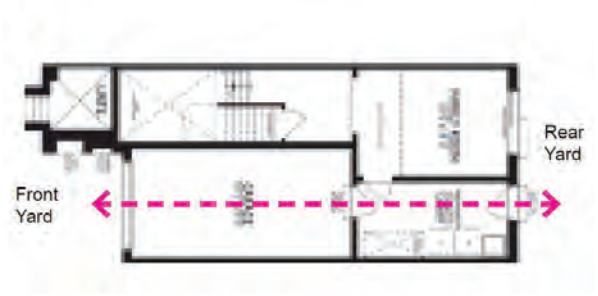
c) rear elevation is upgraded.

Highlight architectural features with accenting material like stone

Lane-based parking with articulated and enhanced rear elevations

Landscaped private lane

Incorporate stone base to break down massing of 3 to 4 storeys



Access from front yard to rear yard through a non habitable room is encouraged

4.4.4

Materials

Design Guidelines

1. Consider the treatment and design of all faces of the building in a comprehensive manner.
2. Use of stucco is limited to bay windows and accent areas.
3. Consistent and continuous cladding materials for all elevations of the townhouse building and related garage structures.
4. Incorporate base cladding material distinct from the main building for townhouses blocks 3 storeys or more.
5. Coordinate colour/material palette for landscape paving, walls, columns and piers with the streetscape and the building design.

4.4.5

Roofs

Stone base, projections and dormers provide articulated facade

Pitched roof complements the architectural style of the building and accentuates its facade articulation

Flat roofs should incorporate overhang variations for articulation

Design Guidelines

1 Use a variety of roof forms and designs within a street block.

2 Provide roof forms and styles that are consistent with the style of the building and the body of the townhouse building.

3 Emphasize individual units through the articulation of roof lines (e.g. variations in roof slopes at end units, dormers, differing roof pitches, etc.).

4 For traditional townhouse architectural styles:

- **a)** back-to-front slope of at least 5.9:12 on the main roof
- **b)** minimum side slope of 9.75:12

5 Contemporary roof styles:

- **a)** lower sloped roofs with deeper overhangs of between 600 and 900mm
- **b)** Flat roofs with profiled caps, cornice edges or parapets

6 Integrate mechanical units into the design of roof, through increased slope, screening or enclosure, when located on the main roof.

7 Consistent roof style for all townhouse units within the same block;

8 Provide roof features like projections, gables, usable dormers, and brows.

9 For corner units or units at community entrances:

- **a)** use vertical features/elements, such as a tower or turret
- **b)** steeper roof slopes on traditional units
- **c)** break the roof plane at the corner, in keeping with any wall projection for contemporary styles

4.4.6

Special Conditions

End Units

1. Provide adequate setbacks to allow for additional fenestration and wall plane changes.
2. Consistent and continuous materials and architectural details from the front elevation to external units.
3. Maximize fenestration on all corner lot side elevations.
4. Design floor plan to provide the main or a second door on the side elevation of the house, with access to the sidewalk if it exists.
5. Provide for a wrap-around porch or a full secondary porch on the side elevation of corner units.
6. Ensure façade articulation, bay features, added fenestration and gable/roof details are provided where a porch is not possible.
7. Provide windows on interior side walls and setback interior end units a minimum of 1.2m from the side lot line to allow for some light fenestration.
8. Projections into the rear yard or create a bump out on the flankage elevation.
9. Highly articulated end units on major streets.
10. Use enhanced articulation and fenestration, and incorporating architectural details such as towers and unique roof details/massing to address view terminus conditions.

Corner unit displaying same treatment and accesses on both facades

Townhouse with enhanced facade and tower detail accentuating the corner location

A bump out on the flankage elevation of the end unit reduces the fence length and the visibility of the townhouse block back facade

High quality materials, architectural details and enhanced landscape complement executive townhouse developments

Executive townhouse units with consistent-high quality materials and enhanced entry features

Articulated executive townhouse block with wider units

4.4.7

Upscale Townhouses

Those that are located in areas that are identified in policy documents as appropriate for executive townhouses;

- Townhouses that require a high level of quality such as in the downtown areas; and,
- Townhouses that are in areas of particular significance such as areas with heritage significance.

In addition to the built form guidelines outlined in *Part C, Section 3 - Low Rise Single & Semi Detached, 3.8 Upscale Design* of this document, the following shall apply:

Design Guidelines

1 Minimum width of 9.0 metres (OP, 4.1.2). Units less than 9.0 metres will be considered on a case by case basis and subject to enhanced design criteria.

2 All entries are covered and weather protected through:

- **a)** porch extension
- **b)** specific entry feature designed for the unit
- **c)** more substantial column widths on traditional units
- **d)** high quality projecting canopy materials on contemporary units

3 Veranda/porch/portico depths and widths are greater than the minimum depth of 1.5 metres.

4 For integrated front facing garages:

- **a)** Garages are flush or behind the main building wall face.
- **b)** Garage width is maximum 50% of the facade width.

5 Visible rear decks, raised walkout decks or second storey rear decks, either attached to the dwelling or built into the building form:

a) upgraded railing design, appropriate scaling and dimensions, and staining of wood in a tone complementary to the exterior colour of the dwelling.

b) pressure treated wood decks, railings, posts or stairs are not permitted

6 Provide a variety of gable styles for each townhouse block (i.e. double gable, closed gable, open gable, pediment gable, gable detailing, etc.).

7 Ensure main cladding materials are style dependant and limited to high quality cladding such as stone, brick, and cement board (Hardi-board or similar).

8 Incorporate architectural detailing such as:

a) minimum 10" wide frieze board, of superior material quality, or corbelled masonry, or precast frieze detailing on all facades.

b) continuous brick soldier course or precast masonry band details or quoining, appropriate to the architectural style of the dwelling.

c) upscale coach lamps for entrances and garages.

d) copper or standing seam prefinished metal for bay or boxed window features.

e) decorative address plaques.

f) large diameter porch columns - minimum 10" for single storey, and 12" for 1½ to 2 storey porch or portico. Larger diameter columns may be required as appropriate to the architectural style of the dwelling.

g) poured in place concrete stairs with masonry veneering on exposed sides; precast steps are not permitted.

h) generous use of natural and precast stone elements.

i) molded cornice treatments

j) decorative metal railings

k) high quality, low maintenance, raised panel garage doors with decorative hardware

9 Provide upgraded landscaping elements, including:

a) architectural columns to frame private walkways.

b) decorative ornamental front yard fencing and gates.

c) additional trees where space permits, including small ornamental trees and formal hedges.

d) ornamental pedestrian scale lighting.

e) larger front landings to accommodate seating or a small table.

f) small patio or terrace on the side yard of end units.

Executive townhouse block with landscaping and tree planting

Section 5 - Low-rise Infill & Custom Development 5

5.1 Introduction ..... *LR-##*

Precedent photo

5.1 Introduction

Infill developments are defined as new buildings within an existing built-up area. They are meant to make the best use of the available land, while complementing the character and style of both the surrounding streetscape and already established built form.

The success and appropriateness of an infill development depends on:

a) High quality design with attention to detail.

b) Respect for and sensitivity to its context including established /desired character in terms of built form and streetscape.

c) An innovative approach to deal with potential restrictions/challenges.

Combined, these elements ensure infill developments are a 'good fit' to the community, integrate seamlessly to their surroundings and enhance both their value and their environments. Likewise, custom homes must respond to their surrounding built environment or planned community through the same principles as infill development. Infill development of high quality design could bring meaningful changes to the streetscape and create new possibilities for the surrounding urban form.

These guidelines will apply to:

1. Infill in Mature Neighbourhoods: These neighbourhoods have existed for a period of time and are generally low density. New infill development in these areas requires compatible typologies.
2. Infill in Transition Neighbourhoods: These areas are located between new development areas and existing neighbourhoods.
3. Infill in Heritage Areas: Development may be allowed if the new development improves heritage structures on the site, respects the character of the existing neighbourhood and where planning policies permit.
4. Costume homes in mature neighbourhoods and new greenfield development areas.

5.1.1 Objectives

The objectives provide direction to the preparation of the Guidelines. They are relevant to both the City as a whole and to the neighbourhoods in which infill or custom home projects occur. It is intended that the application of the Guidelines will contribute to the achievement of these objectives as well as the fundamental goals of pursuing residential infill. These goals include:

1. To contribute to the creation of mature neighbourhoods that are livable and adaptable.
2. To foster residential infill that contributes to ongoing neighbourhood renewal and revitalization.
3. To encourage residential infill that contributes to the social, economic, and environmental sustainability of mature neighbourhoods and to the overall sustainability of the City.

There will be different perceptions and interpretations about what will lead to the achievement of healthy, adaptable, mature neighbourhoods. The Low Rise Infill and Custom Development Guidelines are intended to provide a consistent set of planning and design guidelines that will contribute to the achievement of the goals and objectives detailed here.

These guidelines are to be read with requirements of *Part C - Section 3 Low Rise Single and Semi Detached & Part C - Section 4 Townhouse and Apartment Buildings* from this document.

5.2 Compatibility with Context + Character

5.2.1 Context

Successful infill and custom home development must be undertaken in a manner that responds to the characteristics of existing homes in an area. The intent is to ensure that new development is compatible and represents a 'good fit' within the physical context and character of the surrounding area.

The following guiding principles shall guide development in infill and custom homes:

A Enhance the unique character of the neighbourhood

B Ensure the area continues to have a strong and vibrant identity.

C Ensure design excellence in the private realm.

D Encourage new and compatible design that will contribute to the diversity of a neighbourhood.

E Regulate access and parking to minimize the impact on public streets.

F Minimize shadow impacts and blocked views from adjacent properties.

5.2.2 Siting

New infill and custom buildings must respond in design to the prevailing scale and character of the area. The siting of buildings and the architecture of specific infill and custom home developments should respond to that of nearby existing homes.

Relationship to Adjacent Homes

New housing will take its built form cues from the adjacent properties. The setback from the street, the articulation of the façade, the height and even the materials should be reflected in the design of the new home:

1 The location of the new home in relation to the street should be similar to that of the homes on either side. If there are differing setbacks on adjacent lots, the infill home should be located to act as a transition between the differing setbacks.

2 The articulation of the façade of the new home should reflect that of the adjacent homes, The horizontal expression of the windows and door should be similar to surrounding homes and their vertical rhythm should reflect those adjacent homes.

3 The height of the new home must be proportional to the adjacent buildings. It may be higher but the design of the roof should generate a transition between the new roof height and those of the adjacent homes.

4 Where infill housing occurs through the severance of large lots into smaller ones, the resulting lots should reinforce the rhythm and scale of lots of the surrounding area.

