YOUR VISION
OUR FUTURE

BRAMPTON URBAN DESIGN GUIDELINES

DECEMBER 2025

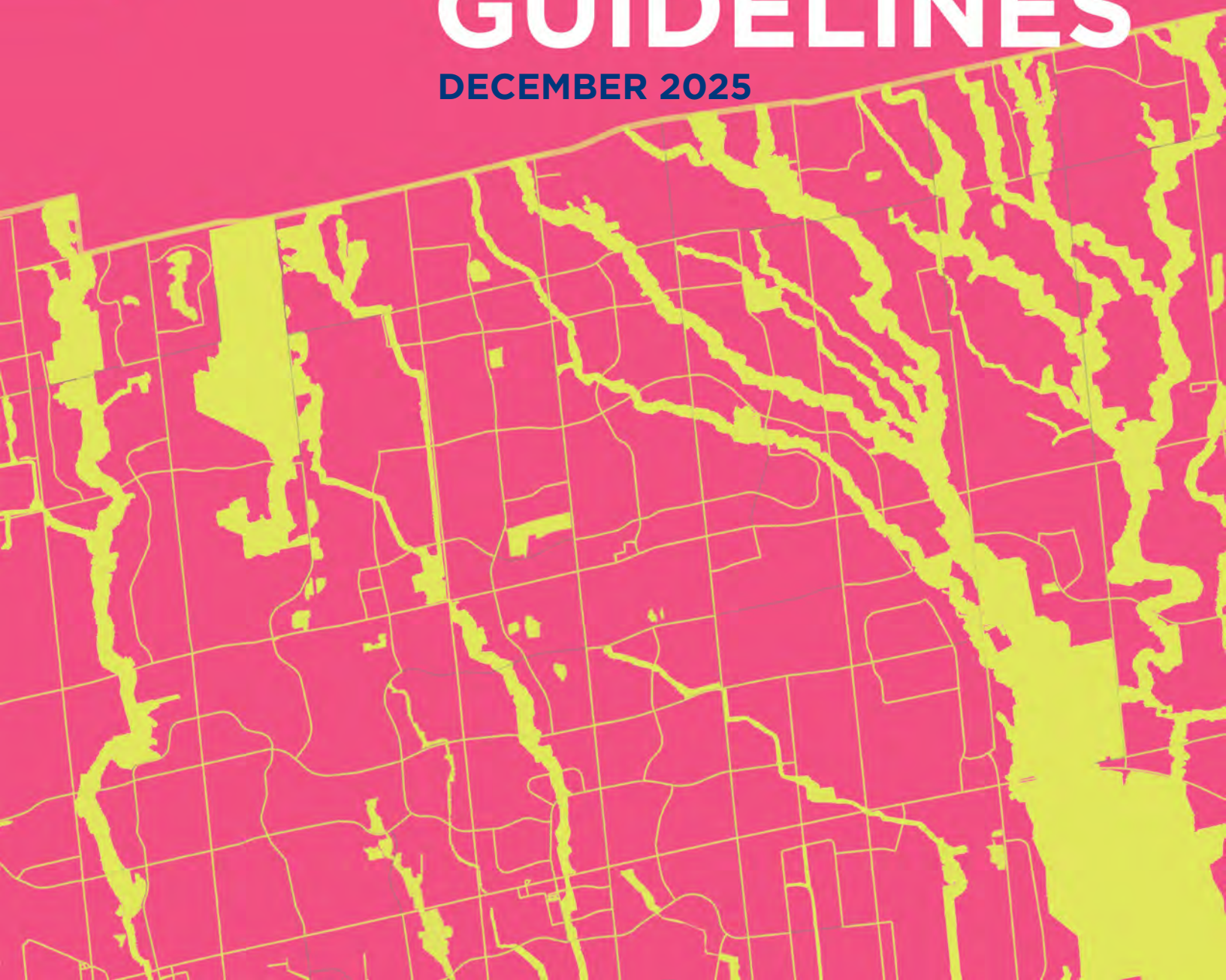


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PART A: INTRODUCTION

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A1 PLANNING AND POLICY CONTEXT

Brampton is a rapidly growing city that has witnessed substantial change over the past several decades. It is at a turning point in its evolution, transitioning from a primarily suburban community dominated by sprawling greenfield and industrial developments to a more compact, urban community with a mix of uses.

BRAMPTON 2040 VISION: LIVING THE MOSAIC

In 2018, the City of Brampton developed the Brampton 2040 Vision, a strategic plan that captures the community's vision for how Brampton should evolve to 2040. It provides seven target vision statements, with fundamental themes that are identified as the DNA of the Vision: sustainability, livability, diversity, and health. The vision builds upon existing planning, policies, strategies, and programs that are already adopted or underway in the City. Seven vision statements are supported by a set of actions for change, that are guided by 5 lenses for success that include public engagement, collaboration, design, technology, and identity.



Brampton Feature Sign

BRAMPTON PLAN (OFFICIAL PLAN)

Brampton Plan carries forward and implements the 2040 Vision. Emerging from the 2040 Vision, Brampton Plan's vision statement provides focus and direction for all planning decisions and directions within the Plan.

Brampton Plan, is a roadmap for city-building and, in concert with other critical studies, sets the framework for the environment, sustainability, parks, open space, transportation, heritage and urban design.

THE DEVELOPMENT DESIGN GUIDELINES (2003)

The Development Design Guidelines (DDG), approved by Council in 2003, was originally intended to chart the course for greenfield development and address the challenges posed by the development impetus at that time. Accordingly, their focus was on new development in greenfield areas. Since the time of their endorsement, the City of Brampton and the Province of Ontario have adopted/updated a number of plans, legislation and policies to direct growth with more focus on urban development including intensification. The City-Wide Urban Design Guidelines (the Guidelines) are an update to the DDG and will replace them upon approval.*

Other tools and plans that the City has to implement its vision and policies include:

*Note: Currently, the City is reviewing and updating development and design processes to align with the Brampton Plan's implementation framework and to modernize the Architectural Control Compliance (ACC) process. Until these updates are approved and implemented, the information in the DDG regarding the Design Process and the ACC procedure remains applicable.

SUSTAINABLE NEW COMMUNITIES PROGRAM

Brampton's Sustainable New Communities Program (SNCP), formally launched in 2018, encourages and evaluates the sustainability performance of new development to facilitate and accelerate the delivery of complete communities. It uses the City's Sustainability Assessment Tool (SAT), a point-based system in which development proposals earn points for achieving specific criteria (metrics) organized under the categories of Built Environment, Mobility, Natural Environment & Open Space, and Infrastructure & Buildings.

To assist in achieving the City's environmental sustainability climate change targets, all applications must achieve a minimum Bronze score. In 2022, Brampton updated the SNCP to include new metrics and score thresholds, along with an 'Innovation' category, which allows applicants an opportunity to create innovative sustainability measures. To assist in achieving the City's climate change mitigation goal, as of January 1, 2023, development proposals must achieve a minimum 'Good' level under the Building Energy Efficiency, Greenhouse Gas Reduction, and Resilience metric.

A key resource in helping to inform the development of the SNCP was the Sustainable Community Development Guidelines (SCDG). The SCDG formed Part 8 of the original 2013 Development Design Guidelines (DDG) providing comprehensive sustainability guidelines for the planning and design of new communities and neighbourhoods. It is intended that, with much of the content of the original document having been carried forward into the SNCP, the SCDG will be updated with to focus on urban development forms as Part B of these Guidelines.

REGION OF PEEL - CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The Region of Peel – Crime Prevention Through Environmental Design (CPTED) document was developed to promote the integration of CPTED principles into Official Plans and Guidelines. It serves as a reference for evaluating development applications and promoting safer, more resilient community design. CPTED strategies are used to encourage desired human behaviours and include natural surveillance, natural access control, and territorial reinforcement

BRAMPTON COMPLETE STREETS GUIDE (2022)

The Brampton Complete Streets Guide (BCSG) sets forth that the "City of Brampton promotes a multi-modal transportation system, with the objective of designing, building, and maintaining streets (including multi-use paths) that safely and comfortably accommodate all users, including motorists, motorcyclists, bicyclists, pedestrians, individuals with disabilities, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders." The ambition for complete streets is stated in Brampton Plan, Transportation Master Plan, Active Transportation Master Plan, and Vision 2040.



Brampton Garden Square

The City envisions this Guide as applicable to all public and private roads across all areas. It will inform planning and development projects and be integrated into environmental assessments, comprehensive redevelopment initiatives, planning studies, public realm plans, secondary plans, and other revitalization efforts. The Guide defines 11 Street Types to reflect and respond to the range of existing and planned contexts in Brampton. For each street type, the guide identifies the Application (type of street, such as an Arterial, and where in the City, such as Downtown), Sample Streets, and Design Objectives that include the users - Pedestrian, Cycling, Transit, and Motor Vehicles, along with Sustainable Infrastructure. A demonstration cross section is provided for each showing the elements within the boulevard and the roadway. Lane width dimensions, curb radii, cycle infrastructure design, etc. are provided under separate sections.

BRAMPTON ECO PARK STRATEGY

Through the Brampton 2040 Vision, the Eco Park Strategy aims to conserve and enhance our natural systems within the City, while striving to achieve optimal balance between environmental conservation and use. It will create a large and growing municipal park and nature reserve existing across the city that is interwoven within the city landscape, creating interconnected eco spaces throughout the city that integrate Eco Park principles. Eco Spaces include but are not limited to the city's natural heritage system, parks, green spaces, green infrastructure streetscapes, utility corridors, and yards that strive to integrate Eco Park principles.

AGE-FRIENDLY STRATEGY AND ACTION PLAN (2019)

The City of Brampton developed the Age-Friendly Strategy and Action Plan to support an age-friendly community that encourages and enables active aging, enhancing and maintaining the quality of life for older adults. Brampton is aligning with the World Healthy Organization's (WHO's) eight dimensions of an age-friendly community which include: outdoor spaces and buildings, transportation, housing, social participation, communication and information, respect and social inclusion, civic participation and employment, and community support and health services.

BRAMPTON GROW GREEN ENVIRONMENTAL MASTER PLAN (2020)

Brampton's Grow Green Environmental Master Plan (EMP) aims to conserve, enhance, and balance the City's natural and built environments to create a healthier, resilient, and environmentally sustainable city. The EMP outlines six core goals, including People, Air, Water, Land, Energy, and Waste. Each goal includes a number of corresponding metrics or actions that the City will take to improve Brampton's environmental performance, quality of life, and economic development.

ACTIVE TRANSPORTATION MASTER PLAN (2019)

The Active Transportation Master Plan (ATMP) establishes an implementation strategy to build a connected cycling and pedestrian network throughout Brampton and to adjacent municipalities, enabling safer, more convenient travel by non-motorized modes, and encourages cycling as a viable means of transportation for both recreational and utilitarian purposes. The ATMP identifies the vision statement from Brampton 2040 Vision for transportation and connectivity as "a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling and transit." The associated actions for active transportation include prioritizing active mobility through an Active Mobility Charter, and implementing complete streets supporting more integrated transportation choices that prioritize walking and cycling.

The ATMP includes a Design Compendium to inform the design of complete streets and the active transportation network presented in the document.

CULTURE MASTER PLAN (2018)

The Culture Master Plan establishes the vision for arts and culture in Brampton. The key themes of the Plan are 'unlocking untapped potential', 'integration of arts and creative entrepreneurial community', 'connecting and facilitating', 'clarifying roles and responsibilities' and 'economic development'. It outlines the strategies and actions to be carried out by the City in regards to resources, funding, space, talent development, presentation and production, and promotion.

TRANSPORTATION MASTER PLAN (2015)

The City's Transportation Master Plan (TMP) provides strategic direction for the development of Brampton's transportation network to support the city's growth over the next 25 years. A key focus of the Plan is to implement a truly multi-modal transportation system that supports sustainable growth. The City is currently completing an update of this Plan.

THE PARKS AND RECREATION MASTER PLAN (2024)

The Parks and Recreation Master Plan (PRMP) is a guiding document for the delivery of parks, open space, recreation and sport facilities in the City with the underlying objective of promoting an active and engaged community where attention to personal and public health is paramount. The document provides the City with overarching direction on parks and open space systems, and outdoor sports and recreational facilities; indoor sports and recreational infrastructure and buildings; and parks and recreation programming.







A2 PURPOSE OF THE DOCUMENT

THE CITY-WIDE URBAN DESIGN GUIDELINES (2025)

The purpose of the City-Wide Urban Design Guidelines (The Guidelines) is to update and consolidate the 2003 DDGs, coordinate with other City documents and align with Brampton Plan. The Guidelines provide one of the frameworks for city-building; its purpose is to clearly articulate the City's expectations with respect to street and block pattern, the location of community focal points, the interface with natural heritage, the development of parks and open space, and the development of the public realm. The Guidelines also address a full range of development forms and building types including Low-, Mid- and High-Rise forms as well as Mixed-Use Development.

The Guidelines promote and encourage design excellence in public and private development with a focus 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.

IMPLEMENTATION AND ALIGNMENT

The Guidelines are a non-statutory document that helps implement the urban design policies of Brampton Plan and complement the City's new Comprehensive Zoning By-Law (CZBL):

- As the overarching document that expresses Brampton's vision for creating attractive and well-designed communities, Brampton Plan establishes broad policies and principles for urban design. Brampton Plan intends that the CZBL and the Guidelines will be the primary tools that will be used to help implement the urban design policies. Brampton Plan sets out a framework of designations and overlays to help realize the vision and City Structure for the City and sets out high-level intentions for design and built form in different areas of Brampton.
- The Guidelines will play an integral role in realizing the design vision for the different areas that make up Brampton and, in conjunction with the CZBL, lend shape, form and character to the policies and regulations outlined in those respective documents.



Rendering of Brampton Riverwalk - Recipient of Brampton Urban Design Award 2023

'BRAMPTON WILL BE A CITY 'BY DESIGN'

- The CZBL helps implement Brampton Plan and the Guidelines by incorporating certain minimum design expectations, such as minimum building and lot requirements. Zoning is the legal tool used to regulate land use and development. Not all of the Guidelines are implemented in zoning, as the CZBL focuses mainly on setting minimum expectations to allow for some flexibility in the design process. As such, the CZBL and the Guidelines are considered complementary implementation tools. If there is a conflict, the CZBL takes precedence.
- The Guidelines establish the City's design expectations; however, there is inherent flexibility within the document. City staff will work collaboratively with applicants and design professionals to ensure that the intent of the guidelines is achieved, while recognizing site-specific considerations, context, feasibility and the practicalities of implementation.
- The Guidelines may be updated periodically, with approval from the Director of Planning and Development Services, to address operational or technical refinements, reflect evolving industry standards and best practices, respond to legislative or regulatory changes, and maintain consistency with Brampton Plan, the CZBL, and other approved City policies and programs. As these updates are administrative in nature, they do not require Council approval.
- Where site-specific Urban Design Briefs (UDBs), Urban Design Guidelines, Precinct Plans, or Community Design Guidelines (CDGs) have already been approved by the City, those documents will continue to guide development within their respective areas. In cases where approved site-specific guidelines are approved following the adoption of the Guidelines, the approved site-specific documents will serve as the primary reference for design direction in those areas and take precedence in the case of any conflict with these Guidelines.



Rendering of Brampton Riverwalk - Recipient of Brampton Urban Design Award 2023

A3 VISION / GUIDING PRINCIPLES

FOUR PILLARS

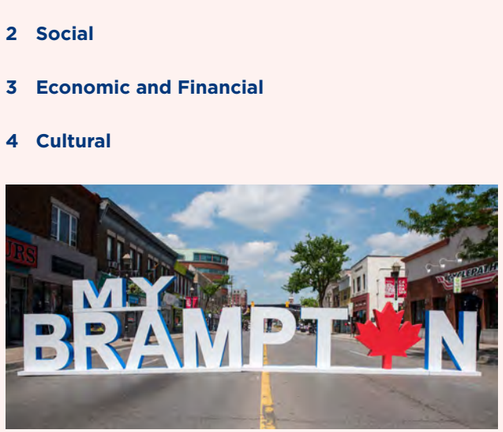
The Brampton Plan is grounded in four pillars of sustainability, applied across all policies:

1 **Environmental**

2 **Social**

3 **Economic and Financial**

4 **Cultural**









In addition, Brampton Plan identifies five design lenses, and guiding principles that form the basis for the City-Wide Urban Design Guidelines.

DESIGN LENSES

1 WALKABLE CITY

Accessible, complete, resilient communities.

- Increase active transportation options through connected networks of streets, sidewalks, bicycle routes, and trails.
- Create diverse, compact and transit-supportive neighbourhoods.
- Promote mixed use neighbourhoods to shorten distances between homes, work places, schools and amenities.
- Focus higher order uses and densities close to public transit.
- Make blocks that are walkable and connected.
- Make streets beautiful, safe and comfortable to encourage walking.

2 MOSAIC CITY

Placemaking and innovation culture.

- Promote place-making that instills a sense of community and civic pride.
- Develop community and social hubs.
- Enhance the City's built, cultural and natural heritage assets.
- 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.
- Strive for design excellence in the planning and design of the City and optimize opportunities for infill, intensification and revitalization.

3 AGE-FRIENDLY CITY

Multi-generational and youth focus

- Ensure accessibility for all ages, ability levels and needs.
- Include diverse housing types and structures, including additional residential units to house diverse family structures.
- Provide options for entire life span/ age-in-place living including housing, amenities and facilities.
- Encourage live-work opportunities.

4 GREEN CITY

Sustainable, climate-ready and greenway experience

- Protect, enhance and integrate the Natural Heritage System.
- Provide an enhanced, connected and quality public realm.
- Incorporate best practices in ecology based, sustainable design.
- Provide a range of parks and open space typologies.
- Promote urban agriculture / local agri-food production.
- Enhance the urban forest.

5 DESIGN EXCELLENCE

City by-design and inclusive co-design

- Promote net-zero, resilient 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 future generations.

A4 HOW TO USE THIS DOCUMENT

OVERVIEW

Part B and Part C form the main content of these Guidelines and should be consulted when initiating a development application. The Guidelines are organized to address the various forms of development that may be proposed. The chart on the facing page identifies which sections of the Guidelines may apply, depending on the type or form of development; however, applicability will be confirmed by staff during the pre-consultation stage.

This document is designed to include guidelines and corresponding graphics on the same page or spread to facilitate readability and direct referencing. An example of a spread is shown below.

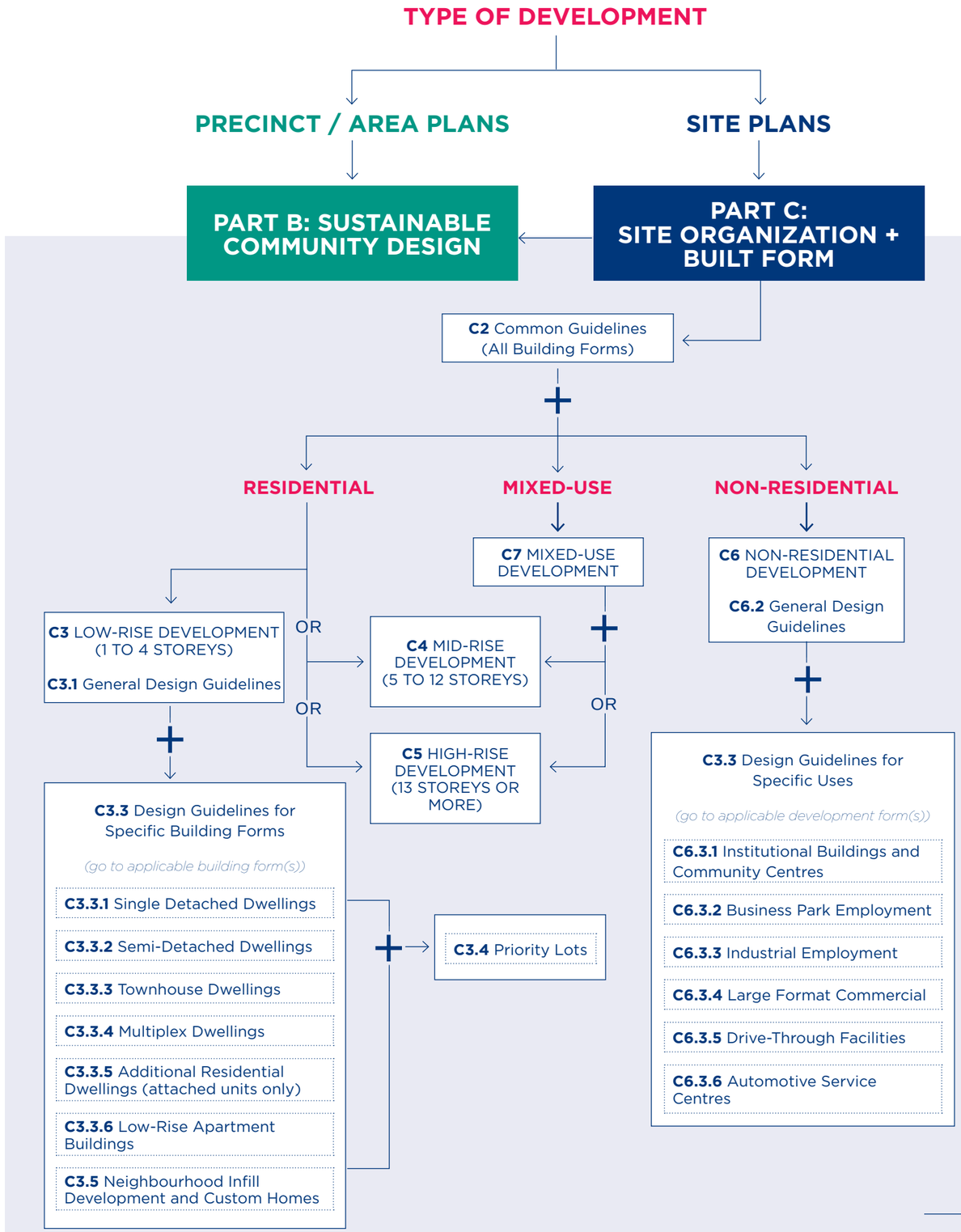
Sidebars identify the Parts of the Guidelines (A, B, or C) shown at the top left, and the specific Chapters within each Part shown at the bottom right..

Guidelines marked with this leaf symbol align with and support the City's Sustainable New Communities Program (SNCP).



Demonstration plans are intended to illustrate the overall intent of the guidelines, rather than represent detailed development designs.

B4 *Precedent images and demonstration plans are linked to specific guidelines through numbered labels. Letters are added only when more than one sub-section is referenced on the same page or spread.*



PART B - SUSTAINABLE COMMUNITY DESIGN

Part B provides direction for Precinct and Area Plan scales of development. It outlines principles of planning and design when arranging the various building blocks referred to in Brampton Plan - namely buildings, streets and blocks, and parks and open space as well as their relationship to the natural system and opportunities for integrating green infrastructure into various aspects of new development.

Part B should be read in conjunction with the Grow Green Environmental Master Plan, and work alongside the SNCP.

PART C - SITE ORGANIZATION AND BUILT FORM

Part C provides direction on low-rise, mid-rise and high-rise forms of development and non-residential forms of development. It covers small and large sites, including the organization of buildings and site elements on these sites.

Of note, Sections 3.3.1, 3.3.2, 3.3.3 and 3.4 address low-rise residential forms and replace the City's Architectural Control Guidelines for Ground-Related Residential Development (ACGGRD). Section 3.3.4 provides new guidelines to address Multiplexes and Section 3.3.5 provides new guidelines to address Additional Residential Units. See Appendix 1 – Guidelines for Detached Additional Residential Units/ Garden Suites.










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A5
DEFINITIONS AND GLOSSARY OF TERMS

Refer to Brampton Plan Glossary (Section 5.18) for the following definitions and terms:

- 15-Minute Neighbourhoods
- Accessibility
- Active Transportation
- Active Transportation Network
- Additional Residential Units (ARU)
- Additional Residential Unit, Attached (Attached ARU)
- Amenity Space
- AODA
- Apartment
- Boulevards
- Building Typologies
- Built Heritage Resource
- Centres
- City-Wide Urban Design Guidelines
- City Structure
- Community Areas
- Community Services and Facilities
- Compatible Development
- Complete Communities
- Complete Streets
- Corridors
- Cultural Heritage Landscape
- Cultural Heritage Resources
- Cycling Network
- Density (Residential)
- Development
- District Energy
- Dwelling Unit
- Employment Area
- Environmental Impact Study
- Environmental Performance Measures
- Garden Suite
- Green Infrastructure
- Healthy Communities
- Heritage Attributes
- Heritage Conservation District (HCD)
- Higher Order Transit
- Infill
- Infrastructure
- Institutional
- Intensification
- Integrated Energy Plan
- Landscapes
- Low Impact Development (LID)
- Major Road
- Major Transit Station Area
- Missing Middle Housing.
- Mixed-use Development
- Multiplexes
- Passive Recreation
- Public Realm
- Recreation
- Redevelopment
- Semi-detached Dwelling
- Single Detached Dwelling
- Stormwater
- Strategic Growth Area
- Streets Network
- Sustainability
- Sustainability Assessment Tool
- Sustainability Community Development Guidelines (SCDG)
- Sustainability Score
- Sustainable
- Sustainable Development
- Sustainable New Communities Program (SNCP)
- Sustainability Score Threshold
- Townhouse
- Transit-supportive
- Transportation System
- Urban Forest
- Waste

Refer to the Comprehensive Zoning By-Law (Chapter 2) for the following definitions and terms:

- Attached
- Balcony
- Clerestory Window
- Deck
- Detached
- Drive-Through
- Driveway
- Ground Floor
- Habitable Room
- Habitable Space
- Height
- In-ground Waste Storage Structure
- Lane
- Non-Residential
- Permeable Surface
- Podium
- Setback
- Stepback
- Storey
- Street
- Street Line
- Surface Parking

The following is a compilation of additional definitions and terms related to these Guidelines.

Ancillary Building: a secondary structure on a property that supports the primary use, such as garages, storage sheds, or utility buildings. These buildings are typically smaller in scale and subordinate to the main building.

Articulated Elevation: The design and treatment of a building's elevation through features such as changes in plane, projections, enhanced fenestration, rooflines, highlighted entrances, and the use of complementary, high-quality materials. These architectural elements work together to define the building's character and avoid plain, flat walls. Articulated elevations are typically those visible from public spaces.

Building Elevation (or Façade): The exterior face or wall of a building whose design defines the building's visual character and its relationship to the adjacent street or public space. Building elevations include a combination of architectural elements such as windows, doors, materials, and decorative details.

Building Separation Distance: The required horizontal space between two buildings or building components, established to ensure adequate light, privacy, and access, while sometimes protecting views and vistas.

Building Footprint: the footprint of a building is the total ground area covered by the it including garages and entrances/porches.

Character: the distinct combination of physical features and spatial qualities that define a place, including the pattern of development, building forms, streetscape design, and other visual or perceptual elements that contribute to its identity.

Complement: to respond respectfully, harmonize with, and enhance another element or entity, adding to its qualities without overpowering or duplicating it.

Community Focal Points: key areas within the community intended to promote social interaction and urban identity.

Custom Homes: infill housing specifically designed to fit within an existing urban fabric and to fulfill a customer set of requirements.

Design Excellence: standard of innovation, high-quality, and integration expected in all urban design applications.

Enhance: to strengthen, exalt, and/or further improve the qualities that contribute to the character of a place; to reinforce positive attributes in the built and natural environment.

Existing: refers to conditions, features, or buildings/structures that are currently in place at the time of planning or development consideration.

Frontage: the length of a property or building elevation that directly faces and abuts a street or public space.

Front-integrated garage: A garage built into the front portion of a dwelling, featuring a garage door that faces and is accessed directly from the street.

Gateway: A distinctive city entrance or landmark that signals transitions and reinforces a strong sense of arrival, typically achieved through coordinated built form and landscape design.

Ground Level: in urban design, refers to the exterior grade or plane at the base of a building, in relation to sidewalks or site elevations. It represents the exterior condition of the ground floor.

Historic/traditional Architectural Style: broad range of styles developed in the 19th and early 20th century, each displaying very unique features. Traditional designs are influenced by historic styles (i.e. Victorian, Colonial, Craftsman, or Neoclassical architecture). Common features among them include large/open porches with

overhanging beams and rafters, dormers, and tall/pitched rooftops with one or more gables. Common materials include brick, wood, stucco, and stone.

Main Elevation: the principal exterior face of a building, typically the one that addresses the primary street or public space and serves as the building's main architectural expression.

Main Front Wall: the primary exterior front wall of a dwelling, excluding permitted projections such as porches, bay windows, or front-attached garage doors.

Massing: the overall volume of a building, including its height, bulk, and shape, typically considered in relation to the surrounding context and scale.

Modern/contemporary Style: A range of architectural styles developed in the latter half of the 20th century, characterized by simple, clean lines and forms/shapes that emphasize and often reflect the building's structure. Features frequently include straight lines, large openings, bold rooflines (flat or low-sloped), and minimal surface texture. Common materials include concrete, brick, wood, and stucco.

Node: A focal point within a community or city that concentrates urban activity and, often, higher densities. Nodes typically include squares, major intersections, transit hubs, or important gathering spaces.

Pedestrian-oriented / Pedestrian-scaled: design approaches that emphasize human-scale proportions and incorporate features to enhance the pedestrian experience, creating safe, comfortable, and inviting environments that encourage walking and social interaction.

Secondary or Ancillary Elevations: Building elevations other than the main elevation, typically facing side or rear yards, service areas, or adjacent properties. These elevations may have simpler design treatments but should maintain architectural quality appropriate to their context and exposure to public spaces.

Shadow Impact: effect of shadows cast by buildings on adjacent properties, public spaces, and streets, assessed by their duration, extent, and influence on sunlight access and outdoor comfort.

Stable Neighbourhoods: Existing, established residential areas typically characterized by older housing stock and a distinctive integration of built and natural environments. These neighbourhoods support a thriving community and maintain a consistent character, where preservation of the physical and social fabric is prioritized. While accommodating limited change, they emphasize enhancing the unique identity, livability, and ecological features that contribute to community stability.

Street and Block Pattern: Layout of streets and blocks for public realm connectivity and cohesive design.

Streetscape: The visual and functional character of a street, achieved through the layout, design, and quality of the adjacent building elevations, sidewalks, street trees and grassed/planted areas, lighting, street furniture, signage, and paving. Streetscapes shape the identity, comfort, and usability of the public realm and are designed to support pedestrian activity, accessibility, and overall urban quality.

Surrounding Context: area near or surrounding a particular place, or that is in enough proximity to share a physical relationship.

Transitional Architectural Style: An architectural style that blends elements of traditional and contemporary design, combining classic forms and materials with modern simplicity and clean lines. This design approach seeks to create a balanced aesthetic that respects heritage while accommodating current tastes, functionality, materials, and construction systems.

Urban Fabric: the interconnected network of streets, blocks, buildings, and open spaces that together form the physical structure of a city.

Urban Tree Canopy: The layer of tree leaves, branches, and stems that cover streets, sidewalks, parks, and other urban spaces, enhancing the quality of the public realm by providing shade, improving air quality, and enriching environmental and visual attributes.

Wayfinding: The use of signage, landmarks, and other environmental features to assist people in orienting themselves and navigating the urban and natural environments effectively.

Wind Impact: effect of building-related wind patterns on pedestrian comfort, safety, and microclimate conditions in the public realm.

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Guidelines marked with this leaf symbol align with and support the City's Sustainable New Communities Program (SNCP)

B1 INTRODUCTION

Brampton Plan establishes the City Structure, made up of the City-Wide Growth Management Framework and the Mobility Framework. The City Structure is made up of:

CENTRES

Centres comprise Urban Centres, Town Centres and Neighbourhood Centres. These areas are expected to accommodate the highest concentration of growth and mix of uses. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work and play locally.

BOULEVARDS

Boulevards comprise Primary Urban Boulevards and Secondary Urban Boulevards. They are vibrant and prominent streets that provide for a mix of uses and intensity of built form served by higher order transit, while also providing critical connections to the rest of the city and region.

CORRIDORS

Corridors comprise key Priority Bus linkages within and across Brampton and the broader region and provide for a mix of uses and transit-supportive forms and densities.

COMMUNITY AREAS

Community Areas include a mix of new and existing residential, commercial and residential-serving institutional areas of Brampton, with the amenities, including parks and open spaces needed for day-to-day living within a 15-minute walk or bicycle ride from their homes.

EMPLOYMENT AREAS

Employment Areas include those areas where large numbers of people work. The goal of these areas is to create productive and desirable places to attract and retain investment.

THE NATURAL HERITAGE SYSTEM

Environmental Sustainability is one of the Four Pillars of Sustainability in which the City Structure is grounded, and relates to both the natural and built environments.

The Natural Heritage System (NHS) includes natural spaces and water resources systems such as woodlands, rivers, valleylands, wetlands and ecological linkages, which require protection and enhancement. These systems, which provide vital functions and play an important role in shaping the community, must be considered comprehensively with the built environment to ensure that they are working together.

B1.1 SUSTAINABLE NEW COMMUNITIES PROGRAM (SNCP)

The Guidelines work alongside the SNCP which contains a set of Sustainability Metrics (Metrics) that are intended to encourage and be used to evaluate the sustainability performance of new developments.

There are over 120 metrics listed in the Guidebook, with each metric assigned a point value. The combination of metrics and the total points achieved results in a Sustainability Score for the development proposal.

The four categories around which the Metrics are organized are used to structure these Sustainable Community Design Guidelines, namely:

- Built Environment (chapter B2);
- Mobility (chapter B3);
- Natural Environment and Parks (chapter B4 - Natural Heritage, Parks and Open Space); and,
- Sustainable Infrastructure and Buildings (chapter B5).

The four main building blocks that are described in this section apply to all aspects of Precinct Plans and Area Plans.



Brampton Soccer Centre

B2
BUILT ENVIRONMENT

Brampton Plan recognizes the importance of built environment factors in influencing and shaping travel mode choices, impacting physical activity and improving the overall health of its residents.

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.

The built environment should be planned and designed to ensure that developments contain the components essential to creating a compact, walkable, and transit supportive community. This includes a mix and diversity of land uses, a mix and diversity of housing types and amenities, employment opportunities, and live work opportunities, all located within a 15-minute walk.

B2.1
COMPACT DEVELOPMENT

Compact development and intensification create greater densities that take advantage of existing infrastructure, and the concentration of people and jobs that create the necessary critical mass to support the City's Centres, Boulevards, Corridors and Major Transit Station Areas.

1 Ensure projects in Major Transit Station Areas, Centres, and Corridors support existing and planned transit services.

2 Place 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.

3 Strategically allocate density to contribute to a compact urban form, increase transportation efficiency and walkability within the community, and conserve natural resources.

4 Minimize the land area required for school sites in urban areas and encourage School Boards to build multi-storey elementary and secondary schools located close to the street.

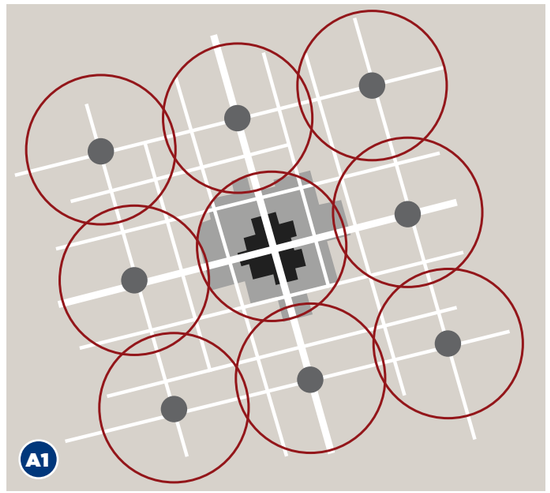
5 Build multi-storey public/institutional buildings for site and servicing efficiency. Consider co-locating complementary community uses (school, library, community centre, park) and shared facilities.

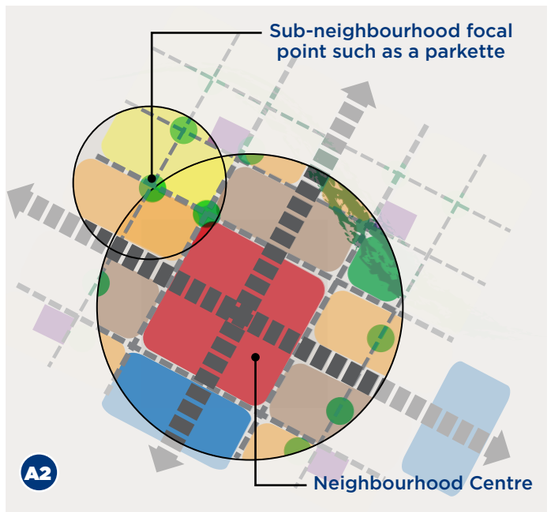




B2.2
COMMUNITY FORM

Brampton Plan envisions that most Neighbourhoods will be developed or transition into 15-minute neighbourhoods through the design and retrofit of new and existing communities (Built-Up Areas and Designated Greenfield Areas) and appropriate infill in Neighbourhoods, with the intent to support community health, well-being and quality of life.





A. 15-MINUTE NEIGHBOURHOODS (A)

1 Develop neighbourhoods within a 15-minute walk of a Neighbourhood Centre in which higher density residential forms, supportive commercial and community services and facilities are concentrated.

2 Include a broad range of residential uses as well as neighbourhood-supportive commercial and community services and facilities, such as libraries, recreation centres, schools and child care centres, that serve and support the residents of these neighbourhoods.

3 Locate public/community uses to form landmarks within the community and/or within Neighbourhood Centres.

4 Provide a highly permeable network of collector and local roads to ensure strong connections, accessibility, and route choices within the community and between neighbourhoods and Neighbourhood Centres.

5 Plan new developments to ensure connections to adjacent developments, existing neighbourhoods, and future developments are provided and appropriately phased.

6 Weave the Natural Heritage System into the fabric of the neighbourhood / community.

7 Design the street network to avoid, wherever possible, encroachments on and fragmentation of the Natural Heritage System.