5.2.3

Building Heights & Setbacks

Building Heights

For the purposes of these guidelines height shall be defined as the vertical distance as measured from the established/finished grade at the front wall of the building to the peak of the roof.

1 A storey shall be defined as one level of habitable living space.

2 The following height requirements shall apply:

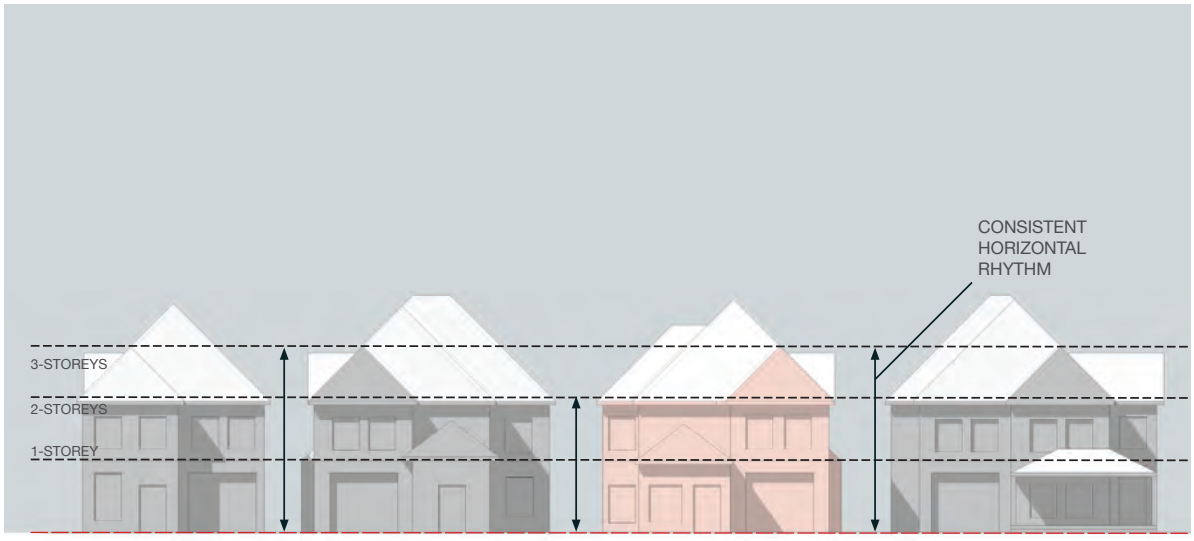
a) a maximum building height of 3 storeys for single detached dwellings.

b) a maximum height of 3 storeys for semi-detached and townhouse dwellings.

3 Use the height of infill and custom home developments to provide a transition to/from existing adjacent building of different characteristics.

4 Minimize shadow impacts and blocked views from adjacent properties.

Infill maintains consistent heights with existing neighbourhood.



Setbacks

5 Ensure setbacks (front yard, rear yard and side yards) are consistent with the pattern of setbacks along the street, and also refer to future planned land use.

1 Front yard setbacks shall be minimized to create a pedestrian-oriented streetscape or shall reflect that of adjacent homes, or be the average distance of those on either side of the development.

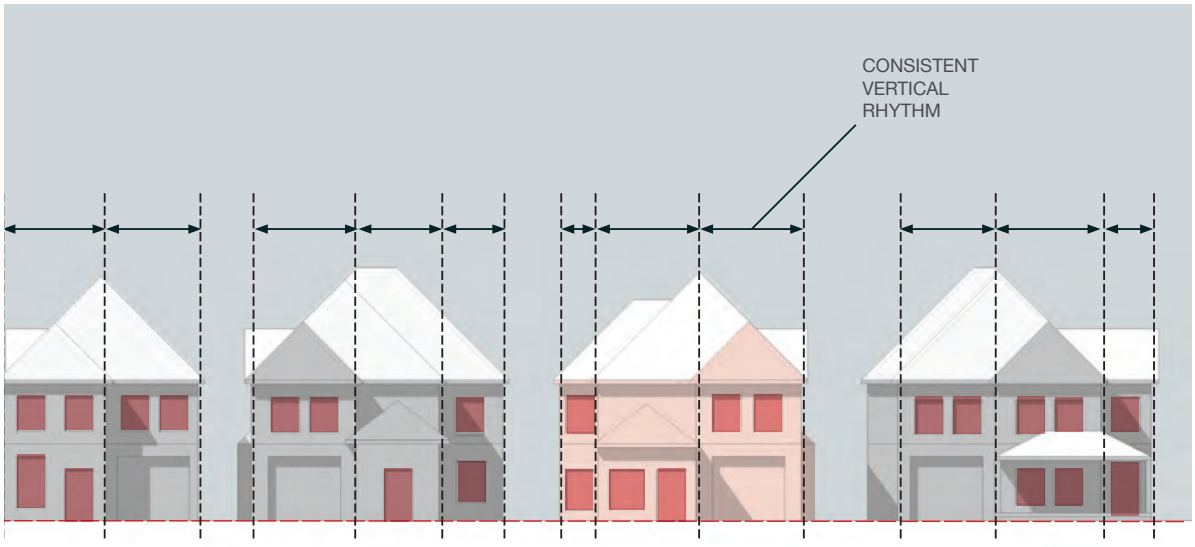
2 Side yard setback shall reflect that of adjacent homes, or be the average distance of those on either side of the development.

6 Provide 1.2m side yard setback or greater depending on the context of the neighbourhood.

7 At corner locations, consider variations to the exterior side yard setbacks to allow for porches.

8 Protect views to existing heritage and landmark buildings.

Infill maintains consistent setbacks with existing neighbourhood.



Infill townhouse block's setback generally consistent with existing adjacent buildings

5.2.4

Massing

To ensure new buildings shall contribute to the creation of a high quality public realm, ensure a sensitive transition to adjacent residential dwellings and enhance the overall character of the neighbourhood.

Design Guidelines

1 The vertical and horizontal articulation of the façade should be compatible with the adjacent homes and act as the reference point for articulating new facades:

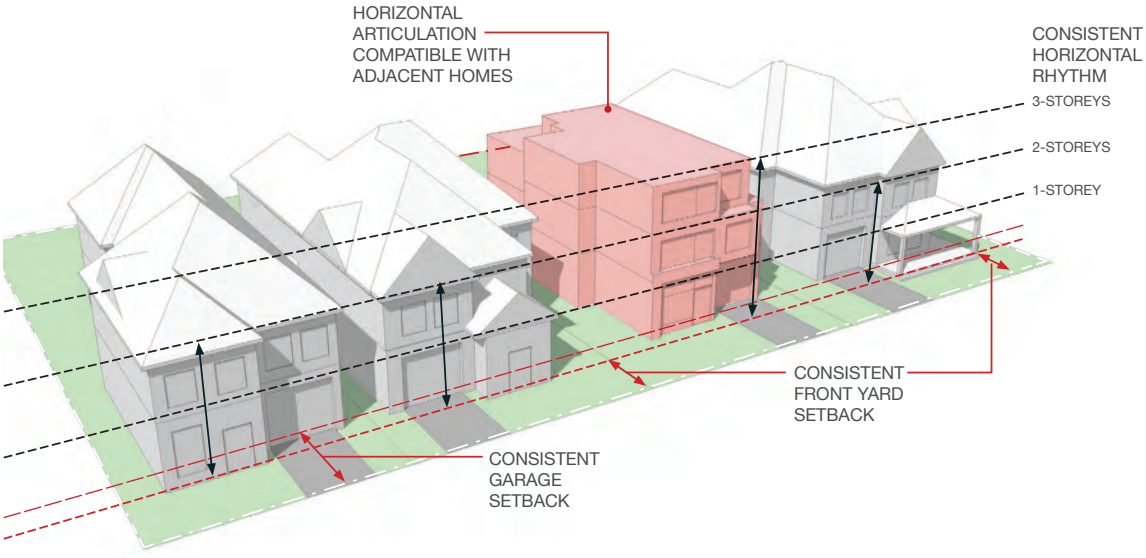
- **a)** datums including cornice lines, roofline form and first storey heights.
- **b)** the size, shape, placement and rhythm of doors and windows.
- **c)** architectural features such as front porches, wall projections, bay windows and balconies.

2 Contemporary designs will ensure consistent massing model with the surrounding homes.

3 Where small lots result from severances, a minimum lot width of 12.2 metres is necessary for 2-car garages. (see requirements in *Part C - Section 3 Low Rise Single and Semi Detached* of this document).

4 For Townhouse blocks:

- **a)** Consider future planned land use in the area where infill townhouses are proposed.
- **b)** For infill development buildings that are larger than the adjacent existing structures, create an appropriate width transition by dividing the main elevation in sections with widths that reflect the adjacent dwellings.
- **c)** Encourage shorter block lengths, particularly in mature neighbourhoods.
- **d)** Encourage lane-based and maisonette townhouse typologies for infill developments.



5.2.5

Architectural Expression

Design Guidelines

1 Incorporate elements, themes, styles that are compatible with the existing buildings in the area.

2 Maintain the site's grade and the neighbourhood's characteristic first floor height.

3 Ensure garage doors do not dominate the façade.

- a) Maintain consistent driveway widths at the street curb as surrounding neighbourhood.
- b) Maintain consistent garage type and location as surrounding neighbourhood, (i.e. at the front or the rear of the lot).
- c) Maintain consistent garage setbacks from the street as surrounding homes.

4 Where an infill development abuts or is attached to an existing heritage structure, design building additions so that:

- a) they are secondary and frame the heritage structure, or
- b) they are visually separated and distinct from the heritage structure.

Building Materials

5 Ensure the materials and design elements used for new dwellings enhance the character of the existing neighbourhood.

6 Provide colour and material packages that result in a visually harmonious appearance on the streetscape.

7 Contemporary designs should include traditional materials used in the surrounding neighbourhood.

Roofs

8 Carry the datum of adjacent buildings into the roof line of new development:

- a) continuing the datum line, the top of a flat roof, or the underside of adjacent building's roof soffit.

For Townhouse Blocks

9 Highlight individual units by varying the setback of elements on the façade.

10 Where blocks are placed perpendicular to the street, design the end unit to include additional projections or bump outs to reduce the length of the fence.

Carry the horizontal datum of adjacent buildings into new infill townhouses

Infill development reflecting the massing and fenestration of existing-adjacent units

5.3 Front Yard Landscaping

Design Guidelines

1 Design front yard landscaping to reflect and enhance the general character of the existing streetscape.

a) Respect any heritage landscaping as part of the front yard landscape treatment.

b) Coordinate fencing and other built landscape elements with the building design.