8 Plan the Street Network and Active Transportation Network to create linkages to the Parks and Open Space System, and to ensure continuous and varied pedestrian routes throughout the community.

B. NEIGHBOURHOOD CENTRES (B)

Neighbourhood Centres act as focal points and provide for a range of neighbourhood supportive uses such as local scale retail, service and office uses, cultural and recreation facilities, all within a 15-minute walk of most residents.

1 Distribute Neighbourhood Centres to ensure daily activities and amenities within a 15-minute walk of residences and to support walking, cycling, and local transit within the community.

2 Locate and cluster higher residential densities, mixed uses, retail and employment opportunities, and access to higher order transit to form Neighbourhood Centres.

3 Include a community facility such as a school, a park or urban square in the Neighbourhood Centre.

4 Integrate cultural heritage resources as part of the fabric of the Neighbourhood Centre, potentially within a park or with other community facilities.

C. BLOCKS (C)

1 Plan and design blocks with a preferred maximum size of 80m by 150m to support excellent pedestrian walkability and permeability, as outlined in the SNCP. Longer block lengths, generally up to 250m, may be considered where they continue to support a connected and walkable public realm, such as through the inclusion of a mid-block park or other pedestrian-oriented amenities.



2 Encourage high-quality mid-block pedestrian connections, with or without vehicular access, where block lengths exceed 150m, to support walkability and connectivity (as per the excellent design practice outlined in the SNCP). These connections should be sufficiently wide to accommodate all types of users (cyclists and pedestrians), lined with active uses for natural surveillance, and incorporate proper lighting and AODA access.

3 Organize blocks to set up views and vistas to natural heritage features, parks and open space.

4 Design blocks with a consistent orientation, either front-to-front or back-to-back configuration along streets/lanes or around open spaces. Avoid front-to-back configurations.

5 Minimize the visual impact of long blocks, by turning lots at the ends of the block by 90-degrees, where appropriate.

6 Minimize the use of cul-de-sacs, except where necessary due to grade conditions, or at view terminus sites. Where they are necessary, sidewalks/trails should be provided to facilitate pedestrian/cyclists connections and active transportation.

7 To maximize passive solar orientation the street and block alignment should be designed within 15-degrees of geographic east-west, where feasible.



D. LOTTING (D)

1 For low-rise residential development, provide a mix of lot sizes on each block.

2 Locate larger lots to encourage greater massing and density in key community locations, such as:

   a. Community edges and gateways.
   b. Along neighbourhood collectors.
   c. Facing parks and open spaces.
   d. At the ends of blocks.
   e. At view vistas / termini.

3 Discourage rear lotting onto the NHS , and parks and open space.



E. REAR LANES (E)

1 Promote the use of rear lanes to create a more pedestrian-friendly public realm, particularly in the Urban Centres, Town Centres, Neighbourhood Centres and Major Transit Station Areas.

2 Encourage the use of rear lanes in mixed-use developments that contain grade related non-residential uses to allow for servicing and loading at the rear of the mixed-use building and to avoid potential conflict between pedestrians and vehicles.

3 Encourage lane-based housing forms/lots that front parks and schools.

4 Focus rear lane-based forms in contiguous areas of a development / plan to allow for efficient maintenance.

5 All rear lanes shall adhere to City Standards and are subject to approval from Public Works and Engineering.



B2.3 MIX AND DIVERSITY OF LAND USES (L)

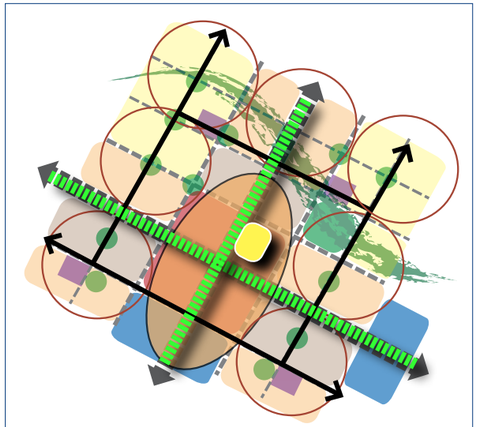
A mix and diversity of uses contributes to creating healthy and vibrant communities by strengthening the live-work-play relationship through a proper balance of residential, employment, commercial, retail, and public amenity land uses.

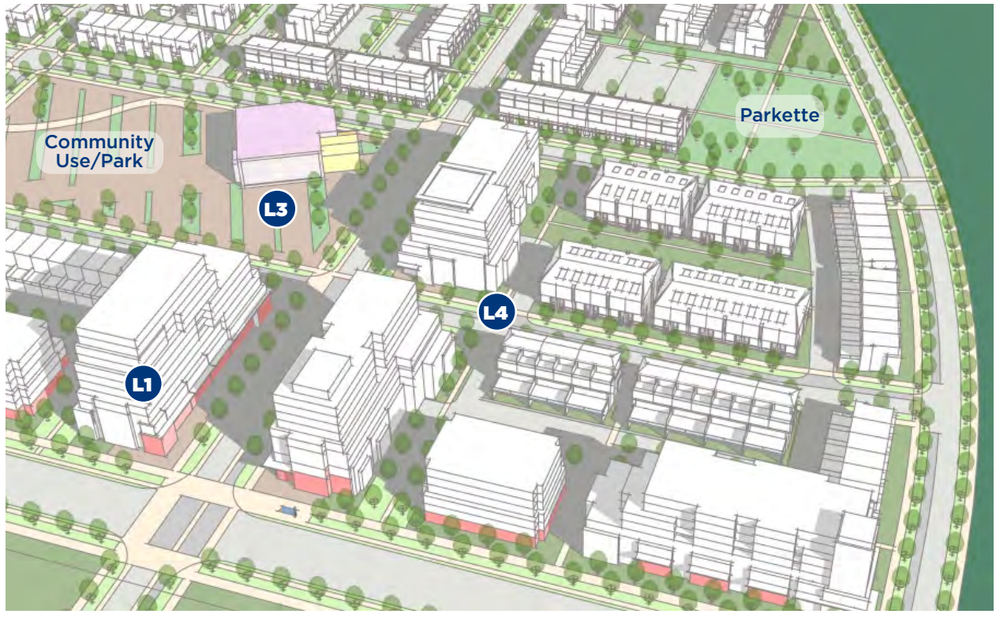
1 Provide a diverse mix of land uses and the greatest densities in the City's Centres, Boulevards, Corridors and Major Transit Station Areas.

2 Provide commercial, employment, and institutional uses, as well as transit, and parks and open space within a 15-minute walk of most residents. The City's service level is 400m for Local Parks and 800m for Community Parks.

3 Locate institutional uses at the centres of communities, as civic focal points and adjacent to parks and/or community facilities.

4 Provide appropriate transitions in use, intensity, and scale from Centres, Boulevards, Corridors and Major Transit Station Areas to Neighbourhoods areas.





5 Cluster office, retail, and service commercial uses where they have access to collector or arterial roads.

6 In addition to a mix of uses within communities /neighbourhoods, encourage a mix of uses within buildings to create an urban streetscape that includes retail at street level and residential above.

7 Promote opportunities for the redevelopment and intensification of underutilized and vacant sites in the City's Centres, Boulevards, and Corridors.







B2.4
MIX AND DIVERSITY OF HOUSING

A mix and diversity of housing, including suitable and affordable housing, is important in creating complete communities and makes it possible for households to move / remain within one community as housing needs and lifestyle preferences change (lifecycle housing).

1 Provide for a range of housing types and tenures to address different needs such as age, income, physical ability, household structure, lifestyle, etc.

2 Provide housing that includes a range of unit types and sizes, including universally accessible units, with a range of number of bedrooms.

3 Encourage provision for a minimum of three of the following housing types within a 15-Minute Neighbourhood:
   a. Single- and semi-detached units
   b. Townhouse units
   c. Apartment units
   d. Mixed use residential units
   e. Live-work units

4 Locate seniors housing, retirement homes 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 Provide built form transitions between higher- and lower-density developments. Refer to C3 Low-Rise Development, C4 Mid-Rise Development, and/or C5 High-Rise Development for relevant guidelines.

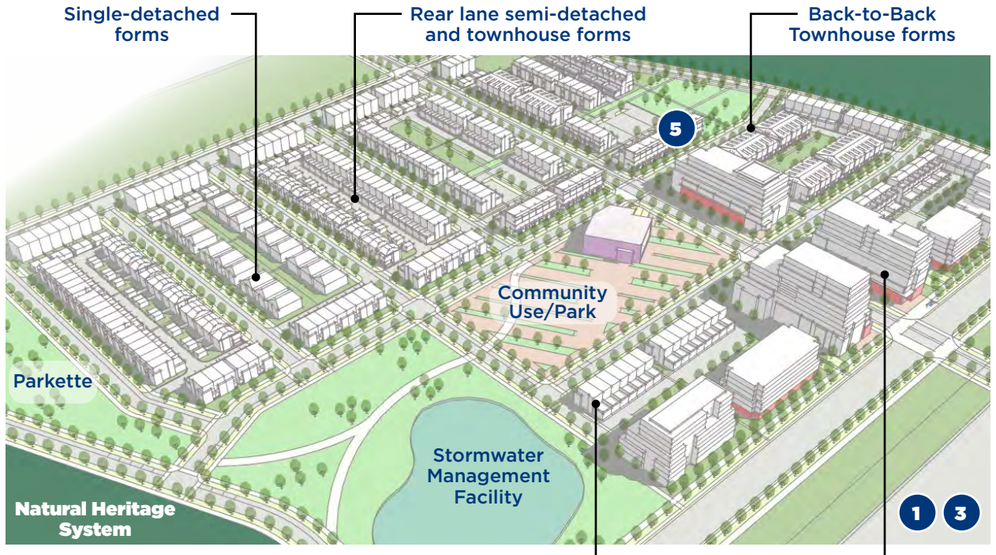
6 Provide for live-work units to facilitate home-based employment.

7 Ensure the application of the Brampton Accessibility Technical Standards to promote universal design principles that will enhance accessibility in residential areas.









B2.5
WALKABILITY (W)

A modified grid pattern of streets and connected system of neighbourhoods, parks and open space, promotes walkability, and supports 15-minute neighbourhoods. A high degree of connectivity supports the accessibility and convenience of transit, schools, retail, and community services and ultimately, reduces car-dependence.

1 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.

2 Design the street layout to ensure efficient walking routes to schools, centres, transit, and other key destinations.

3 Consider traffic calming strategies to create safer walking and cycling environments. This may include such measures as on-street parking, reduced lane widths, curb bump-outs, raised intersections, and traffic circles.

4 Plan and design blocks with a preferred maximum length of 150m to reflect excellent design practice (as outlined in the SNCP), promote active transportation, and help disperse traffic movement.

5 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.

6 Locate mailboxes adjacent to activity areas, preferably adjacent to parks, to foster social interaction and sense of community.

7 Design public pedestrian walkways while adhering to CPTED principles in order to provide a safe and comfortable environment for pedestrians.

8 Promote safety and accessibility by designing communities with walkable, permeable street systems that include walking and cycling facilities on both sides of the road.

9 Identify and fill in existing gaps in the sidewalk network and/or existing desire paths to formalize routes and increase accessibility.









10 Direct pedestrian pathways to intersections rather than to mid-block locations.

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

B2.6
CULTURAL HERITAGE (H)

Brampton's built heritage is an integral component of the city's fabric. As the city evolves, it is necessary to protect significant heritage buildings, places and landscapes and create a balance between conservation and development. Brampton Plan establishes policies for the preservation and enhancement of the buildings and landscapes that make up the city's-built heritage.

1 Recognize the heritage status of properties on the Municipal Register (designated or listed), and identify and consider their heritage attributes or character-defining elements when proposing new additions or design developments.

2 For materials and architectural components concealed during previous renovations, use available physical and archival evidence to uncover and restore them to their near-original state and characteristics.

3 Retain original, historic, building materials whenever possible during restorative renovations. Repair of the original material is always preferred over replacement. If replacement is necessary, the material should match the original in form, style, dimensions, profile, texture and method of installation. Historic material should never be covered with modern materials, and unpainted brick should not be painted.

4 Where applicable, provide for the adaptive reuse of heritage structures. Relocation, including disassembly and reassembly, should only be considered if all other conservation options have been found non-viable.











5 Where retention, relocation, or disassembly and reassembly are not viable options, consider incorporating the character-defining elements of the heritage building into the new development to ensure the unique features of the former structure remain legible.

6 Where feasible and not precluded by grading or other servicing constraints, site alterations, including road widenings, road realignments, and slope or bank stabilization, should incorporate cultural heritage landscapes, such as hedgerows and rural road swales, into the development fabric.

7 Locate open spaces where there is an opportunity to preserve cultural landscapes.

8 Consider the rehabilitation and utilization of City-owned heritage resources as creative public spaces.

9 Promote, commemorate and celebrate cultural and built heritage via landscaping design, urban amenities, signage, plaques, public installations, etc.

10 Ensure that significant views and vistas to and from built or natural heritage resources are protected, enhanced and publicly accessible.

11 Development or infill in mature and established residential neighbourhoods should be especially context-sensitive to the prevailing local characteristics and architectural styles.



12 The design of high-rise buildings in heritage districts or adjacent to heritage buildings should consider views of the developed lot from adjacent streets. The high-rise portion should be integrated with and transitioned to the heritage buildings to avoid dominating the pedestrian perspective. This may involve greater building setbacks, stepbacks above the podium, and other design strategies. Refer to C2.7 Built Heritage Context and C5 High-Rise Developments.

13 Where development is proposed adjacent to, or on a site that includes built heritage resources, new buildings should maintain and enhance the defining characteristics of the heritage buildings and ensure their heritage attributes are not adversely affected.

14 Promote public art as a means to integrate and repurpose cultural heritage elements, enrich community character, enhance the city's identity, and foster a strong sense of place. For guidelines on public art in the private realm, refer to C2.6 – Public Art.

15 Provide opportunities for public art in Urban Centres, Town Centres and Neighbourhood Centres.

16 Consider incorporating public art in parks, public spaces, private open spaces, and developments at the city, community and neighbourhood scales.









B3 MOBILITY

Brampton Plan promotes improved access and mobility through safe, equitable and efficient transportation systems, including access to transit and active transportation options.

The most vulnerable population groups including children, elderly, people with health conditions, and lower income individuals are the most affected by choices available to them for mobility and access to services and amenities.

To ensure that a variety of transportation options are available to residents, a community should be designed such that land uses and transportation planning are integrated and proximity to amenities is enabled. Designing a safe, convenient, and accessible environment for walking and cycling encourages alternative modes of transportation.

B3.1
TRANSIT SUPPORTIVE DESIGN

Brampton Plan promotes higher densities and patterns of development that connect people to homes, jobs and other places linked to their lifestyles and that support higher order transit.

A transit supportive and complete community needs to also ensure that compact, mixed use developments, with a variety of residential forms, are oriented to transit to encourage transit use.

1 Transit facility amenities shall be designed in accordance with Transit Authority standards.

2 For most residents within a Neighbourhood, ensure a walking distance of 400m (5-minute walk) to Neighbourhood Centres and 800m to higher order transit.

3 Provide direct connections from residential areas to collector/arterial roads where higher order transit is located.

4 Consider means to reduce the overall footprint of commuter parking areas at higher order transit through structured parking to promote compact development and conserve land.

5 Ensure the coordination of the transit network with the multi-use trail system to enhance accessibility to transit.





6 Provide direct pedestrian/ cycling connections to bus stops from adjacent sidewalks, multi-use / recreational trails and buildings such as schools and commercial plazas.

7 Avoid connections to higher order transit through parking lots and when necessary, ensure safe and comfortable pedestrian and cycling access.

8 Provide coordinated streetscape elements to support transit amenities, such as:

a. Street trees.

b. Seating and bicycle lock-ups.

c. Garbage and recycling receptacles.

d. Accessible paving and well-marked crossings.

e. Pedestrian-level lighting (maximum 4.6m in height).

9 Provide a range of transit facility amenities including but not limited to:

a. Route information (electronic schedules), wayfinding and automated fare machines.

b. Transit shelter or other structures for weather protection; where 4-sided transit shelters are not possible, provide overhead canopies.

c. Public Wifi access / connection.





10 Encourage adjacent developments to leave adequate space for a bus pad/shelter and connecting pathway as per Transit's standards, and to provide lighting for CPTED purposes.

11 Locate bus stops close to intersections and designated crossings to discourage potential jaywalking.

12 Ensure communities promote transit supportive land uses at existing and future higher order transit such as higher density residential and employment development forms.

13 Promote bike use by providing bike racks, storage, and lockers at transit stops and stations. Ensure public facilities are weather-protected and encourage private facilities to be as well.

14 Locate transit stops close to major institutions such as secondary schools, community centres, libraries, etc.

Where development is proposed adjacent to or in proximity to railway corridors, applicants will be required to demonstrate how applicable requirements and guidelines established by the Canadian National Railway (CN) and/or Metrolinx have been addressed to the satisfaction of CN, Metrolinx, and, where applicable, the City and other relevant authorities. This may include the identification and implementation of appropriate mitigation measures to ensure compatibility with railway operations.



B3.2
STREET NETWORK AND BLOCK DESIGN

Street network and block design in Brampton shall adhere to Brampton Plan, the Active Transportation Master Plan (ATMP) and the Brampton Complete Streets Guide (BCSG).

The Complete Streets Guide outlines the vision and guiding principles for a comprehensive, integrated transportation network with streets that provide safe, equitable and convenient travel for people of all ages and abilities. These include:

- Create Safe and Accessible Streets.
- Improve Sustainability and Resiliency.
- Promote Healthy and Active Living.
- Improve Transportation Choice and Balance Priorities.
- Develop Connected Networks.
- Respect Existing and Planned Contexts.
- Create Vibrant and Beautiful Places.
- Enhance Economic Vitality.

These guidelines build upon the Complete Streets Guide by providing further design direction for street network and block design for all forms of development.

A. STREET PATTERN / NETWORK (A)

1 Design a fine-grained grid of streets and a well-connected street network to support ease of movement and facilitate orientation.

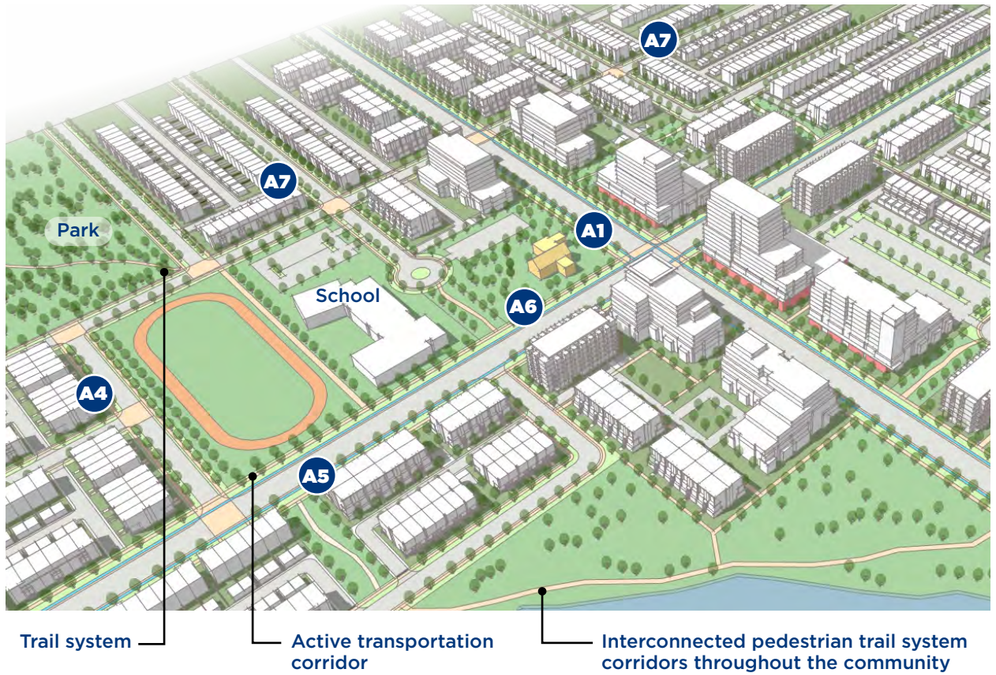
2 Create a clear hierarchy of street types and functions.

3 Create street patterns that incorporate natural heritage features.

a. Provide single-loaded streets along edges of natural heritage features and incorporate traffic calming in these locations.

b. Align streets to provide views/vistas to natural heritage features.

4 Connect any new street network to existing and planned roads in adjacent developments. If a road connection is not possible, sidewalks /trails connections are encouraged.





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

6 Design street patterns to reinforce focal points, Neighbourhood Centres, Mixed-Use nodes and public spaces by providing street frontage and direct connection to these areas.

7 Provide frequent local road connections to collector roads to enhance connectivity and permeability.

8 On local roads, encourage block lengths of 150m or less to promote walkability, and avoid uninterrupted sections longer than 250m to discourage excessive vehicle speeds.

9 Design local roads with appropriate streetscape elements to enhance the pedestrian and cyclist scale.



B. TRAFFIC CALMING (B)

Peel Region's Vision Zero is an approach to road safety adopted from Sweden which states that 'no loss of life is acceptable due to a motor vehicle collision'.

In today's Vision Zero jurisdictions, decisions are based on considerations that include designing transportation systems to be forgiving and prioritizing safety. As such, traffic calming should be incorporated into the planning and design of communities.

1 Provide Traffic Calming to enhance pedestrian safety, particularly in areas of high activity such as Mixed-Use nodes and Neighbourhood Centres; this may include:
   a. Enhanced pedestrian crosswalks, raised crossings and intersections.
   b. Pedestrian-level lighting (maximum 4.6m in height).
   c. Raised and potentially landscaped medians.
   d. Curb bump-outs / on-street parking.
   e. Speed bumps.
   f. Narrowed pavements to reduce driver speeds.
   g. Signage.

2 In greenfield development, or where new streets are introduced through infill development, achieve traffic calming by using any of, but not limited to, the following:
   a. Minimum traffic lane widths.
   b. Minimum number of traffic lanes in the roadway.
   c. Pedestrian-priority streets, woonerfs or homezones (i.e., the speed limit is under 15km/hr and vehicles must yield to pedestrians and cyclists).

3 Integrate a multi-use trail system and create linkages that ensure continuous and varied pedestrian routes throughout the community.





B3.3
ACTIVE TRANSPORTATION

A balanced and inclusive transportation network facilitates all modes of movement including walking and cycling by way of appropriate infrastructure.

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

2 Implement a network of active transportation facilities, interconnected pedestrian and cycling routes, trails, walkways, sidewalks and bicycle facilities that link the community with surrounding neighbourhoods, are integrated with existing and future public transit infrastructure and connected to regional and local trail systems.

3 Design communities with a typical walking distance of 400m (5 minutes) to daily activities, or 800m to higher order transit or community centres.

4 Design the street and block pattern to facilitate connections and walkability both internally and with surrounding neighbourhoods, through a grid or modified grid pattern. Discourage cul-de-sacs, P-loops and crescents, except where necessary due to grading and topography. Where these are necessary, sidewalks/trails should be provided to facilitate pedestrian/cyclists connections.

5 Provide for a continuous, linked, legible, and clearly marked system of multi-use pathways throughout the community as part of the Parks and Open Space System.

6 Encourage sidewalks or MUPs on both sides of the street.

7 Provide facilities in retail, commercial and employment developments to support active transportation, including secure short and long term bicycle parking, shower facilities and change rooms.

8 Provide paths to connect commercial plazas to residential areas.

9 Consider lands adjacent to the NHS as opportunities to implement active transportation trails to support healthy active living.









A. CYCLING (A)

1 Accommodate a cycling network that is safe, convenient and legible, including on-road cycling facilities, off-road cycling paths, and multi-use paths that are interconnected. Ensure the active transit system complies with the standards of the ATMP and BCSG.

2 Encourage cycling by providing:
   a. Dedicated, separated and signed cycling facilities on collector roads. Collector roads with direct frontage should also provide on-street parking along with cycling facilities.
   b. Clearly marked and signed cycling routes on shared streets.
   c. Reduced vehicle speeds on local streets.
   d. Appropriate street widths to accommodate dedicated and/or shared cycling facilities/routes.
   e. Bicycle parking facilities.

3 Consider providing measures to separate cycling facilities from traffic and to enhance safety including for example, planters, planted strips, bollards and barrier curbs.

4 Ensure pedestrian and cycling routes connect to the Transit Network.

5 Provide safe routes to schools and other community services and amenities by developing a network of connected local streets with traffic calming measures encouraging walking and cycling (see 3.1.B Traffic Calming).

6 Provide accessible and secure bicycle parking in Mixed-Use developments, as well as in retail, commercial, and employment developments; requirements for bicycle parking are outlined in the CZBL.





B. TRAILS AND MULTI-USE PATHS (MUP) - (B)

1 Design trails and MUPs to accommodate a range of users and abilities and be barrier-free, where appropriate, including street/intersection crossings and curb cuts.

2 Pedestrian Cross Overs (PXOs) should be considered at all mid-block trail crossings.

3 Provide wayfinding signage and/or trail markers throughout the trail network.

4 Avoid siting of trails and MUPs close to significant and sensitive natural areas or features. Where they are permitted to be located, MUPs shall be designed to minimize and mitigate impacts on natural heritage features.

5 Enhance safety by providing pedestrian-level lighting (maximum 4.6m in height) at trail entrances and connections, while minimizing disturbance to adjacent natural habitats.

6 Incorporate interpretive signage at key locations along trails and MUPs, where appropriate, such as near significant natural features or open space elements.

7 Provide benches and waste / recycling receptacles at trail heads and at regular intervals along the trail/MUP. Consider incorporating pedestrian amenities such as water fountains and cooling/misting stations, where appropriate.

8 Consider special landscape treatments at trail/MUP entrances including plantings, enhanced paving, seating, wayfinding and bicycle parking.





B3.4
STREETSCAPE DESIGN

The Complete Streets Guide is the City's comprehensive reference for the planning and design of streets in Brampton. Building on the existing roadway functional classification system, it identifies 11 Street Types, along with their intended roles, character, and composition, to support the wide range of uses and users found on Brampton's streets. Streetscape design within the various components of the City Structure (Centres, Boulevards, Corridors, Neighbourhoods, and Employment Areas)should reflect the Character-Based Network Plan outlined in the Complete Streets Guide.

The Complete Streets Guide also provides direction on the organization and design of the boulevard, cycling infrastructure, roadway, intersections, and green infrastructure. The following provides additional guidance specific to elements within the Boulevard Zone and the Roadway Zone.

BOULEVARD DESIGN

Boulevards are a key component of public streets and play an important role in facilitating walking as a safe, accessible and attractive choice for people of all ages and abilities. The boulevard includes the area between the curb edge and the face of a building or a property line. It is made up of the Pedestrian Clearway Zone, Furnishings and Planting Zone, Frontage and Marketing Zone and Edge/Curb Zone.

In addition to guidance provided in the Complete Streets Guide, the following shall be considered:

A. SIDEWALKS (A)

Sidewalks should be continuous throughout the community, and designed as an integral part of the pedestrian system to promote active transportation.

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

2 Where sidewalks are required, sidewalks will be encouraged on both sides of all streets. In instances such as the following (Brampton Plan 3.4.2.8), a sidewalk may only be required on one side of the street:

   a. Portions of streets flanking the Natural Heritage System;

   b. Existing window streets where sidewalk extensions join a sidewalk on an arterial or collector street;

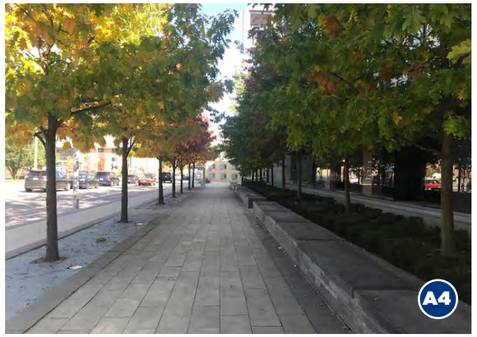
   c. Portions of streets that have a designated multi-use pathway within the boulevard on one side; and,

   d. Street reconstruction or retrofit projects where existing conditions such as mature trees, right-of-way widths, or Civic Infrastructure would present a barrier to sidewalks on both sides of the street.

3 Ensure sidewalks are clear of obstructions (pedestrian clearway) and there is sufficient space in the boulevard to provide for street furnishings, public utilities, tree plantings, and transit shelters (furnishings zone).

4 In existing Mixed-Use areas consider flexible spaces, opportunities to reclaim underutilized roadway, or repurpose parking spaces to create additional public space for benches, planters, landscaping, bike parking, and café tables and chairs, where feasible.

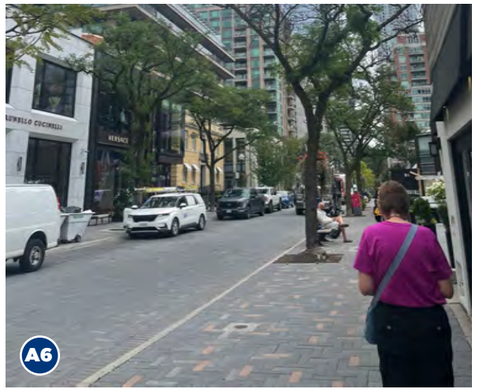














5 In new Mixed-Use areas:
   a. Design sidewalks with sufficient width to accommodate and support pedestrian activity, spill out areas (spill out zone) and a robust furnishings zone.
   b. Consolidate driveway access to public roads to minimize sidewalk crossings of private driveways and improve pedestrian safety.

6 Use alternative pavement markings or materials to highlight pedestrian areas and minimize conflict between vehicular and pedestrian users.

B. STREET FURNITURE (B)

1 Provide street furniture in areas with high pedestrian traffic, such as Mixed-Use areas, Neighbourhood Centres, key intersections, and open spaces.

2 Incorporate comprehensive and coordinated streetscape furnishings that reinforce the function of the streets as public space, including pedestrian-level lighting (maximum 4.6m in height), seating, bicycle parking, waste and recycling receptacles.

3 Provide street furnishings that accommodate a wide range of users with diverse abilities and needs.

4 Design street furniture/furnishings as a coordinated family of elements that fit and complement the overall streetscape design.

5 Select street furniture/furnishings that are high quality, durable, vandal resistant, and easy to maintain/replace. Consider streetscape elements manufactured from recycled material.

6 Incorporate enhanced designs/elements into street and site furnishings to distinguish key areas of the community (MTSAs, Mixed-Use areas, community nodes, heritage areas). In consultation with the City, developers shall work to develop such enhancements based on the City's standard, where appropriate.

C. SIGNAGE (C)

1 Develop a comprehensive wayfinding strategy, including directional signage and mapping at key locations, such as Urban Centres, Town Centres, Neighbourhood Centres, trails 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, while also directing active transit users to nearby services and amenities.

3 Provide signage with a unified design vocabulary.



ROADWAY DESIGN

A roadway designed using complete streets principles will provide an environment that maximizes safety for all road users, optimizes and balances the key street functions of mobility, access and place, and promotes sustainability.

The roadway includes the area between the curb edge and the curb edge. In addition to guidance provided in the Complete Streets Guide, the following shall be considered:

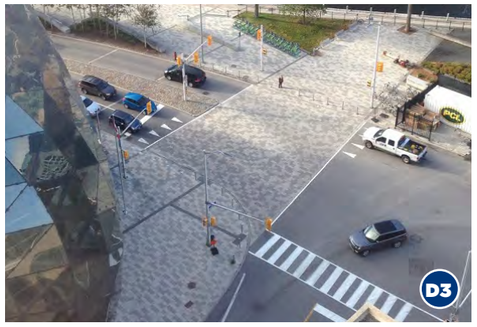


D. PEDESTRIAN CROSSINGS (D)

1 In addition to designated pedestrian crossovers (PXO), provide additional PXOs at intersection in areas of high pedestrian activity (e.g., mixed-use areas, schools, libraries) to promote safety and a pedestrian-friendly environment.

2 Provide signalized pedestrian crosswalks at locations where important civic destinations and/or significant walking traffic is anticipated. Crosswalks are ideal near retail shops, community amenities, schools and recreation centres, provided traffic warrants and minimum spacing requirements are met.

3 Design pedestrian crossings to minimize conflict, and enhance safety and visibility, including:
   a. A marked travel path of a minimum width of 3m connected from sidewalk to sidewalk.
   b. Distinctive pavement markings using painted lines, enhanced paving materials, raised paving, textured pavement.
   c. Signage.













4 Provide curb ramps (or curb cuts) at crossings to ensure accessibility and accommodate wheelchair and stroller use. Curb ramps should include tactile surfaces and other design elements to assist pedestrians with physical, visual and/or audible impairments, as per AODA standards.

5 At pedestrian crossings, consider incorporating bump outs, bollards, or refuge medians to further enhance safety, particularly where curb-to-curb distances are greater.

6 At pedestrian crossings, consider expanding the implementation of Crossrides to allow cyclists to ride safely through intersections alongside pedestrians.

E. ON-STREET PARKING (E)

On-street parking serves a number of important functions. In addition to supporting Mixed-Use and Commercial areas, on-street parking also provides traffic calming to streets and acts as a buffer to separate pedestrians from traffic.

1 Consider on-street parking on both sides of the street in Mixed-Use areas, Neighbourhood Centres and along urban main streets.

2 Design on-street parking to enhance traffic calming and the streetscape environment, including:
   a. Bump outs (with opportunities for planting).
   b. Enhanced paving (coloured, textured, etc.).
   c. Rolled curbs (if rolled curbs are provided bollards are also required to separate the boulevard from the parking lane).

3 Where on-street parking is provided, it should be designed to minimize negative aesthetic and environmental impacts. This may be achieved by incorporating the following:
   a. Tree planting;
   b. Landscaping;
   c. Stormwater management;
   d. Porous/permeable surfaces; and,
   e. Light-coloured materials instead of black asphalt.

4 Account for and provide a curbside zone to allow for unobstructed car door swing.

F. LANDSCAPING (F)

The City of Brampton Landscape Development Guidelines (2019) provides detailed direction with respect to Architectural Components, Planting, Street Furnishings and Special Elements in the following areas:

- Street boulevards owned by the City of Brampton.
- Buffers owned by the Region of Peel.
- Privately-owned open space regulated by the City's Site Plan control process.
- Within close proximity to bus stops.

The overarching directions for landscaping, as it relates to the Streetscape are to:

1 Coordinate the public and private landscape elements that make up the street environment, including coordination of fencing, walls, planting, paving and site furnishings in order to present a cohesive and beautiful public realm.

2 Encourage enhanced landscaping:
   a. Within the public boulevards and pathways.
   b. In the front yards of adjacent residential, commercial, institutional and employment developments.

3 Provide appropriate buffers, including landscaping, to transition between private and public areas.

4 Develop connected tree canopies, enhance the urban tree canopy and provide shade over sidewalks.

5 Encourage the use of green infrastructure paving materials such as permeable/porous pavement, light-coloured materials, etc.









B4
NATURAL HERITAGE, PARKS AND OPEN SPACE

Brampton Plan acknowledges the importance of Natural Heritage, Parks and Open Space as fundamental building blocks of a complete and Green Community. It speaks of monitoring, maintaining and improving Natural Assets as valuable resources and accessing well designed, quality Parks and Open Space as essential to a healthy community.

Together, Natural Heritage, Parks and Open Space provide opportunities for social interaction, a range of active and passive recreation and active transportation.

Brampton Eco Park is a strategy aimed at creating and connecting a network of sustainable urban / green spaces, referred to as 'Eco Spaces'.

The majority of Brampton's 2500 hectares of Natural Heritage System (NHS) forms the backbone of Brampton Eco Park. From this foundation, Brampton Eco Park is envisioned to expand and evolve to include parks, urban parks, streetscapes, grey and green infrastructure, utility corridors, school grounds, and open space on private lands to eventually form a comprehensive green framework overlaying the city.

Brampton Eco Park is intended to foster local stewardship and pride, encourage active and connected communities, and help build attractive neighbourhoods, while strengthening connections between people and nature. Brampton's Eco Park strategy will help protect and support City infrastructure while conserving, enhancing, and celebrating its natural landscapes.



CRITERIA FOR ECO SPACES

- Enhance and maintain healthy natural systems and processes.
- Integrate opportunities for meaningful social and environmental interactions and experiences.
- Actively strive to incorporate the seven guiding Eco Park principles.

ECO PARK PRINCIPLES

1. Maximize ecological value.
2. Provide opportunities for social services.
3. Make nature visible.
4. Design with nature.
5. Integrate with the surrounding community.
6. Support innovation.
7. Reflect local identity.

B4.1
NATURAL HERITAGE SYSTEM (N)

The Natural Heritage System (NHS) is a key element of the City's structure (see Brampton Plan Natural Heritage System Schedules) and important to helping mitigate and adapt to climate change.

Brampton's NHS is part of the regional and provincial natural heritage system, with connections to Lake Ontario, the Niagara Escarpment, and the Oak Ridges Moraine.

The NHS includes wetlands, woodlands, valleylands, watercourses, areas of natural and scientific interest, environmentally sensitive and significant areas, habitats of threatened or endangered species, fish habitats, and significant wildlife habitat, along with the water resources system.

Through Brampton Plan, the City aims to protect, enhance and restore the NHS to ensure it is preserved for future generations. Parks and Open Space complement and may provide connections and linkages to support the NHS.





Where NHS features are present, they should form one of the ordering elements of the community structure.

1. Integrate the NHS as a key structural element of all neighbourhoods by providing for a range of development interfaces that create opportunities for public vistas and connections to the NHS (e.g. terminal views at the end of prominent streets).
2. Connect and integrate components of the NHS with the Parks and Open Space Network and the local and regional trail systems.
3. Any development should avoid encroaching on the NHS, including dumping, unauthorized access, and light spillage. Outdoor lighting should be designed to minimize light spillage and maintain dark sky conditions to protect ecosystems.
4. Where appropriate, provide opportunities for passive recreation adjacent to the NHS.
5. Where appropriate, provide frequent access points and significant street frontage adjacent to the NHS to promote views and accessibility.
6. Provide native and regenerative plantings in areas adjacent to the NHS.



B4.2
STORMWATER MANAGEMENT FACILITIES / NATURALIZED CHANNELS (S)

Stormwater Management (SWM) Facilities and Naturalized Channels are elements of the open space system that help to manage rainfall, snow melt, and stormwater runoff.

They provide potential habitat for fish and wildlife, enhance the resilience and bio-diversity of the community and contribute to the naturalization of open spaces. They should be designed to provide opportunities for passive recreational and nature interpretive.

1. Locate stormwater management ponds adjacent to and integrated within the Open Space Network.
2. Provide significant public visibility and access to SWM facilities by way of the street/block pattern (minimum 2 public frontages - street, park and/or open space frontages).
3. Implement a comprehensive rainwater and groundwater recharge strategy as part of the stormwater management treatment train;
4. Implement a Low Impact Design (LID) strategy to emphasize the use of bioswales, innovative stormwater practices, constructed wetlands, and alternative filtration systems, such as treatment trains and water conservation measures.
5. Consider on-site treatment of stormwater through the use of green infrastructure such as bioswales, at source infiltration, and permeable pavement.
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.
7. Discourage the fencing of ponds except where warranted by safety considerations, such as along the rear or flankage of adjacent residential properties or school sites.
8. Provide opportunities for passive recreation with particular attention paid to safety and access.
9. Co-ordinate the design of landscape components, including look-outs, seating areas, shade structures, site furnishings as part of the overall character of the community.
10. Provide a planting strategy (including canopy trees) that enhances the City's urban forest and promotes the objectives of the Urban Forest Management Plan and Brampton Plan policies 3.2.5.10 to 3.2.5.15.
11. Ensure engineered channels are naturalized and support subwatershed / stormwater management functions.







B4.3
RECREATIONAL TRAILS (R)

Recreational trails are identified in Brampton Plan Schedule 3A - Active Transportation Network. Their design shall be guided by the standards defined in the City's ATMP and the Recreational Trails Guidelines (that are currently being drafted). In addition, the following shall also apply:

1 Incorporate the trail network, including within Parks and Open Space, and adjacent to or within the Natural Heritage System, where appropriate and supported by an impact study.

2 Connect trails to the sidewalk, to residential, commercial, employment and institutional areas as well as to other open space trails.

3 Design trail entrances to incorporate pedestrian/cyclist amenities such as lighting, seating, waste/recycling bins and bicycle parking, where appropriate. Lighting is discouraged along trails adjacent to or within the Natural Heritage System due to impact on wildlife and vegetation.

4 Design trails to support year-round and all-weather use, where appropriate.

5 Ensure pedestrian trails in environmentally sensitive areas use low-impact materials, such as woodchips or limestone screenings, and incorporate mitigation measures recommended by environmental impact studies.

6 Avoid locating trails in hazardous lands (e.g., floodplains, slopes, areas prone to erosion) and wetlands.

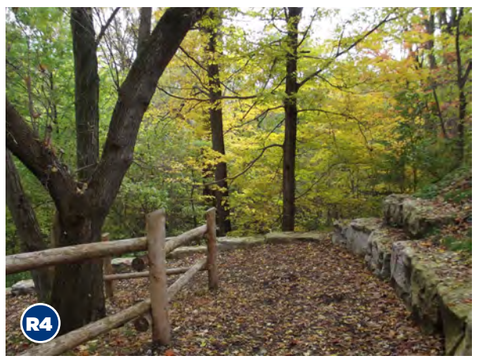
7 Ensure trails are minimum 2.4m to 3m wide.

8 For trails adjacent to or within the Natural Heritage System, widths may vary based on available space and environmental considerations; a recommended width of 2m may be appropriate in these contexts.

9 Incorporate signage and interpretive/ educational features along trails to effectively direct users, highlight destinations within walking or biking distance,and serve as branding for the trail itself.

10 Provide pedestrian amenities such as water dispensers and cooling/misting stations, where appropriate.









B4.4
PARKS AND OPEN SPACE

Brampton Plan recognizes the development of Parks and Open Space as a key city-wide priority within the Health and Wellness City-Wide Building Block. The new Official Plan supports “rethinking” of the existing parks hierarchy including consideration of Urban Parks, Linear Connectors and Privately Owned Public Space (POPS).

Parks and open spaces are valuable community assets that provide opportunities for social interaction, recreation, programmed activities, as well as areas for quiet contemplation and relaxation. There is a well-documented association between mental health and natural environments; immersive exposure to nature through parks and open spaces can positively impact the overall mental well-being of the community. These spaces provide mental health and social connection benefits, while also supporting ecological functions such as enhancing biodiversity and helping to both mitigate and adapt to the impacts of climate change. Ensuring access to high-quality parks and open spaces that are well designed, offer a range of opportunities for individual or community activities, and are broadly accessible to residents of all ages, incomes, and abilities is a key foundation for a healthy city.

Parks and Open Space provide opportunities for the integration of arts and culture (Brampton Culture Master Plan 2018), including public art (Public Art Strategy 2024), which has proven to have a positive and meaningful impact on communities and audiences.

The Parks and Open Space Network consists of:

- City Parks
- Community Parks
- Neighbourhood Parks
- Urban Parks
- Linear Connectors

Brampton Plan (3.5.1 Parks and Open Space), the Parks and Recreation Master Plan (PRMP) and the Parks Plan (2041), promote parks that are diverse, well distributed and well designed to support and serve the needs of the community. This includes:



City Destination Park - Chinguacousy Park Children's Play Area



City Destination Park - Chinguacousy Park Building



City Destination Park - Chinguacousy Park Skating



Cassie Campbell Community Centre, Brampton



Springdale Community Park, Brampton



Neighbourhood Park, Brampton

A. CITY PARKS

City Parks are destination parks that are intended to provide green space and recreation opportunities at the city scale, and in some cases support regional park needs.

They are typically larger than Community Parks and may vary in size as well as in shape, depending on the constraints of surrounding properties and specific programs for the park. Variation in shape may also be the result of historical land assembly practices, a process of land assembly, which involves combining adjacent parcels of land to form a single property.

B. COMMUNITY PARKS

Community Parks are located throughout the city and are intended to provide a range of opportunities for outdoor active and passive recreation on a smaller scale than City parks.

Community Parks vary in size from 10 to 12 hectares and serve between 15,000 to 20,000 residents within a 3-kilometre radius. These parks may include:

- Playgrounds and splash pads.
- Multi-purpose courts and open play areas.
- Sports facilities and flood lighting
- Shade structures and seating areas.
- Walkways and landscaping.
- Parking.

C. NEIGHBOURHOOD PARKS

Neighbourhood Parks are smaller than community parks and are intended to provide opportunities and experiences for outdoor active and passive recreation within suburban residential neighbourhoods.

Neighbourhood Parks vary in size from 0.8 to 1.2 hectares and serve between 4,000 to 5,000 residents within a 5-minute walk (400m radius).

These parks may include:

- Playgrounds and splash pads.
- Multi-purpose courts and open play areas.
- Sports facilities and flood lighting.
- Shade structures and seating areas.
- Walkways and landscaping.

D. URBAN PARKS

Urban Parks are specialized parks located within the City's Urban Centres, Boulevards, Corridors, and higher-density neighbourhoods. These parks are expected to be acquired, owned, developed, and maintained by the City. However, in some cases, private ownership may be suitable for Urban Squares, Promenades, and Pocket Parks. This could include privately owned parks with arrangements in place to allow public access and use (see Section 3.5 – Ownership Models).

The Urban Park Hierarchy consists of the following:

- Urban Squares
- Public Commons
- Promenades
- Pocket Parks

URBAN SQUARES / PLAZAS

Urban Squares or Plazas are intended to serve community users who are generally within a 5-minute walking distance (approximately 400m), and support neighbourhood-oriented social opportunities, as well as city-wide entertainment and cultural events depending on their size and location.

Urban Squares are a moderately scaled urban park typology, approximately 0.25 to 1 hectare in size. Urban Squares are commonly associated with commercial and residential land uses.

Urban Squares may include public art, small outdoor game areas, seating areas and places to eat, as well as street- related activities such as vendor and exhibit space.

For guidelines on Urban Parks design refer to the Parks Plan 2041 - Appendix I Parkland Design Guidelines.



Urban Square - Berczy Park, Toronto

PUBLIC COMMONS

Public Commons are intended to serve community members who are generally within a 10-minute walking distance (approximately 800m) and to provide social and recreational focal points in urban neighbourhoods.

Public Commons are the largest urban park typology, approximately 0.75 to 2.0 hectares in size. Public Common spaces are the social and recreational focal points of a neighbourhood. They typically meet the needs of the local community, and in some instances, accommodate city-wide facilities. Public Common spaces support a balance of active and passive uses.

Public Common spaces should accommodate special features that add visual interest and contribute to placemaking, including space for public art.

For guidelines on Urban Parks design refer to the Parks Plan 2041 - Appendix I Parkland Design Guidelines.



Promenade - 39 - 41 Roehampton Avenue, Toronto



Pocket Park - Lee Lifeson Art Park, Toronto

PROMENADES

Promenades are intended to enhance the pedestrian experience along with highly activated at-grade retail spaces.

Promenades are substantial linear spaces that are located between adjacent building facades and the adjacent road right-of-way.

For guidelines on Urban Parks design refer to the Parks Plan 2041 - Appendix I Parkland Design Guidelines.

POCKET PARKS

Pocket Parks are intended to serve a local community that is generally within a 2.5 to 5-minute walk of residents, visitors and businesses.

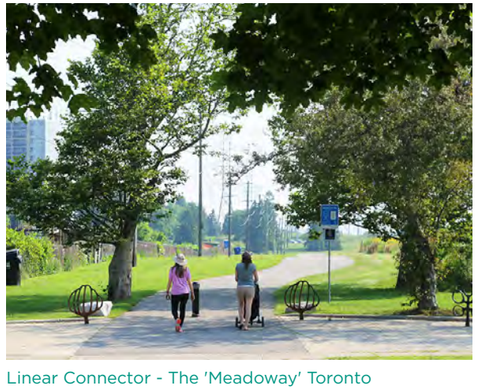
Pocket Parks are small public spaces designed to a very high standard to support intensified use and to accommodate socializing in dense urban areas. Pocket Parks are destinations unto themselves, animated by outdoor seating and active restaurant or retail frontages.

For guidelines on Urban Parks design refer to the Parks Plan 2041 - Appendix I Parkland Design Guidelines.

E. LINEAR CONNECTOR

Linear Connectors reflect lands that are oriented to off-road recreational trails and other connecting links between parkland or major community destinations and form part of the broader Active Transportation Network.

They are intended to advance active transportation as a key component of the overall mobility.



Linear Connector - The 'Meadoway' Toronto

B4.5
OWNERSHIP MODELS

POPS and Strata Parks, as per the City Parkland Dedication By-Law, are to be located within MTSA/Urban Growth Centers/Intensification Areas.

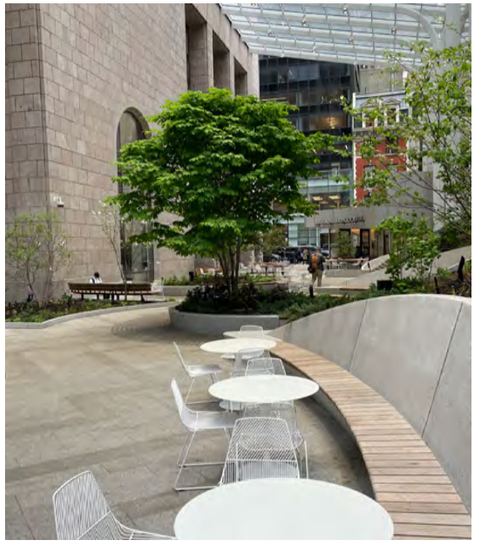
A. PRIVATELY OWNED PUBLIC SPACE (POPS)

Privately Owned Public Space (POPS) are open spaces located within private property which are made publicly accessible via legal agreements between the property owner and the municipality. They are privately operated and maintained.

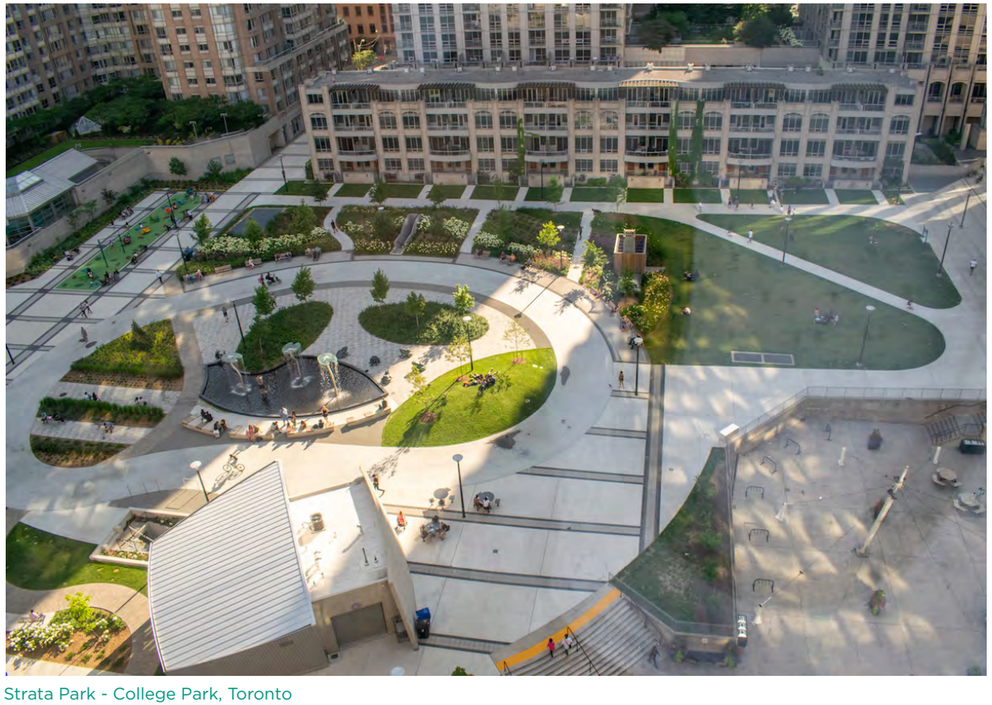
POPS serve an important public function in enhancing pedestrian connectivity in urban communities and on occasion, providing passive recreation opportunities.

B. STRATA PARKS

Strata (stratified title agreement) parkland is a public park developed above private infrastructure, typically parking garages. It is publicly owned and typically publicly operated, whereas the underlying infrastructure is maintained within private ownership.



POPS - 550 Madison Ave, New York City



Strata Park - College Park, Toronto

B4.6
URBAN FOREST

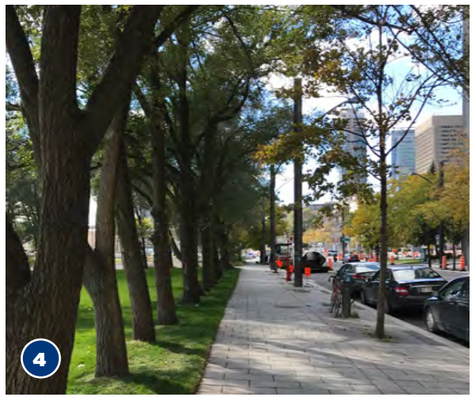
Urban trees support natural area functions and, at maturity, create a generous canopy which can provide pedestrian shade, shelter, streetscape amenities, and traffic management, promoting safety and creating a pleasant environment.

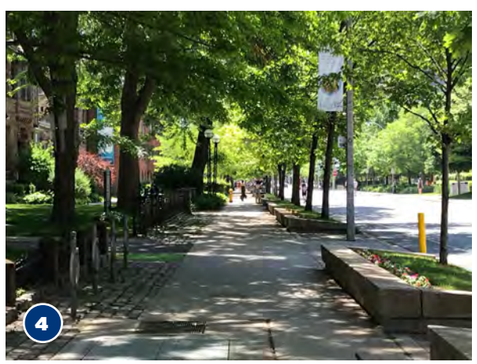
The intent of the urban forest is to increase the urban tree canopy and support Natural Systems functions while enhancing streetscapes to provide shade, shelter and aesthetically appealing streets and open space amenities.

In addition to Brampton Plan policies and the Urban Forest Management Plan, the following shall apply:

1 Provide a diverse and resilient species selection that anticipates climate change conditions and operational constraints.

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





3 Select and plant street tree species with large canopies to provide shade over sidewalks, reducing the heat island effect and enhancing pedestrian comfort and safety. Trees should achieve at least 50% shade coverage of the sidewalk or road within a general time-frame of 8 to 15 years.

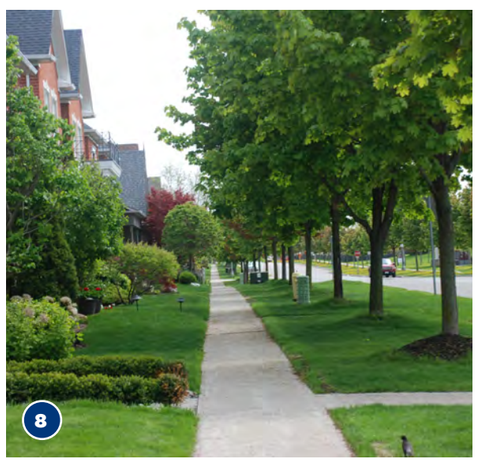
4 Provide appropriate planting conditions (soil volumes / soil mix) to address summer and winter conditions, and to support the growth of healthy, mature trees with connected canopies on local roads.

5 Consider incorporating a double row (allee) of trees in key areas, such as adjacent to parks and where a wider boulevard exists.

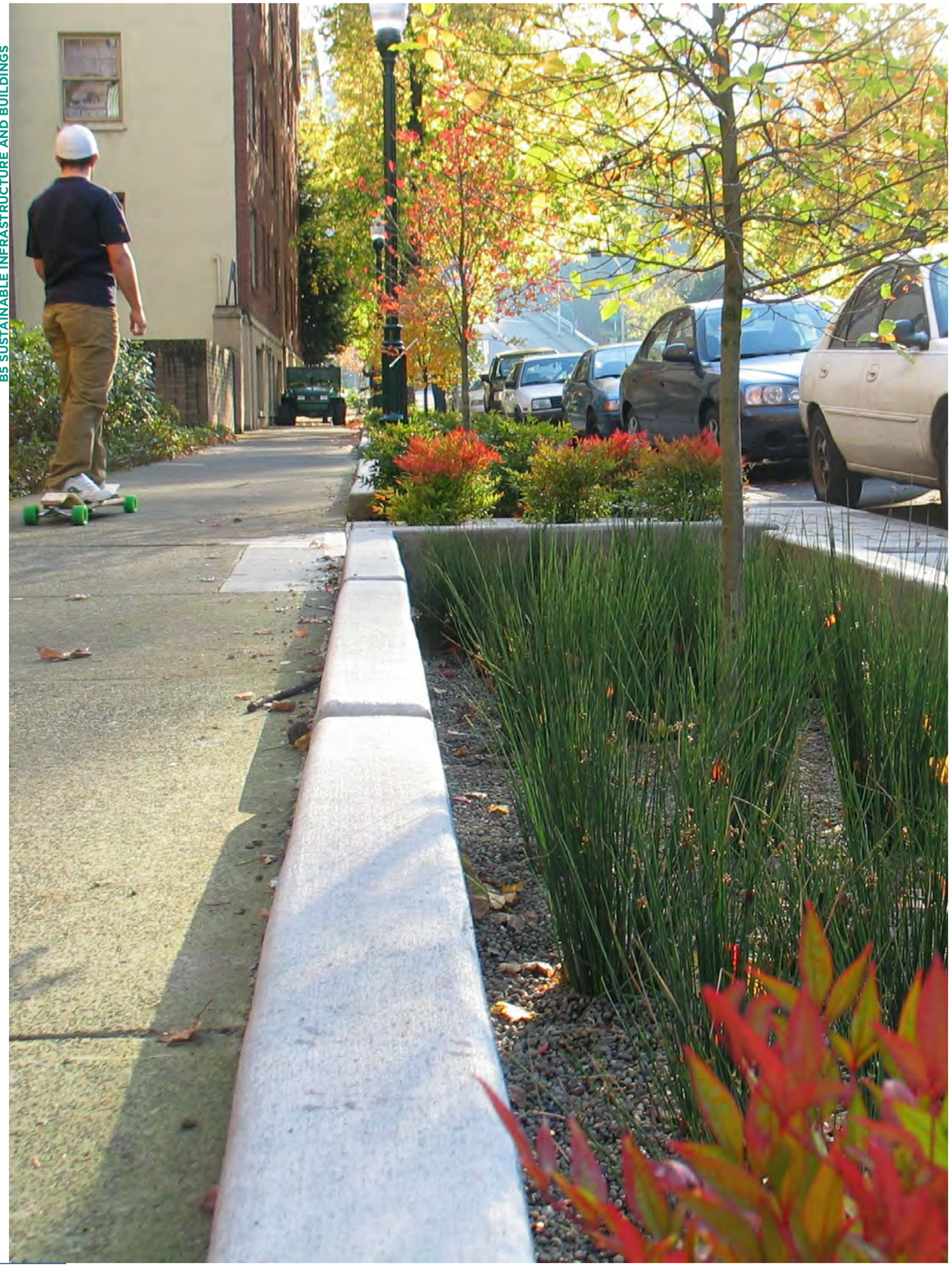
6 Design parking lots to incorporate planting of trees to increase tree cover and shading, and to reduce heat island impact.

7 Encourage alternative planting strategies (e.g. Silva-cells, sufficient soil medium, continuous planting trenches, etc.) to increase tree soil quantity and quality in high-pedestrian areas.

8 Ensure at least one street tree is planted per residential dwelling unit (excluding multiple dwellings that are subject to Site Plan approval) or spaced at intervals of 8m to 12m on centre. A minimum of two street trees should be provided on each flankage lot, where feasible, subject to considerations such as utility requirements, driveways, street furniture placement, and appropriate tree species.



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B5 SUSTAINABLE INFRASTRUCTURE AND BUILDINGS

Brampton Plan promotes sustainability in all its facets. Green infrastructure is important to ensuring 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 guidelines focus on means of remediating this impact on both the built and natural environments.

The SNCP and the Guidelines provide guidance towards these goals.

While sustainability programs use different performance measures to satisfy their goals, the end goals of reduced greenhouse gases, carbon fuel reliance, energy conservation, and climate resilience 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.

The following guidelines should be applied alongside the City's SNCP and Community Energy and Emissions Reduction Plan (CEERP).

B5.1 ENERGY EFFICIENCY AND CLIMATE RESILIENCE

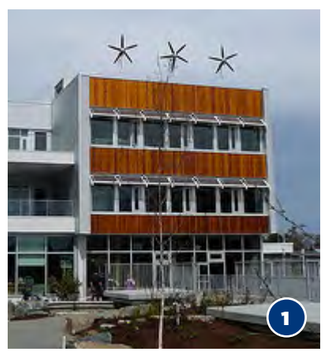
Energy efficiency refers to minimizing energy consumption by generating or using less energy. It can also play a significant role of lessening the impacts of climate change by replacing non-renewable resources with renewable energy.

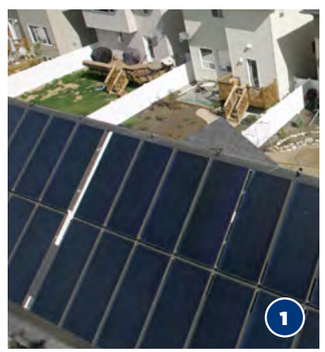
Climate resilience is the ability of communities, ecosystems, and infrastructure to anticipate, prepare for, and recover from the adverse effects of climate change. It is important to ensure that our communities are protected against future climate impacts, such as extreme heat, flooding, and severe weather events like windstorms.

Through the lens of 'Green City', climate resilience is an important aspect of the built environment and should be considered when planning communities.

1 Reduce demand for energy from the grid and encourage renewable energy production. Renewable energy sources that could be employed may include but are not limited to the use of solar thermal and photovoltaic equipment, geo-exchange technologies, and/or wind power.







2 Encourage passive solar design to improve energy efficiency by supporting optimal conditions for both passive and active solar strategies. Orient buildings to maximize sunlight exposure and natural ventilation, enhancing the integration of passive building systems.

3 Where feasible, align streets and blocks within 15 degrees of true east-west to optimize passive solar gain through front and rear windows.

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

5 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 solar power system).

6 Reduce heat absorption through the use of cool roofs that are designed to reflect more sunlight and absorb less heat than a standard roof. Cool roofs can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles.

7 Consider cool roofing material with a minimum initial solar reflectance of 0.65 and minimum thermal emittance of 0.90.

8 For a low sloped roof, typical of commercial and institutional buildings, the cool roof Solar Reflectance Index (SRI) value should be 64 and for steep sloped roofs, typical of residential, the SRI value should be 15.

9 Green roofs are encouraged for high-rise residential, office buildings, as well as, public institutional buildings to minimize surface runoff, reduce urban heat island effects, provide noise insulation, and improve local air quality.

10 Mitigate urban heat island effects through the installation of light-coloured paving materials including white concrete, grey concrete, open pavers, and any material with a solar reflectance index of at least 28. Consider light-coloured materials for development with hardscape or paved surfaces in the Urban Centres, Town Centres, Urban Boulevards and Corridors.

11 Encourage electric vehicle (EV) charging stations.

a. Provide EV charging stations in parking areas of mixed-use, office, institutional, employment uses, and residential developments, where feasible.

b. Locate EV parking in highly visible and accessible areas, preferably near building entrances or in premium parking zones.

c. Provide clear signage to direct EV users to EV designated parking spots.


5



11

12 In surface parking lots, consider using photovoltaic (PV) canopies. PV canopies in parking lots optimally utilize unused space to generate sustainable electricity, allow for the ideal tilt angle of the PV array, provide weather-protected parking and pedestrian walkways, offer a recharging system for electric vehicles underneath, and feature bi-facial/transparent PV modules that allow ambient light below the canopy

13 Consider PV canopies in parks and open spaces and in institutional settings to provide covered/shaded sitting areas and gathering spaces.

14 Preserve and expand existing tree cover to connect and buffer protected woodlands and other natural areas and to mitigate urban heat island impacts.

15 Implement the strategic use of deciduous trees or preserve existing trees to help with evapotranspiration and the shading of sidewalks and hard surface areas in the summer and solar access in the winter.


12


13

B5.2
WATER USE (W)

The City's potable water comes from Lake Ontario as part of the Region's Lake-Based System. This system is sustained by the rivers and creeks that flow through Brampton and Mississauga.

Stormwater management, when appropriately treated, can benefit the community including contributing to potable water, aquifer recharge, and urban park development.

1 In order to promote water conservation, all new developments are encouraged to:

a. Achieve greater water efficiency than the Ontario Building Code;

b. Restrict the use of potable water for outdoor watering;

c. Consider the use of water efficient and drought resistant plant materials in parks, along streetscapes, and in public and private landscaping;

d. Avoid use of turf grass areas, and when required, install drought resistant sod;

e. Increase topsoil depths and provide soil scarification;

f. Consider xeriscape landscaping using native, drought-tolerant plants, a cost-effective landscape method to conserve water and other resources on a residential and community-wide level; and,


W1f







g. Reduce the impact caused by new development on the natural hydrological cycle by installing permeable or porous driveway and parking lot surfaces.

2 Encourage the implementation of Low Impact Development 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.

3 Consider a rainwater harvesting program to provide the passive irrigation of public and private green space, including absorbent landscaping, cisterns, rain barrels, underground storage tanks, infiltration trenches, etc.

B5.3
STORMWATER MANAGEMENT (S)

1 Consider strategies for stormwater retention and runoff, such as:

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

b. Direct flow to landscaped areas and minimize the use of hard surfaces to reduce the volume of runoff into the storm drainage system.

c. Store snow piles away from drainage courses, storm drain inlets, and planted areas.

d. Use infiltration trenches, dry swales, dry ponds, and naturalized bioswales adjacent to parking areas and other large paved areas to improve on-site infiltration.

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

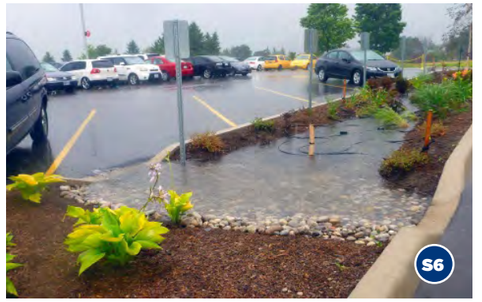
3 Introduce green infrastructure, such as bioswales, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

4 Consider using porous or permeable pavement instead of standard asphalt or concrete for walkways, driveways, parking areas, and other suitable roads to manage stormwater runoff. Where appropriate, use grass pavers that support vehicle weight while allowing grass to grow, further reducing surface runoff.

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

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





B5.4
LOW IMPACT DEVELOPMENT (L)

A number of low impact development (LID) and green infrastructure options can be implemented to increase stormwater infiltration into the soil, and support evapotranspiration, and filtration. LIDs deal with stormwater runoff to prevent issues such as floods, erosion, sedimentation, and pollution.

1 Encourage the implementation of Low Impact Development standards that emphasize the use of bioswales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use systems, and alternative filtration systems such as treatment trains.

A. PERMEABLE PAVEMENT/POROUS CONCRETE OR ASPHALT (A)

2 Utilize permeable or porous paving materials, such as open-joint pavers, porous concrete or asphalt, and precast turf-grid products, for low-traffic roads, driveways, parking areas, trails, and walkways. Preference shall be given to these materials when selecting paving options.

3 Encourage paved areas used for snow storage to integrate permeable paving to absorb snow melt on site.



B. BIORETENTION (B)

Bioretention is a versatile stormwater management approach that involves creating vegetated areas to temporarily store runoff from roofs and pavements.

4 Consider bioretention areas along roads and in large parking lots to treat runoff from roofs, roads, parking lots, or other paved areas. Runoff from these impervious surfaces is directed into the bioretention area, where it ponds and slowly infiltrates. There can be multiple cells throughout a neighbourhood or in a parking lot.

C. BIOSWALES (C)

Bioswales are vegetated, open trapezoidal channels designed to manage stormwater by conveying, treating, infiltrating, and attenuating runoff.

5 Consider bioswales within the ROW located within the boulevard and connected to the catch basins within the paved portion of the ROW allowing the system to discharge to the storm sewer if the volume of runoff directed to the bioswales exceed the design volume.

6 Use enhanced grass swales as an alternative to curb and gutter systems if site conditions permit.

D. GREEN ROOFS (D)

Green roofs have multiple environmental benefits, as they improve energy efficiency, reduce urban heat island effects, create green space, and have water quality, water balance, and peak flow control benefits.

7 Encourage green roofs for mid-rise and high-rise residential, office buildings, as well as, public institutional buildings to minimize surface runoff, reduce urban heat island effects, provide noise insulation, and improve local air quality.

8 Encourage community and public buildings to install green roofs with 50% coverage with the remainder of the roof covered with light coloured material.





B5.5 MATERIAL RESOURCES AND SOLID WASTE

Sustainable communities shall incorporate strategies to reduce natural resources consumption, and minimize waste, by salvaging on-site materials, and reusing, recycling, and recovering materials from residential waste.

In addition to Brampton Plan policies, the following should apply:

1 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.

2 Provide on-site recycling facilities for the handling, storage, and separation of recyclables, with a focus on resource recovery, in large developments such as multi-unit residential buildings, office and employment buildings, and institutional or public buildings.

3 Prepare a construction waste management plan that includes:

a. A summary of the main types of waste that are expected to be generated on-site.

b. A description of the waste sorting plans, including rough quantities (if available).

c. A list of the recycling facilities that waste will be taken to for diversion.

d. Reuse strategies (if applicable).

4 Encourage recycling and/or salvaging at least 50% of nonhazardous construction and demolition debris and locate a designated area on site during construction for recyclable materials.

B5.6 URBAN AGRICULTURE (U)

Urban Agriculture, such as community gardens and traditional farm areas at community peripheries, provides the opportunity for an alternative use of green space and can act as a transition between land uses.

The alternative use of green spaces as transitions in land uses while facilitating access to locally grown food should be encouraged.

In addition to Brampton Plan policies, the following should be considered:

1 Inclusion of a reasonable cluster of key services to residences based on walking distances; for instance, encourage community gardens that are located within 800m of the proposed dwelling units.

2 Initiatives such as sustainable food production practices as a component of a new development. Development plans and building design shall incorporate opportunities for local food production through:

a. Community gardens;

b. Edible landscapes;

c. Small-scale food processing, such as community kitchens, food co-ops and community food centres;

d. Food-related home occupations / industries;

e. Small- and medium-scaled food retailers; and,

f. Local market space (i.e. farmers' markets).



3 Opportunities for urban agriculture in neighbourhoods, and Parks and Open Space which also act as a transitional use between natural and built environments.

4 More intense forms of urban agriculture within existing industrial/ Employment Areas which can impact food security, employment issues and the larger social, economic, and ecological sustainability of growing food locally.

5 Providing space for community gardens and/ or allotment gardens in open space areas.

6 Opportunities to create edible landscapes through conservation of existing orchard trees, or by providing orchard trees as part of proposed landscaping strategies in public parks, other municipal lands or POPS.







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PART C:
SITE ORGANIZATION + BUILT FORM

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C1.1 BUILT FORM POLICY FRAMEWORK

In the past, growth in Brampton has been focused primarily in its suburban communities, and characterized by single-use, low-rise building forms supported by surface parking solutions and suburban park models.

Today, urban intensification is an important part of Brampton's growth management strategy and supports the Province's objectives for sustainable development, and complete communities. As Brampton continues to grow, intensification and higher density forms, along with infill housing will become more common forms of development.

With new and emerging forms of development on the horizon, the importance of creating suitable buildings that reflect the needs of the community and that 'fit' within their context, are crucial for the City's evolution.

More intense forms of building development will become increasingly prominent in residential and mixed-use areas, as well as along or near the City's higher-order transit corridors, stations, stops, and employment areas - underscoring the need to guide and shape this growth.

GENERAL NOTES

- Where mid-rise or high-rise buildings are proposed outside of the permitted areas (Brampton Plan), or within sensitive contexts, angular planes can be applied.
- The design of mid-rise and high-rise developments for specific uses, whose specifications deviate from these Guidelines (e.g., hospitals), will be evaluated on a case-by-case basis to ensure they align with the City's urban design objectives through a thoughtful and alternative design approach.
- The design of any type of development should align with the goals and targets of the City's Community Energy and Emissions Reduction Plan (CEERP).

C1.1.1
2040 VISION: LIVING THE MOSAIC

In 2018, the City of Brampton endorsed the Brampton 2040 Vision, an aspirational document shaped with the input of more than 13,000 residents, to transform Brampton into a future-ready city of dynamic, complete, and urban communities.

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, Bramalea community and Queen Street Corridor.

The historic Downtown and the new centrally located Uptown will become Brampton's hub for promoting economic development and creating complete, transit-supportive communities. Together, this will form a new and improved, enlarged Brampton core. It is anticipated that these areas will rapidly grow with an increase of jobs, attractions, and services. Rapid Transit will link the neighbourhoods together as well as connect to the regional transit system, reducing the need for private car usage. Healthier modes of transportation, such as walking and biking, will be encouraged through supportive urban design.

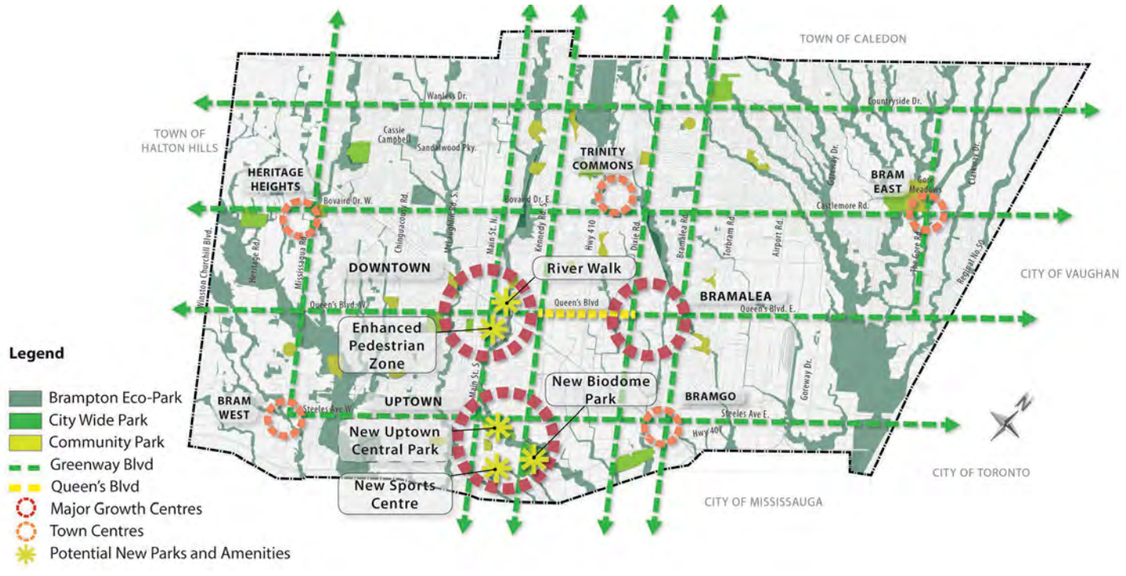
A refreshed Bramalea and Queen's Boulevard are part of a group of complete neighbourhoods surrounding the core area. Bramalea will stay true to its mid-century image, but with an updated feel unique to its character; Queen's Boulevard will offer an urban lifestyle for its residents, workers and visitors.

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

C1.1.2
BRAMPTON PLAN (OFFICIAL PLAN)

Brampton Plan carries forward and implements the 2040 Vision. Emanating from the 2040 Vision, Brampton Plan's vision statement will provide focus and direction for all planning decisions and directions.