2 Where lots result form severing larger ones, driveways will be limited in width to the width of the garages and front yard parking is prohibited.

For Townhouse Blocks

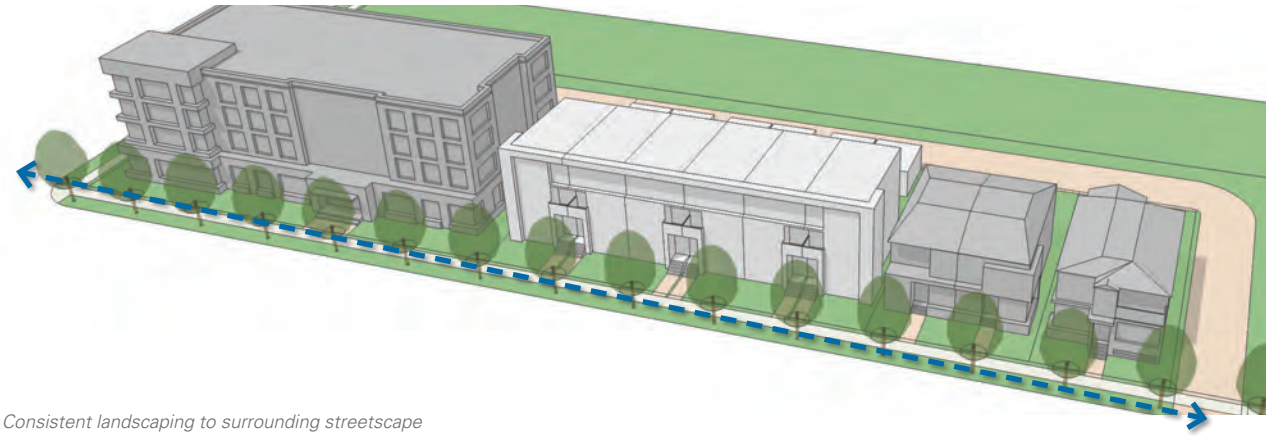
3 Infill townhouse may be exempt from street tree planting requirements if street trees already exist, or where no space is available to plant trees.

4 Provide private outdoor amenity spaces whether in rear yards or on decks/terraces for townhouse infill.

Infill townhouse within existing mixed use area

Infill townhouse within existing urban residential area

Modern infill townhouse within mature residential neighbourhood



Consistent landscaping to surrounding streetscape

Section 6

6.0 Low-rise Commercial, Employment & Institutional Areas (under 4 storeys)

6.0
Low-rise Commercial, Employment & Institutional Areas (under 4 storeys)

Introduction

As Brampton continues to grow, the shape of its urban and suburban environments will continue to change and, with an emphasis on sustainability, intensification and complete communities, it will look and function differently going into the future.

These guidelines provide a framework to guide the 'look and function' of low-rise commercial sites; its site planning, design of its built form and design of its landscape and public realm. The framework is based upon the City's vision and guiding principles and reflects its aspirations for good urban form, compact development, pedestrian-environments and a connected public realm.

Low-rise commercial development

Iommunity infrastructure

Institutional buildings

Employment development

Design Principles

More specifically, and building on the **City's Guiding Principles (Part A Section 1.2),** the overarching ambitions for these sites are expressed as the following **Design Principles**:

Promote place making

- provide quality building and landscape designs
- ensure integration with the community
- provide built form and public realm transition to the surrounding areas
- build upon the distinguishing characteristics of the neighbourhood
- integrate built and natural heritage

Create human scaled development and public spaces

- reduce the reliance on and dominance of cars
- prioritize pedestrians and cyclists
- animate the streets and public spaces

Create a highly connected and permeable circulation system

- provide safe access and movement for all modes of transportation, including pedestrians, cyclists and cars

These design guidelines apply to low-rise commercial, employment and institutional development. They aim to create vibrant and street focused built form that is compatible with its surroundings and coordinated, pedestrian-scaled public spaces that contribute to placemaking. The guidelines will inform planning and detailed design, from block plans to site plans.

The guidelines recognize similar goals and principles across the many different low-rise forms of non-residential development. As such, they are organized to address site planning and built form conditions that are common to various uses; these are found under 'General Design Guidelines'. In addition to the General Design Guidelines, use and form specific guidelines shall also apply. Unless otherwise stated, the specific guidelines, along with the General Guidelines shall apply to all low-rise commercial, employment and institutional forms of development.

Landscaped public realm

Animated public realm

6.1
General Design Guidelines for Commercial, Institutional and Employment Areas

6.1.1
Building Placement

General Design Guidelines

1 Locate buildings at or near the street line to generally align with buildings on adjacent properties and/or to create a consistent street wall;

2 Locate buildings at corners and gateways to provide a strong presence in these important locations;

3 Arrange buildings to frame (internal) streets, public spaces, plazas, and parks;

4 Arrange buildings to allow for patios and spill out areas which animate the site/street;

5 Arrange buildings to create comfortable and protected pedestrian spaces that have a sense of enclosure.

Caption

Caption

Caption

6.1.2

Building Design

General Design Guidelines

1 Allow a range of design expressions to promote architectural variety;

2 Ensure design is compatible with / complementary to the surrounding neighbourhood character;

3 Locate active uses at-grade and to animate the public realm;

4 Provide main building entrances in prominent and highly visible locations;

5 Ensure building entrances are accessible, safely and clearly connected to the sidewalk and parking areas;

6 Provide a high-degree of articulation on building elevations that face onto streets and public spaces; such as changes in plane, fenestration, projections, relief, horizontal and vertical elements; avoid blank, uninterrupted walls;

7 For buildings located at corners, elevations shall be designed to equally address the two main street frontages; in addition, prominent massing, height, architectural elements and detailing shall be used to emphasize these locations;

8 Concentrate the highest degree of articulation at entrances and along main building elevations and, in particular, the use of vision glass;

9 Incorporate architectural elements to enhance the pedestrian environment – canopies, overhangs, awnings, projecting display windows, arcades, colonnades, etc.; these elements should be designed as integral parts of the building in terms of form, style, materials, colours, etc;

10 Screen roof top mechanical equipment from view through the use of architectural screens, parapet walls and/or integration into the design of the building;

11 Use high-quality, durable exterior building materials; avoid reflective and mirrored spandrel glass;

12 Within heritage areas, special requirements may be required.

6.1.3

Circulation and Parking

General Design Guidelines

1 Provide a safe, clear and accessible site circulation system for pedestrians, cyclists and vehicles, including connections to the surrounding street network, public sidewalks, transit stops, and parking areas;

2 Provide prominent and easily accessible entry points to the site;

3 Prioritize pedestrian and bicycle movements through design and signage;

4 Provide direct access to at-grade uses from sidewalks and parking areas;

5 Avoid large areas of surface parking;

6 Locate surface parking away from public view, at the side or rear of sites;

7 Screen parking from public view with the use of buildings, structures and landscaping;

8 Incorporate landscaping within parking areas (aim for 20 to 30 percent of the parking area);

9 Provide barrier free, landscaped pedestrian connections from, to and through parking areas.

Example of Site Plan for Neighbourhood Centre Scenario

6.1.4

Garbage, Service and Loading

General Design Guidelines

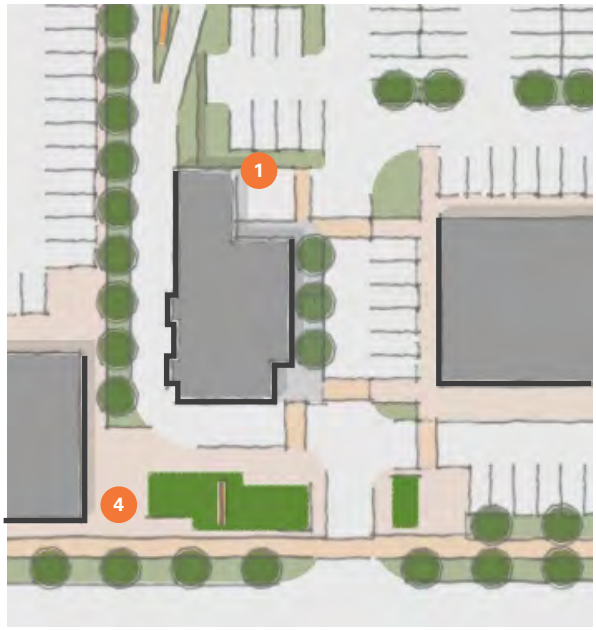
1 Locate garbage/recycling, loading and service areas away from public view, to the rear or side yards, away from residential areas as well as major roads.

2 Integrate these functions within buildings wherever possible.

3 Garbage storage bins that can be accessed for garbage pick up shall be incorporated into the principal building design; food waste shall always be stored in climate controlled rooms;

4 Locate patios away from any place where vehicular activity is expected, and from servicing, garbage and loading areas;

5 Loading/garage doors which face the public street/ space, must be recessed from the main building



loading areas

garbage storage

6.1.5

Landscaping (Private and Public Realm)

General Design Guidelines

1 Landscaping within the private areas and public interface shall be coordinated and designed to enhance the character of the development and the neighbourhood.

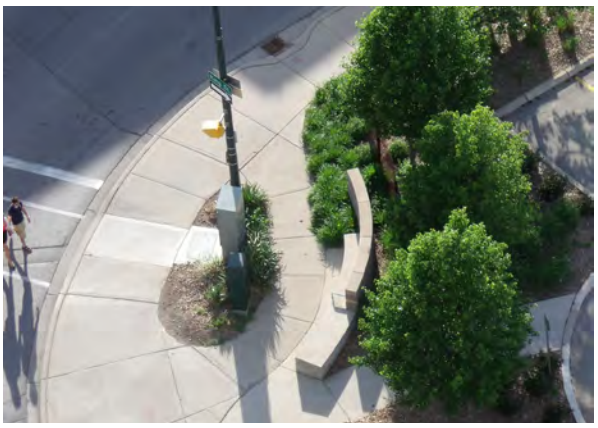
2 Ensure a comprehensive strategy for planting, built features, fencing, walls, paving, lighting signage and site furnishings.

3 Landscaping shall enhance / contribute to the broader environment - ecological function, stormwater management functions, urban forest, bio-diversity.

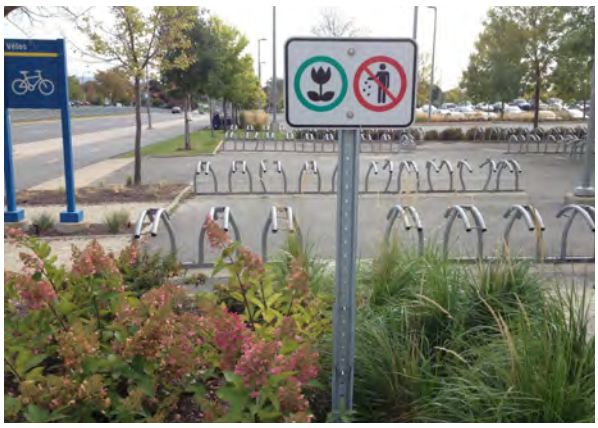
4 Landscaping shall reinforce the structure of the site with a focus on creating a safe, comfortable and animated pedestrian environment – including streets, edges, corners, gateways, transitions, public spaces, building entrances.

5 Use high-quality, durable materials for paving, walls, planters, site furniture, shade structures, etc.

6 Minimize the use of hard, paved areas to reduce surface run-off and heat island build-up; use of permeable paving wherever possible.



landscaped features



ornamental planting beds

7 Planting strategies shall be based upon year-round interest, hardiness, drought, salt and disease tolerance, and promoting bio-diversity.

8 Enhance the urban forest with the use of a diversity of canopy trees; ensure they are hardy, tolerant and high-branching.

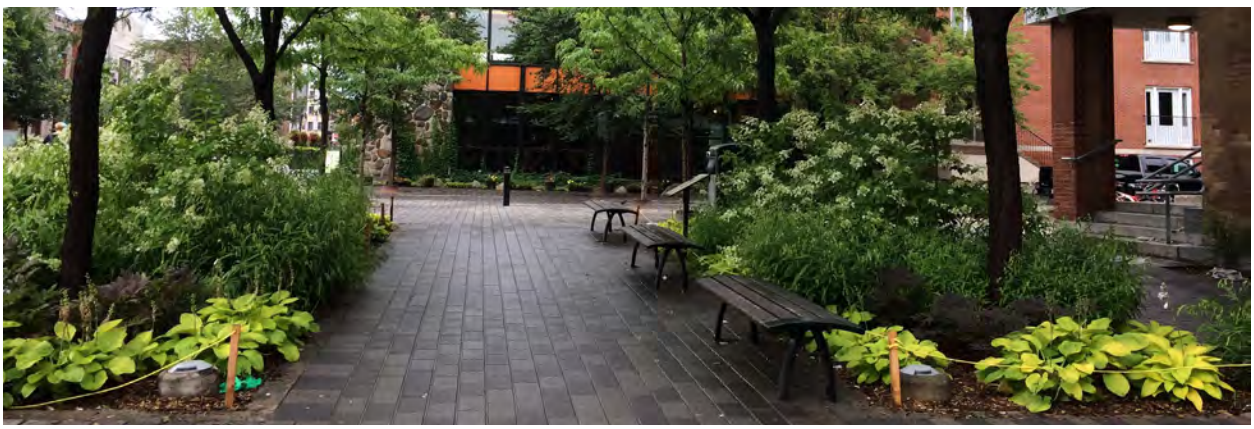
9 Design of fences and walls shall be coordinated with building designs.

Refer to the City's Design Standards for:

- Construction Standards
- Landscape Specifications

Caption

landscaped walls



landscaped pedestrian corridors

6.1.6

Lighting

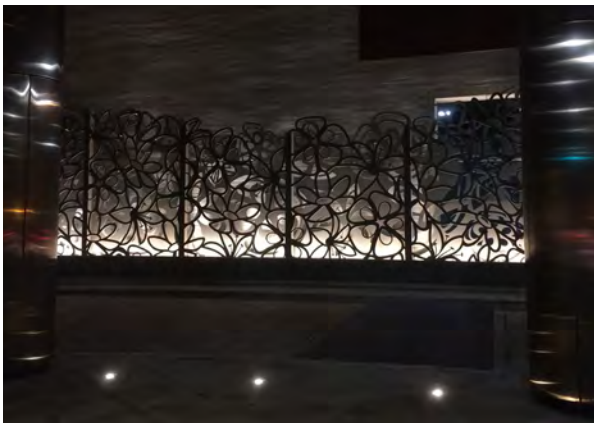
General Design Guidelines

1 Provide an overall lighting strategy that coordinates site, building and landscape lighting to ensure pedestrian safety and comfort.

2 Lighting design shall minimize light spill over into residential neighbourhoods;

lit parkette

lit pedestrian camopies



lit building features

lit heritage architecture

6.1.7

Signage

General Design Guidelines

1 Provide an overall signage strategy that coordinates the site and buildings within a multi-tenant site.

2 Signage shall be integrated with the building designs.

3 Signage shall be consistent in design with respect to materials, size, location (on a building), lettering and lighting, while also allowing some flexibility for tenant branding.

4 Neon signs, rooftop signs and visual clutter shall be avoided.

5 The number of monument signs on a site shall be limited.

6 Monument/pylon signs shall be coordinated in design with the buildings.

7 Refer to the City's Signage By-law for specific details, permissions.

Caption

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6.2
Drive-through Facilities

Drive-Through Facilities may occur as stand-alone buildings or as part of multi-tenant buildings. Since Drive-Throughs require large areas of paving, they should be located away from the public streets and from pedestrian areas. In addition to the General Design Guidelines for Commercial, Institutional and Employment Areas, the following design guidelines, specific to Drive-Through Facilities, shall apply:

Accessible pedestrian connections

High quality and appropriate building style

Screening planting for parking areas

Design Guidelines

1 Within larger developments, locate drive-through facilities at mid-block locations with queueing and drive-through lanes at the side or rear yards.

2 For sites that contain two or more drive-through facilities, ensure clear separation of their respective driveways and queue lanes.

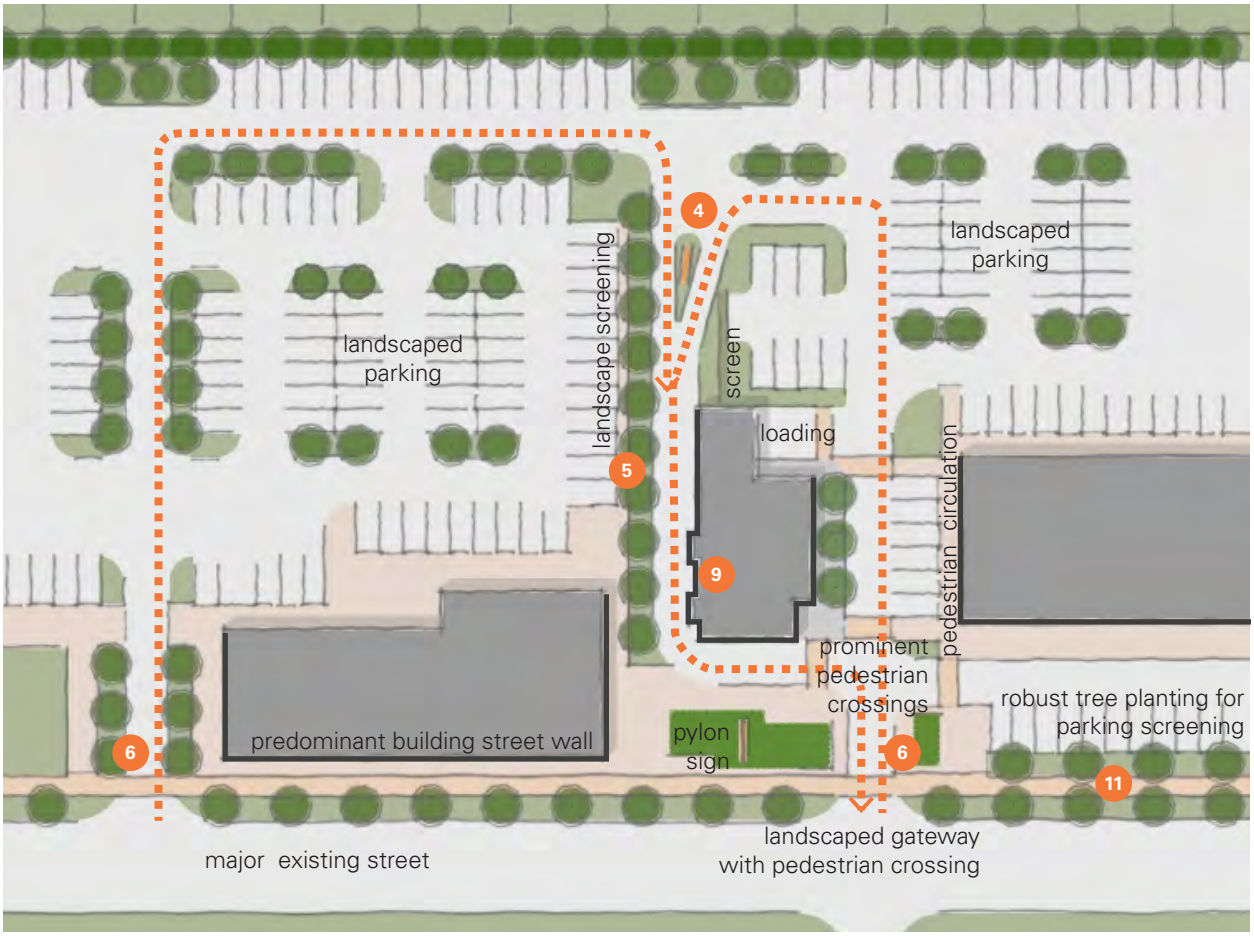
3 Locate queue lanes (and intercom stations) away from residential areas and outdoor amenity areas.

4 Where possible, consider double drive-through lanes that merge into a single queue lane for pick-up.

5 Avoid locating queueing and drive-through lanes between the street and the building; for exceptions where this condition occurs provide a minimum 4.5m separation between the street and the drive-through / queue lanes that is landscaped, including plantings, fences and walls to fully these areas from public view.

6 Provide separate entrances/exits for drive-through facilities and the site.

7 Provide a 2.0m minimum separation between queue lanes and parking areas, with the use of raised medians, planting, fences and walls.



Caption

8 Avoid pedestrian routes that cross driveways and queue lanes; if they must cross these areas, they shall be located to minimize potential conflict, and shall be designed prioritize pedestrians, through the use of clear pavement markings, special pavement, signage and other cues to ensure safety.