The table below identifies where Mid-Rise and High-Rise buildings are permitted and expected to achieve design excellence in conformity with the Urban Design policies of Brampton Plan.



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

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

Brampton Plan recognizes many clusters of apartment buildings in the city's neighbourhoods that were designed as "towers in the park". This form of development and approach to land use is no longer appropriate in today's context.

In these established apartment neighbourhoods, improving walkability to transit, shops, and services, enhancing amenities, accommodating sensitive infill, and promoting environmental sustainability are all key considerations.

These Guidelines provide a framework that is based upon the Brampton 2040 Vision, Brampton Plan, and guiding principles. This framework will guide the 'look and function' of both lower and higher density forms of development with respect to site organization, building design, landscaping and the public realm.

As such, the Guidelines reflect aspirations for good urban form, compact development, pedestrian friendly environment, sustainability, and a connected public realm. Well-designed buildings and sites have a fundamental responsibility in defining the scale and character of streets, providing opportunities for animating the public realm, promoting civic life and contributing to place-making. These aspirations will continue to underpin all forms of development in Brampton.

Designation (Schedule 2)	Building Typology	Additional Permissions
Mixed-Use	Low-Rise Plus	Additional Planning Studies may identify appropriate locations for Low-Rise Plus, Mid-Rise, and High-Rise buildings
Neighbourhoods	Low-Rise	Low-Rise Plus within 400-800 metres of a Support Corridor shown on **Schedule 3B**
Overlay (Schedule 1A)	**Building Typology**	**Additional Permissions**
Urban Centres	Low-Rise Plus, Mid-Rise, High-Rise	Determination of the appropriate height of High-Rise buildings will be determined, subject to the required planning studies, through a Secondary-Level Plan and in accordance with the applicable policies in this Plan/
Town Centres	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan
Neighbourhood Centres [1]	Low-Rise Plus	Mid-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan
Primary Urban Boulevards	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan, and where located within a Major Transit Station Area
Secondary Urban Boulevards	Low-Rise Plus, Mid-Rise	High-Rise buildings may be permitted subject to additional planning studies and other applicable policies in this Plan, and where located within a Major Transit Station Area
Corridors	Up to Mid-Rise	
Support Corridor	Up to Low-Rise Plus	

[1] Neighbourhood Centres are not identified on Schedule 1A; however, they will be identified through subsequent Secondary-Level Plans.

Brampton Plan: Summary of Building Typologies by Designation and Overlay

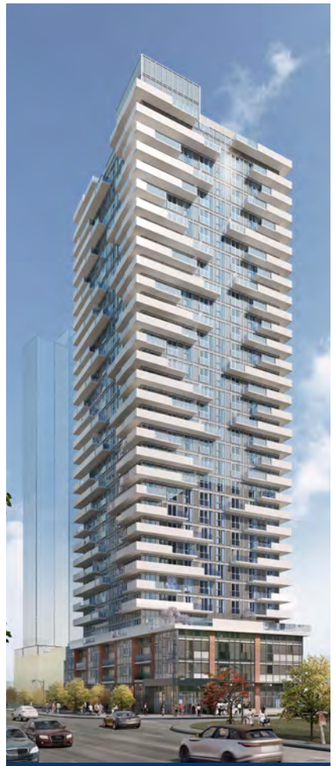
C1.2 GUIDING PRINCIPLES



1 Create **vibrant and street focused built form** that frames and spatially defines the public realm.



2 Create **pedestrian-scaled and animated streetwalls** that enhance a meaningful and inviting relationship between the public realm and building interior.



3 Provide **higher density built form options** that increase and support foot traffic and transit ridership.



4 Ensure development that is **compatible** with its surroundings and contribute to **placemaking.**



5 Ensure **adequate sun penetration** into the public realm and avoid adverse/extreme wind impacts.



6 Support **appropriate transitions** from high-rise and mid-rise to low-rise developments and contexts.



7 Support **mixed-use, mixed-tenure communities**.

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DESIGN GUIDELINES COMMON TO ALL BUILT FORM

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C2.1 PRIVATE OPEN SPACE

C2.1.1 GENERAL GUIDELINES

1 Maximize opportunities for open/green spaces, especially at grade.

a. Provide setbacks that can accommodate tree planting and landscaping while enhancing the public realm at street level. Where larger setbacks are required, consider incorporating invisible green infrastructure

b. Incorporate private open spaces at grade, wherever possible.

c. Provide enhanced soft landscaping and tree planting along perimeter buffers.

2 Maximize planting and landscaping opportunities along setbacks and buffers, as well as at private open spaces and around building.

3 Enhance biodiversity through planting of native, non-invasive trees and shrubs.

a. Ensure at least 50% of new plantings are native species that support pollinators. For developments adjacent to the NHS, ensure plantings are 100% native, non-invasive species.

b. Encourage low maintenance landscape materials that retain and absorb stormwater.

c. Favour naturalized, low maintenance, resilient plantings/gardens.

d. Consider perennial ground covers or ornamental grasses.

e. Consider evergreen plantings for all season screening.

f. Encourage minimal water consumption through the use of mulches, compost and alternatives to grass, as well as the implementation of rainwater collection strategies.

g. For larger sites, provide a variety of tree species to avoid deforestation in the event of a species-specific affliction.

4 Provide meaningful private open spaces that complement the proposed development while enhancing the community.

5 Minimize the extent of hard surface areas based on site context and intended use. Ensure all hard surfaces serve a functional purpose, and incorporate permeable paving where possible.

6 Encourage community permeability by providing pedestrian connections across the site and linked to the adjacent pedestrian system of sidewalks and trails, as well as transit stations and stops.





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GENERAL GUIDELINES

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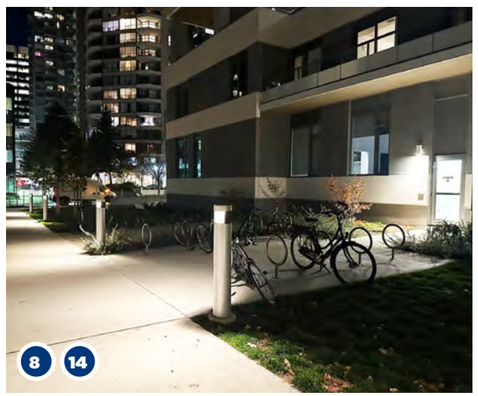
6 Encourage community permeability by providing pedestrian connections across the site and linked to the adjacent pedestrian system of sidewalks and trails, as well as transit stations and stops.

7 Aim for AODA access and design compliance, and ensure it is provided in mid-rise, high-rise and non-residential developments.

8 Clearly demarcate and enhance pedestrian walkways through the use of distinctive paving, planting, and pedestrian-level lighting.

9 Ensure all pedestrian connections and entrances are universally accessible. Where ramps are required or mandated, integrate them seamlessly into the building, elevation, or landscape design.

10 Ensure appropriate planting conditions (i.e., soil depth, volume and growing mediums), for successful soft landscaping.



11 Locate and design shared private outdoor amenity spaces to:

a. Balance sun and shade needs to create a comfortable micro climate environment.

b. Avoid the need for noise walls by carefully considering location and orientation.

12 Reduce impacts on air quality and noise from site servicing, mechanical equipment, etc.

13 Incorporate, as appropriate:

a. Universally accessible, environmentally sustainable and high quality materials.

b. Four season landscaping and trees.

c. Seating, pedestrian-level lighting, shade structures, weather protection, screening, water fountains, cooling/misting stations etc.

d. Bike facilities.

e. Programming opportunities.

14 Provide ample, accessible, secure bicycle parking and supporting facilities.

a. Encourage distributing bicycle parking areas throughout the site to maximize visibility, promote use, and provide convenient access to building entrances, adjacent public spaces, and on-site amenities at grade.

b. Locate bicycle parking near building entrances to enhance convenience for residents and visitors.

c. Provide short-term bicycle parking areas/racks outside and, where feasible, incorporate weather protection (e.g., by locating such facilities under the building's canopy).

d. Provide long-term bicycle storage inside the building, preferably on the ground floor with at-grade access.

e. Incorporate complementary wayfinding signage to direct cyclists and pedestrians to secure indoor bicycle parking facilities.

15 Locate private patios and gardens to access direct sunlight and minimize overlook from neighbours to the greatest extent possible.

16 Locate interior amenity facilities adjacent to shared outdoor amenity areas and provide windows and doors for direct physical and









C2.2 AMENITY AREAS

Communal amenity areas for multi-unit developments have an important role in meeting the recreational and social needs of residents. The CZBL defines the types of amenity space that is required for Townhouse, Mid-Rise and High-Rise developments and establishes minimum space requirements based on a per unit calculation. It is noted that the zoning standards provide some flexibility in these requirements that address the relationship of these spaces to landscaping requirements and distinguish standards for different contexts. For example, with respect to the latter, consideration is given to reduced standards in higher density areas with a concentration of public amenities, reduced standards in areas that are in close proximity to parks and the permission of rooftops, terraces and green roofs to be counted towards the required space.

Amenity space shall be provided as per CZBL requirements.



C2.2.1 OUTDOOR AMENITIES (O)

The following guidelines address the outdoor type of communal amenity areas, and provide direction for their:

- Location on the site;
- Configuration; and,
- Component elements.

1 Provide required outdoor amenity areas as a single, contiguous space within the development site, preferably.

2 Locate amenity areas in easily accessible and prominent locations on the site, while considering sun/shadow, and wind impacts.

3 Provide visibility from amenity areas to the public realm.

4 Ensure amenity areas are generally rectangular in shape.



5 Recommended components for amenity areas include seating, landscape, paths and play areas. For specific amenity areas sizes/ requirements, refer to CZBL.

6 Design amenity spaces:

a. For a range of users, with particular consideration for residents occupying the building(s).

b. To incorporate features that promote year-round, all-weather usage and enjoyment.

7 Provide secure direct access to amenity areas from the sidewalk, mid-block connections and other on-site walkways.

8 Separate and screen private amenity areas (i.e., related to units) from abutting/ adjacent common amenity areas through a combination of fencing and planting; where feasible, a minimum 2m-wide landscaped buffer is recommended to support privacy and visual separation.

9 Maximize contiguous open areas to accommodate a wide variety of activities.

10 Provide private or semi-private outdoor amenity spaces, such as courtyards, gardens and terraces, at grade, rooftops, or where a substantial stepback provides for enough space to appropriately accommodated these spaces. Encourage weather-protected spaces to promote activity year-round.



11 Maximize every opportunity for on-site greening, including:

a. Tree plantings on front and side setbacks along public streets.

b. Fully planted buffers/green spaces where complementary landscaping might be used to create seamless transitions between blocks.

c. Plantings at rooftops, stepbacks and terraces to add visual appeal to the building from the street.

12 Consider incorporating, as appropriate and suitable:

a. Communal BBQs and outdoor dining within the amenity space, either at-grade or on a podium/terrace.

b. Urban agriculture/allotment gardens.

c. Pet relief areas and enclosed dog-runs.

d. Recreational and fitness areas such as yoga/wellness gardens, sundecks, swimming pools, multi-use courts.





C2.2.2
COURTYARDS (C)

1 Incorporate forecourts to break up long building elevations (typically those over 60m in length), and/or to complement main entrances for large mid- or high-rise developments.

2 Provide courtyards to take advantage of the required building separation distance.

3 Design courtyards as an amenity space, with soft and hard landscaping.

a. Provide for seating areas.

b. Ensure pedestrian circulation throughout and beyond the development.

c. Incorporate appropriate furniture and equipment to complement the adjacent ground-level uses.

d. Incorporate features that support year-round, all-weather use and enjoyment.







C2.2.3
BALCONIES, TERRACES AND GREEN ROOFS (B)

1 Design rooftops as terraces or green roofs.

2 Incorporate common amenities on the rooftop of the base (podium) where substantial stepbacks provide for enough space to appropriately accommodate such areas.

3 Design terraces as outdoor amenity areas which include soft and hard landscaping, as well as appropriate lighting and shaded seating areas. Incorporate features that promote year-round, all-weather usage and enjoyment.

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

5 Provide private balconies of a size/dimension that is functional for residential uses on upper levels, and integrated into the building design.

a. Consider micro-climate conditions when locating balconies.

b. Provide enough usable space to accommodate, at a minimum, a small table and chairs.

c. Refer to guidelines for windows and balconies on 4.2 Design Guidelines and 5.4 Built Form for more details.











C2.3 LIGHTING

Building lighting can enhance the overall quality and character of the development. It should be fully integrated within site and building designs, make a positive contribution to the sense of safety and security of pedestrians, and provide supplementary lighting to street lighting.

1 Promote Dark Sky/Nighttime Friendly and bird friendly lighting practices to minimize light pollution and the intrusion of unwanted lighting on natural areas, as well as residential dwellings.

2 Illuminate storefronts, decorative building facades and architectural features by providing lighting on the face and/or interior of buildings.

3 Ensure lighting is sensitive to nearby residential uses and that there is no light trespass on adjacent properties. Avoid visible, glaring light sources by using down-and/or up-lights with full cut-off shields.

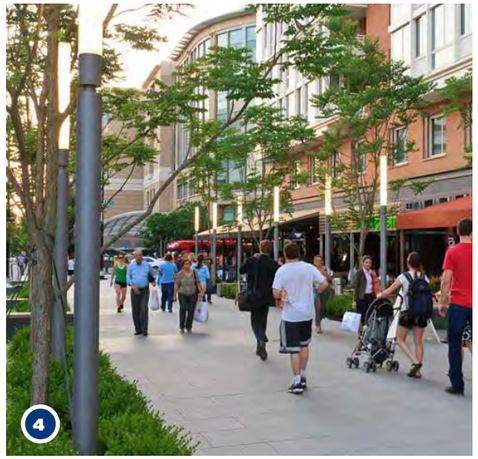
4 Ensure all walkways and entrances are well lit.

5 Limit the height of pedestrian-level lighting to 4.6m.









C2.4 ACCESSIBILITY

Buildings and spaces open to the public must be accessible and usable by people regardless of age, ability or situation. Everyone should have access to goods, services, facilities, employment social activities and opportunities to move freely.

1 Ensure new development meets the accessibility requirements of the Accessibility for Ontarians with Disabilities Act (AODA), the Planning Act, the Integrated Accessibility Standards Regulation, any applicable Zoning By-law(s) and the Ontario Building Code (OBC).

2 Ensure pedestrian routes including those leading to building entrances are safe and easy to use by all people, including those using mobility devices and service animals. Routes should be direct, level, obstacle free, easily identifiable and physically separated from vehicular routes.

3 Provide accessible options for site furnishings, including seating and waste/recycling bins. Accessible seating will include armrests for assistance, backrests, and clear areas in front and to one side for people using mobility devices.

4 Locate accessible parking spaces close to building entrances, and provide clear and direct pedestrian routes into the building, whether the parking spaces are at grade or within an underground garage.

5 Avoid standalone ramps, wherever possible, and carefully consider site-grading alternatives. Where ramps are required due to challenging site grades, ensure ramps are:

   a. Setback a minimum distance from the lot property line as per CZBL.

   b. Integrated into the design of the building/ landscape, and with the entry stairs, preferably.







C2.5 SAFETY

Building siting, orientation, and the design of spaces open to the public, should enhance feelings of personal safety and security.

1 Ensure CPTED principles are applied to exterior spaces open to the public.

2 Ensure structures, landscaping and plant materials maintain an open field of vision between 1m and 2.5m above ground level, and do not provide for hiding places. If elements such as fencing are within this range, ensure it is visually permeable.

3 Strategically organize ground-level uses, and place entrances, windows and balconies to ensure the design of new development contributes to “eyes on the street”, and allows for casual surveillance of streets, parks and open spaces, and children’s play areas.

4 Avoid blank, windowless walls that do not permit people to observe the street from inside buildings.

5 Provide lighting at all common entrances, in parking areas, along all internal walkways, and in laneways. Refer to 2.3 Lighting.

6 If necessary for security purposes, security measures such as fencing or gates should be ornamental and complement the architectural expression.

7 In parking areas, ensure clear views and sightlines are maintained, that there are multiple points of pedestrian and/or vehicular entry, that there are well-defined pedestrian routes, and that adjacent buildings have windows to provide overlook.

8 Avoid exterior stairs along walkways, wherever possible, to minimize trips and falls, especially stairs with 1 to 2 steps. Grade sites and use retaining walls where required to facilitate universal design for walkway networks with a maximum 5% running slope.





C2.6 PUBLIC ART



Public art on private sites distinguishes the development itself, while enhancing the adjacent public realm, adding visual richness and providing landmarks within the community. It is also an important tool to celebrate local heritage and ground new development in the history and character of its context.

1 Incorporate public art into major private development projects as part of their community benefit contributions, particularly in the context of Community Benefit Charges discussions.

2 For private development projects, consider independent or public art integrated into the building design or its associated landscape.

3 Ensure public art is clearly visible, and physically and easily accessible to the public.

4 Provide public art that exhibits high quality in terms of materials, content, skill and craftsmanship, as appropriate for its intent.

5 Involve City staff in the selection of public art and its possible location to ensure consistency with the City’s vision for Public Art, as outlined in the Public Art Strategy.

6 Ensure public art enhances the public realm through:

a. Artistic excellence.

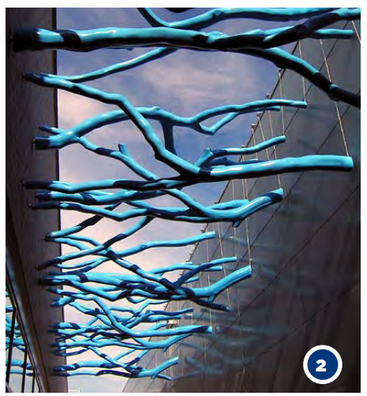
b. Meaningful, relevant, thought-provoking artwork that contributes to a dynamic public realm, connects to Brampton’s communities and land, and encourages dialogue amongst community members and visitors.

c. Artwork appropriate to the site and location’s physical and cultural context (i.e., sizing and theme).

7 Public art should not obstruct pedestrian, cyclist or vehicular circulation, entrances, windows, or sight lines to important natural and built features.

8 Public art should not impact, or be diminished by, existing or planned utility locations.

9 Appropriate maintenance procedures should be established and secure with the installation of public art to ensure its long-term conservation.







C2.7 BUILT HERITAGE CONTEXT

Where development is proposed adjacent to or as part of a site that includes built heritage structures, it is important that any new building maintains and enhances the defining characteristics of these heritage buildings. The following guidelines should be considered when renovating or designing new buildings adjacent to heritage buildings.

1 Retain original, historic, building materials whenever possible during restorative renovations. Historic material should never be covered with modern materials, and unpainted brick should not be painted.

2 Uncover and refurbish historic materials that have been covered over due to a previous renovation, to as near original condition as possible.

3 Facadism is not a preferred heritage conservation process. However, where only the facade of a heritage building is retained, design the new building so the existing facade appears to be integrated with the new construction in a manner that suggests the building has been retained, rather than having being tacked on to a new facade.





4 Design new construction to be visibly differentiated from the old, while achieving compatibility primarily through harmonious scale, massing, facade articulation and materiality. Consider:

a. Placing additions to heritage buildings on the rear or side, recessed from the main front wall of the heritage building.

b. Placing new buildings adjacent to heritage buildings to have generally equal front setback.

c. Designing additions or new buildings to reflect the rhythm of horizontal and vertical architectural elements and/or grid of the heritage building.

5 Avoid historic architectural replication and architectural styles with excessive decorative details that are not property executed.

6 Ensure no addition or new construction will negatively impact the heritage building if removed in the future.

7 Use materials and colours that complement the heritage context.

8 In renovated, preserved or adaptively reused heritage buildings with retail at grade, create recessed retail entrances and strive to convert stepped entrances to barrier free entrances.

9 Ensure signage on heritage buildings is compatible in terms of character, colour and material and do not obscure heritage details.

C2.8 BIRD-FRIENDLY DESIGN

The built environment can have strong negative impacts on birds. Design and system selection can result in fewer bird collisions and deaths. The design of new buildings should consider birds through the treatment of glazing, landscape and lighting to reduce the incidence of bird strikes and create an urban environment in which birds can thrive.

1 Incorporate a combination of bird-friendly design strategies to at least 85% of contiguous glass areas greater than 2m^2 within the first 16m of the building above-grade (including interior courtyards) and above green roofs.

2 The remaining 15% of glazed areas are not required to be treated unless they are larger than 2m^2, or in close proximity to open spaces, a green roof or a natural heritage feature.

3 Apply bird-friendly design strategies to ground related residential development that is adjacent to the natural heritage, parks and open space.

4 Incorporate overhangs, canopies and awnings to help mute reflections on glazing and achieve bird-friendly design.



5 Bird-friendly design strategies may include:

a. Avoiding untreated reflective glass or clear glass that reflects trees and the sky.

b. Visual patterns on glass.

c. Visual markers provided on the glass of proposed buildings with spacing no greater than 50mm by 50mm.

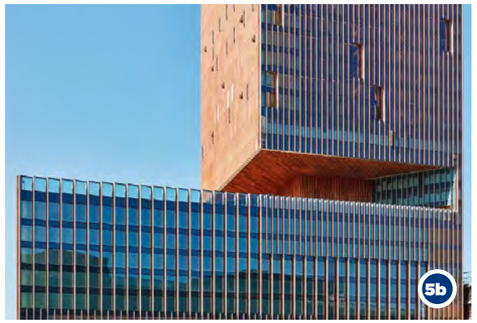
d. Window films.

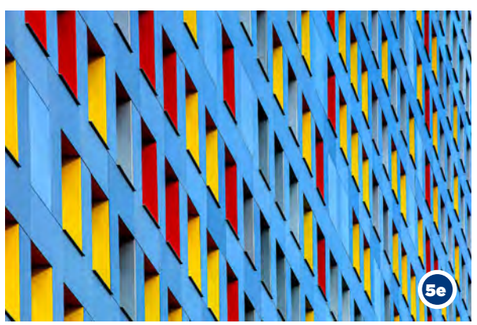
e. Fenestration patterns.

f. Angled glass downwards.

g. Reduced night sky lighting.

h. Strategic location and management of lighting to reduce reflections that might confuse migratory birds.





C2.9 GARBAGE AND RECYCLING

Private on-site reduction and diversion of solid waste from landfills, stewardship of material resources, and increased measures for recycling and reuse in development plans are encouraged.

It is important to integrate waste and recycling facilities into site design to enhance access, and to minimize impacts of storage and collection areas on common amenity areas and the public realm.

1 Locate garbage and recycling areas within a building where possible. Where outdoor placement is unavoidable, locate them away from public frontages and minimize their visibility on site through thoughtful siting (i.e., to the rear or side of buildings, not immediately adjacent to an intersection, and oriented away from public open spaces and residential areas).

2 Plan and design garbage and recycling areas to:

a. Be accessible.

b. Be appropriately sized to avoid creating visual obstructions.

c. Be screened from public view through a combination of building orientation, placement, and hard and soft landscaping elements (e.g., architectural structures, enhanced planting, landscaped buffers)

d. Incorporate plant species and screening materials, products, and colours that complement the surrounding context, including building design, land use, and the natural environment.

e. Favour soft landscaping for screening waste areas.

f. Include garbage storage bins located in areas that are easily accessible for waste collection.

g. Store food waste in climate-controlled rooms to prevent odours and maintain hygiene.

h. Incorporate shared waste bins among multiple units (e.g., restaurants) where possible, to reduce the number of waste storage areas within the site/development.

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

4 Encourage in-ground waste collection systems (e.g., Earth Bin or Molok) where they are permitted in accordance with the CZBL, and ensure they are:

a. Located away from public spaces and view.

b. Screened through enhanced landscaping if visible from public spaces or residential areas.

c. Of appropriate size, color, and material to avoid visual obstruction and to be compatible with the surrounding context, including the building and landscape.

d. Appropriately built to avoid any negative impacts related to odours.

e. Equipped with lockable, sealed lids to prevent unauthorized use, minimize overflow, and avoid food spillage.

f. Refer to guidelines 1 to 3 for additional information.

Development applications will be required to address the Region of Peel's waste collection requirements, as outlined in the Waste Collection Design Standards Manual. Site design should accommodate these standards to the satisfaction of the Region, and, where applicable, the City and other relevant authorities.

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LOW-RISE DEVELOPMENT
(1 TO 4 STOREYS)

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C3.1 INTRODUCTION

This section of the Guidelines addresses the design of all low-rise residential building forms (low-rise and low-rise plus buildings generally up to 4-storeys in height), as defined by Brampton Plan / CZBL.

The guidelines for the 'Low-Rise Buildings' section are organized in four parts:

1. 'General Design Guidelines' that apply to ALL forms of low-rise and low-rise plus buildings;
2. 'Design Guidelines for Specific Building Forms' that, in addition to the general guidelines, apply to each type of low-rise built form.
3. Guidelines for "Priority Lots'; and,
4. 'Neighbourhood Infill Developments Custom Homes' that, in addition to the general and specific design guidelines and those for priority lots, apply for the design of new buildings in existing neighbourhoods.

The general guidelines apply to the design of 'Missing Middle Housing' forms of developments, in whichever built form they may take.

The design of prefabricated and manufactured housing, as well as 3D-printed housing and tiny houses shall be similarly informed by these guidelines.

What is Missing Middle Housing?

Missing Middle Housing types are those that fall between the densities of single-detached homes and mid-to-high-rise apartments. This includes duplexes, triplexes and fourplexes, townhouses, live/work buildings and courtyard apartments that achieve medium density yields.

Definition from Brampton Plan - 2024



Pedestrian oriented built form



Infill development in a mature neighbourhood



Transit supportive development

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C3.1.1
PRINCIPLES/OBJECTIVES

These principles/objectives provide directions to the development of low-rise building forms. The Guidelines are intended to work alongside the CZBL to achieve the following:

- Promote a variety of housing styles and types.
- Contribute to the creation of mature neighbourhoods that are livable and adaptable.
- Foster residential infill that contributes to ongoing neighbourhood renewal and revitalization.
- Encourage residential infill that contributes to the social, economic, and environmental sustainability of mature neighbourhoods and to the overall sustainability of the City.

C3.1.2
BUILT FORM TYPES

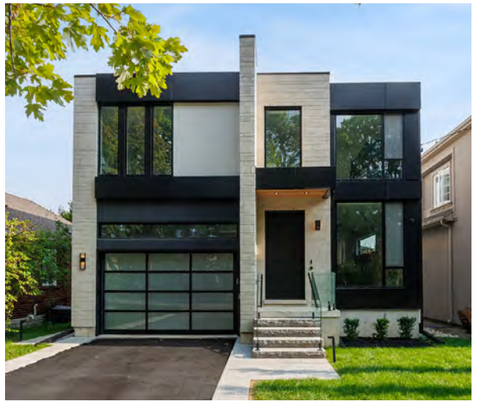
The following describes the typical characteristics of the low-rise building forms discussed in this chapter (C3). For design guidelines, refer to C3.2 to C3.5.

A. SINGLE DETACHED DWELLINGS

- Parking access from the street or a lane.
- Main entrance is oriented towards the street.
- Single or 2-car garages 4accessed from a street (front) or a rear lane. Larger lots could accommodate up to 3-car garages.
- A variety of garage conditions.
- Contemporary, transitional and traditional architectural designs.
- Backyard amenity space.

B. SEMI-DETACHED DWELLINGS

- 2 dwelling units share a common wall which usually extends from the ground level to the roof line.
- A single unified roof form.
- Main entrance oriented towards the street.
- Parking access from a street or a lane.
- Single car garage per unit on front integral garages, or 2-car garages per unit accessed from a rear lane.
- Continuous and consistent architectural details and materials for both dwellings.
- Contemporary, transitional and traditional architectural designs.
- Backyard amenity space.



Front-loaded single-detached dwelling



Front-loaded semi-detached



Lane-based semi-detached dwellings with paired entries

For permitted uses, buildings or structures in Residential Zones, refer to CZBL.



Street townhouses



Rear lane townhouses



Rear elevation of dual frontage units (rear lane townhouse)



Live-work townhouse block

C. TOWNHOUSE DWELLINGS

- 3+ dwelling units share a common wall which extends from the ground level to the roof line and/or a plaque between levels (i.e. stacked condition).
- Blocks of 3 to 8 units arranged in a row, with unit frontages varying by type. The total number of units per block depends on the townhouse configuration (see 'Townhouse Types').
- Unit width varies depending on the number of units per module and the parking configuration (front-loaded vs. rear-loaded garage).
- Main entrance oriented towards the street.
- Parking access from the street or a lane.
- Various parking configurations from single or 2-car garages (detached or attached), to surface and underground parking.
- Continuous and consistent architectural details and materials along the townhouse block.
- Contemporary, transitional and traditional architectural designs.

Townhouse Types

Street Townhouse Dwellings

Attached units oriented to the street and located on conventional lots with street accessed integrated garages. Amenity space is provided as backyard.

Rear Lane Townhouse Dwellings

Attached units oriented to the street with attached (Deck Townhouse) or detached garages located at the rear and accessed from a lane. Amenity space is provided as either backyard (between the unit and a detached garage), or deck (above integrated rear garage). Effective in reinforcing important locations such as parks and open spaces, public spaces, community nodes and primary streets. Rear lane townhouse forms include Dual Frontage units, which are typically located on through lots and designed with two main frontages facing different streets/lanes or public spaces.

Live-Work Townhouse Dwellings

Attached units oriented to the street, typically with rear-lane access to integrated garages or with parking provided in structures, often below grade. These units are similar to deck townhouses (see rear-lane townhouses) or podium/liner townhouses but are specifically designed to accommodate a mix of residential and non-residential uses. Retail, commercial, or office uses are typically located at the ground level, with residential spaces above. Separate entrances are provided for each use to ensure clear access and functionality. Increased ground floor heights are usually required to support commercial or retail integration. Amenity space is typically provided at decks above rear integrated garages.

Stacked Townhouse Dwellings

Attached units which are stacked one above the other and have lane accessed integrated garages. They are usually oriented to the street, although they might face a common open space or the rear of the site, depending on how the blocks are configured. The lower unit is typically accessed from grade or up level, while the upper unit(s) is accessed by a separate stairs leading from a common landing. Amenity space is provided at decks above rear integrated garages and balconies/roof terraces.

Back-to-Back Townhouse Dwellings

Building blocks where attached units share both side walls and a common rear wall with adjacent units. Both frontages of back-to-back townhouse blocks face streets, lanes (public or private), or public spaces. Parking is typically provided through integrated garages accessed from a street or lane or as surface parking areas. Amenity space is provided in front yards (at grade), balconies and/or roof terraces.

Back-to-Back Stacked Townhouse Dwellings

Attached units that combine both Stacked and Back-to-Back configurations and are oriented to both the street and the rear of the block. Parking is provided in structures, above or below grade. Amenity space is provided at front yards (at grade) and balconies/roof terraces.

Podium/Liner Townhouse Dwellings

Townhouse units located at the base of mid or high-rise buildings, or to wrap around the base of non-residential uses (e.g., parking structure) to create a 'street or ground-related' façade - usually a residential veneer that enhances the pedestrian realm. Parking is provided in structures, above or below grade. Amenity space is provided at front yards (at grade) and/or balconies/roof terraces.



Stacked townhouses with emphasized entries



End unit at a back-to-back townhouse block



Back to back stacked townhouses with below grade parking and shared amenity/walkway spaces



Podium townhouses (at the base of a high-rise development)



Multiplex building



Detached additional residential dwelling



Apartment building with parking accessed by a lane

D. MULTIPLEX DWELLINGS

- Attached units clustered to resemble one large dwelling.
- Units are accessed from either a shared entrance and hallways, or through separate entrances.
- Parking is provided as detached/attached garages and/or surface parking areas, accessed from the street or a lane.

E. ADDITIONAL RESIDENTIAL UNITS (ARU - ON A LOT WITH AN EXISTING/PRIMARY DWELLING)

Units are either attached to an existing dwelling, detached and located to the rear or side of the property (Detached ARU), or built above an existing detached garage (coach house - typically accessed from a lane).

- Units are accessed from a lane or a walkway connecting to the adjacent street.
- Parking is provided on site.

F. LOW-RISE APARTMENT BUILDINGS

- Units are organized side by side along a hallway.
- Units are accessed from a shared entrance and hallways.
- Parking is provided underground and/or as surface parking areas at the rear, accessed from the street or a laneway.

C3.2 GENERAL DESIGN GUIDELINES

C3.2.1 SITE ORGANIZATION

A. ORIENTATION, PLACEMENT AND SETBACKS (A)

1 Orient buildings to face the public realm, in particular any adjacent streets, pedestrian connections, as well as parks and open spaces.

2 Design and place buildings to preserve and protect natural features and mature trees on site.

3 Ensure interior habitable rooms/spaces are located on the building face(s) fronting the public realm.

4 Place buildings to have a consistent orientation, either front-to-front or back-to-back configuration along streets/lanes or around parks and open spaces.

5 Avoid front-to-back configurations (i.e., front elevations facing rear elevations) wherever possible. Where such configurations are necessary, ensure that backing units are designed as dual-frontage dwellings, with rear elevations incorporating the same architectural details and materials as the front elevation, along with recessed garages or parking access and enhanced landscaping.

6 Protect public views to existing natural/built heritage and landmark buildings. This includes avoiding backlotting, where feasible, and maintaining pedestrian pathways/connections to natural/built heritage and landmark buildings.

7 Ensure setbacks (front and side yards) are generally consistent and reflect the spacing rhythm along the street/block.

a. Avoid drastic difference between the setbacks of adjacent units.

b. Refer to future planned land use.

















8 Create pedestrian-oriented and scaled streetscapes by providing front setbacks that:

a. Locate buildings close to the street edge; a minimum of 1.5m to entry features or porches is recommended.

b. Allow for variation in front setbacks, up to 2m, to mitigate the impact of and break up long-straight, uninterrupted street blocks/ walls and enhance visual interest.

9 Ensure front yard setbacks provide the required space and soil volume for tree planting, particularly where right-of-way conditions are unsuitable for tree growth.

10 Locate and orient buildings to:

a. Ensure privacy and minimize overlook on adjacent properties.

b. Maximize opportunities for private amenities and landscape areas.

c. Maximize sun penetration and heat absorption.

d. Minimize shadow impacts on adjacent properties.

e. Minimize the need of sound attenuation walls.

11 For low-rise buildings (up to 4 storeys) facing each other, provide a minimum separation distance of 15m (e.g., between buildings fronting common mews, open spaces, lanes, or roads). Exceptions for narrower separation distances will be assessed on a case-by-case basis.

12 At corner locations, provide greater exterior side yard setbacks to allow for added wall articulation and projecting elements such as porches, box-outs/ bay windows, chimneys, and wraparound porch encroachments into the exterior side yard.

13 Increase side yard setbacks along pedestrian linkages and public open spaces to allow for greater architectural interest (articulation and fenestration) on the building side elevation.

14 For new subdivisions or larger developments, allow for mid-block connections linked to the surrounding existing/planned pedestrian system.

15 For new blocks (subdivisions), it is recommended to:

a. Provide a mix of lot sizes along each block.

b. Encourage locating smaller lots towards the interior of the block and larger lots towards/at the corners.

c. Provide groupings of at least 2 units of the same height (storeys) to avoid drastic changes in height/massing along the street block.

16 Allow entry features/porches, balconies, decks, bay windows and box-out elements to encroach into front, rear and exterior side setbacks as per CZBL.

B. ACCESS, PARKING AND SERVICING (B)

1 Locate unit/building entrance to face the public realm, ensuring they are clearly visible and directly connected to adjacent public spaces, including streets and walkways. Where a transit stop is located within 100m of the proposed development, place and orient the main entrance to provide direct and convenient access.

2 Encourage lane-based and underground parking, where appropriate to the proposed built form, or detached garages located at the rear (attached or detached, and accessed by a single lane width driveway).

3 Encourage providing bicycle parking near main building entrances, at common amenity areas and in underground parking. Refer to C2.1.1 General Guidelines for additional guidelines regarding bicycle facilities.

4 Ensure no parking pad or surface encroaches into public space.

5 Front integrated garages are not permitted on lots narrower than 5.5m.

6 Setback front integrated garages from the main wall, preferably, or the entry feature face. A minimum 1m is recommended.









7 Setback detached garages at least 1m from the main wall of the principal unit (or side wall for corner units).

8 Where accessed from a lane, allow detached garages for abutting lots to be attached along one side.

9 Encourage additional residential units (ARUs) above detached garages, where appropriate.

10 Minimize driveway width and length as much as possible; encourage:

a. Driveways to be only slightly wider than the garage door.

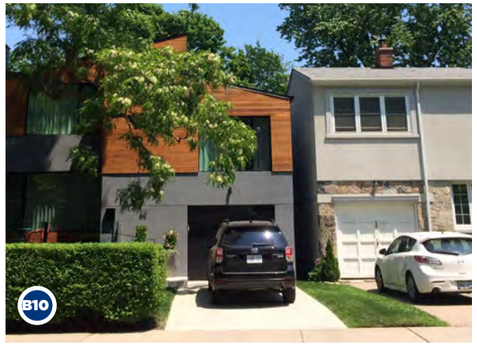
b. Tapered driveways for garages accommodating more than two vehicles to minimize width at the curb and property line.

11 On corner lots:

a. Avoid locating garages and main entry features on the same building face / lot side, where feasible.

b. Provide access to detached garages from the flankage street.





12 Locate driveways away from parks and open spaces, intersections (corner lots), 'T' intersections, institutional uses, commercial sites, public walkways, and transit stops.

13 Ensure entry steps do not interfere with the driveway.

14 Pair adjacent single driveways whenever possible, to provide greater opportunities for landscaping, trees and on-street parking.