9 Separate payment and pick-up windows where possible.

10 Provide queue lanes to accommodate the following minimum number of vehicles:

a) 10 vehicle spaces for restaurants

b) 8 vehicle spaces for financial institutions

c) 3 vehicle spaces for other uses, such as pharmacies

11 Block spill over of vehicle headlights onto adjacent residential properties, public streets and public spaces.

12 Provide weather protection for payment / pick-up windows.

Pick-up lane screening planting

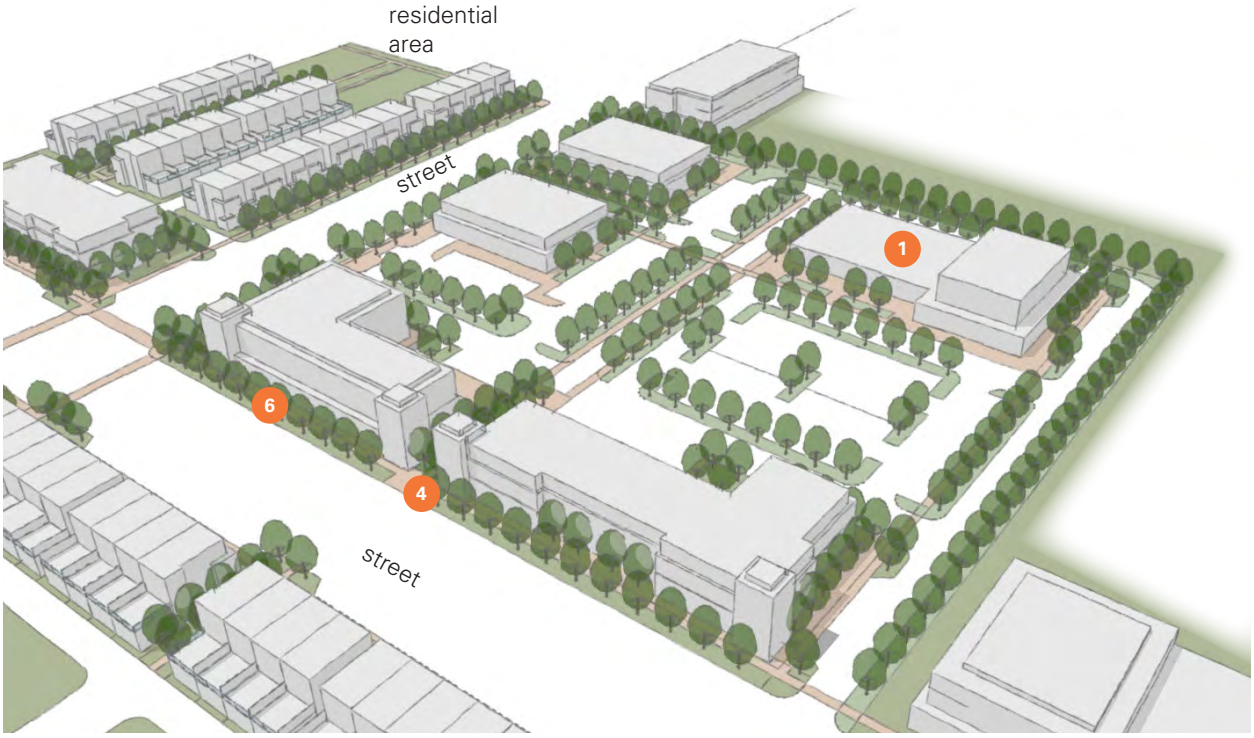
Caption

6.3
Automotive Service Centres

There are a range of uses that occur on these sites, including gas bars, car washes and tire/engine service centres. These uses are driven by the need to accommodate the movement and servicing of vehicles. As such, the goal for their design is to minimize impacts on the public realm and, in particular, to ensure that pedestrian safety is a priority.

In addition to the General Design Guidelines for Commercial, Institutional and Employment Areas, the following design guidelines, specific to Automotive Service Centres, shall apply:

1. Within larger developments, locate automotive services centres away from corner locations.
2. Orient the main building with the longer building wall along the street.
3. Locate main building elevations no more than 6.0m from the street.
4. Locate main building elevations to create a consistent street wall along the street.
5. Provide a minimum 4.5m landscaped strip between the main building elevation and the street and between parking/driveway areas and the street.
6. Provide a minimum 3.0m landscaped strip adjacent to other uses.



Typical Gas Station Layout

7 Gas bar principal buildings may be sited:

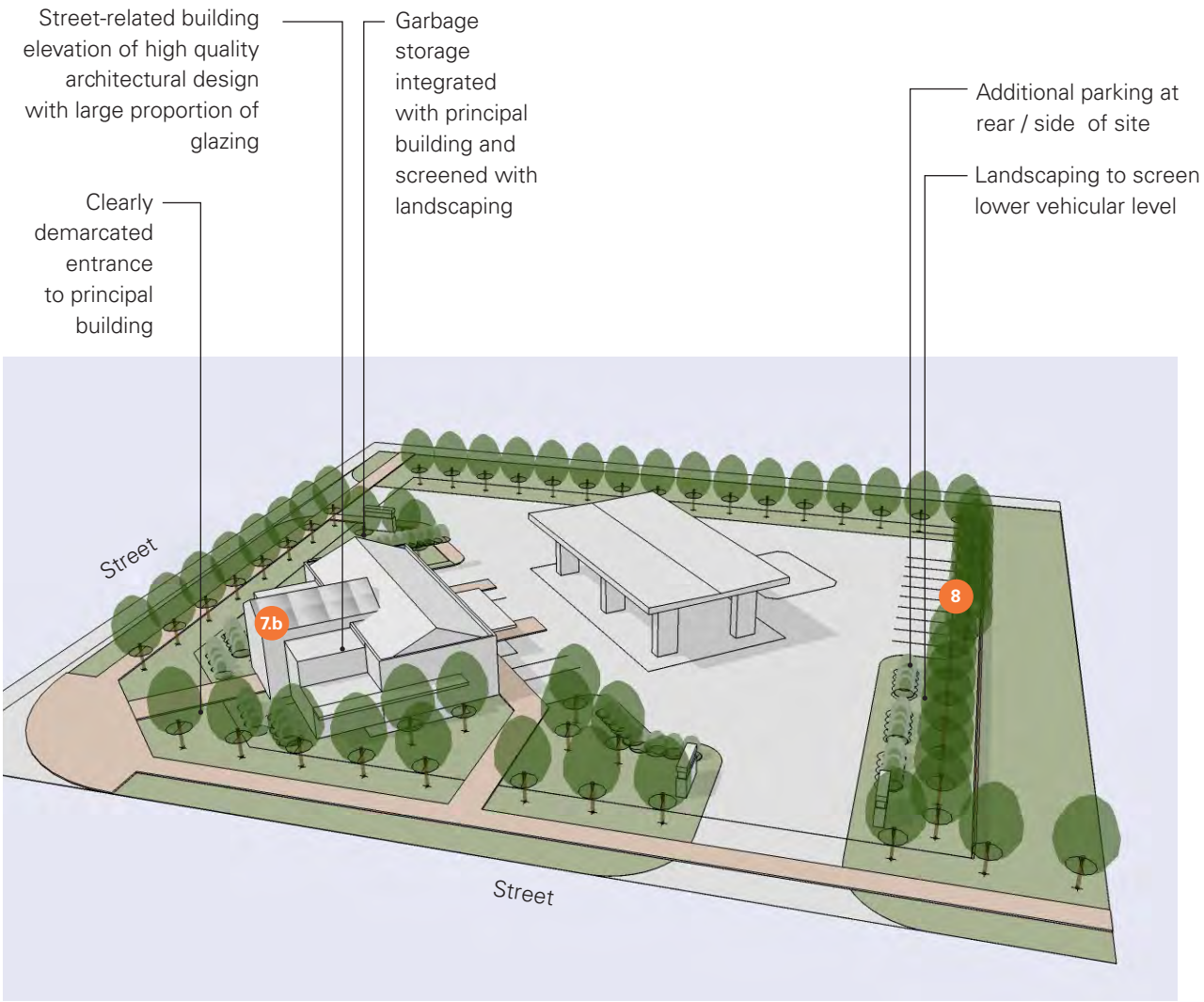
a) Parallel to the side lot lines, with short facades facing the street

b) At the corner closest to the intersection with gas bars/canopies located diagonally behind the building, with street related façade design that incorporate vision glass and entrances

c) Towards the centre of the site, with gas bars/ canopies extending towards the street line, with architectural structures/features that reinforce the street edge

8 Car wash elements shall be designed to minimize noise and spill over on adjacent residential areas.

9 Car wash exits must face away from abutting residential properties and fully screened from neighbouring residential view.



Corner Gas Station Sitting

Saffron Cepsa Gas Station (Italy)

Contemporary Gas Station Canopy Structure (Austria)

Exxon Urban Gas Station with Greenroof (Washington)

6.3.1

Massing and Built Form

Design Guidelines

1 Principal buildings shall be oriented with entrances and major windows visible from and relate to the street, with direct pedestrian connections.

2 Principal buildings shall incorporate features such as:

a) Significant areas of vision glass/glazing; spandrel glass shall be complementary in colour and mullion design to the vision glass; reflective glass should be minimized

b) Changes in wall plane and materials

c) Roof overhangs

d) Cornice lines

e) Prominent entrance areas

f) Varied building volume and accent elements

g) Coordinated building materials

3 Consider roof forms other than flat roofs to respond to the context/character of the neighbourhood, particularly where there is a heritage context.

4 Canopy structures and pumps shall have a consistent design to the principal buildings(s); height, massing, architectural details, lighting, signage, materials, and colours shall be coordinated, and complementary.

5 Ancillary buildings and structures shall be coordinated in design with the principal building(s); height, massing, architectural details, lighting, signage, materials, and colours.