15 For lots less than 6m wide, paired adjacent driveways are strongly recommended.

16 Provide access to surface or underground parking preferably from side streets or lanes.

17 Where surface parking areas are proposed (e.g., low-rise developments such as apartment buildings, condominium townhouse developments and multiplexes), locate such areas to the rear, preferably, or side of the lot, away and screened from public view.

a. Ensure no surface parking is located between a building and the street edge.

b. Screen parking areas through a combination of hard (e.g., walls and fencing) and soft landscaping elements. Consider privacy of adjacent properties and minimize headlight glare.





c. Avoid large areas of uninterrupted surface parking. Instead, break these areas into parking courtyards through the provision of walkways and landscaping.

d. Ensure walkways are connected to building entrances, provide pedestrian crossings, and clearly delineate different areas through distinctive paving materials.

e. Include tree planting within islands and buffers to increase tree coverage/shading and to reduce heat island impact.

18 Design underground parking ramps and service entrances as part of the building elevation. Locate ramps away from public views, where possible; otherwise, screen ramps through landscape elements and/or building articulation.

19 For low-rise developments such as apartment buildings and condominium type developments:

a. Maximize the efficiency of the site by combining access to parking and servicing areas.

b. Provide a designated snow storage area away from public view and main circulation route(s).

20 Locate walkways to parking areas, secondary entrances and servicing areas beside habitable rooms/spaces or common areas for informal surveillance.

21 Incorporate 'low impact development' (LID) strategies. Refer to 5.2 Water Use.



C. LANDSCAPING AND AMENITY AREAS (C)

1 Maintain existing grading/slopes wherever possible.

2 Preserve and protect existing healthy mature trees.

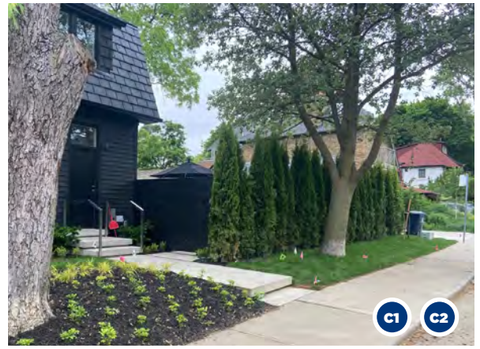
3 Incorporate any heritage landscape element (e.g., mature or historically significant trees, rock outcrops, etc.) as part of the front yard or common amenity landscape design.

4 Incorporate existing trees, or other significant planting into landscape strips, whenever and wherever appropriate.

5 Offset the visual impact of paved driveways and walkways on the streetscape by encouraging additional plantings, including but not limited to canopy trees and large shrubs in the front yard.

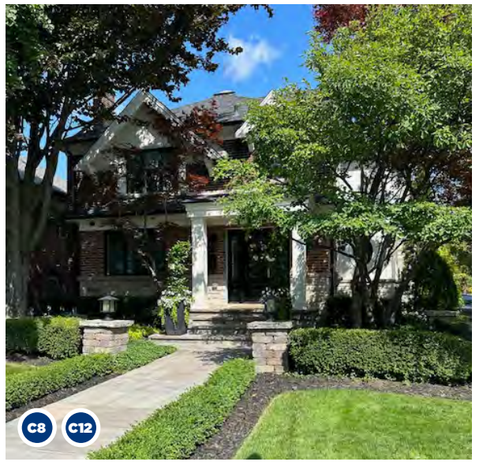
6 Maximize soil volumes and conditions for optimum tree growth.

7 Where underground parking is proposed, ensure that landscaping and tree planting opportunities are protected by providing appropriate conditions for the plants to thrive.











8 Maximize soft landscape areas in front yards and amenity areas. Refer to CZBL for specific requirements.

9 Promote 'eyes on the street' (unobstructed views from the building's ground floor to the public realm) and ensure privacy by delineating the transition between the private and public realm through a combination of hard and soft landscape elements.

a. Encourage hedges to be a maximum height of 0.9m.

b. Ensure low fencing in front yards is not taller than 1.2m.

c. For smaller front yards (e.g., lots narrower than 6m, or where entry features encroach into the minimum front setback), consider incorporating a low fence and/or planted hedge along the front property line for added privacy.

10 Design low fencing to complement the style and materials of the building. Favour see-through materials/configurations.

11 Promote the use of natural materials and finishes, such as stone, wood, or brick, for paving and landscape walls, to enhance visual quality and contextual integration.

12 Encourage permeable paving for walkways, driveways and parking areas to reduce runoff to storm sewers and soften the streetscape appearance.

13 Provide a walkway connecting the front door to the sidewalk, preferably, or when not possible, to the driveway. Distinguish the walkway from the driveway through a material change and/or planted/sodded edge.

14 Incorporate appropriate, complementary pedestrian-level lighting along walkways and public frontages. Favour energy efficient lighting such as LED and solar options.

15 For lots with side/rear property lines along or exposed to public frontages, provide rear/side privacy fencing.

a. Ensure fencing doesn't extend beyond the main front wall of the building.

b. For end and corner units, include a gate where the fence returns from the lot line to the flankage wall. Avoid terminating the fence at the building's corner or extending it excessively along the flankage wall (a maximum of 1/3 of the wall's length is recommended).

c. Use durable, low-maintenance materials. Favour materials such as wood, composite and vinyl.

d. Coordinate fencing types and requirements to avoid double fences along a shared property line.

16 For new subdivisions, ensure publicly exposed fencing is consistent throughout the development.

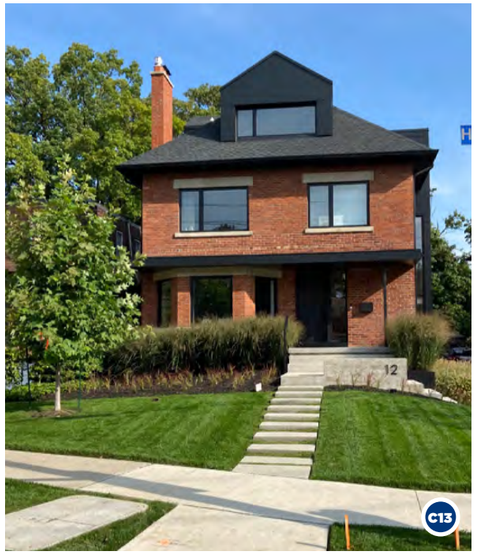
17 Encourage decorative metal fencing along side elevations of corner lots flanking parks and open space, and SWM facilities, from the privacy fence to the front lot line.

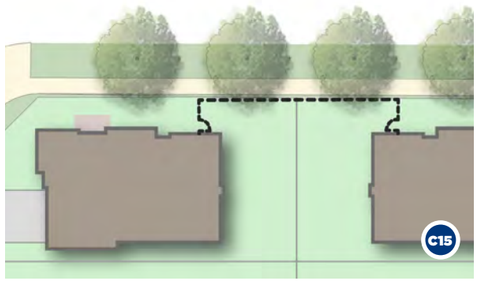
18 Where landscape strips are required (e.g., in larger developments with surface parking, low-rise apartment developments, etc.), provide widths of generally 3m to 6m to accommodate planting. Allow wider strips where enhanced landscaping, screening, or buffering is needed or desirable.

19 Provide safe movement through the site and surface parking areas by:

a. Differentiating walkways from driveways through level change, barrier or bollard, and/or change of material.

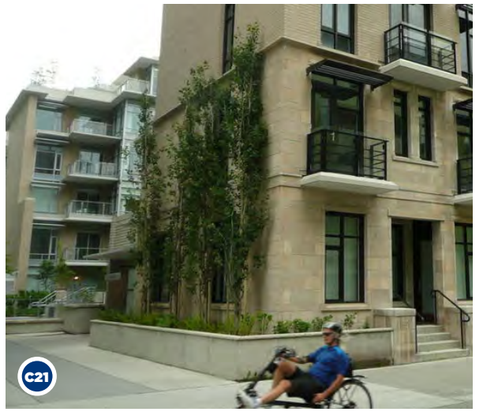
b. Providing logical, barrier free and convenient pedestrian connections to/from building accesses, amenity spaces and adjacent pedestrian network (i.e., sidewalks, walkways trails).

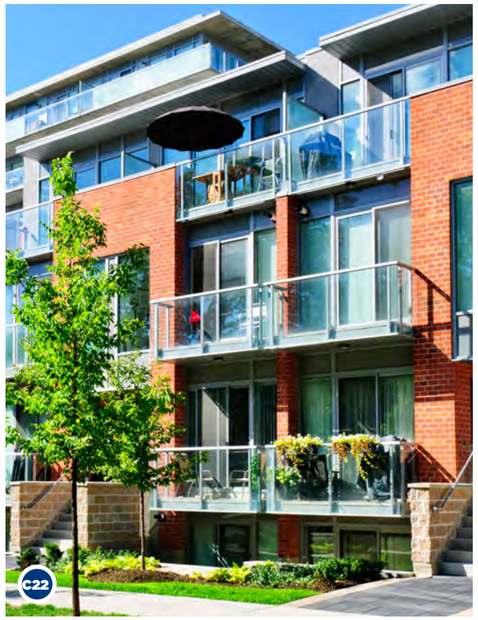












20 Where walkways are located between two buildings, provide pedestrian-level lighting and real windows along the linkage.

21 Use landscaping to mitigate the impact of blank walls.

22 Design private amenity areas to be functional, providing sufficient space to accommodate at least a small table and chairs.

23 Consider providing roof-top amenities where balconies and at grade spaces are limited. Roof-top amenities may only overlook onto streets, parks and open space.

24 Provide common outdoor amenity areas for larger developments, including those with multiple residential units, large-scale townhouse projects, and low-rise apartments. Refer to the CZBL for minimum area requirements based on the number of dwelling units per lot. Design common amenity spaces to:

a. Be located centrally or as a connection to/extension of a larger or major park/open space feature, pathways or trail system in the surrounding area.

b. Be framed with animated elevations (i.e., frontages with active uses, windows, entrances, or communal uses).

c. Be universally accessible.

d. Include children's play zones located in safe, convenient, and highly visible areas.

e. Group key features together where possible (e.g., play areas, sheltered seating, mailboxes/kiosks).

f. Encourage the provision of bicycle parking, especially in developments where units do not have private garages or carports.

g. Include a designated snow storage area, located away from public view and main circulation routes.

25 When designing community mailboxes, consider the following:

a. Locate mailbox pedestals and mail kiosks centrally along a street or common amenity area.

b. Design mailbox pedestals and mail kiosks as integral components of the streetscape or amenity area.

c. Ensure appropriate accessibility to the mailbox from the sidewalk, walkway and/or street.

d. Seating and waste receptacles at trellis-covered centralized mailbox areas.

e. Consider gazebos as part of community mailbox facilities.

f. For corner/end lots, provide landscaping and/or privacy fencing as a buffer.

g. Consider an enhanced base or pedestal for the mailboxes.

26 Incorporate CPTED Principles.

D. GARBAGE STORAGE (D)

1 Allocate appropriate and accessible space for the storage of garbage and recycling bins:

a. Within garages; where possible, expand the interior capacity of garages to allow space for storage.

b. In screened alcoves.

c. In the backyard.

d. In the side yard.

e. Internally for low-rise apartment buildings.

f. In all cases, provide direct access to collection point area.

2 Locate external garbage facilities away from public view and provide a continuous hardscaped walkway, at least 1.2m wide, from the storage location to the collection point.

3 Enclose garbage storage and facilities within structures that use the same design, colour, and materials as the main building, and/or screen them with landscaping.

4 Where centralized garbage pick up cannot be avoided, provide pads for pick-up day placement only, and locate away from unit/building entrances and out of view of public spaces.









C3.2.2
BUILT FORM

A. HEIGHT AND MASSING (A)

1 Encourage buildings to be a minimum of two storeys to enhance streetscape enclosure and provide smooth height transitions to adjacent lower or higher building forms, such as bungalows, bungalow-lofts, or apartment buildings.

2 Avoid drastic changes in height. Provide appropriate transition in height and massing between adjacent/surrounding buildings of different typology, height and massing, by:

a. Providing variation in heights within the building ('step down').

b. Articulating the roofline to include slopes towards lower buildings.

c. Incorporating the upper level within the roof structure.

d. Ensuring that the massing of flat roof building is generally consistent to the overall massing of adjacent dwellings.

e. For infill and/or low-rise apartment developments within contexts with existing lower built form on adjacent lots, setting back upper floors (those above the height of adjacent buildings) along the elevations exposed to public view.

3 Where low-rise apartment buildings are located beside existing 1 to 2-storey buildings, and within 7.5m from the abutting property line, ensure that the height of the portion of the building closest to the 1 to 2-storey building is no more than 2 storeys greater than the existing building.

4 Consider roof massing compatibility between traditional and contemporary designs to achieve a harmonious streetscape and avoid jarring contrasts in overall building massing.









B. ARCHITECTURAL DESIGN AND BUILDING ARTICULATION (B)

1 Ensure all building faces exposed to public view (fully or partially) reflect a consistent and cohesive design/architectural style.

a. Design front elevations to create and enhance a consistent, articulated and animated street wall along the streetscape.

b. Design rear and side elevations exposed to the public realm/view to reflect the architectural level of the front elevation; this includes wall (changes in plane) and roof articulation, proportions, fenestration, architectural details and materials.

2 Encourage designs with clean lines and simple geometry that complement the character of surrounding built form.

3 Encourage traditional, transitional and contemporary architectural styles.

a. Ensure all elevation details are consistent with the intended architectural style for the building.

b. Avoid mixing or combining different architectural styles within an individual dwelling or unit.

c. Elements of historic detailing specific to a particular period or historical context (e.g., ornate moldings and cornices, brickwork patterns, decorative columns and pilasters, stone carvings or statues, etc.) should not be combined with features from other architectural styles.

d. When traditional styles are considered, ensure they are properly executed and reflect fundamental attributes.

e. Avoid historic architectural replication and architectural styles with excessive decorative details that are not properly executed.











4 Organize elements of the elevation in a logical grid (horizontally and vertically) to achieve sense of order and unity.

5 Create highly-articulated elevations through:

a. Changes in plane (recommended minimum depth of 250mm (10”).

b. Wall projections and recesses.

c. Projecting elements such as box outs, bay windows, porches, canopies, etc.

d. Enhanced fenestration.

e. Second-storey balconies (recessed or projecting).

f. Strong and articulated rooflines including gables and varied slopes.

g. Wrap-around elements (porches, box outs, windows, etc) on corner units.

h. Well-executed high-quality architectural detailing.

6 Consider and incorporate architectural details in relation to the unit’s architectural style, including:

a. Brick soldier course 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 and PVC siding accents.

e. Window and door casings, louvers, frieze boards, cornice and other moldings.



7 Avoid blank walls facing the public realm.

8 When designs of contemporary architectural style are considered, it is important to ensure they reflect the proportions and fenestration of surrounding built form, existing or planned. Design buildings of contemporary style to:

a. Include simple lines with strong geometrical shapes.

b. Have flat or shallow pitched roof with generous overhangs for the building as well as the entry feature.

c. Include large windows, full glazed walls/ gable ends, wrap around corner windows, panoramic windows, skylights, etc.

d. Consider asymmetrical window placement where appropriate.

e. Include, if appropriate, minimalistic decorative elements free of ornamentation.

9 Locate entries to face, animate and overlook adjacent streets, public spaces such as parks and open spaces, or private amenities such as mews.

10 Encourage substantial, high quality glazing at ground level, while ensuring appropriate privacy for ground-level residential units.

11 Ensure appropriate privacy conditions when designing all above-grade amenity areas (e.g., balconies, decks, terraces, etc).

12 Locate firewalls unobtrusively and integrated into the design.

13 Locate rainwater leaders and downspouts:

a. Discretely on side elevations.

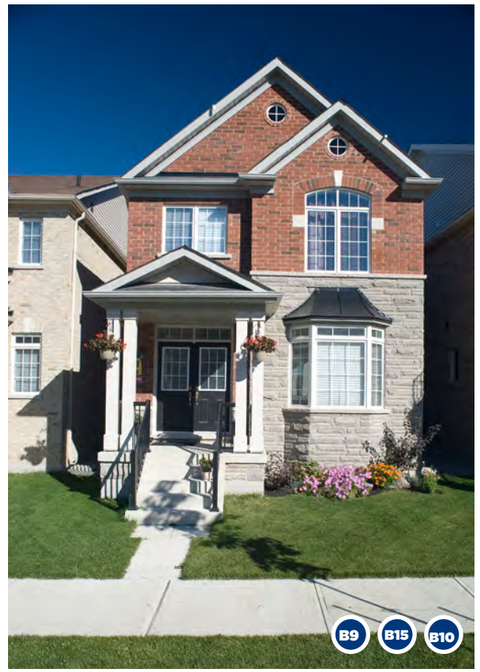
b. Enclosed into the design, where possible.

c. Recessed within the wall face and paired in between adjacent units, where applicable.

14 Project masonry details a minimum of 12mm from the wall face.

15 When appropriate to the architectural style and on elevations exposed to public view, provide continuous frieze board that is at a minimum 150mm (6”) at the top of supporting columns and underside of roof soffit, and where siding abuts any masonry wall.







C. ROOFS (C)

1 Encourage a variety of roof forms and designs within a street block. Consider cottage or hipped roofs, front/side/cross gabled roofs, mansards, as well as flat roofs and other roof types where appropriate and permitted.

2 Design roofs to:

a. Be proportionate to the overall building massing.

b. Be consistent in style throughout the different elevations.

c. Avoid complicated structural configurations.

3 Ensure breaks on the roofline correspond to the articulation of the wall below.

4 Discourage fake dormers.

5 Encourage incorporating green roofs, white roofs and/or solar panels, where appropriate/feasible.





6 Design the roof of traditional style buildings to consider:

a. Steeper pitches/slopes. A minimum roof pitch of 6:12 is recommended.

b. Back-to-front slopes of at least 5.9:12 on the main roof.

c. Side slopes of minimum 6.9:12.

d. Steeper pitches for gables within main roofs.

7 Design the roof contemporary style buildings to consider:

a. Flat or lower pitches/slopes.

b. Deeper, generously sized overhangs (a depth between 600 and 900 mm is recommended, depending on side yard width and architectural style).

c. Profiled caps, cornice edges or elevated parapets for flat roofs.

d. Strong/pronounced cornice lines.

8 Provide a consistent soffit overhang that adds shadow lines and projections to the elevation design. A minimum of 300mm is recommended.

9 Locate stacks, gas flutes and vents on the rear slope of the roof, where possible, and ensure these elements are finished in a colour complementary to that of the roof.

10 Locate gas flues as close to the roof ridge as possible.



D. ENTRY FEATURES, DOORS AND WINDOWS (D)

1 Design entry features (main entrances) to:

a. Face the adjacent public realm, including streets, parks and open spaces.

b. Be the focus of the elevation, visible and clearly discernible from the public realm (street, walkway, park, etc).

c. Be consistent with and complement the design of the building proportions, architectural style and materials.

d. Include weather protection elements.

e. Incorporate porches or landing areas that are deep enough to provide for usable space. A minimum of 1.5m is recommended.

f. Be close to the finished grade and/or no more than 1.2m (6 risers) above the finished grade at the front property line. Higher entry features related to grading conditions will be assessed on a case-by-case basis.

g. Where proposed, ensure columns are proportionally scaled to the building and overall entrance, and consistent with the building style/design.

2 Enhance entry features through:

a. Covered porches, porticos, or canopies.

b. Roofs that are proportionate to and complementary to that of the overall building, including gables and slope details.

c. Architectural details such as architraves and cornice details.



d. Highlighted doors in distinct and complementary materials/colours.

e. Double entry doors with vision panels.

f. Transom/side lights (especially when a single entry door is proposed) to allow for natural light at entrances.

g. Complementary light fixtures.

3 Coordinate all elements of the entry feature, including steps, columns, railings and lighting, to ensure a cohesive appearance.

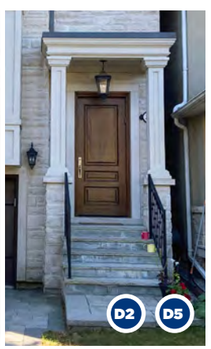
4 For contemporary designs with flat canopies at entry features, ensure generous overhangs and consider massing elements such as a cantilevered or recessed upper storey.

5 Design entry steps as an integral part of the entry feature and elevation design (i.e. avoid pre-formed, add-on steps).

6 Discourage the use of exposed precast steps at main entrances.













7 Where steps are required to access the main entrance/porch, they may be:

a. Poured-in-place concrete with masonry veneer on the exposed sides; where more than 6 risers are necessary in a single run, poured-in-place concrete is required.

b. Precast with an integrated ledge to accommodate masonry veneering on the side (maximum unit size is 6 risers).

8 Where the entry feature of the building encroaches into the minimum 3m front setback, encourage that the entry feature/first floor be raised between 0.9m and 1.2m above the finished grade of the sidewalk to provide added privacy.

9 Where front entries require more than 6 exterior risers or are 1.2m above/below grade:

a. Locate the additional steps internally to the building.

b. Interrupt the number of continuous steps by provide a landing(s) in between. Landing to be a minimum of 1.2m in depth.

c. Consider incorporating inset risers into the porch as an alternative to limit the stairs run into the front yard.



10 Encourage a variety of front door styles in keeping with the architectural expression of the building.

11 Integrate accessibility ramps into the elevation and building design, where applicable.

12 Provide high quality, maintenance-free railings; consider:

a. Heavy gauge wrought iron or similar.

b. High quality prefinished aluminum or vinyl railings are acceptable where they are complementary to the design of the building.

c. Glass panels for more contemporary designs, when appropriate.

13 Provide appropriate and enough natural light penetration, ventilation and privacy through the strategic sizing and organization of windows on the building's elevations.

14 Maximize window openings on elevations facing public spaces, when appropriate, while also ensuring appropriate privacy and safety.

15 Ensure windows complement the proportions and style of the building, and are organized/placed in a logical manner (vertical and horizontal composition grid).

16 For exposed elevations, ensure ground and upper level windows are generally aligned vertically and horizontally for a cohesive and upgraded elevation design.

17 Keep window treatment consistent for all windows exposed to public view regarding style, panelling, proportions, framing, details, etc.

18 Encourage transom and clerestory windows where floor heights permit and when appropriate to the elevation design.

19 Darkly tinted glass is not permitted.

20 Sliding doors are not permitted at grade on elevations exposed to public view, except on rear elevations where they provide access to private outdoor amenities.

E. GARAGES (E)

1 Design detached garages exposed to public view to incorporate materials and architectural styles/details consistent with those of the main building. This is particularly important on corner lots, where detached garages should include upgrades such as additional fenestration, wall/roofline articulation, and trim detailing.

2 Design front integrated garages to minimize their impact on the streetscape.

a. Generally, aim to limit their width to about 50% of the associated dwelling width.

b. Recess the garage door from the main wall of the dwelling, preferably; or, from the further extent of a projecting porch.

c. Limit the recess of the second-level wall above the garage to a maximum of 2.5m from the garage face. Greater recess depth may be allowed where a balcony is located above the garage.

d. Encourage recessing garage door(s) into the wall or providing a roofed colonnade treatment in front of the garage.

e. Projecting garages should be avoided.

3 Design garages exposed to public view to:

a. Promote a variety of garage doors styles and ensure they are consistent with the architectural style of the building (including their roof).

b. Encourage doors with glazing panels.

c. Include exterior light fixture associated to the garage. Place fixtures above or beside garage doors.

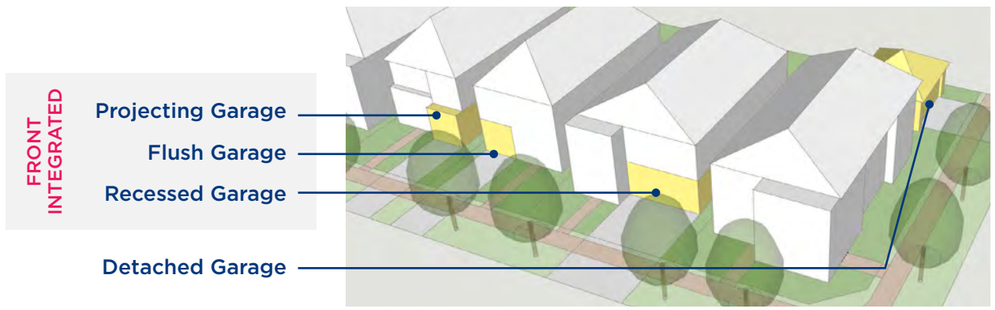
d. Incorporate a variety of lintel (header) treatments above the garage doors where appropriate to the architectural style.





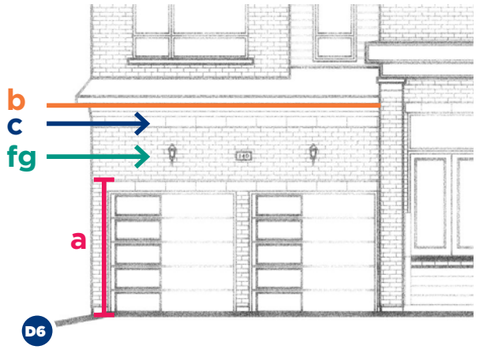














   e. Where two-car garages are permitted, use two single bay garage doors (2.5m wide) separated by a masonry pier, preferably; alternatively, use a double-wide (maximum 4.9m wide) single bay door.

4 For contemporary designs, consider 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.
   d. Solid garage doors. However, the use of solid doors should be limited and would be assessed on a case-by-case basis.

5 Design 3-car garages to:

   a. Provide a variety of setbacks and garage configurations.
   b. Offset one or more of the garage bays to provide massing/wall articulation. Ensure a minimum of 0.6m offset distance.
   c. Consider orienting garage doors to face/perpendicular to a side property line.
   d. Provide tapered driveway treatment to minimize driveway width at the curb.

6 Mitigate the impact of dropped garage conditions (where the slab of the garage drops more than 600mm (2'-0") below what is indicated on the working drawings) by:

   a. Increasing the garage door height.
   b. Lowering/dropping the garage roof.
   c. Providing additional architectural detailing above the garage such as masonry detailing, brick banding, soldier coursing or a louvre, cambered or arched lintels/headers. Keep details consistent with the elevation design and architectural style.
   d. Incorporating a clerestory window above the garage door.
   e. Incorporating cambered or arched lintels over garage door.
   f. Providing centered light fixtures over garage doors.
   g. Locating street numbers/addresses plaques above the garage door.

7 Locate entrances to underground parking on side or rear elevations.

8 Integrate entrances to underground parking into the overall design of the building; consider recessing the entrance from the building's main wall.

F. UTILITY / SERVICE METERS AND AIR CONDITIONING (AC) UNITS (F)

1 Locate utility and service meters away from the front elevation and yard, and screened from public view.

   a. On interior side yards (wall perpendicular to the street). This applies to units on corner lots.
   b. For lots with access to a lane, locate utility and service meters at the lane, if possible.

2 For utility and service meters on the front or flankage elevations, discretely located them:

   a. Integrated into the design of the building (wall).
   b. Screened through landscaping or decorative screens.
   c. Behind a change of plane towards the rear.
   d. Recessed and/or enclosed in entry feature (e.g., porch) or landing when located on front elevations.
   e. Below entry slabs/steps.
   f. If appropriate, grouped in one location where their presence has been addressed through a wall recess, enclosure and/or, where appropriate, a small roof overhang.



3 Locate air conditioning units in rear yards preferably. It is the Builders' responsibility to ensure purchasers are aware of this requirement.

4 Avoid locating air conditioning units in side-yards where they may affect the path of travel leading to an entry door.

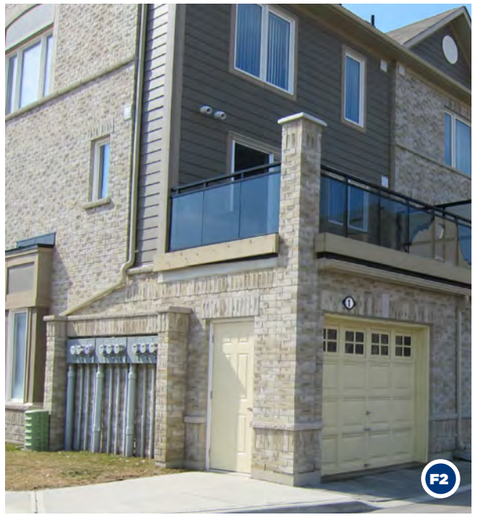
5 Locate/screen all vents and exhausts to have minimal visual impact on the streetscape, preferably to the rear.

6 Where appropriate (e.g., low-rise apartment buildings, back-to-back townhouse blocks, etc.), integrate mechanical units into the roof design, through increased slopes or enclosure, to screen such units from public view.

7 Screen air conditioners and barbecues located on front amenities, such as balconies, through architectural structures/details and materials coordinated with the elevation design.

8 Locate communication dishes on rear elevations, or on the rooftop of flat roof buildings, setback from building edge.

9 Indicate the location of all utility meters and air conditioning units on working drawings.











G. MATERIALS, ADDRESS PLAQUES AND LIGHTING (G)

1 Select materials to reflect and complement the architectural style of the building.

2 Create colour/material palettes to include contrasting but complementary colours. For new subdivisions, provide varied but distinct palettes that contribute to harmonious streetscapes.

3 For new subdivisions, provide separate colour/material packages for traditional and contemporary designed buildings.

4 Use high quality, durable and low-maintenance materials, including but not limited to:

a. Brick masonry.

b. Stone; natural type preferably.

c. Cementitious siding.

d. High quality vinyl, PVC and composite siding.

e. Masonry veneer (manufactured brick and stone).

f. Industrial materials (metal, concrete), marble, wood, masonry with smooth finishes, as well as large calibre, smooth finish cementitious siding for contemporary designs.

5 Limit the use of stucco (or similar) and PVC siding, where possible:

a. If used, ensure high-quality stucco to enhance and maintain a high standard of appearance and longevity. This is especially critical where stucco is used on larger surface areas.

b. The use of EIFS stucco systems is discouraged.

6 Favour and incorporate, whenever possible:

a. Natural finishes.

b. Locally sourced/available and sustainable materials (less carbon intense materials). Consider recycled materials, where appropriate.

7 Use materials and fastening systems that are authentic to their purpose and neatly detailed. Discourage materials that imitate other materials.

8 Keep main materials to a maximum of two, with a third material to be used only for accents.

9 Encourage the use of consistent cladding materials on all elevations of the main and ancillary buildings of the development.

a. All elevations exposed to public view should incorporate the same materials of the front/main elevation.

b. On publicly exposed elevations, changes in material should be purposeful and coincide with substantial massing elements (e.g., changes in plane) or organizing lines of the building. Changes in material shall not occur at building corners.

c. On interior elevations, return materials from the front facade and terminate them at 1200mm (48" or 4'0") from the front of the unit or to a logical stopping point such as an change in plane, opening or downspout.

d. Coordinate and align the termination of materials, architectural details and articulation elements.

10 Use materials and colours to highlight the building's components (ground level/base, upper levels and roof) and enhance its articulation.

a. Favour roof colours darker than the main cladding materials.

b. Incorporate distinct cladding materials at the ground level of 3 to 4-storey buildings.

11 Ensure siding is framed or finished with trim or detailing that is appropriate to the architectural style.

a. For traditional and transitional styles, trim boards should generally be 150 mm (6"), with a minimum of 100 mm (4") recommended.

b. For contemporary and modern styles, narrower trim, J-trim, or alternative detailing (e.g., recessed windows, metal surrounds, or panelized systems) may be appropriate, provided they are consistent with the overall architectural treatment.

12 Ensure window frame colours are compatible with exterior colour package.



















13 Avoid mirrored or darkly tinted glass for windows or doors.

14 Provide metal flashing that matches the wall cladding or roof (regarding colour/tone).

15 Design address plaques to:

a. Be placed prominently on the front facade, or above garages in well lit locations.

b. Be minimum 100mm (4") tall.

c. Have simple design and legible font face.

d. Include dark numbers on a light-coloured background, or vice versa, to ensure maximum contrast and legibility.

e. Complement the character of the unit and reflect the image of the community.

f. Acceptable designs include etched masonry plaques set into the wall cladding; pre-finished ceramic or plastic plaques set into a bezel; pre-finished metal plaques; individual metal numbers.

g. Where possible, encourage a coordinated approach to the style of municipal address plaques as a means of fostering community identity.

16 Coordinate the building and landscape colour/material palettes for a cohesive design.

17 Incorporate lighting into the elevation design at entrances, above garages (minimum 1 light fixture per garage door) and along soffits, and:

a. Ensure light fixtures complement the elevation design in terms of architectural style, scale, materials and colour.

b. Favour energy efficient lighting such as LED and solar options.

c. Ensure downward projecting light fixtures to reduce light spillover.

d. Small, "jam jar" style fixtures are discouraged on street-facing elevations.

e. Where the height of the wall above garages is increased due to grading conditions, locate light fixtures centred above the garage door. Align fixtures to address plaques located on the same wall.

H. FOUNDATION WALLS (H)

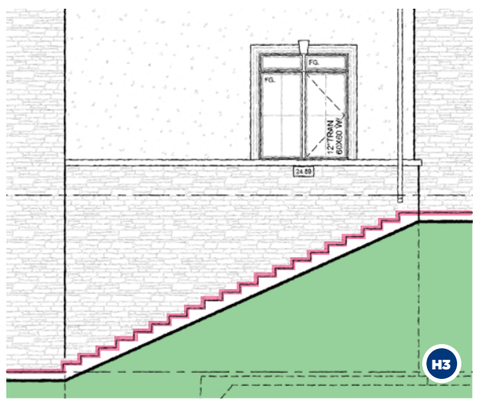
1 Minimize the visibility of exposed concrete foundation walls to maintain the visual quality of the streetscape.

2 Coordinate the unit grading and architectural design to ensure that concrete foundation walls are:

a. A maximum of 250mm (10") high on elevations exposed to public views.

b. Ideally no more than 300mm (12") high on interior elevations.

3 For sloped finished grades on elevations exposed to public view, use check-step techniques for wall materials and foundations to minimize the visibility of exposed concrete foundation walls.



I. SKYLIGHTS + SOLAR PANELS (I)

1 Encourage skylights and solar panels, where appropriate, and ensure they are designed as integral components of the building.

2 Locate skylights and solar panels:

a. Within roof lines

b. Away from public views whenever possible.

c. Aligned with the horizontal rhythm of the windows and doors on the associated elevation where exposed to public view.

3 Favour flush mount skylights.

4 Ensure the array of solar panels is sited to reinforce the horizontal and vertical patterns of the roof.

5 Locate frames and plumbing lines away from public views and ensure that their colours are similar to that of the roof material.

6 When exposed to public view, mitigate the aesthetic issues of traditional solar panels by:

a. Avoiding aluminum frames and white backing sheets.

b. Ensuring that solar panels seem less obvious by choosing colors that are similar to the roof colors.

c. When feasible, set PV panels flush with the roof, replacing sections of roof fabric.



C3.3
DESIGN GUIDELINES FOR SPECIFIC BUILDING FORMS

C3.3.1
SINGLE DETACHED DWELLINGS (D)

1 For new subdivisions:

a. Provide at least 2 distinct elevations per model, including varied roof designs for alternate elevations of the same model. 3 elevations per model may be required depending on development size, number of models per lot size, and/or the mix of building typologies.

b. Ensure identical building elevations are separated by a minimum of 2 lots.

c. Aim to have identical building elevations comprise no more than 30% of a street block.

d. Ensure identical colour packages are separated by a minimum of 2 lots. A separation of 3 lots is recommended to avoid units of the same elevation and colour being sited too close together.



D1 Elevation A Colour Package 1 | Elevation B Colour Package 2 | Elevation C Colour Package 3 | Elevation A Colour Package 4 | Elevation B Colour Package 1



C3.3.2
SEMI-DETACHED DWELLINGS (S)

A. SITE ORGANIZATION

1 Encourage rear accessed configurations (lane based).

2 Limit garages to one.

3 Encourage driveways to be joined at the common property line where lot width and spacing allow for on-street parking opportunities.

B. BUILT FORM

1 Design semi-detached unit elevations comprehensively to look as one elevation. This may include:

a. Designing both side to look exactly the same (symmetrical type).

b. Designing both units to have consistent architectural style (re: entrances, doors, windows, roof, materials) but different yet complementary articulation and placement of the design elements.

2 For narrow units, consider pairing entry features for a greater impact on the elevation.

3 For front loaded units, ensure entry features project from the garage wall.

4 For new subdivisions:

a. Provide at least 2 distinct elevations per model, including varied roof designs for alternate elevations of the same model. 3 elevations per model may be required depending on development size, number of models per lot size, and/or the mix of building typologies.

b. Ensure identical semi-detached building elevations (includes both units) are separated by a minimum of 2 lots.

c. Aim to have identical building elevations comprise no more than 30% of a street block.

d. Ensure identical colour packages are used on both attached units but separated by a minimum of 2 lots (different buildings). A separation of 3 lots is recommended to avoid buildings of the same elevation and colour being sited too close together.









C3.3.3
TOWNHOUSE DWELLINGS

A. SITE ORGANIZATION (A)

1 Consider townhouse forms as appropriate building transition between mid-rise and low-rise buildings.

2 Encourage lane-based and underground parking townhouse configurations whenever possible and especially for infill developments.

3 Ensure a minimum unit width of:

a. 5.5m for front loaded townhouses.

b. 4.5m for lane based townhouses or those with underground/surface parking.

4 Encourage wider units for townhouse blocks with front-loaded garages to better balance the proportion of habitable rooms/spaces vs. garages.

5 Limit townhouse block length to 8 units, or 50m where units are stacked.

a. Encourage shorter blocks of 3 to 6 units.

b. Ensure greater blocks are highly articulated vertically through changes in height and plane breaks (projections and recesses).





6 For interior end units adjacent to pedestrian connections or lanes, ensure interior setbacks of at least 1.2m from the side lot line to allow for some light wall articulation, fenestration and natural light into the unit.

7 Provide wider lots for the end units of townhouse blocks to properly accommodate flankage elevations upgrades as well as enhanced landscaped side yards. Refer to C3.4.7 End Units of Townhouse Blocks.

8 Where entrances of adjacent units are paired, consider a singular walkway leading to a shared landing to both entrance stairs.

9 Encourage driveways to be joined at the common property line where lot width allow for on-street parking opportunities.







B. BUILT FORM (B)

1 Maintain a cohesive architectural treatment, roof style, and material palette throughout the townhouse block (all elevations), while allowing for some variation in elements such as colour tones, façade detailing, roofline articulation, and window treatments or sizing to enhance visual interest and support individuality within a unified overall design.

2 Design townhouse block as a building instead of individual units. While mirroring of an elevation design is an option, consider different but complementary elevation designs that help differentiating units on a block, while creating a unique architectural style/expression.

3 Break the horizontal nature of townhouse blocks and emphasize and differentiate individual units within it through:

a. Varying setbacks.

b. Wall plane variations - projections/ recesses.

c. Articulated roof and rooflines (e.g. variations in roof slopes and pitches, incorporation of gables and dormers, etc.).

d. Highlighted entrances.

e. Different but complementary entrance/ window treatment and placement.

f. Varied but complementary materials/ colours.

4 Encourage second storey balconies to help create vertical breaks along the block elevation.

5 Within a townhouse block, ensure all entry features are identical, or similar/ complementary and organized to reflect a recognizable specific pattern. Consider pairing unit entrances, where possible, for greater impact on the overall block elevation

6 For front integrated garages:

a. Provide consistent garage treatment, including the door style, for all units within a block.

b. Consider staggering garages to enhance the block's elevation articulation.

c. Provide varying garage styles, including roofing, between blocks to further differentiate between elevation designs.

7 Keep cladding materials consistent throughout the block. However, when appropriate to the block/unit's design and the built character along the streetscape, allow for different but complementary materials that accentuate the individual units on the same block.

8 Ensure that utility meters do not dominate the front facade of the townhouse block or individual unit.

9 For deck and live-work townhouse units, locate air conditioning units on the deck, or its underside where the only outdoor space is a deck at the rear.

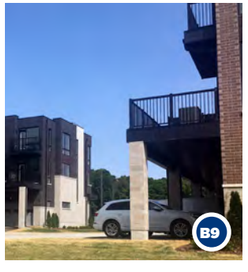
10 For further direction on the design of podium and liner townhouses, refer to the design guidelines for base/podiums on C4 Mid-rise Developments or C5 High-rise Developments.



















C3.3.4
MULTIPLEX DWELLINGS (M)

A. SITE ORGANIZATION (A)

1 Design multiplexes to resemble the siting, massing and elevation design of existing buildings in the surrounding context.

2 Provide generous soft landscaped areas along public frontages.

3 Provide pedestrian access to units on a multiplex through either:

a. A shared entrance with an internal foyer that leads to separate units.

b. Separate entrances located to the front, rear and/or side, connected to the sidewalk or driveway through a walkway, and designed as integral part of the building.

c. A combination of the above.

d. Ensure the configuration and rhythm of entrances along public frontages reflect those along the street.

4 For small/narrow buildings, keep the number of entry features/entrances to a minimum, preferably one, at the front elevation; and:

a. Favour incorporating common entrances with internal access to two or more units (interior foyer/hall).

b. Provide additional entrances at the rear or side elevations. Allow additional entrances for front, ground related units when appropriate (re: streetscape pattern, larger buildings).

c. Consider wall projections, porches and other building articulation elements to screen additional entrances otherwise exposed to the front.

5 Provide amenity space for each unit in the form of yards, porches, balconies or terraces/ decks, where appropriate.

6 Ensure yard amenities are functional and programmable, and designed to include seating, trees, and shade structures, where appropriate.

7 For multiplexes of larger scale (e.g. similar to stacked back-to-back townhouse blocks or low-rise apartment buildings), underground parking is strongly encouraged.

B. BUILT FORM (B)

1 Design highly articulated and animated elevations that are consistent and enhance the character of the streetwall along the streetscape.

a. Generally maintain the height of existing and planned buildings in the surrounding area.

b. Encourage wall articulation that resembles the width of units along the streetscape.

c. Break the building massing vertically and horizontally, through changes in planes, rooflines, enhanced fenestration and architectural details.

2 Limit exterior stairs; if necessary:

a. Integrate stairs at the rear, preferably, or interior side of the building.

b. Design stairs as integral part of the building massing and elevation. They should be constructed of the same, similar or complementary materials of those used on the building.

c. Ensure weather protection is provided at entrances.

d. Link stairs to the adjacent sidewalk or private walkway through a clearly defined path.

3 For multiplexes of larger scale (e.g. similar to stacked back-to-back townhouse blocks or low-rise apartment buildings):

a. Provide massing breaks (wall recess/ projection) every 6m to 8m along exposed elevations, and ensure they are at least 1.5m wide and 0.3m deep.

b. Design the main entry feature to be clearly visible and discernible from the street by incorporating elements such as porches/ awnings/canopies and wall recesses (indentations) proportionate to the building, as well as high level of glazing.

c. Incorporate additional entrances for ground related units.

C3.3.5
ADDITIONAL RESIDENTIAL UNITS
(ARU - ON A LOT WITH AN EXISTING/ PRIMARY DWELLING)

Additional Residential Units (ARUs) are permitted in certain residential zones, and only on the same lot as a principal detached dwelling, linked dwelling, semi-detached dwelling or townhouse dwelling. Attached ARUs are generally added through extensions or renovations; detached ARUs are units located in a separate building from the principal dwelling; they might be freestanding or attached to a detached private garage.

For general provisions related to ARUs, or specific provisions related to Detached ARUs, refer to CZBL.

For the design and development of detached ARUs or Garden Suites, refer to the Appendix 1 – Guidelines for Detached Additional Residential Units/Garden Suites.

3.3.5.1 ATTACHED ARUs

A. SITE ORGANIZATION

1 Refer to CZBL for information on setbacks applicable to the primary dwelling.

2 Ensure appropriate pedestrian access to ARUs.

a. Provide an unobstructed walkway with a minimum width of 1.2m along any portion of the yard extending from the front wall of the principal dwelling to the ARU's main entrance, unless there is direct unobstructed access to the ARU from a public street or private laneway at the rear of the property.

b. Connect walkway to the adjacent sidewalk when access is proposed from the front street.

c. Provide a separate entrance to the attached unit(s) located to the rear or side of the principal dwelling or through a shared entrance with an internal foyer that leads to separate unit accesses.

3 For extensions at the rear or side of an existing dwelling, address privacy matters and maximize sunlight penetration by:

a. Providing side and rear yard setbacks as per CZBL.

b. Incorporating most and/or larger windows on rear elevations, side elevation facing the street (e.g. corner lot) or the deeper side yard.

c. Minimizing the number of windows on side elevations when the rear wall of the principal dwelling is extended beyond the adjacent buildings' walls;

d. Locating windows off-set from facing windows of adjacent buildings.

e. Encouraging clerestory or opaque glass windows on side elevations facing adjacent properties.

f. Incorporating skylights as an alternative source of natural light.

g. Placing balconies to face streets only (corner lots).

h. Providing adequate screening to effectively minimize overlook to/from adjacent properties/rear amenities. This may include fences, and hard/soft landscape elements.

4 Minimize the footprint of ARUs as needed to ensure enough/sufficient land is left at-grade for the amenity space of at least one of the units on site.

5 Encourage providing private amenity space for each unit on site. A shared or separate space from that of the principal dwelling may be provided.

6 Provide/maintain parking for the principal dwelling, with access from a lane or street. Refer to CZBL for parking provisions.

a. Ensure enough/sufficient land (at grade) is left for the amenity space.

b. Provide one additional parking space for lots including two ARUs. No additional parking is required for lots including only one ARU.

c. Consider tandem parking, where appropriate.

7 Should a residential driveway widening be required to provide for additional parking spaces, walkways or hardscape amenity areas, design driveway widening:

a. To enhance the character of the property and streetscape.

b. To be composed of cosmetic materials including but not limited to decorative stone and interlocking.

c. So the driveway and walkway/hardscaped amenity area are visually delineated via cosmetic hardscaping or decorative elements.

d. To incorporate increased soft landscaping such as plantings to balance increased hardscaping.

e. So permeable paving systems and green driveways are encouraged.

f. To ensure front yard alterations do not generate negative stormwater impacts for nearby properties.

8 For attached ARUs located along public frontages, avoid locating the ARU's wall flush with that of the principal dwelling. Instead, provide a change in plane to clearly differentiate between both units.

9 Where appropriate, encourage units with rooms at grade which provide opportunities for aging in place.

10 Design, place and service ARU to preserve existing trees on site. Consideration should be given to trees and landscaping located on neighbouring properties as critical root systems could be impacted by the new development.

B. BUILT FORM

1 Design attached ARUs to complement and reflect the siting, grade elevation, architectural style, fenestration, roof/wall articulation, and materials/colours of the principal dwelling.

2 Design the ARU's roof to complement that of the principal dwelling; this could include single inclined plane roofs; peaked, gabled or hip roofs; or, flat roofs.

3 Limit the height of extensions to that of the principal dwelling.

4 For attached ARUs exposed to public view, design articulated elevations that animate the public frontage and enhance safety.





C3.3.6
LOW-RISE APARTMENT BUILDINGS

A. SITE ORGANIZATION (A)

1 Locate new building to minimize shadow or privacy impacts on adjacent buildings, as well as parks and open spaces.

2 Locate servicing/loading areas to the rear/side of the lot, away and screened from public view.

3 Clearly differentiate parking accesses, parking areas and servicing areas.

4 Ensure the main entrance is located as close as possible to, visible from, and accessible from the public realm.

5 Where possible, incorporate at-grade units with direct access to the adjacent sidewalk.

6 Design front yards to:

a. Clearly delineate private from public areas through a combination of soft and hard landscape elements.

b. Ensure eyes-on-the-street while also providing for adequate privacy for at-grade units.

7 Integrate utility meters, garbage facilities/ storage and other servicing areas into the buildings design, and away and screened from public view.

B. BUILT FORM (B)

1 Ensure a clear distinction between the ground level/base, upper levels, and roof components of the building. This can be achieved through:

a. Changes in plane and material.

b. Architectural detailing such as horizontal bands, prominent cornices, and distinctive roof elements.

c. Differentiated treatment of windows, balconies, and terraces, with variations in proportion and design that correspond to each building component.

d. Rooftop structures related to amenities or mechanical room enclosures.

2 Design the main entry feature to be clearly visible and discernible from the street through articulated massing, elements such as awnings and canopies, as well as high level of glazing. Ensure visibility to interior lobbies to promote safe and convenient circulation to/ from the building.

3 Screen mechanical units or equipment rooms through placement and architectural features.

4 For flat roof buildings, locate air conditioning units on the roof, setback from the roof edge and screened from public view.

C3.4
PRIORITY LOTS

In addition to the guidelines listed in sections C3.2 and C3.3, the following will apply to the design of priority lots.

C3.4.1
GENERAL DESIGN GUIDELINES (G)

Design all elevations exposed to public view to include:

1 Articulated elevations/walls through changes of plane and projecting/recessing elements such as box-out or bay windows, projecting pilasters, porches, canopies, towers and turrets, etc.

2 Substantial fenestration (windows, doors and balconies).

3 Well-defined entry features facing the street/ public space.

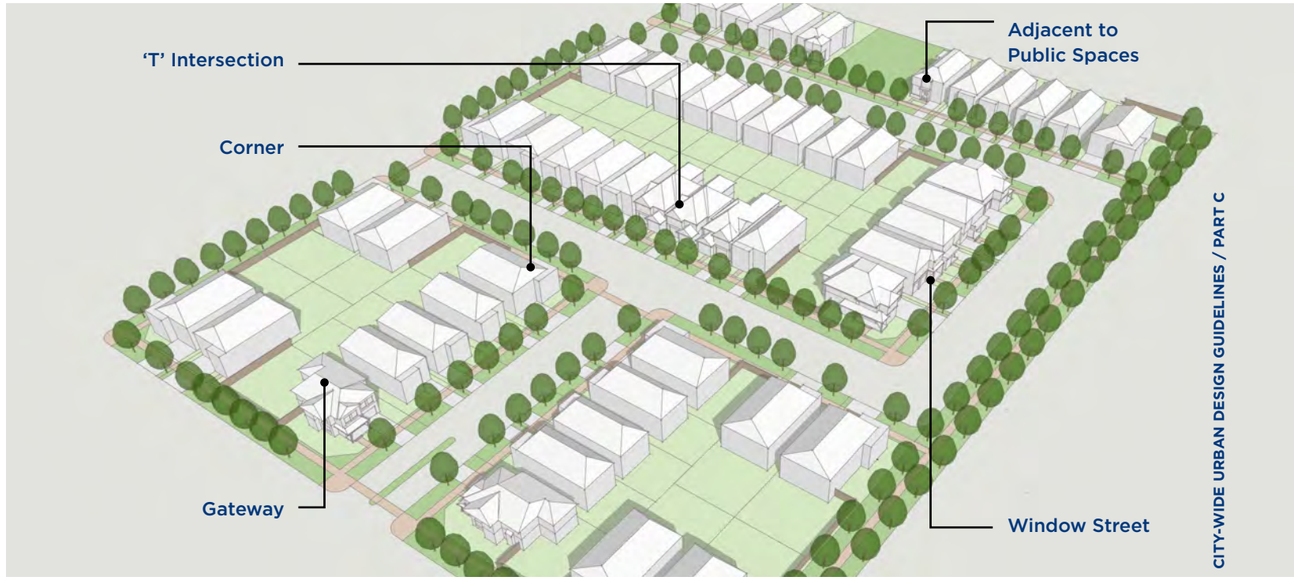
4 Window placement organized in a horizontal and vertical grid both in alignment and size.

5 Upgraded window treatment and surrounds.

6 Consistent and continuous main cladding material(s) and architectural treatment/ details.

7 Articulated roof lines.

8 Where appropriate to the building design and architectural style, consider incorporating gables, dormers, bay windows, as well as decorative panels/louvres.



C3.4.2
CORNER AND GATEWAY LOTS (C)

1 Ensure buildings are minimum 2 storeys in height.

2 Provide specific designs/models for corner and gateway buildings. Alternatively, interior models may be considered if they incorporate upgraded fenestration, wall and roof articulation (changes in plane), and the main entrance on the flankage and rear elevation.

3 Place building and design elevations to address both street frontages.

4 Encourage locating the main entrance on the flankage elevation.

5 Locate usable interior spaces at the corner and along the exterior elevation.

6 Emphasize the corner/gateway condition by incorporating wrap around or secondary porches; box out windows; prominent massing and taller, towers or turrets, as well as gables and bay windows. Keep all details consistent with the architectural expression of the building.

7 Consider chimneys that are full height.

8 Locate driveways away from intersections.

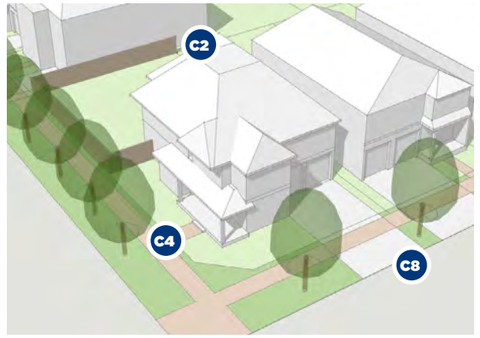
9 Coordinate privacy fencing design for all corner lots.

10 Coordinate the private landscaping of gateway lots, including any fencing, with the proposed landscape design along the adjacent public realm.

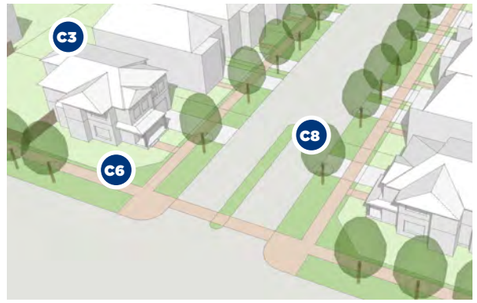
11 Provide upgraded fencing (e.g., higher-quality materials, decorative finishes, and/or integrated landscaping) on gateway lots to enhance visual prominence.

12 Locate utility meters and air conditioning units away from the front or exterior side yard. Where this cannot be achieved, these elements must be screened from public view.

13 Ensure varied elevations for corner lots directly opposite each other along the same street. Identical elevations may be permitted at strategic locations to reinforce a sense of entry, such as gateways or sites fronting a park's main entrance.



Corner lot condition



Gateway lot condition


C1 C2 C4 C5 C6 C7 G1 G2


C3 C5 C6 C11 G1 G2 G7

C3.4.3
LOTS FACING/FLANKING/BACKING ONTO PUBLIC SPACES (F)
(PARKS AND PARKETTES / OPEN SPACE / NHS/ PEDESTRIAN LINKAGES / SWM FACILITIES)

1 Encourage full, secondary, or wraparound porches and windows for buildings facing or flanking parks and open spaces, wherever possible, or where increased lot widths and setbacks are required by the Community Design Guidelines.

2 Provide articulated rooflines for buildings backing/flanking public spaces; consider incorporating details such as gables and dormers.

3 Locate driveways away from public spaces.

4 Consider 2nd storey balconies on lots facing/flanking/backing onto public spaces.



Lots facing/flanking a park


F1 F4


F1 F2 G1 G2 G7


F2 F4 G1 G7

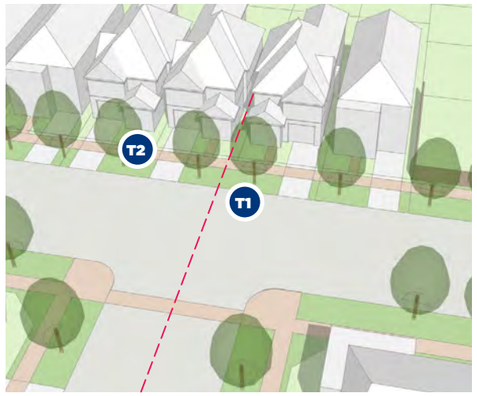
C3.4.4
LOTS AT "T" INTERSECTIONS AND ELBOW STREETS (T)

1 Pair the front yards of adjacent lots at view terminus of "T" Intersection.

2 Locate driveways away from 'T' intersections.

3 Driveways should be located to the outside of a pair of view terminus units, where feasible, to increase landscaping opportunities and reduce the prominence of the garage.

4 Encourage larger front yard setbacks for lots at view terminus of elbow streets.



T Intersection Lots





C3.4.5
LOTS AT WINDOW STREETS OR ALONG COMMUNITY EDGES (W)

1 Encourage dual frontage units ('community edge dwellings') at community edges to create a more urban streetscape by placing built form closer to the street edge (front elevation facing the arterial road).

2 Provide porches for the majority of buildings facing window street or community edges. Larger or full porches are encouraged.

3 Encourage upper level balconies on elevations facing window streets or community edges.

4 Avoid units with front projecting garages along window streetscapes.

5 Provide substantial front yard landscaping.

6 Encourage upgraded privacy fencing for lots located at the bend of window streets, where the flankage elevation runs parallel to arterial roads.



Window Street Condition



C3.4.6
LOTS ADJACENT TO HERITAGE BUILDINGS (H)

1 Place new buildings to reflect the front setback of heritage buildings; alternatively, provide a slightly greater setback.

2 If possible, locate new garages to the rear; otherwise, setback garages beyond the main wall of the adjacent heritage building.

3 Design new buildings to:

a. Have similar massing to that of the heritage building, including the roof articulation where appropriate.

b. Be generally as high as the heritage building; locate additional height away from the heritage building.

c. Reflect the massing of the heritage building through enhanced wall articulation (projections and recesses); this is especially important for new buildings larger than the heritage building.

4 Incorporate design aspects of the heritage building related to fenestration proportions and organization on the elevation, as well as materials and colours.

5 Encourage designs that provide a clear distinction between 'new' and 'old'; consider:

a. Traditional styles that reflect the character of adjacent heritage buildings through current materials and practices ; or,

b. More contemporary styles that set heritage buildings apart through a defined contrast.

6 Generally reflect the design and proportions of the landscape treatment of adjacent heritage properties.

7 Refer to C3.5 Neighbourhood Infill Development and Custom Homes, where appropriate.





C3.4.7
END UNITS OF TOWNHOUSE BLOCKS - (E)
(END UNITS EXPOSED TO PUBLIC VIEW)

1 Treat and design end units exposed to public spaces as corner units, including highly articulated elevations, prominent massing elements, porches and bay windows, as well as articulated roof designs.

2 Project the rear wall of the end unit, or a portion of it, beyond the main rear wall of the townhouse block to provide a clear termination point for side and rear upgrades (e.g., materials and architectural details).

3 Provide adequate setbacks to allow for enhanced side elevation design.

4 Locate usable interior spaces along the exterior wall of end units.

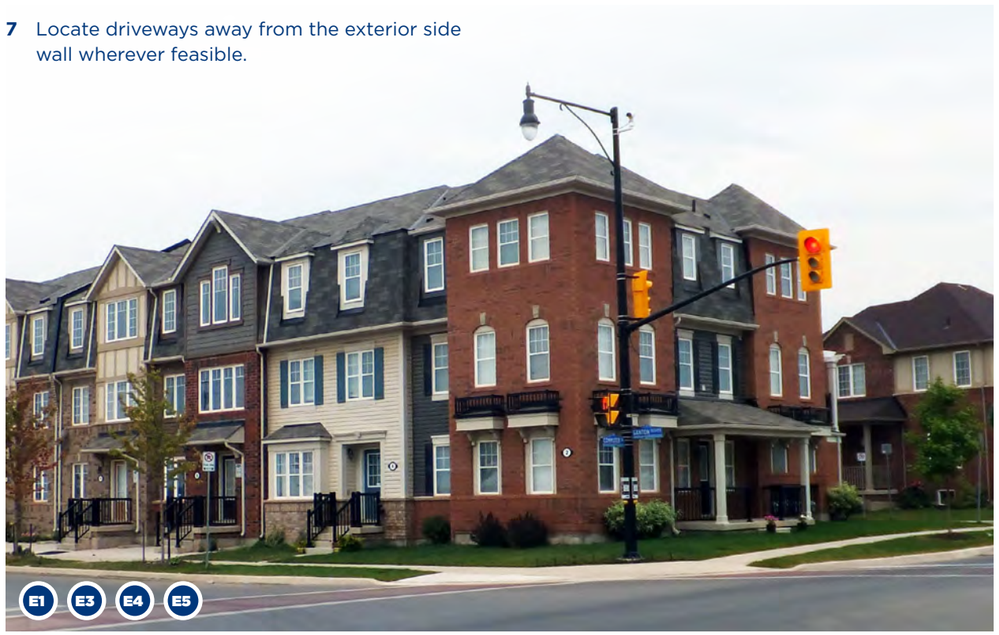
5 Design floor plans to provide the main or a secondary entrance on the side (flankage) elevation of the unit, with access to the sidewalk if it exists.

6 Consider wrap around or full secondary porches on the side (flankage) elevation whenever possible.

7 Locate driveways away from the exterior side wall wherever feasible.







C3.5
NEIGHBOURHOOD INFILL DEVELOPMENT AND CUSTOM HOMES

C3.5.1
INTRODUCTION

Infill Development / Custom Homes are defined as new buildings within an existing residential neighbourhood. They are meant to make the best use of the available land, while complementing the character and style of both the adjacent streetscape and surrounding established built form.

As such, successful development of infill buildings / custom homes must be undertaken in a manner that responds to the characteristics of existing built form in an area. The intent of the guidelines contained in this section is to ensure that the design of infill developments / custom homes is compatible and represents a 'good fit' within the physical context and character of the surrounding area, integrates seamlessly within their context, and enhances both their value and their environments.

The design of infill developments / custom homes must respond to the prevailing scale and character of built form in the surrounding area. Their siting (setbacks) and built form (architectural expression, height, elevation articulation and materials) should clearly relate to and complement those of nearby existing homes. Furthermore, The success and appropriateness of an infill developments / custom homes depends on:

- High quality design with attention to detail.
- Respect for and sensitivity to its context including established/desired character in terms of built form and streetscape.
- An innovative approach to deal with potential restrictions/challenges.
- When appropriately designed, infill developments / custom homes of high quality design can improve the streetscape and create new possibilities for the surrounding urban form.

These guidelines will apply to:

- 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.
- Infill in Transition Neighbourhoods: These areas are located between new development areas and existing neighbourhoods.
- Infill in Heritage Areas: Development may be allowed if the new development improves heritage structures on site, respects the character of adjacent existing neighbourhood/ heritage structures, and where planning policies permit.
- Custom homes.

C3.5.2
DESIGN PRINCIPLES

The following design principles shall guide the development of infill buildings / custom homes:

- Enhance the unique built character of the neighbourhood.
- Ensure design excellence in the private realm.
- Encourage new, creative and compatible design that contribute to the diversity of a neighbourhood.
- Regulate access and parking to minimize the impact on public streets.
- Minimize shadow impacts and blocked views from/to adjacent properties.

The design guidelines contained in this section should be read in conjunction with the guidelines contained in sections 3.2, 3.3 and 3.4 of this document.

C3.5.3
SITE ORGANIZATION

A. ORIENTATION, PLACEMENT AND SETBACKS (A)

1 Ensure severed lots reinforce the rhythm and scale of lots of the surrounding area.

2 Ensure setbacks (front, side and rear) are generally consistent with the pattern of setbacks along the street, and also refer to future planned land use.

3 Place new buildings to reflect the placement and setbacks of the buildings on either side in relation to the street edge.

a. If there are differing setbacks on the adjacent lots on either side, the setback of the infill/custom building should act as a transition between the differing setbacks (e.g., average distance of those on either side of the development).

b. Consider reducing front yard setbacks in areas where large lots predominate along a street or where existing setbacks exceed 6m. Any reduction should not exceed 30% of the adjacent setbacks on either side of the new unit.

4 Ensure side yard setbacks reflect those of adjacent units, or are the average distance of those on either side of the development.

a. Ensure minimum side setbacks as per CZBL.

b. Consider greater exterior side yards to allow for side upgrades included porches.



5 Place and orient infill developments/custom homes to minimize shadows on adjacent properties and to preserve their privacy.

6 When the rear wall of an addition or new unit extends beyond that of flanking units, address rear yard privacy and sunlight impacts. Consider:

a. Minimizing the number of windows on side elevations.

b. Strategically placing side windows to be offset from windows on adjacent buildings.

c. Taking cues from the existing pattern of rear setbacks of units along the street.

d. Minimizing shadows on adjacent year yards through careful building placement and massing.

7 Protect views to existing heritage and landmark buildings.

B. ACCESS, PARKING AND SERVICING (B)

1 Ensure parking of infill developments / custom homes is consistent with the established pattern along the streetscape. Maintain consistent:

a. Driveway widths at the street curb.

b. Garage type and location (i.e. front-integrated vs detached; at the front or the rear of the lot).

c. Garage setbacks from the street and building's main wall.



C. FRONT LANDSCAPING AND AMENITY AREAS (C)

1 Design front yard landscaping to reflect and enhance the general character of the existing streetscape.

2 Respect and incorporate any heritage landscape feature into the front yard landscape design/treatment.

3 Coordinate fencing and other built landscape elements with those on adjacent properties. Where low decorative front yard fencing is existing and a predominant character along the street, the same/similar fencing may be provided, if desirable.

4 Where predominant in the neighbourhood and/or along the streetscape, provide a walkway from the front door to the sidewalk.

5 For infill developments / custom homes interfacing with established low density built form, encourage:

a. New planting or the retention of tree lines and plantings along shared property lines to provide natural screening and separation.

b. If amenity spaces are proposed on the new building's roof-top, provide a half wall along amenity side facing the established built form, to limit overlook and maintain privacy.

6 For infill townhouses, provide outdoor amenity spaces at rear yards and/or on decks/terraces.



C3.5.4
BUILT FORM

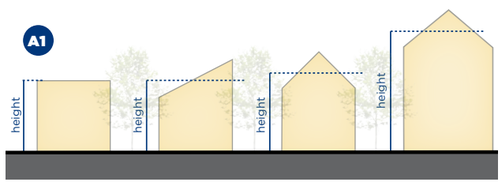
A. HEIGHT AND MASSING (A)

1 Ensure the height, massing and proportions of the infill developments / custom homes generally reflect those of adjacent buildings and those along the streetscape. This includes:

a. The proportions of the building's main components (ground level/base, upper levels and roof).

b. Overall building height including the roof.

c. The height of the ground level. Ensure a minimum of 3.5m is provided.



How to measure overall building height for units with different types of roofs



2 While infill developments / custom homes might be higher and/or wider than the existing adjacent ones, their design should include transitional height/massing elements (roof lines, wall articulation), and architectural details. This may include:

a. Locating additional height/massing away from the streetscape/public realm (to the side and/or rear).

a. Providing differing heights within the building front and side elevations.

b. Incorporating articulated roof lines including slopes towards lower buildings

c. Incorporating projecting dormers, bay windows, variation in wall planes to de-emphasize the height and width of the new building, while reflecting the elevation articulation of surrounding ones.

d. Contemporary designs of consistent massing with the surrounding homes; this includes flat roof buildings adjacent to peaked roofs ones.

3 Consider limiting the height of infill developments / custom homes in mature neighbourhoods to be no greater/lesser than 1.5 storey (or 4.5m) than the overall height of existing, adjacent buildings, including roof massing/height.

4 Use the height of infill developments / custom homes to provide a transition between existing adjacent buildings of different height.

5 For Townhouse blocks:

a. Encourage shorter block lengths, particularly in mature neighbourhoods.

b. Create an appropriate width transition by dividing the main elevation in sections of widths that reflect those of adjacent units. Clearly emphasize sections through projections/recesses.

6 Provide entry features that are generally consistent with those of adjacent buildings in terms of their overall height and relationship to the street.







B. ARCHITECTURAL DESIGN AND BUILDING ARTICULATION (B)

1 Promote design diversity along the streetscape while ensuring a sense of consistency through building scale, massing and fenestration proportions/organization.

2 Design the infill building's elevations to generally reflect the horizontal and vertical articulation and proportions of those of adjacent buildings. This includes:

a. Wall articulation - continuous walls and plane changes - of proportions (width and height) that reflect those of adjacent buildings.

b. Size/proportions and organization/ placement of windows and doors.

c. Roof articulation.

d. Architectural features such as front porches, wall projections, bay windows and balconies.

3 Incorporate architectural styles/expressions that are compatible with the existing buildings and enhance the neighbourhood's built character.





4 Locate and size garage doors to be consistent with the established pattern along the streetscape.

5 Position windows on interior side elevations away from those of adjacent dwelling.

6 Where an infill development abuts or is attached to an existing heritage structure, design building additions so that they are either:

a. Secondary and complimentary to the heritage structure; or

b. Visually separated and distinct from the heritage structure.

C. FRONT ENTRANCES AND WINDOWS (C)

1 Where there is a dominant pattern of existing front porches, the new building or addition should include a front porch consistent with the architectural style of the infill development.

2 Design main entrances to generally reflect and complement the location and size of entrances along the street, while ensuring it is appropriately scaled to the infill development.

3 Design windows to take cues from the surrounding context in terms of size, proportions and placement (horizontal and vertical grid).





D. BUILDING MATERIALS (D)

1 Select the materials for infill developments to enhance and complement the neighbourhood's built character.

2 Provide colour and material packages that take cues from and are compatible with the built surrounding context, and result in a visually harmonious appearance along streetscape.

3 Incorporate traditional materials used on the surrounding area on infill buildings of contemporary design.

4 Avoid colour palettes/combinations that are in sharp contrast to the predominant existing colour palettes found in the existing neighbourhood.

E. ROOFS (E)

1 Design rooflines to complement and to take cues from existing buildings on the streetscape.

2 Carry the datum of adjacent buildings into the roof line of infill development; this may include:

a. Continuing the datum line.

b. Matching the top of a flat roof to the adjacent building's datum or the underside of adjacent building's roof soffit.





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MID-RISE DEVELOPMENT
(5 TO 12 STOREYS)

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C4.1 INTRODUCTION

This section addresses the design of Mid-Rise buildings, generally 5 to 12 storeys in height, as defined by Brampton Plan / CZBL and including all forms of Mid-Rise building development, including residential, mixed-use, commercial uses and employment.

The guidelines provide a framework for the development of Mid-Rise buildings as individual buildings on a lot and/or part of a larger development (several buildings on a site). The guidelines recognize fundamental principles of good urban design, while allowing for creativity and innovation that responds to the site and use-specific contexts. As such, these guidelines address site planning and built-form conditions common to all Mid-Rise developments. They are organized to include recommendations related to site planning, built form design, and landscape design, ensuring a comprehensive approach to the overall development process.

While Section '4.1.1 Mid-rise Building Components' defines the base/podium, middle, and top portions of mid-rise buildings as referenced in this document, proposals are not required to strictly adhere to these elements in all designs. Each project will be evaluated on a case-by-case basis by Urban Design Staff, considering its specific context.

C4.1.1 MID-RISE BUILDING COMPONENTS

The Top of a building is a combination of the uppermost storey(s) and the rooftop, where typically, mechanical equipment and/or roof gardens are located. Tops should be carefully sized with respect to the building's overall height, and designed to complement their style; where appropriate, the top of mid-rise buildings should be used and designed to highlight important locations within the community.



The Middle component of a building is located between the base/podium and the top. The middle should be distinguished from the base through stepbacks, massing/wall articulation and material changes, while complementing the buildings overall design. Depending on the scale of the building, the middle component could include one building or be broken into two or more buildings over a single base/podium.

The base or podium of a building refers to the lower portion above grade, preceding any stepbacks to or wall articulation of the middle component. Its role is to ground the building while framing and activating ground-level spaces and the street. Key considerations such as building location, configuration, setbacks, height, scale, and articulation are essential for achieving appropriate architectural expression and defining the pedestrian realm. As the primary interface with the surrounding context, the base or podium should be designed to engage and enhance the public realm

C4.2 DESIGN GUIDELINES

C4.2.1 SITE ORGANIZATION

A. ORIENTATION, PLACEMENT AND SETBACKS (A)

For the purpose of this document, a setback refers to the minimum distance that a building or structure must be located from a property line or other designated point.

1 Place and orient buildings to maximize view corridors, privacy for residents, opportunities for open/green spaces on site, as well as natural light exposure and ventilation.

2 Create strong, well-proportioned and continuous building frontage (streetwall) and enhance the streetscape/public realm through buildings bases (podiums) that:

a. Are oriented to and frame the adjacent public realm including streets and open spaces (both streets in the case of corner lots).

b. Are placed close to the front property line and/or to reflect the placement of existing adjacent building to form a generally consistent streetwall.

c. Consider 0m side setbacks when abutting buildings with no windows on their side elevations, especially along commercial corridors, to create continuous streetwalls.

d. Are pedestrian-scaled and reflect their context.

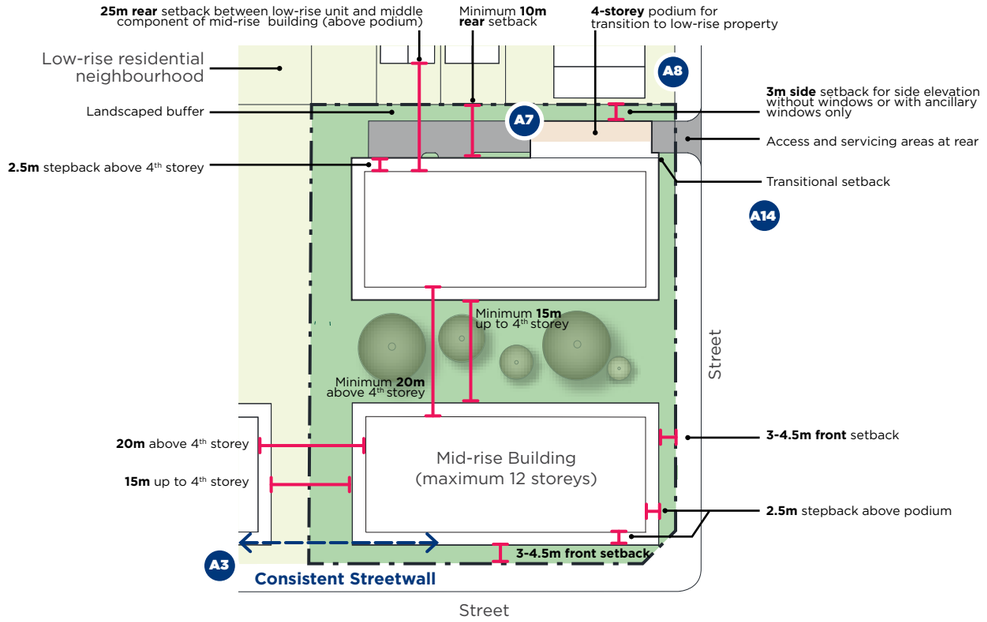
3 Where there is not a well-established setback pattern along the streetscape, or there are plans to change it, place building to:

a. Ensure a minimum front setback of 3m from the property line parallel to the street, to effectively animate the street edge through a seamless connection between interior and public spaces.

b. Encourage setbacks between 3m to 4.5m along elevations with residential units at grade, to allow for privacy and appropriate transition between the public and private realms, while also providing 'eyes-on-the-street'.

c. Consider greater setbacks for retail uses that incorporate outdoor spaces such as patios, where appropriate.





4 Where existing boulevards/sidewalks are narrow, consider greater front setbacks to allow for minimum (AODA) sidewalk widths and a row of street trees within a combined private/public realm.-

5 Where open spaces (private or public) are provided, arrange buildings to face and frame the space, with primary elevations and entrances oriented toward the space.

6 Allow for greater front setbacks for entrances, displays and outdoor places such as cafes, patios and courtyards, to a maximum of 25% of the overall building frontage. Consider moderate front setbacks along retail frontages for outdoor seating or product displays.

7 In order to ensure appropriate transitions in height/massing and privacy for adjacent lower density residential areas, as well as continuous sunlight penetration/exposure on adjacent parks and open space, and natural areas, design new development to:

a. Provide a minimum rear setback of 7.5m from the rear property line.

b. Provide a minimum rear setback of 10m from the rear property line on sites abutting low-rise residential lots.

c. Provide a minimum 25m setback from the middle component of the mid-rise building (above podium) to the wall of the adjacent low-rise building on sites abutting low-rise residential lots.

d. Provide a minimum rear setback of 6m from the rear property line on sites abutting parks and open space.

e. Incorporate new local streets, service lanes, open spaces and/or landscaped buffers along the abutting rear property line and required setbacks, where appropriate and possible.

f. Apply angular planes where mid-rise developments are proposed outside of the permitted areas (Brampton Plan), or within sensitive contexts.