Contemporary Gas Station Canopy Structure (Arkansas)

Alternative Gas Station Canopy & Built Form

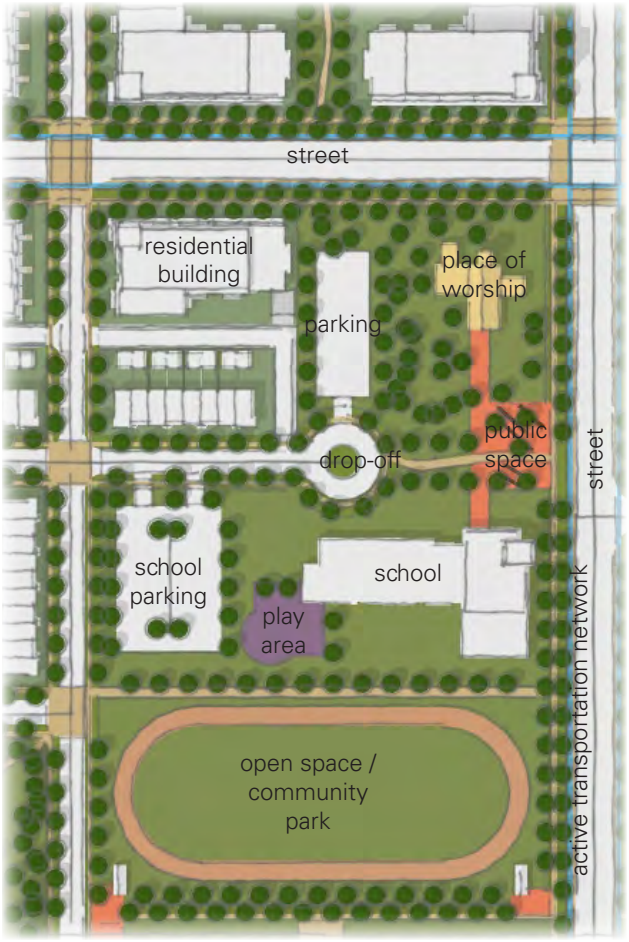
Gas Station Canopy integrated to Gas Bar Building

6.4
Institutional Community Areas

Institutional/Community developments provide important opportunities for place-making, with distinct architecture, high quality public spaces and with, the potential to co-locate and share facilities, these sites can become hubs of activity and focal points for social interaction, gathering and civic events.

The types of uses that occur in these areas could include schools, places of worship, community centres, libraries, health centres, etc. With such diverse uses, the form of development, site organization and building design can vary, however, the common goals are to ensure safe access and circulation, provide meaningful open spaces, enhance connections to the broader community and create high-quality, recognizable and enduring built form.

In addition to the General Design Guidelines for Commercial, Institutional and Employment Areas, the following design guidelines, shall apply:



institutional community infrastructure hub

high quality built form and public realm

integrated community facilities and programmed outdoor open space

community facilities integrated with re-purposed heritage buildings

6.4.1

Site Organization / Building Placement

General Design Guidelines

1 Principal buildings should be:

a) sited close to the primary street with building presence along at least 60% of the street frontage

b) sited at the corners of intersections

c) oriented with entrances and major windows visible from and related to the street

2 Building design should:

a) encourage multi-storey building designs wherever feasible

b) incorporate architectural elements to terminate important views and vistas

c) respond to the neighbourhood/local context and site conditions

3 Provide direct pedestrian connections from the street to the front door(s)

4 Provide and enhanced public realm interface along the street, including landscaped areas, open space, gathering areas in association with front door(s) and/ or walkways

5 Locate vehicle drop off and parking areas away from the street frontage, preferably at the sides of the principal building; if these areas are located along

the street, they should be designed as part of an enhanced public realm (continuous paving, rolled/ flush curbs, street furniture, seating, planting)

6 Locate garbage storage and loading areas away from abutting residential properties and fully screened from neighbouring residential view.

7 Consider roof forms other than flat roofs to respond to the context/character of the neighbourhood, particularly where there is a heritage context.

8 Ancillary buildings and structures shall be coordinated in design with the principal building(s); height, massing, architectural details, lighting, signage, materials, and colours

pedestrian connectivity provides direct access to buildings from street

enhanced public realm and landscaped areas

civic architecture improves quality of public spaces

high-quality architecture creating community landmarks

6.5 Upscale Commercial

6.5.1 Areas Abutting Upscale Executive Residential Areas

In addition to the General Design Guidelines for Commercial, Institutional and Employment Areas, the following design guidelines, shall apply:

General Design Guidelines

1 Along the rear or side lot line abutting Upscale Executive Residential Areas:

a) Principal buildings shall be placed no closer than 20 metres from the side lot line.

b) Access driveways shall be located a maximum 2 metres from the side lot line.

c) Principal buildings shall incorporate upgraded materials on all facades facing and /or visible from the adjacent residential area.

d) A continuous landscape strip of a minimum 4 metres wide shall be provided along the property line; the landscape strip shall be fully planted with a combination of high branching deciduous trees and/or tall coniferous trees and shrubs.

e) Required screen/acoustic fencing shall be upgraded in design, and in the quality of materials.

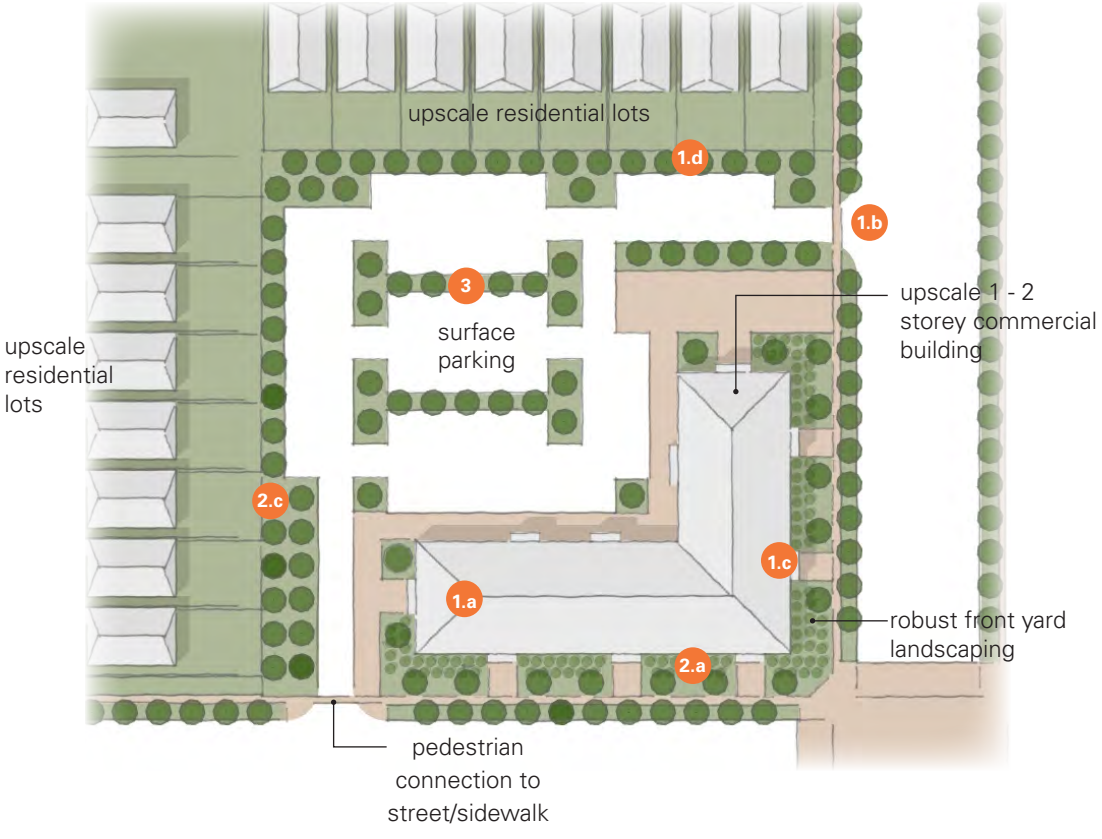
2 Along the street facing Upscale Executive Residential Areas:

a) Principal buildings shall be placed a maximum of 6 metres from the front lot line.

b) Vision glass/glazing shall comprise a minimum of 50% of the facade; spandrel glass shall be complementary in colour and mullion design to the vision glass; reflective glass shall not be permitted.

c) Enhanced landscaping shall be provided between the property line and building/parking areas; landscaping shall consist of upgraded trees (type, form and size consistent with those on the other side of the street).

3 Surface parking areas shall incorporate soft landscaping and/or permeable surfaces as 20 to 30 percent of its area.



Section 7

Large Commercial & Mixed Use Centre Development

7.0

7.0 Large Commercial & Mixed Use Centre Development

7.1 Introduction

As Brampton continues to grow, the shape of its urban and suburban environments will continue to change and, with an emphasis on sustainability, intensification and complete communities, it will look and function differently going into the future.

Part of this change involves a mixed-use approach to development that will affect larger commercial sites – existing, new and planned. These different scenarios present opportunities for renewal, redevelopment and intensification, while promoting mixed-use developments that are better integrated with the structure and character of the community, prioritize pedestrians and the public realm, and anticipate future opportunities for transformation.

These guidelines provide a framework for the site planning and built form of large commercial sites and mixed-use centres. The framework is based upon the City's vision and guiding principles which are consistent with the policy directions of the Growth Plan and reflect some of the on-going trends in land and commercial development, including:

- Increasing land values
- Changing nature of retail - more online shopping, smaller retail stores
- Increasing focus on commercial/retail nodes as the centre of neighbourhood and community activity and transit connections

Design Principles

More specifically, and building on the City's Guiding Principles (Part A Section 1.2), the overarching ambitions for these sites are expressed as the following **Design Principles**:

Promote place making

» provide quality building and landscape designs
» ensure integration with the community
» provide built form and public realm transition to the surrounding areas
» build upon the distinguishing characteristics of the neighbourhood
» integrate built and natural heritage

Create human scaled development and public spaces

» reduce the reliance on and dominance of cars
» prioritize pedestrians and cyclists
» animate the streets and public spaces

Provide a mix of uses

» move away from single-use sites and introduce a mix and variety of uses
» ensure active uses at the base of buildings and at the street level

Create a highly connected and permeable circulation system

» provide safe access and movement for all modes of transportation, including pedestrians, cyclists and cars

7.2
Site Layout

Design Guidelines

1 Create a pedestrian-scaled, permeable and connected internal block and street pattern

2 Provide connections to surrounding areas

3 Locate buildings along primary streets

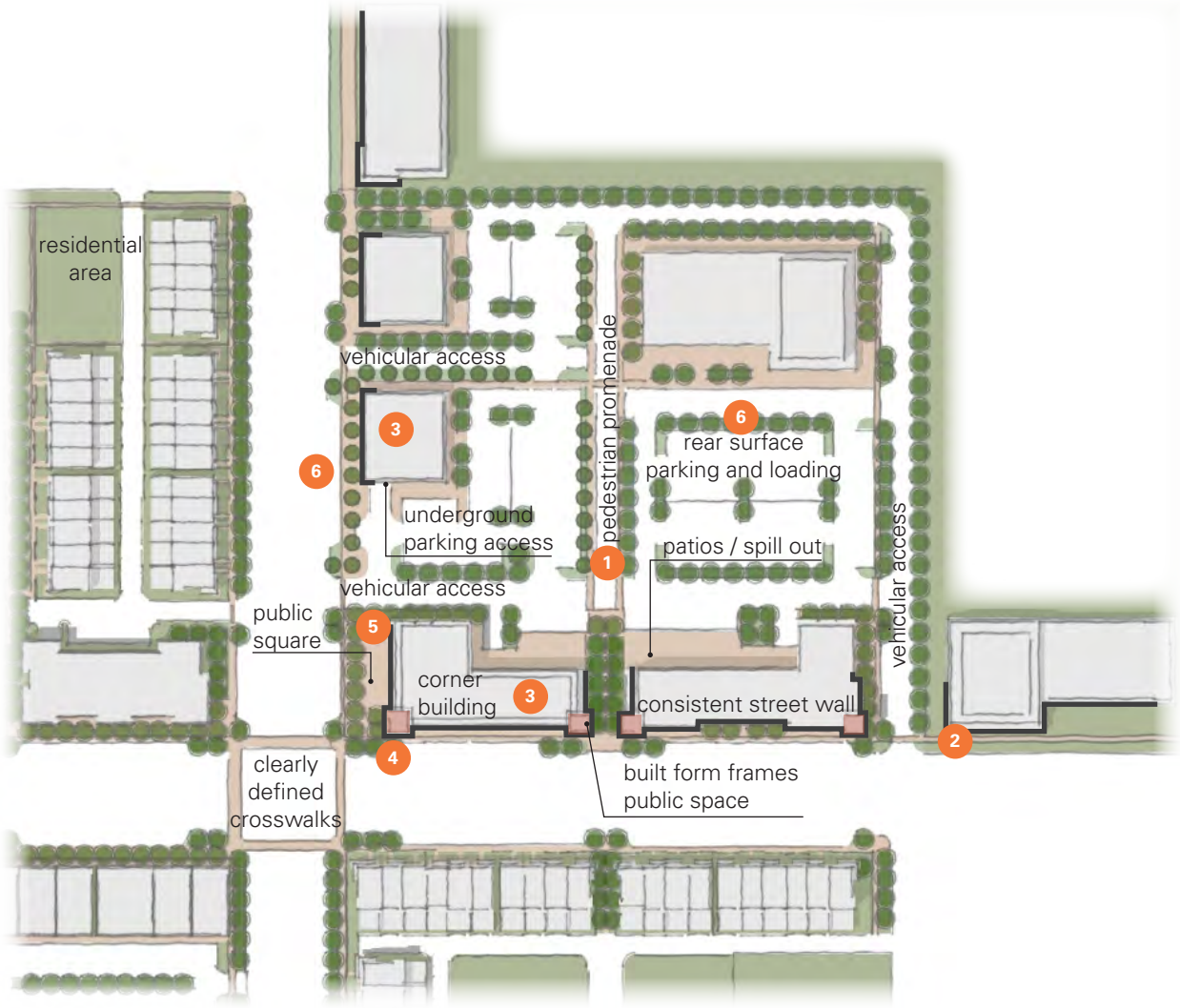
4 Orient main entrances to primary streets

5 Provide safe, visible and clearly defined access points

6 Provide a variety of parking options, including on-street parking

7 Avoid large surface parking areas

8 Minimize drive-through facilities



7.3
Public Realm

Design Guidelines

1 Create a hierarchy of streets with character / function

2 Incorporate active transportation and transit

3 Screen parking, garbage and loading areas from public view

4 Organize the site to enhance wayfinding – (i.e. buildings as gateways and landmarks, public spaces as focal points, streetscapes that frame significant views)

5 Incorporate opportunities for public art

6 Coordinate the street and site furnishings as a 'family' of related/complementary elements

7 Provide a connected street and open space network within the site

8 Promote privately owned public spaces (POPS) to enhance connectivity to the surrounding urban fabric

On-street parking provides an active frontage.

Retail at street level promotes a vibrant and active pedestrian realm.

Primary retail street.

An enhanced streetscape with landscaping features.

On-street parking provides an active frontage.

7.4
Built Form

Design Guidelines

1 Provide transition to adjacent neighbourhoods

2 Respond to the neighbourhood character

3 Locate active uses within the base of buildings

4 Provide main building entrances and openings along primary streets

5 Provide spill-out space around the base on buildings

6 Avoid false frontages along the primary streets

7 For specific building design guidelines, refer to

- a) High Rise Guidelines
- b) Mid Rise Guidelines
- c) Townhouse Guidelines

8 Parking structures shall be integrated with and/or behind principal buildings

Consistent building setback and orientation to internal street.

Existing single use, commercial / retail sites are transforming into Mixed-Use Development.

Prominent Corner Building

Spill-out space articulated to surrounding public realm

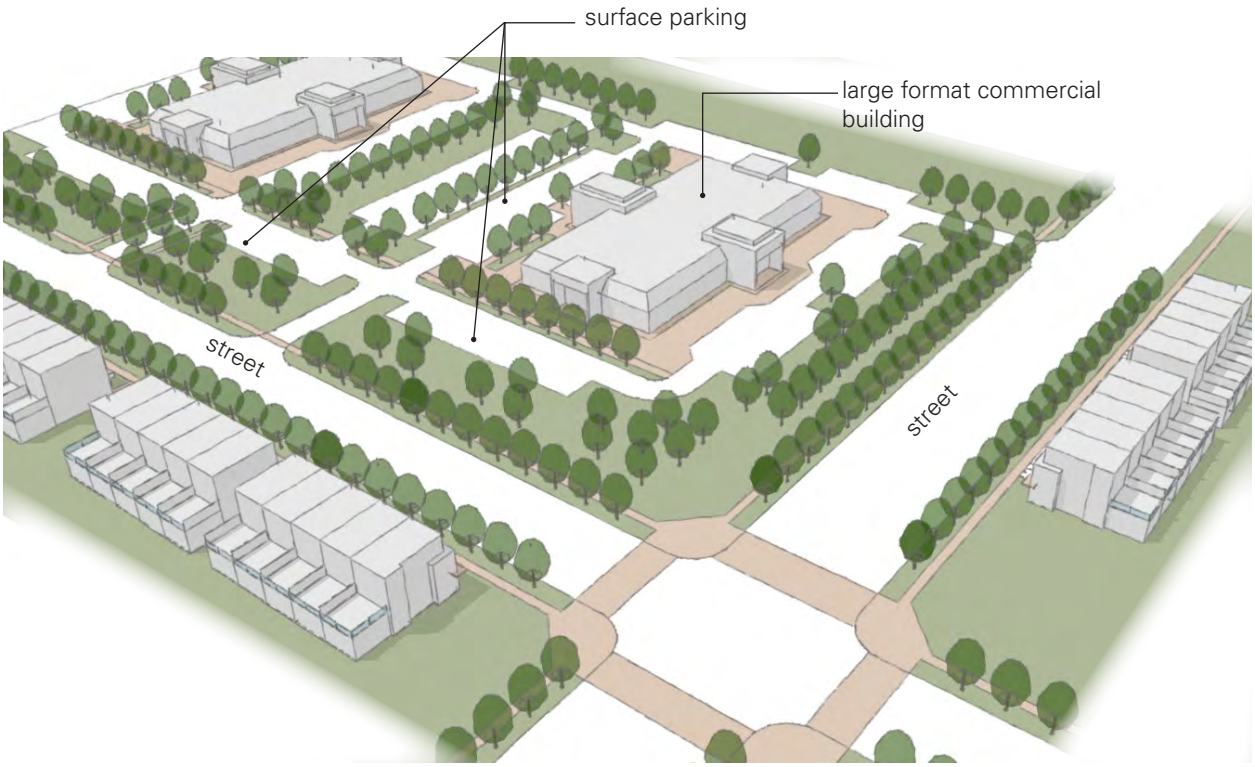
High quality architectural detailing & materials.

Mixed-use large anchor store with smaller retail units integrated within the built form.

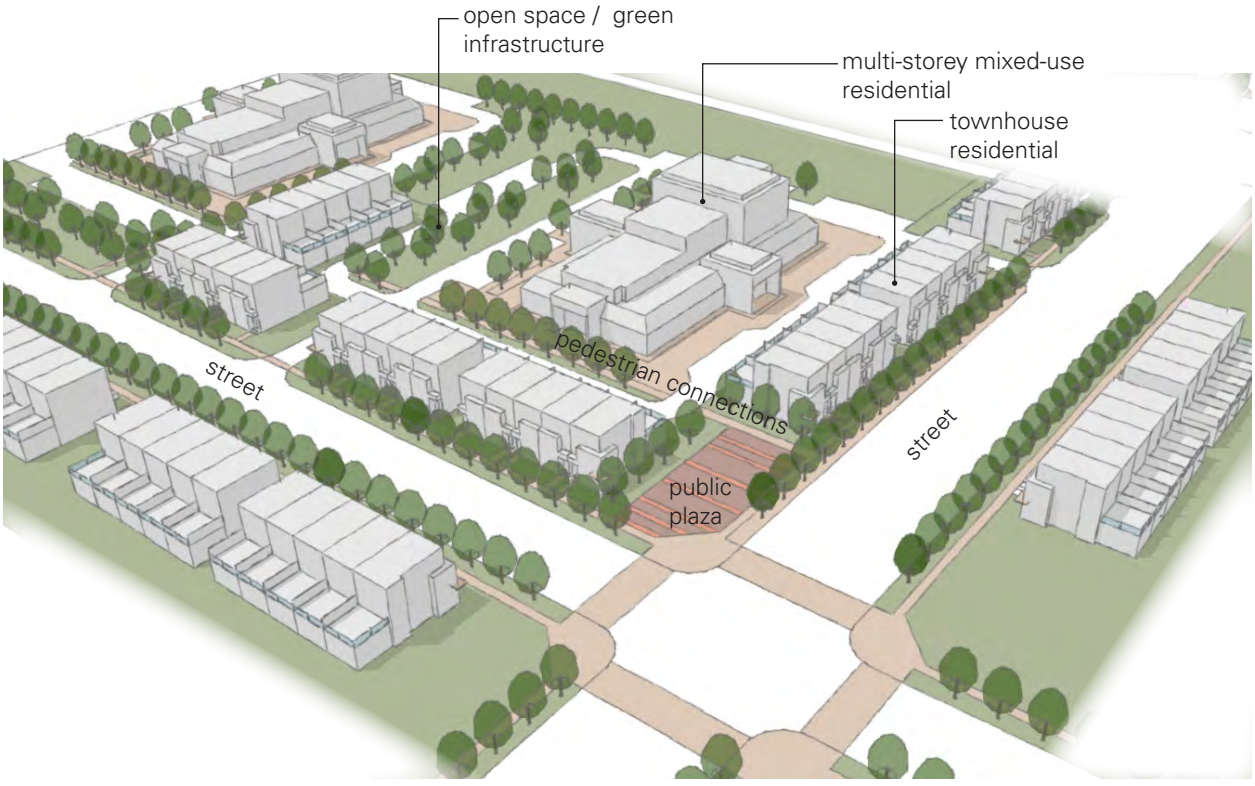
7.5
Flexible Plan

Design Guidelines

1. Create an ultimate vision for development that can be implemented over time; demonstrate short and long term phases of development
2. Develop a master plan with comprehensive phasing strategies that demonstrate longer term intensification
3. Provide a parking plan that minimizes impact on the public realm
4. Establish an internal street and block pattern that is connected /has future potential to connect to the surrounding community
5. Incorporate green infrastructure
6. Allow for flexibility in implementation to respond to changing conditions



Initial Phase



Final Phase

Section 8

New Business Employment Areas 8.0

8.0
New Business Employment Areas

Business Employment Areas are crucial components of the City's long-term economic development strategy. These areas are identified in the City's Official Plan Schedule A General Land Use Designations as 'Business Corridor' and 'Industrial' uses. They represent significant land area within the city and have a prominent presence along many of its major roads. As such, these areas provide important opportunities for the city to implement its vision and, in particular, to achieve its objectives for place-making, connectivity and sustainable design. More specifically, these areas should promote high-quality public and private realm design, enhance connectivity, integrate green building technologies, and implement low impact development strategies.