8 On corner lots that abut existing or planned low-rise residential properties, design podiums to:

a. Provide a minimum setback of 3m for the podium where no windows or only ancillary windows are included on the side elevation facing the adjacent low-rise building. If the side elevation has main windows, ensure a podium setback of a minimum of 7.5m from the rear property line.

b. Above the 4th storey, ensure the podium follows a 45° angular plane taken from a height of 10.5m at the property line.

9 Provide mid-rise buildings that are no more than 80m in length. Site specific exceptions may be considered on a case-by-case basis.

10 Provide appropriate building separation distances to ensure adequate privacy and protect/frame views. Provide at least:

a. 20m separation distance between residential elevations above the 4th storey that include main windows.

b. 15m separation distance between residential elevations up to the 4th storey that include main windows.

c. 15m separation distance between residential elevations that include ancillary windows only (windows related to servicing areas and not related to main living spaces; usually smaller in size and located on side/narrower elevations).

d. 0m for side blank walls (no windows).

e. Responsibility for providing separation distances as listed above will be shared equally between owners of all properties.

f. 7.5m setback to the side property line for elevations with windows facing a blank wall.

11 For mid-rise buildings taller than 6 storeys, design the upper levels above the base/ podium to:

a. Incorporate smaller floor plates.

b. Consider two or more separate structures with small floor plates over a podium structure rather than one large slab for larger or longer sites.

12 At gateway or corner sites, consider front setbacks (along both frontages of the intersecting streets) that are either:

a. Minimal setbacks to provide an enhanced sense of enclosure to the public realm. Extend the same setback along both elevations.

b. Where appropriate and in response to the community's structure, greater setbacks to allow for 'plaza' type, civic spaces uniquely designed to complement the building and provide for focal points in the community.

c. In both cases, consider incorporating main entrances at the corner.







13 For corner lots, ensure both frontages are treated as main or front elevations with enhanced designs.

a. Avoid blank elevations oriented toward the daylight triangle.

b. Discourage 'chamfered' building corners.

c. Coordinate the building design with landscaping that creates/contributes to a pedestrian-oriented street environment.

14 Articulate the elevation of mid-rise developments on corner lots abutting low-rise residential built form to incorporate transitional front setbacks so that:

a. The portion of the building closest to the low-rise building generally reflects the front setback of it and is at least 4.5m.

b. The portion of the wall closest to the corner (intersection) is allowed to project and sit closer to the property line, within the required minimum front setback.

15 Locate taller buildings along primary streets and intersections (corners), and greatest height at the corner of the overall development.

16 Design buildings at gateways as landmark buildings, with focus on prominent and distinct built form/massing that is proportionate to the scale of the adjacent public realm.

17 Contribute to an active public realm by ensuring that active uses, such as residential, commercial, or live-work units, are located at the ground level of buildings.

a. Provide individual direct access from ground-related units to the adjacent public sidewalk.

b. Wherever possible and where grading permits, these units should be universally accessible.

c. Where direct physical access is not possible, design ground-related units to have a presence on the street through windows, balconies, landscaped areas, etc.









18 For larger sites (i.e., with capacity for several blocks/buildings), reinforce and extend a fine-grained public realm and circulation network, as well as the surrounding block configuration structure, if existent and desirable:

a. Where appropriate, divide larger sites through streets/lanes and/or pedestrian routes that provide for high level of permeability (public circulation).

b. Plan and design blocks with a preferred maximum size of 80m by 150m to support excellent pedestrian walkability and permeability, as outlined in the SNCP. Longer block lengths, generally up to 250m, may be considered where they continue to support a connected and walkable public realm, such as through the inclusion of a mid-block park or other pedestrian-oriented amenities.

c. Encourage high-quality mid-block pedestrian connections, with or without vehicular access, where block lengths exceed 150m. These connections should be sufficiently wide (minimum 6m) to accommodate all types of users (cyclists and pedestrians), incorporate proper lighting and AODA access, and be lined with active uses for natural surveillance. 6m correspond to the width of the mid-block connection and not to the separation distance between buildings.

d. Connect new pedestrian routes and open spaces (public or private) to the broader neighbourhood and the existing adjacent network of sidewalks, trails and parks and open spaces.



e. Execute both public and private streets and pathways to a high degree of quality, in terms of materials, and overall design, exceeding municipal standards.

f. The City' BCSG should be referred to for guidance on the design of public/private local roads and lanes.

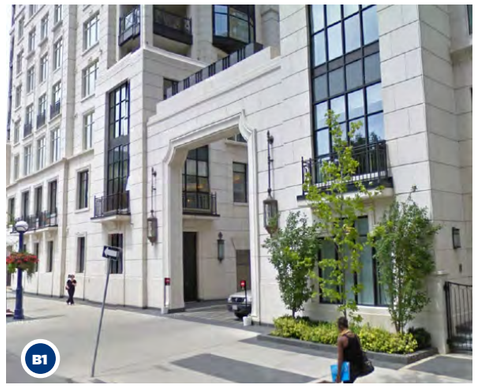
B. ACCESS, PARKING AND SERVICING (B)

1 Minimize the presence and impact of parking servicing and loading areas on the public realm by:

a. Providing parking underground.

b. If underground parking is not feasible, consider, above-grade structures lined/wrap by occupied-active spaces, or well-screened surface parking at the rear or side of the building.

c. Incorporating servicing areas (including waste storage and recycling areas) and ramps preferably within the building. Where this is not feasible, locate such areas at the rear or side of the site/building, screened from public view.





d. Screening at-grade parking and servicing areas through a combination of architectural and landscape elements. Ensure screening structures complement the design of the building and incorporate similar, complementary materials.

e. Do not place parking areas along front setbacks.

2 Provide access to parking and service areas from lanes and/or secondary/side streets, where possible, and away from corners.

3 Minimize the visual and functional impact of multiple vehicular accesses on the public realm, including multiple curb cuts within a small area and frequent interruptions of the building street wall.

a. Wherever possible, prioritize the consolidation of vehicular accesses (shared driveways), on site and/or across several sites/properties, either at the rear (lane configuration) or along the shared property line.

b. Reduce the access driveway width at the property line.





4 Integrate vehicular entrances into the elevation design and de-emphasize them through recessed walls and doors that complement the overall design.

5 Where the consolidation of vehicular accesses is not possible, locate individual site access driveways either:

a. One beside the other (parallel configuration), to minimized curb cuts; coordinate their design as one element; or,

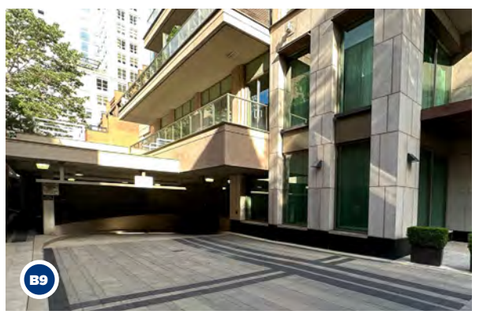
b. As far apart as possible, to maximize the space between curb cuts (continuous, safer streetscapes).

c. In both cases, enhance pedestrian safety through traffic calming measures including a combination of enhanced pedestrian and driveway pavement at the throat of the access driveway, additional signage, enhanced landscaping elements, etc.

6 Avoid mid-block vehicular access. Where unavoidable, access points should be shared by residents and servicing, and integrated into the building massing (refer to the City's BCSG for 'Lanes').











7 Ensure continuous pedestrian connectivity (e.g., sidewalks) by clearly delineating/ differentiating linkages crossing driveways and shared lanes.

8 Locate passenger pick-up/drop-off areas internal to the site, and/or at the rear or side of buildings.

9 Cover ramps to underground parking to prevent long-term weather damage.

10 Minimize surface parking. Where necessary, design surface parking areas to:

a. Minimize their environmental impact by reducing parking lot/garage size.

b. Consider shared parking facilities with adjacent buildings and provide preferential parking for fuel efficient vehicles.

c. Disperse surface parking throughout the site and/or split it into parking courts.

d. Incorporate clearly delineated and landscaped pedestrian walkways and crossings which are buffered from parked and moving vehicles.

e. Incorporate landscaped medians.

f. Incorporate minimum 3m width buffers around the edges.

g. Include tree planting within islands and buffers to increase tree coverage/shading and to reduce heat island impact.

h. Use bioswales and permeable paving materials.

i. Reduce heat island effect through light materials and canopy coverage.

j. Address LEED sustainability standards and the City of Brampton Sustainable Community Development Guidelines.

11 Provide preferential parking for bicycles, car sharing and alternative energy vehicles.

12 Provide ample, accessible, secure bicycle parking and supporting facilities. Refer to C2.1.1 General Guidelines for additional guidelines regarding bicycle facilities.

13 Locate storage rooms/units interior to the building, preferably, and on elevations away from public frontages. Ensure walls related to these areas do not encroach into front or exterior yards, or project from the main wall of the building.

C. LANDSCAPING AND COMMON AMENITY AREAS (C)

1 Ensure a comprehensive landscape approach that supports the immediate adjacent uses and includes:

a. An overall planting strategy.

b. Hardscape areas related to entrances.

c. Shaded and sitings areas, where appropriate.

d. Consistent, high quality landscape elements such as planters, pavings, fences and walls.

e. Coordinated, high quality street furnishings, such as lighting, benches, bollards, bike racks and garbage receptacles.

f. Landscape elements and plantings that mitigate micro-climatic impacts.

2 Coordinate the landscaping between private and public areas, ensuring that it:

a. Enhances the character of the development and the community.

b. Complements the building uses at grade.

c. Reinforces the structure, nature and use of the site with a focus on creating safe, comfortable and animated pedestrian environments (streets, edges, corners, gateways, transitions, public spaces, building entrances, etc.)

d. Incorporates high-quality landscaped areas and element associated with main entrances and/or walkways.

e. Coordinates hard and soft landscape elements, special paving materials, site furniture and pedestrian lighting.

3 Locate common amenities and open spaces away from areas of high vehicular activity and from servicing, garbage storage and loading areas.

4 Pair indoor and outdoor common amenity areas, and design/program such spaces to serve the needs of all age groups and to consider all four seasons.

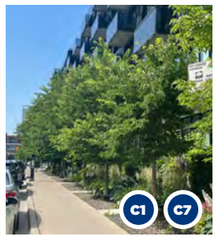
5 Where possible and appropriate, encourage the creation of common spaces such as POPS and mid-block connections, to promote connectivity/permeability, and to reinforce a sense of place. Consider mid-block connections between buildings and/or through covered building arcades/lobbies.

6 Design open spaces, pathways and mid-block connections with safety in mind, including active frontages, adequate lighting and visible security features.

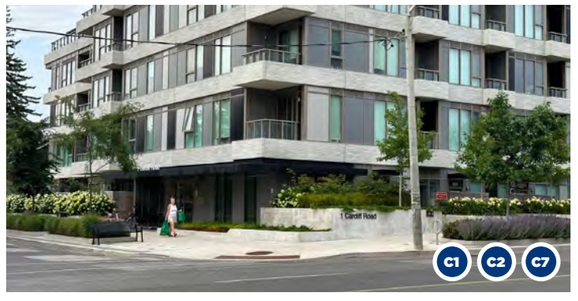
7 Enhance the urban forest with the use of a diverse range of canopy trees; ensure they are hardy, tolerant, climate resilient and high-branching.

8 Provide fully planted landscape strips (minimum 3m wide) to screen parking, service, loading areas from adjacent uses and public view.

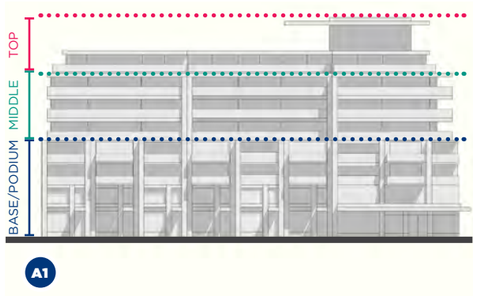


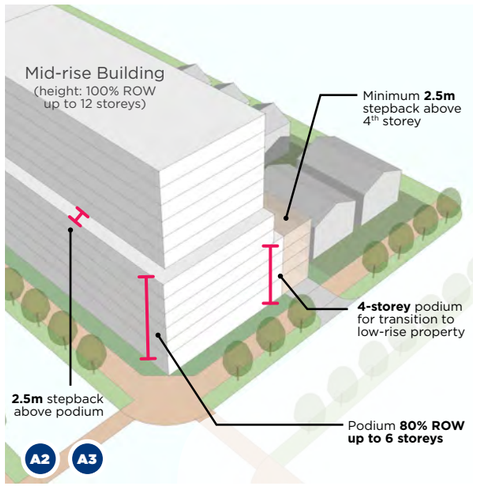






Refer to chapter C2 for additional guidelines regarding Private Open Space, Amenity Areas, Lighting, Accessibility, Safety, Public Art, Built Heritage Context, Bird-Friendly Design, and Garbage and Recycling.





Mid-rise development adjacent to low-rise residential built form



C4.2.2
BUILT FORM

A. HEIGHT AND MASSING (A)

1 Design buildings cohesively in terms of massing, proportions, architectural style, rhythm and materials, while clearly differentiating between the base/podium, middle and top components of the building through massing articulation, strategic use of materials and varied but complementary fenestration.

2 Achieve pedestrian oriented environments by providing building heights and streetwalls that are proportionate to the width of the street.

a. Ensure the maximum building height matches the adjacent ROW, up to a limit of 12 storeys.

b. Ensure the maximum base height (podium) is no greater than 80% of the width of the adjacent ROW, or 6 storeys, whichever is less.

c. Provide a building stepback of a minimum of 2.5m at the podium (between the 2nd and 6th storey on the front and flankage elevations. Refer to 4.2.2.B for alternative treatments.

d. For mid-rise buildings abutting low-rise residential built form or parks and open spaces, provide a building stepback of a minimum of 2.5m above the 4th storey on the elevation facing these uses.

3 For corner developments fronting onto a major and a local street, consider transitional podium heights. Ensure:

a. Podium height is within the maximum height related to the adjacent ROW.

b. Height transition/change is incorporated along the local road, preferably, and at logical places such as changes in planes related to setback variations.

c. Allow for higher podiums related to the major street frontage to wrap around the corner and extend along the local street for a distance of between 20% to 30% of the length of the building elevation.

d. For buildings abutting existing or planned low-rise residential properties, allow podiums of maximum 4 storeys to extend closer to the low-rise building to provide for similar massing along the street frontage. Above the 4th storey, the podium should follow a 45° angular plane taken from a height of 10.5m at the property line. Refer to guideline 4.2.1.A.8 for information on setbacks.

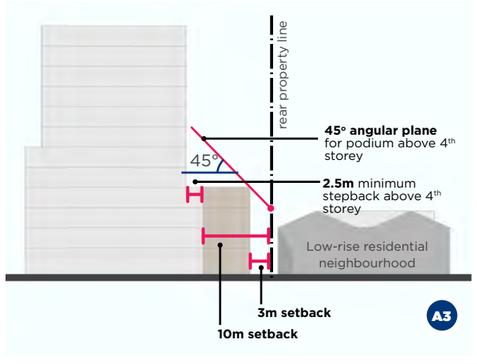
4 On a site specific basis, depending on the context, the City may consider floor plate controls on floors above 6 storeys on right-of-ways 26m or less, and floors above 9 storeys on right-of-ways over 26m.

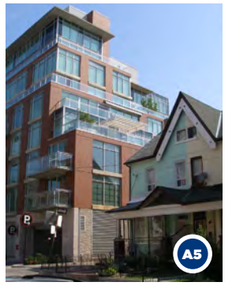
5 Provide appropriate transitions in height and massing toward lower adjacent stable neighbourhoods by:

a. Limiting base (podium) height to 2 floors above the overall height of the adjacent low-rise development.

b. Incorporating stepbacks at various levels above the base/podium and towards existing lower built form.

c. Terracing building down towards the adjacent low-rise development, where appropriate.







6 For developments/blocks with more than one building, encourage a range of heights (variation) is provided and establish a height hierarchy/strategy related to site conditions and context (existing and planned).

7 Ensure the height of ground floors (floor to ceiling) is minimum 4.5m to enhance visibility and safety, while strengthening the relation between internal uses and the adjacent public realm.

8 Design mid-rise infill developments to:

a. Incorporate a base/podium that generally reflects that of other adjacent mid-rise buildings and/or the overall height of adjacent low rise structures.

b. Locate the tallest component of the building (or buildings) away from any adjacent pre-existing low density areas to avoid visual crowding and adverse shadow impacts.

9 For mid-rise buildings adjacent to or within heritage contexts, maintain a consistent cornice line and ground floor height.











10 Provide visual interest and emphasize corners, street intersections and view terminus through prominent massing, additional height, and enhanced architectural design/treatment, including projecting/recessed components, wrap around elements, substantial fenestration and unique roof/top designs.

11 Consider buildings of equal or similar scale and architectural style at gateways to emphasize the sense of entry and enhance place-making.

B. ARCHITECTURAL DESIGN AND BUILDING ARTICULATION (B)

1 Design floor plans to accommodate the building's program and to break its mass, creating/contributing to interesting and articulated building elevations.

2 Design the building elevations to:

a. Be articulated, both vertically and horizontally, through changes in planes and materials, stepbacks, ample fenestration (windows and balconies), bands, as well as other types of architectural details.

b. Display the same architectural style, proportions and materials; however, the level of detail might differ in relation to each elevation's exposure to the public realm.

c. Include break in wall planes at least every 55m (long elevations).

d. Include active uses, fenestration and articulated walls along proposed mid-block connections (publicly accessible walkways).

3 Promote high quality and safe pedestrian environments through articulated and animated podium elevations along streets and public places. Provide:

a. Active uses along elevations facing the public realm such as commercial/retail units, residential and live/work units, amenity spaces, lobbies, porches, etc.

b. Articulated elevation walls, including projections, and recessions that create a rhythm of minor breaks and reflect the different uses and interior program components (i.e., entrances, rhythm of residential/retail units, private amenities - balconies). Favour wall breaks at least every 10m.

c. Highest level of architectural details and materials.

d. High proportion of glazing at the ground level (visual permeability). For frontages including entrances, lobbies, common amenities or commercial uses, aim for at least 75% clear glazing; darkly tinted glass is not permitted.

4 For longer buildings, especially those exceeding 80m, elevation design should incorporate:

a. Major multi-storey vertical massing breaks, ideally ground to top, of minimum 6m width by 2m deep, and generally every 55m.

b. Highly articulated elevations that include changes in planes.

c. Double-height mid-building/block connections, where appropriate.

5 For mid-rise buildings under 6 storeys, maintain the established streetwall or introduce a new one that enhances a pedestrian-scaled streetscape. Achieve this through podiums defined by a 2.5m stepback; alternatively, consider wall articulation and architectural features that create a physical and/or visual break between the 2nd and 4th storeys; consider:

a. A material change within the same plane.

b. A cantilevered podium.

c. A minor or transitional stepback of at least 1.5m.













6 Mid-rise buildings that are taller than 6 storeys and do not include defined podiums will be assessed on a case-by-case basis. The assessment will consider their contextual fit and design, including:

a. A clearly defined streetwall within the first 4 storeys of the building that provides for an enhanced pedestrian-oriented interface. This may be achieved through architectural details, wall articulation and materials.

b. A distinctive top component.

c. Vertical massing breaks and highly articulated elevations, as outlined in guideline B4.

7 For mid-rise buildings taller than 6 storeys, ensure the upper levels above the base/ podium incorporate significant, multi-storey massing breaks.

8 For corner buildings, design both elevations to display the same level of wall articulation, architectural detail, level of fenestration and quality of materials.

9 Design gateway buildings to be of the highest architectural quality.

a. Provide special attention to the design of the (podium/streetwall) and top components.

b. Include active uses at grade.

c. Incorporate enhanced fenestration to animate the elevation and reinforce the community character at these locations.

d. Provide and design landscape planting and features to accentuate gateways locations.

10 For side elevations exposed to public view, continue frontage features such as windows, wall articulation and materials to avoid blank walls on side streets, lanes and/or walkways.

11 Design mid-rise developments within existing built contexts, or those adjacent to or within heritage contexts, to:

a. Take cues from neighbouring buildings in terms of scale, wall articulation (rhythm of projections/recessions), and fenestration proportions and placement.

b. Incorporate compatible building materials.

12 Blank walls are prohibited on elevations directly visible from streets or public areas.

13 Where blank walls are unavoidable, mitigate their presence through:

a. Wall articulation (i.e., recesses and projections).

b. Art such as installations, paintings, sculptures, lighting, etc.

c. Special wall treatments such as screens (e.g., perforated metallic panels), green walls, metallic/wooden textures, etc.

d. A combination of the above.

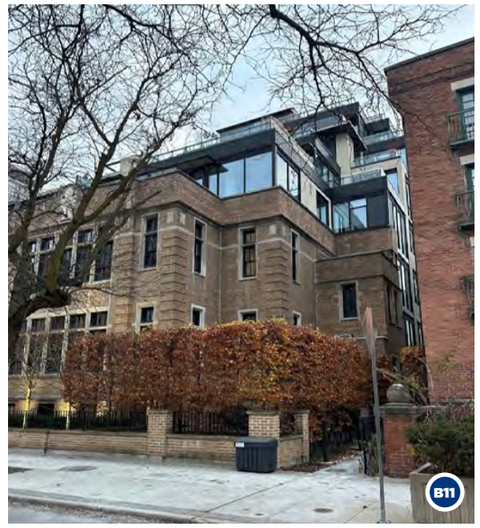
14 Design building and storefront signage to complement the building's elevation, animate the ground level and enhance the overall character of the streetscape.

a. Integrate signage to the elevation design.

b. Incorporate signage bands for multi-store frontages.

c. Design signage in conjunction with weather protection elements where these are proposed.

d. Ensure complementary materials and lighting.





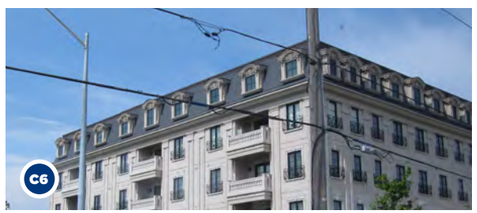


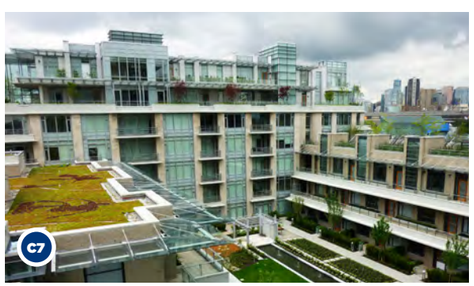












C. ROOFS (C)

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

2 Design the top component of the building to be clearly discernible, of consistent architectural style to that of the building and proportionate/complementary to the overall building scale.

3 Integrate mechanical penthouse and rooftop elements/spaces into the overall building design, avoiding the appearance of an afterthought or add-on element.

4 Ensure mechanical penthouses are located away from the top edge, and screened from public view through structures complementary to the building design and or amenity spaces.

5 Favour reflective, low intensity colours to reduce heat island effect, and reduce HVAC loads.

6 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 elevation.

7 Provide green rooftops as a way to enhance the building appeal from the street, reduce urban heat island effects and improve air quality and noise insulation. Only consider green rooftops where planting could thrive.

8 Encourage incorporating white roofs and solar panels, where possible/feasible.



D. ENTRANCES, WINDOWS AND BALCONIES/ TERRACES (D)

1 Strategically locate and orient main pedestrian entrance(s) to address the public realm. Where a transit stop is located within 100m of the proposed development, place and orient the main entrance to provide direct and convenient access.

2 Ensure entrances are directly accessible and connected to the adjacent pedestrian network of sidewalks and trails through clearly delineated walkways and/or entry areas.

3 Design main pedestrian entrances to be highly visible, prominent and focal elements on the elevation by:

a. Being properly scaled in relation to the overall main elevation and building massing.

b. Incorporating articulated massing including cantilever configurations or projecting elements .

c. Incorporating weather protection elements such as canopies.

d. Providing high level of glazing along lobby areas.

4 Consider locating and designing main entrances in conjunction with covered mid-block connections.

5 Make entrances universally accessible.

a. Encourage entrances that are at the same level of the adjacent sidewalk.

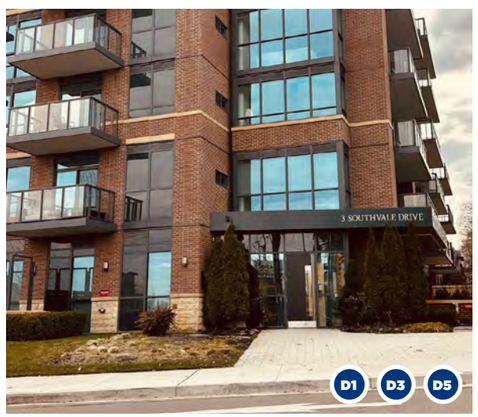
b. Where ramps are unavoidable, integrate them seamlessly into the design of the building.

6 If secondary entrances are required (e.g., where parking or common amenities are located on the rear or interior frontages, or along mid-block/building connections and courtyards), incorporate these entrances into the elevation design and highlighted through architectural details such as glass doors and canopies. Consider through lobbies/halls connected to the main entrance.









7 Use and design entrances to ground related units (residential or commercial) to emphasize individual units and further animate and articulate the streetwall. Highlight entrances through architectural elements such as porches, canopies, awnings, as well as steps or stoops, and enhanced landscaped spaces designed to complement the unit's use.

8 Add visual variety and interest to the building elevation, and enhance inside-to-outside connections by incorporating windows, bay windows, balconies, and outdoor terraces.

a. Ensure all elevations exposed to public view include windows, and, in the case of residential uses, also incorporate balconies.

b. Consider different but proportionate window sizes, and varied but complementary treatments to animate the elevations, reflect internal uses, and further differentiate various elements of the design.

c. Integrate these elements into the overall shape and design of the building.

d. Consider slight wall recesses to accommodate projecting elements without encroaching into the ROW.

9 Maintain balcony projections within the lot.

10 Allow balconies to encroach in minimum setbacks and separation distances between buildings, while not contributing excessively to the building massing.

11 Provide functional and programmable balconies.

a. Ensure they are a minimum of 1.5m depth and 3m2 in area, to provide sufficient space for chairs and a small table.

b. Include weather protection if possible.

12 Incorporate recessed balconies, fully or partially, to provide for greater privacy and shelter from wind, reduce the building bulk, and minimize the impact of shadow on other amenity spaces below.

13 Incorporate architectural treatments to the undersides of balconies visible from the public realm, such as attractively revealed support beams or complementary materials such as wood.

14 Ensure a consistent canopy/awning style throughout the building, and select colours/materials that complement those of the building.







E. UTILITY/SERVICE METERS AND MECHANICAL EQUIPMENT/ROOMS (E)

1 Locate utility/service elements/meters away from public frontages and/or screened from public view, interior to the building (internal rooms) and/or integrated unobtrusively into the elevation design.

2 Consolidate natural gas and other utility meters wherever possible. Plan for their placement early and integrate them into the building form.

3 Locate mechanical equipment/rooms away from public frontages/view, to the center of the rooftop and screened through architectural features/structures or rooftop amenities.

a. Use integral architectural features to screen rooftop mechanical elements rather than single-purpose screens. Ensure they are made of materials that complement those used on the building elevations.

b. If visible, ensure the mechanical room's exterior structure complements and enhances the design of the building top.

c. Where possible, use and design usable spaces (i.e., amenity or living areas) to screen mechanical rooms.

4 For District Energy, integrate at-grade elements with site design (i.e., pipes, meters, etc.).

5 Clearly identify utility locations and treatment on site plan and elevation drawings.



F. MATERIALS AND LIGHTING (F)

1 Select high quality, sustainable and durable materials that complement and enhance the building design, as well as the neighbourhood character and adjacent streetscape. Natural materials such as stone, brick and glass are strongly encouraged.

2 Use the highest quality materials at the building base, adjacent to the public realm and pedestrian areas, to create a visually appealing and functional urban environment, while contributing to its durability, safety, and sustainability.

3 Avoid the use of materials that imitate another natural/more expensive materials.

4 Ensure materials are consistent among elevations.

5 Strategically use lighter materials to minimize the building mass, and heavier ones to emphasize important elements of the building design and its articulation.

6 Encourage lighter materials and colour palettes on levels above 6 storeys to mitigate the impact of taller mid-rise buildings.

7 Enhance vertical breaks and changes in plane through different materials, especially for buildings with long elevations that might otherwise become monotonous.











8 Ensure changes in materials are provided at changes in planes.

9 Lighting should complement the elevation design and reflect the uses on it. Incorporate high efficiency lighting (LED) wherever possible.

10 Meet LEED standards and the City of Brampton Sustainable Community Development Guidelines. Energy efficient measures and materials are strongly encouraged.

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HIGH-RISE DEVELOPMENT
(13 STOREYS OR MORE)

C5.1 INTRODUCTION 183
C5.2 CONTEXT CONSIDERATIONS 187
C5.3 SITE ORGANIZATION 195
C5.4 BUILT FORM 204



C5.1 INTRODUCTION

This section addresses the design of High-Rise buildings, generally 13 storeys or more in height, as defined by Brampton Plan / CZBL and including all forms of high-rise building development, including residential, mixed-use, commercial uses and office uses.

The guidelines provide a framework for designing high-rise developments, whether as individual buildings or as components of a larger development with multiple buildings on the same site. They aim to create a vibrant and street-focused built form that is compatible with its surroundings and contribute to pedestrian-scaled public spaces and placemaking. The guidelines recognize fundamental principles of good urban design, while allowing for creativity and innovation that responds to the site and use-specific contexts. As such, these guidelines address site planning and built-form conditions that are common to all high-rise building forms; they are organized to include directions with respect to site planning, built form design and landscape design.

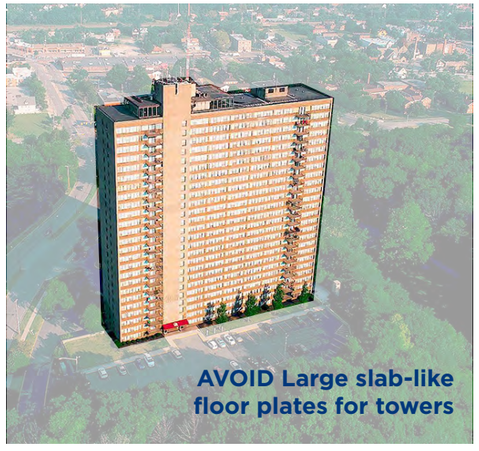
C5.1.1
MITIGATING TOWER IMPACTS

In order for high-rise buildings to better structure and frame city streets, free standing towers shall be avoided.

Avoiding large floor plates will provide an elegant built form within the City and mitigate shadow impacts on abutting low-rise neighbourhoods and developments. Limiting floor plate sizes can also minimize negative wind conditions and impacts on the micro climate of surrounding streets, parks and open spaces.



Free standing towers without a base/podium to frame the street

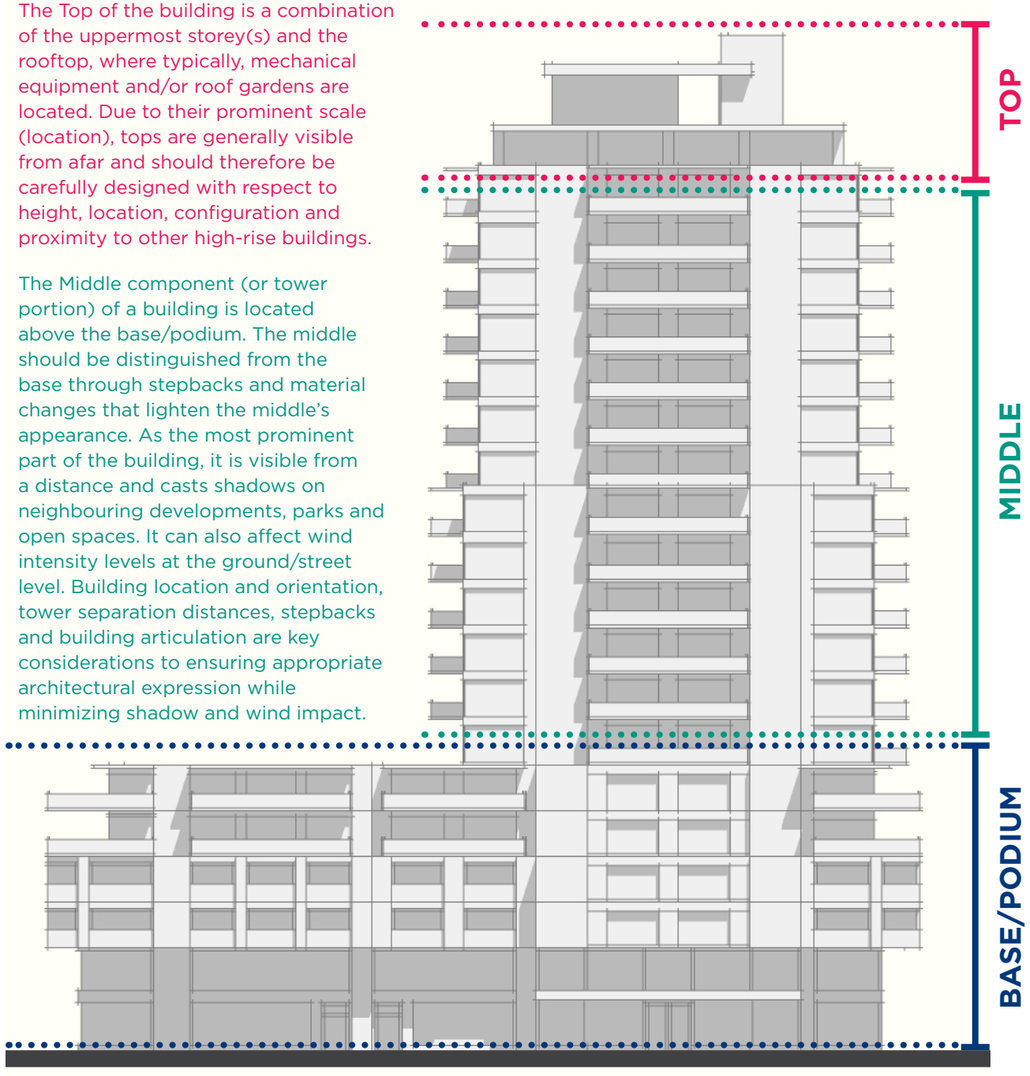


Large slab-like floor plates cast more shadow on streets, parks and open spaces

C5.1.2
HIGH-RISE BUILDING COMPONENTS

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. Due to their prominent scale (location), tops are generally visible from afar and should therefore be carefully designed with respect to height, location, configuration and proximity to other high-rise buildings.

The Middle component (or tower portion) of a building is located above the base/podium. The middle should be distinguished from the base through stepbacks and material changes that lighten the middle's appearance. As the most prominent part of the building, it is visible from a distance and casts shadows on neighbouring developments, parks and open spaces. It can also affect wind intensity levels at the ground/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 Base/Podium of a building, as the name suggests, is typically in the shape of a podium and has a larger floorplate than the rest of the building. The role of the base/podium is to ground the building and to frame and animate ground-level spaces and the street. Building location and configuration, setbacks, height, scale and articulation are key considerations to ensuring appropriate architectural expression and to defining the pedestrian realm. The base/podium is the primary interface with the surrounding context. It should be designed to address and enhance the public realm.



C5.2 CONTEXT CONSIDERATIONS

C5.2.1 GENERAL CONSIDERATIONS

1 Ensure proposed developments are designed to appropriately respond to the existing and planned context, and to positively contribute or influence their context. They should take into consideration a 500m radius context analysis that assess:

a. Site topography.

b. Block sizing and arrangement of parcels or lots, as well as street/block patterns.

c. Adjacent existing and planned land uses and built form (regarding massing, scale and height, as well as architectural treatment).

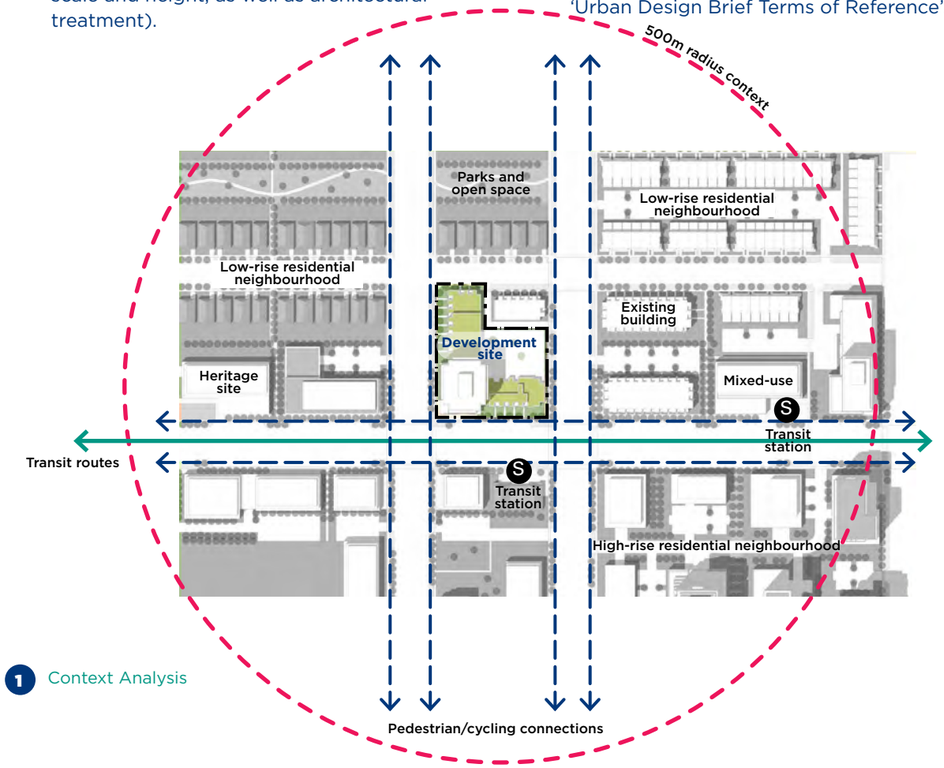
d. Surrounding public transit and active transportation network including any pedestrian and cycling connections.

e. Surrounding amenities/destinations (e.g., community centres, libraries, schools, retail areas) and parks and open space network.

f. Existing or potential heritage properties and Heritage Conservation Districts.

g. Shadow and wind impacts.

h. For detailed requirements, refer to the 'Urban Design Brief Terms of Reference'.