The following design guidelines shall apply to Business Parks and Industrial Sites:

8.1
Site Organization

Design Guidelines

1 Provide a connected grid of roads that respond to the existing site topography and natural features

2 Provide a connected pedestrian/cyclist system that encourages active transportation

3 Provide direct pedestrian connections from the street to the front door(s) of buildings and from parking areas to building entrances

4 Minimize interruptions to the sidewalk and potential conflict between vehicles, cyclists and pedestrians

5 Locate parking behind or to the side of buildings

6 Locate garbage storage and loading areas behind buildings

7 Ensure a coordinated program of wayfinding/ signage for the Business Park

Site organization

8.2
Building Placement

Design Guidelines

1 Principal buildings should be:

a) sited close to the street with building presence along at least 50% of the street frontage

b) sited at the corners of intersections

c) oriented with entrances and major windows visible from and related to the street

2 Locate buildings to generally create a consistent street wall

3 Locate buildings to frame important views/vistas

4 Provide prominent building massing at intersections/ corners/view terminii

5 Locate main building entrances along the primary building elevations

6 For prominent locations, those with two or more publicly visible frontages,

a) orient the primary building elevations to the most visible public frontage and incorporate the highest degree of articulation on the visible elevations

7 Locate offices along the street and/or at prominent corners

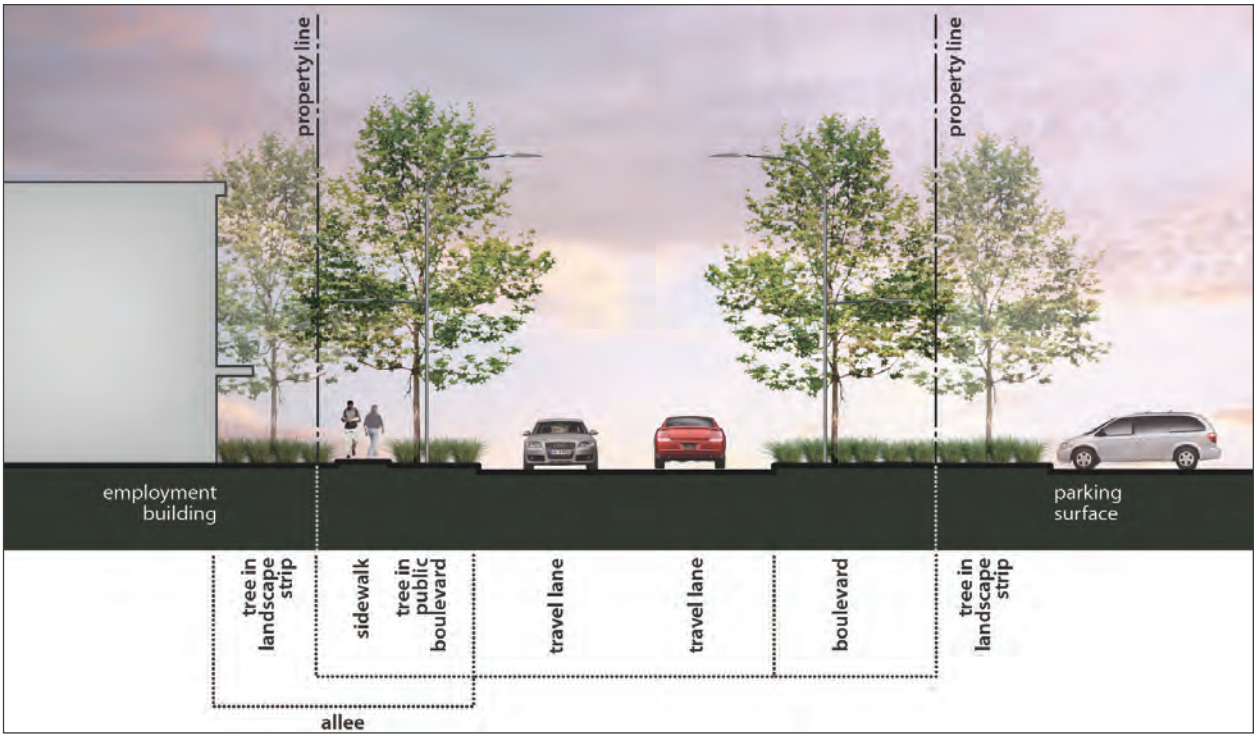
Articulated Building Façade

Articulated Building Massing

Driveway Access and Walkway to Employment Development

Articulated Building Façade along Street Edge

Building Placement



Conceptual Cross Section

8.3
Building Design

Design Guidelines

1 Allow for a diversity of building designs/expressions within a generally coordinated design language

2 Individual buildings within a complex should be coordinated in design

3 For sites adjacent to highways, provide the same degree of building articulation on side and rear elevations, in addition to the primary elevation

4 Large and long facades shall be subdivided with the use of different materials, change in plane, recesses, windows and vertical elements

5 Differentiate office and warehouse portions of buildings through design, massing, materials and detailing

6 Windows/glazing should be incorporated on any elevation that overlooks public areas and comprise a minimum of 30% of the office portion of building elevations

7 Use high quality, durable building materials

Main Building Entry on Primary Elevation

High Quality Building Materials

Façade Articulation Through Vertical Elements and Proportionate Windows

Use of diverse materials and forms on large façades

8.4
Public Realm and Landscaping

Design Guidelines

1 Provide an enhanced public realm interface along the street, including landscaped areas, open space, gathering areas in association with front door(s) and/or walkways

Landscape Parking Courtyards

Landscaped Building Entrances

Integration of Bioswale Solutions for Water Run-off Management

Permeable Pavement Treatments

Section 9

Private Owned Open Spaces 9.0

9.0
Private Open Space

9.1
Urban Linkages / Midblock Connections

Urban linkages are open spaces, such as courtyards that are important components of the urban park space system and facilitate urban connectivity and promote pedestrian friendly urban centres. The municipality, in cooperation with the development community, must aggressively leverage this unique quality and amenity by creating and / or building upon the existing network of public and private open spaces lined with small stores, restaurants and outdoor cafés.

It is the intent of the municipality that courtyards and / or connecting lnks shall be accessible and inviting to pedestrians of all abilities, and of a size appropriate to the scale of adjacent development. They provide valuable opportunities to improve connections between the public sidewalk system and the other components of the public realm network. They play an important role in the quality of the urban park space system throughout the urban centre, creating a logical wayfinding system, and assist in the establishment of a more beautiful and inviting public realm network.

9.2
Privately-Owned Public Spaces (POPS)

Privately-Owned Public Spaces (POPS) are indoor and / or outdoor spaces, privately owned but publicly accessible. Although they all enable pedestrians connectivity, many are destinations unto themselves with outdoor seating, restaurant and retail frontages, and unique public art.

Intent: To enable pedestrians to travel through the community quickly and easily. POPS provide high-quality pedestrian-oriented open spaces that link adjacent land uses, streetscapes and other public realm components.

They may include, but are not limited to:

- Residential Landscaped Mews
- Urban Parkettes, Plazas and Pocket Parks
- Mid-block Connections
- Private Streetscapes
- Private Multi-Use Trails and Walkways
- Roof Top Amenity Areas

Residential Landscaped Mews

Public Art

General Design Guidelines

1 May constitute outdoor or indoor open spaces;

2 Shall form part of a larger and more vibrant active transportation network and establish a positive sense of place, and not to simply serve as "leftover" areas or as a backdrops to buildings;

3 Shall be visible and accessible from public streets, parks or open spaces.

4 For ground related housing shall provide access to usable outdoor private amenity space at grade (e.g. backyard) and / or rooftop outdoor space;

5 For multi-unit buildings provide indoor and outdoor shared common spaces of appropriate size, shape, location to provide recreational opportunities for by residents;

6 For offices and industrial buildings provide amenity spaces for employees (e.g. Designated outdoor spaces (including rooftop spaces) or indoor common areas);

7 Provide an active interface with adjacent built form to encourage use of open spaces and allow for passive surveillance;

8 Shall ensure seamless transitions between public and private areas, promote urban ecology and enhance neighbourhood character; and

9 Shall be clearly signed and identified.

Outdoor Shared Common Amenity

Commercial Midblock Connection

Pedestrian Linkages

Residential Frontages

Detailed Design Guidelines

1 Shall be safe, secure and accessible and shall include appropriate lighting to ensure safety of all users;

2 Coordinate design along the street right-of-way to enhance the streetscape environment, species selection and material / furniture specifications;

3 Shall be provided in high pedestrian volume areas, for ease of movement as well as the creation of unique urban spaces. Width should take into account scale of adjacent buildings. Connecting Links will be a minimum of width of 6 metres;

4 Require that adjacent built form have primary and active frontages facing the shared space;

5 Shall include several egress opportunities to the public sidewalk system;

6 May be located between pedestrian destinations and may become destinations themselves;

7 Shall include opportunities for retail along their length, or alternately a green soft landscape treatment with plantings, furnishings and lighting;

8 Shall be designed to the highest standards, top quality building materials, informed planting choices and environmental sustainability;

9 May be primarily hardscaped but may also include planting areas;

10 Shall include seating and a full furniture program, including lighting, opportunities for outdoor cafés and restaurants, facilities that promote a passive, relaxing atmosphere, water features and public art; and,

11 Shall include comprehensive maintenance schedules to ensure safe, accessible and healthy spaces.

Privately-Owned Public Spaces (POPS)