1 Context Analysis

2 Coordinate the proposed high-rise development with the existing and planned streets, open spaces, surrounding buildings and transit. Design the new development to:

a. Appropriately locate and size the building base and middle components to enhance the streetscape and minimize shadow/ wind impacts on adjacent buildings and public realm.

b. Generally reflect the existing/desired setbacks along the streetscape and other adjacent public spaces.

c. Ensure minimum separation distances to existing and potential buildings on adjacent parcels or on site by providing minimum rear and side setbacks and stepbacks.

d. Incorporate heights that relate to site conditions (e.g., gateways, corners, adjacent buildings, etc.) and provide for appropriate transitions when required.

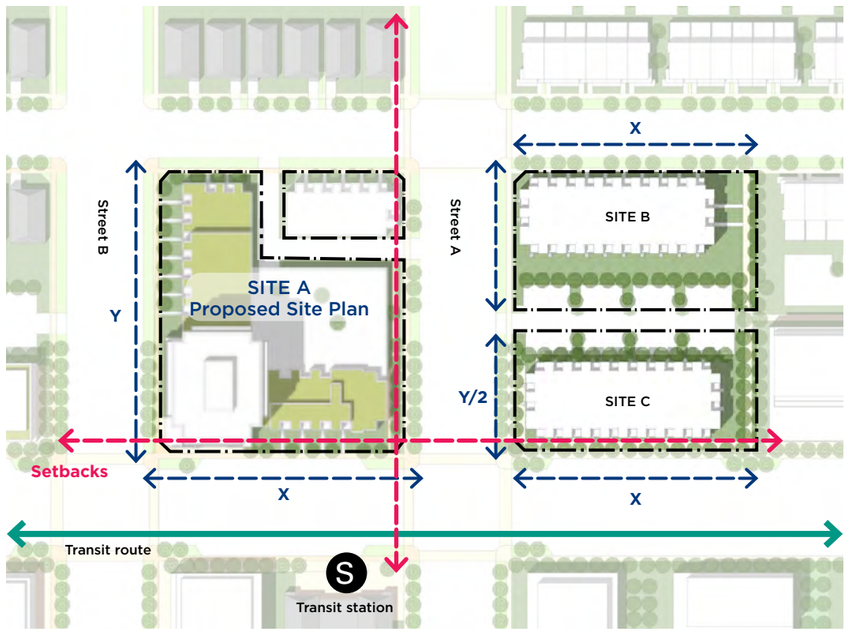
e. Clearly delineate pedestrian and vehicular networks including site servicing, cycling facilities, and accesses.



f. Include a comprehensive landscape strategy that complements the proposed built form and adjacent public realm.

g. For larger sites, ensure new blocks/parcels generally reflect the dimensions of those in their surrounding area and respond to the adjacent street network.

3 Design high-rise developments to mitigate impacts on aviation flight paths, navigation, and telecommunication facilities.



2 Precinct Plan

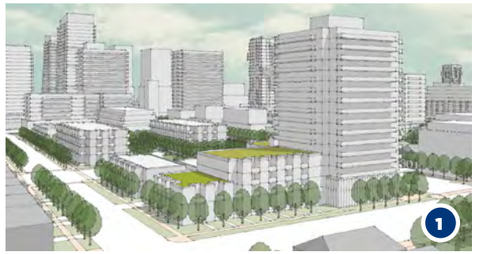
C5.2.2
FIT AND TRANSITION IN SCALE

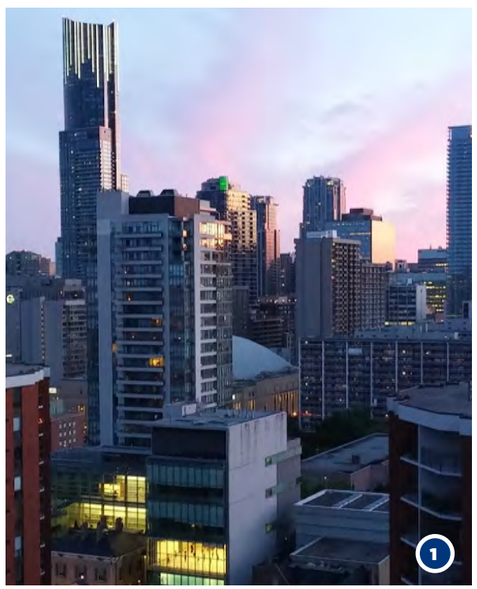
1 Design high-rise buildings to consider a progressive transition in height and scale from urban centres and higher order transit stations down to the surrounding lower scale areas.

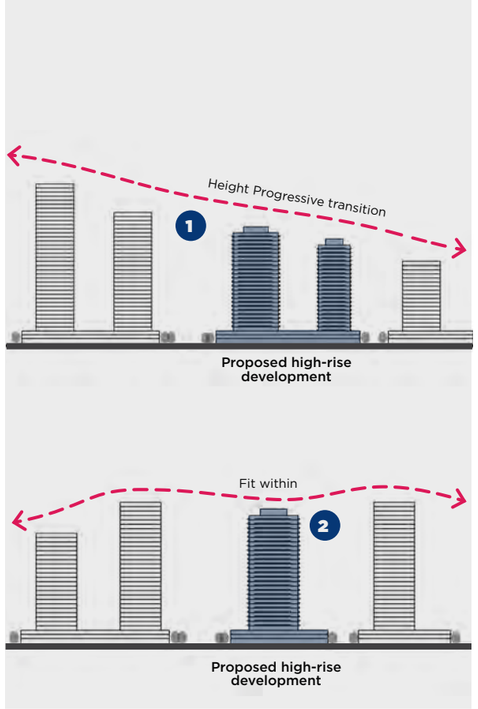
2 When high-rise buildings or a group of them are proposed in a site surrounded by existing high-rise buildings, ensure new high-rise building(s) fit within the existing height range and provide for height variation.

3 Ensure the height and scale of the base generally reflects the existing and/or planned podium and street wall.

4 Apply angular planes where high-rise developments are proposed outside of the permitted areas (Brampton Plan), or within sensitive contexts.

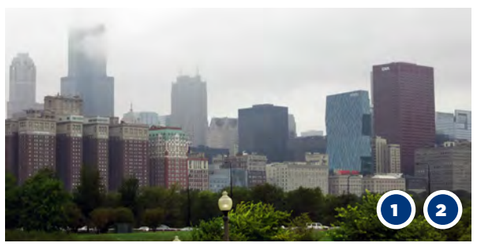












A. REAR/SIDE SETBACKS AND SEPARATION DISTANCES (A)

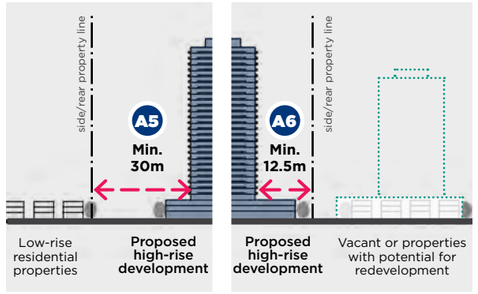
The design of high-rise developments should ensure that adequate sunlight penetration, views to surrounding areas and privacy are maintained, and appropriate transitions in height/massing are provided. Responsibility for providing adequate building separation distances will be equally shared among the owners of all properties where high-rise buildings are permitted.

1 For high-rise developments abutting existing or planned low-rise residential properties, provide a minimum rear setback of 10m from the rear property line.

2 For high-rise developments abutting parks and open spaces, provide a minimum rear setback of 6m from the rear property line. Ensure the rear elevation of the high-rise building is treated as a main elevation.

3 For high-rise developments abutting any land use other than low-rise residential or parks and open spaces, provide a minimum rear setback of 7.5m from the rear property line.

4 Provide appropriate building separation distances to ensure adequate privacy and protect/frame views. For the podium of high-rise developments, provide at least:



a. 20m separation distance between residential elevations above the 4th storey that include main windows.

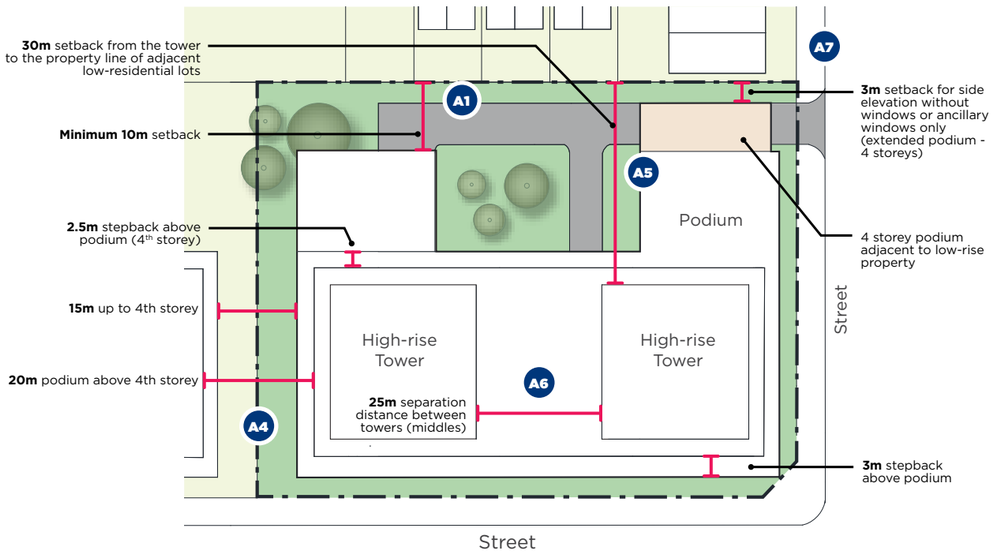
b. 15m separation distance between residential elevations up to the 4th storey that include main windows.

c. 15m separation distance between residential elevations that include ancillary windows only (windows related to servicing areas and not related to main living spaces; usually smaller in size and located on side/narrower elevations).

d. 0m for side blank walls (no windows).

e. Responsibility for providing separation distances as listed above will be shared equally between owners of all properties.

f. 7.5m setback to the side property line for elevations with windows facing a blank wall.



5 Provide a minimum setback of 30m from the tower component of the high-rise building to the property line of adjacent low-rise residential lots.

6 Provide a minimum separation distance of 25m between towers (or 12.5m to side/rear property lines).

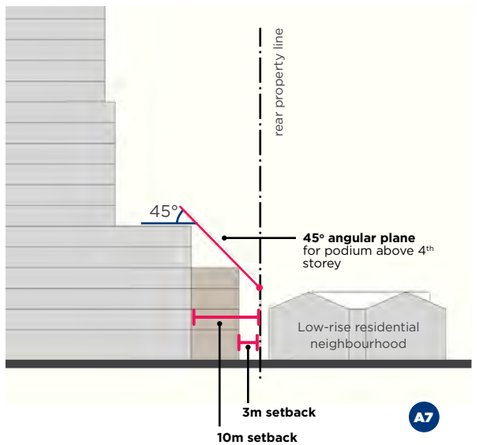
7 On corner lots that abut existing or planned low-rise residential properties, design podiums to:

a. Provide a minimum setback of 3m for the podium where no windows or only ancillary windows are included on the side elevation facing the adjacent low-rise building. If the side elevation has main windows, ensure a podium setback of a minimum of 7.5m from the rear property line.

b. Above the 4th storey, ensure the podium follows a 45° angular plane taken from a height of 10.5m at the property line.

8 Incorporate new local streets, service lanes, open spaces and/or landscaped buffers along the abutting rear property line and required setbacks, where appropriate and possible.

9 For sites abutting low-rise properties with potential to be redeveloped as mid or high-rise, apply appropriate minimum setbacks, stepbacks, and podium and tower separation distances as described in this section.

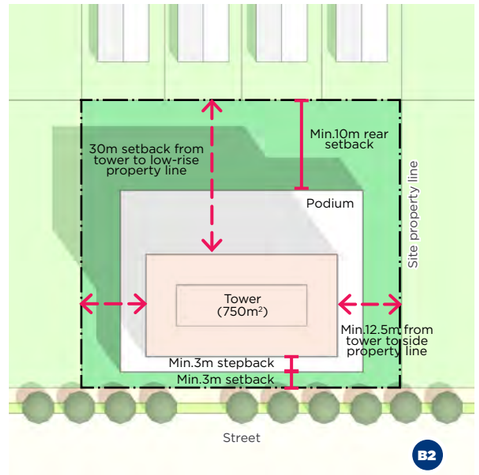


B. MINIMUM LOT AREA (B)

1 Determine the feasibility of high-rise development on a site by applying the recommended minimum setbacks, stepbacks, and podium and tower separation distances to establish the resulting potential floor plate area/dimensions.

2 For high-rise sites abutting low-rise residential properties, lots should be a minimum of 3,500m²*.

3 For high-rise sites abutting land uses other than low-rise residential properties, lots should be a minimum of 2,500m²**.



* The minimum lot area for sites abutting low-rise residential properties (rear) was calculated based on the following:

- Interior site;
- Minimum setback of 3m from front property line (street side);
- Minimum stepback of 3m from podium to tower (middle) along street edge(s);
- Minimum setback of 30m from tower to the low-rise property line;
- Minimum setback of 12.5m from side property line (to ensure 25m separation distance to potential towers on adjacent sites)
- Tower floorplate of 750m².

**Minimum lot size will vary and may be smaller for corner sites and/or those abutting parks and open spaces, non-residential uses or mid/high-rise developments (due to minimum setbacks, stepbacks, and podium and tower separation distances).

C5.2.3
LANDMARK BUILDINGS

As outlined in Brampton Plan, landmarks are prominent, memorable landscapes and buildings that are recognizable for their symbolic significance, cultural heritage values, special visual appeal or a combination of these factors.

1 Design high-rise buildings with a prominent role and function to stand out from their context and support their role as landmarks.

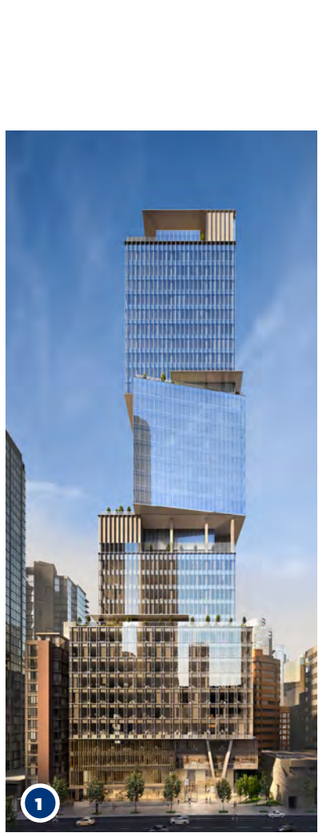
2 If a proposed high-rise building is determined to be a landmark building in a specific area, ensure its context analysis clearly demonstrates how the landmark building responds to the characteristics of the neighbourhood, community, and/or the City.

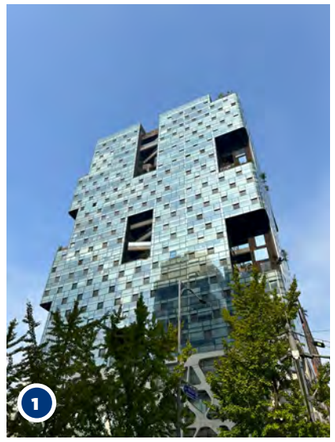
3 Design landmark high-rise buildings to be clearly discernible from their context through prominent height, unique massing and the highest architectural quality.

4 Ensure landmark high-rise buildings relate to and enhance their context through:

a. Strategic and careful placement and orientation. Use landmarks to create and enhanced view corridors and terminus points, while positively contributing to the overall skyline.

b. Building massing and elevation design that is distinct but fits harmoniously (i.e., use of materials, colors, and design elements that reflect and respect the local context).











C5.2.4
HERITAGE PROPERTIES AND HERITAGE CONSERVATION DISTRICTS

When designing a high-rise building development on or adjacent to a property containing a heritage structure, it is imperative to incorporate measures to preserve and integrate such structure in a manner that highlights its presence and individuality, while complimenting its character through the new building's design.

As not all sites within or adjacent to heritage properties are appropriate for high-rise building development, the discretion of such should depend on the objectives for long-term preservation, integration, and re-use of heritage properties.

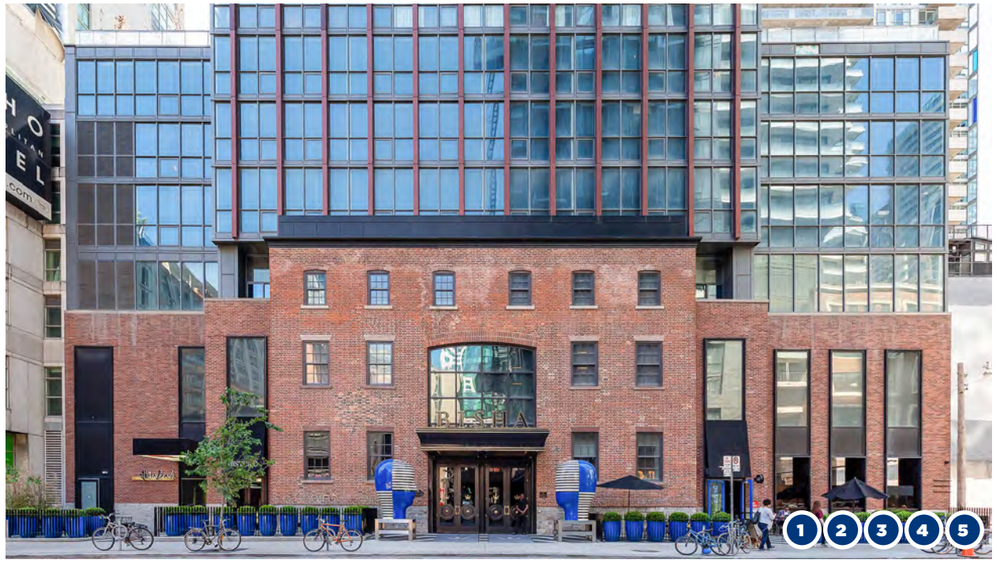
1 At the podium level, keep the scale of new buildings proportionate to the size of adjacent and/or on-site heritage buildings.

2 Design new developments to preserve the integrity, cultural heritage values, attributes, character, and three-dimensional form of any on-site designated heritage building, structure, or property—whether within a Heritage Conservation District (HCD) or individually designated. Ensure all proposals comply with the policies and guidelines of the applicable HCD Plan and the Brampton Plan.

3 Ensure the base height does not exceed that of the heritage building(s), except where a reasonable transition in height is achieved through a series of stepbacks and appropriate articulation. For levels directly above the top of heritage building(s) on-site or adjacent, a minimum stepback of 3m is strongly recommended.

4 Design the building base façade to complement the proportions (e.g., glass/hard surfaces) and geometry of the heritage building(s) elevations/design, and to take cues from their vertical and horizontal attributes (wall articulation, fenestration/architectural elements sizing and placement, etc.).

5 Ensure high-rise buildings reflect contemporary design while incorporating high quality materials complementary to those used on the heritage building(s).



A. HERITAGE BUILDING ON-SITE (A)

1 Use existing heritage buildings to inform the site plan in terms of existing setbacks, stepbacks and podium placement.

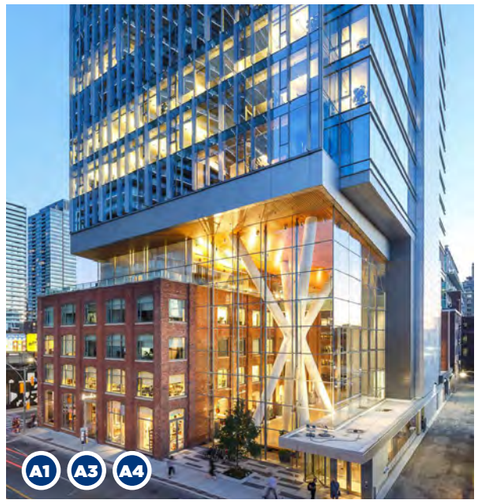
2 New development proposals within HCD or designated heritage properties shall be consistent with the policies and guidelines contained within the respective HCD plan. Refer to Brampton Plan for policies related to heritage and designated properties.

3 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 and appropriate articulation.

4 Consider cantilevers over heritage structures where appropriate, and ensure they highlight and compliment the heritage building(s).









B. HERITAGE BUILDING ON ADJACENT PROPERTIES (B)

1 Design buildings to respect and complement the character of the surrounding heritage structure(s).

2 High-rise buildings will not visually impede the setting of properties on the heritage register.

C5.3 SITE ORGANIZATION

C5.3.1 ORIENTATION, PLACEMENT AND FRONT SETBACKS

1 Locate buildings along the street edge to frame and animate the public realm.

2 Where a consistent base/podium setback is established along the streetscape, place base/podium to reinforce and generally reflect the existing setbacks of adjacent bases/podiums.

3 Where the setbacks of the bases/podiums of buildings on either side of the site are significantly different, place the building base to resolve the setback difference of flanking bases/podiums (average distance between the differing setbacks).

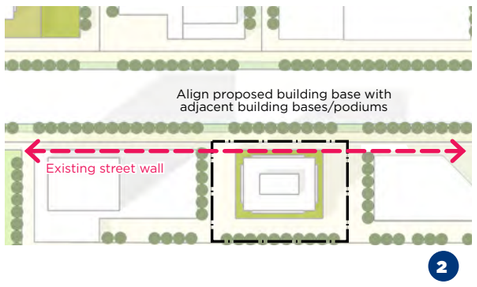
4 Where there is not a well-established setback pattern along the streetscape, or there are plans to change it, place building base/podium to:

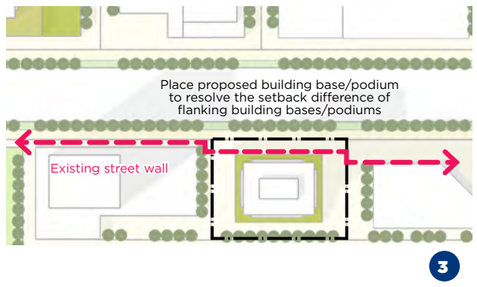
a. Ensure a minimum front setback of 3m from the property line parallel to the street.

b. Encourage at least 6m from the curb to the high-rise building façade to allow space for integrated landscaping and generous boulevards that define public and private areas, improve pedestrian movement, and enhance opportunities for active at-grade uses.















5 In order to improve and enhance pedestrian safety and comfort, consider greater setbacks (beyond the zoning requirements):

a. Along wider streets (i.e. major and minor arterial roads) which typically carry higher volumes and speeds of vehicular traffic.

b. To accommodate anticipated higher volume of pedestrian traffic (e.g., denser developments).

c. At corners to accommodate public spaces related to the community structure.

d. Near transit stops.

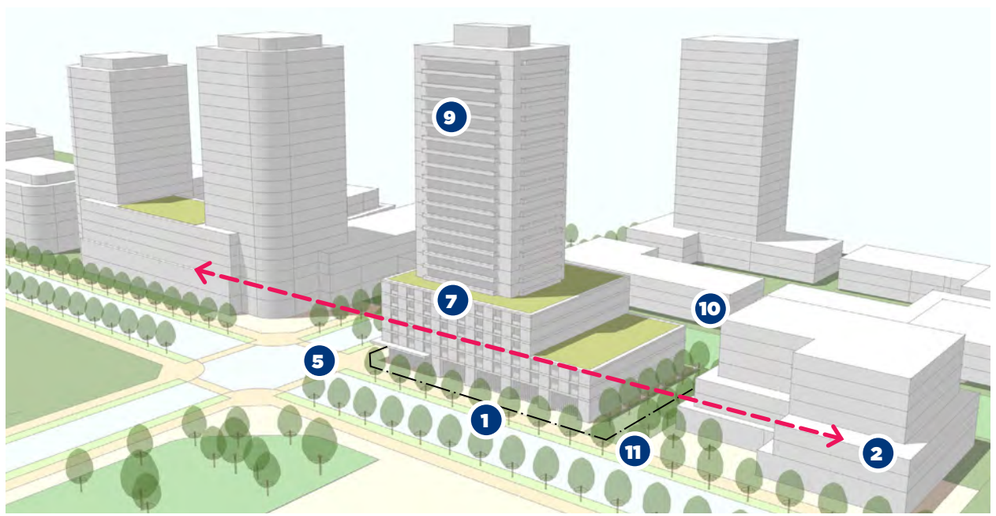
e. At building entrances.

f. To accommodate public/private amenities such as POPS, courtyards, plazas, cafes, patios, etc.

g. Where enhanced planting conditions are required to maximize greening opportunities, guarantee adequate plant growth and contribute to achieving sustainable communities.

6 Provide a 3-4.5m setback from the property line along base/podium elevations with at-grade residential units, to allow for properly delineated and functional private amenities, while also providing 'eyes-on-the-street'.

7 Orient main building elevations to major streets.



8 Use building orientation and placement to:

a. Avoid or minimize the overlap of middle components of neighbouring buildings.

b. Protect and create view corridors and terminus points.

c. Maximize views and privacy for building residents.

d. Protect and enhance sky views.

e. Provide pedestrian level wind (PLW) comfort and safety.

f. Take advantage of the seasonal paths of the sun across the sky to improve natural daylighting, liveability, and energy efficiency.

g. Optimize wind circulation throughout the site.

9 For corner sites, locate taller parts of the development closer to the intersection, oriented to both streets frontages and public spaces.

10 Encourage at-grade landscaped open spaces, such as private open spaces and amenities, POPS, and general landscaping (planters, setbacks, and buffers), to occupy at least 25% of the total site area in order to:

a. Enhance building separation.

b. Help create livable microclimate environments.

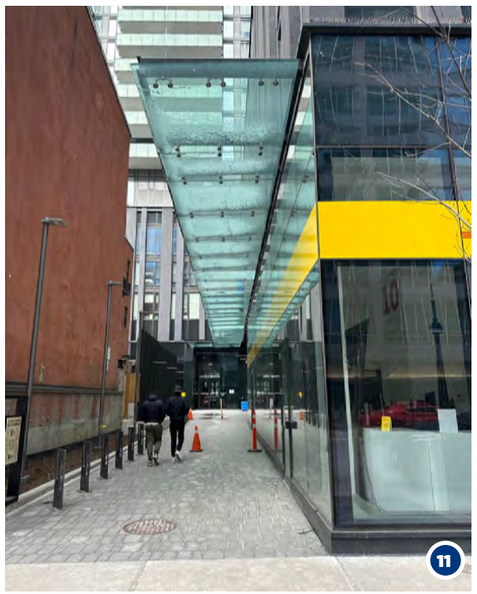
c. Support positive wind-control design at grade level.

11 Incorporate mid-block connections where pedestrian connectivity is desirable due to context conditions or site plan organization (e.g., linkages to secondary entrances, public underground parking, access to amenities, etc.).









C5.3.2
ACCESS, PARKING AND SERVICING

1 Minimize the presence and impact of parking, servicing and loading areas on the public realm by:

a. Providing parking underground.

b. If underground parking is not feasible, consider above-grade structures lined/wrapped with active uses, or well-screened surface parking at the rear or side of the building. Consider green roof tops on parking structures, where appropriate.

c. Incorporating servicing areas (including waste storage and recycling areas) and ramps preferably within the building. Where this is not feasible, locate such areas at the rear or side of the site/building, screened from public view.

d. Screening at-grade parking, vehicular accesses, and servicing areas through a combination of building placement, architectural features, and landscape elements. Ensure screening structures are consistent with the building's design and incorporate similar, compatible materials. Use screening elements to mitigate noise and air quality concerns related to servicing areas.

e. Prohibiting parking areas along front setbacks.

2 Provide access to parking, service and loading areas from lanes and/or secondary/side streets, where possible, and away from corners.

3 Encourage through lanes to minimize vehicle turnarounds.

4 Minimize the visual and functional impact of multiple vehicular accesses on the public realm, including multiple curb cuts within a small area and frequent interruptions of the building street wall.

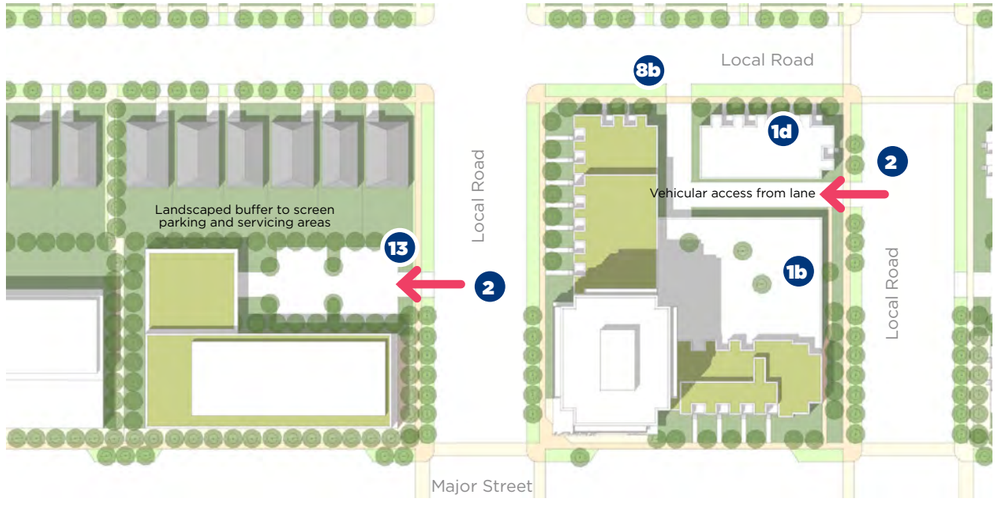
a. Wherever possible, prioritize the consolidation of vehicular accesses (shared driveways), on site and/or across several sites/properties, either at the rear (lane configuration) or along the shared property line.

b. Reduce the access driveway width at the property line.

c. Align access driveways, as well as any new streets and internal lanes on larger developments, to the adjacent network of roads and lanes, whenever possible.

5 Where the consolidation of vehicular accesses for adjacent sites is not possible, locate individual site access driveways as far apart as possible to maximize the space between curb cuts (resulting in continuous, safer streetscapes).

6 Add new curb cuts only when there is no other site access alternative.



7 Avoid mid-block vehicular access. Where unavoidable, access points should be shared by residents and servicing, and integrated into the building massing (refer to the City's BCSG for 'Lanes').

8 Minimize the impact of vehicular access areas on the streetscape, and improve and enhance safety for pedestrians and cyclists crossing these areas:

a. Integrate vehicular accesses into the elevation design and de-emphasize them through recessed walls and doors that complement the overall design.

b. Ensure continuous pedestrian connectivity (e.g., sidewalks) through clearly delineated/differentiated linkages crossing driveways and lanes.

c. Incorporate traffic calming measures including a combination of enhanced pedestrian and driveway pavement at the throat of the access driveway, additional signage, enhanced landscaping elements, etc.

9 Ensure the height required for overhead loading for bulk refuse within a collection area conforms to the Region on Peel's standards for overhead clearance.











10 Locate passenger pick-up/drop-off areas (e.g., ride-hailing, ride-sharing vehicle and private bus) internal to the site, and/or at the rear or side of buildings (including pick-up/drop-off areas or hotels, or commercial/office uses).

11 Cover ramps to underground parking to prevent long-term weather damage.

12 Avoid free-standing vehicle ramps, loading areas, garbage depots and collection areas/ enclosures.

13 If at-grade parking is required, design surface parking areas to:

a. Minimize their environmental impact by reducing parking area.

b. Consider shared parking facilities with adjacent buildings and provide preferential parking for fuel efficient vehicles.

c. Disperse surface parking throughout the site and/or split it into parking courts.

d. Incorporate clearly delineated and landscaped pedestrian walkways and crossings which are buffered from parked and moving vehicles.

e. Incorporate landscaped medians.

f. Incorporate minimum 3m width buffers around the edges.

g. Include tree planting within islands and buffers to increase tree coverage/shading and to reduce heat island impact.

h. Use bioswales and permeable paving materials.

i. Reduce heat island effect through light materials and canopy coverage.

j. Address LEED sustainability standards and the City of Brampton Sustainable Community Development Guidelines.

14 Provide preferential parking for bicycles, car sharing and alternative energy vehicles.

15 Provide ample, accessible, secure bicycle parking and supporting facilities. Refer to C2.1.1 General Guidelines for additional guidelines regarding bicycle facilities.

16 Provide pedestrian and cyclist access to/ from parking areas, and ensure they are clearly visible, well-lit, convenient, and easily accessible from the street.

17 Locate storage rooms/units interior to the building, preferably, and on elevations away from public frontages. Ensure walls related to these areas do not encroach into front or exterior yards, or project from the main wall of the building.

18 Consolidate utility leaders/meters, and integrate them into the building design, preferably in internal rooms.

19 For District Energy, integrate at-grade elements with site design (i.e., pipes, meters, etc.).



C5.3.3
LANDSCAPING AND COMMON AMENITY AREAS

1 Ensure a comprehensive landscape approach that supports the immediate adjacent uses and includes:

a. An overall planting strategy.

b. Hardscape areas related to entrances.

c. Shaded and seating areas, where appropriate.

d. Consistent, high quality landscape elements such as planters, paving, fences and walls.

e. Coordinated, high quality street furnishings, such as lighting, benches, bollards, bike racks and garbage receptacles.

f. Landscape elements and plantings that mitigate micro-climatic impacts.

2 Coordinate the landscaping between private and public areas, ensuring that it:

a. Enhances the character of the development and the community.

b. Complements the building uses at grade.

c. Reinforces the structure, nature and use of the site with a focus on creating safe, comfortable and animated pedestrian environments (streets, edges, corners, gateways, transitions, public spaces, building entrances, etc.)

d. Incorporates high-quality landscaped areas and element associated with main entrances and/or walkways.

e. Coordinates hard and soft landscape elements, special paving materials, site furniture and pedestrian lighting.

3 Locate common amenities and open spaces away from areas of high vehicular activity and from servicing, garbage storage and loading areas.

4 Pair indoor and outdoor common amenity areas, and design/program these spaces to serve the needs of all age groups and to consider all four seasons.

5 Where possible and appropriate, encourage the creation of common spaces such as POPS and mid-block connections, to promote connectivity/permeability, and to reinforce a sense of place. Consider mid-block connections between buildings and/or through covered building arcades/lobbies.

6 Design open spaces, pathways and mid-block connections with safety in mind, including active frontages, adequate lighting and visible security features.

7 Enhance the urban forest with the use of a diverse range of canopy trees; ensure they are hardy, tolerant, climate resilient and high-branching.

8 Provide fully planted landscape strips (minimum 3m wide) to screen parking, service, loading areas from adjacent uses and public view.





Refer to chapter C2 for additional guidelines regarding Private Open Space, Amenity Areas, Lighting, Accessibility, Safety, Public Art, Built Heritage Context, Bird-Friendly Design, and Garbage and Recycling.

C5.3.4
PEDESTRIAN LEVEL SUNLIGHT AND WIND EFFECT

A. SUN AND SHADOW (A)

1 At the design stage, ensure the development complies with the evaluation criteria for sun/shadow as establish in the City's Sun/Shadow Study Terms of Reference.

2 Design high-rise developments to minimize shadow impacts on adjacent low-rise residential areas and the surrounding public realm (ground level), including streets, as well as public and private parks and open spaces. This includes strategically placing and orienting the tallest component of the development to minimize shadowing on these areas.

3 Ensure a Sun/Shadow Study is submitted as part of:

a. A development application for an Official Plan Amendment, CZBL Amendment or Site Plan for development projects over 6-storeys or 12m in height.

b. For developments under 6-storeys, in particular on rezoning applications where additional height near shadow-sensitive areas is anticipated.

For more information (such as test times, submission requirements, and evaluation criteria), refer to City of Brampton - Sun/Shadow Study Terms of Reference.

B. WIND EFFECT (B)

1 Orient high-rise buildings to encourage air circulation throughout the site, and to minimize negative wind effects on the street, open spaces, and the public realm.

2 Design high-rise building to incorporate the following Wind Control Mitigation Strategies:

a. Building form - strategic shaping of the building can allow wind flow around it to either be more streamlined (chamfered or rounded corners) or diffused at corners (stepped or re-entrant corners).

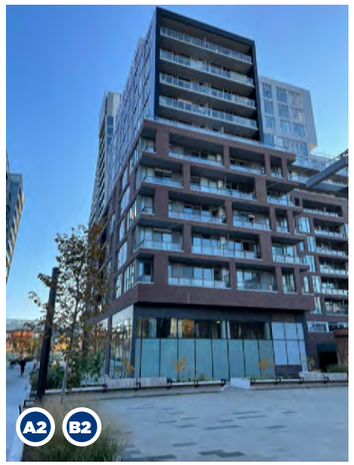
b. Architectural details - features such as façade articulations, canopies, covered walkways and recessed entrances are effective solutions for localized wind mitigation.

c. Smaller-scale measures - features such as wind screens, trellises, public art and other localized features can be considered at an advanced design stage for area-specific wind speed reductions and refinements.

d. Trees and landscaping elements - the impact of trees and landscaping elements are also typically limited to a small area around them.

For more information, refer to City of Brampton - Wind Study Terms of Reference.





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C5.4 BUILT FORM

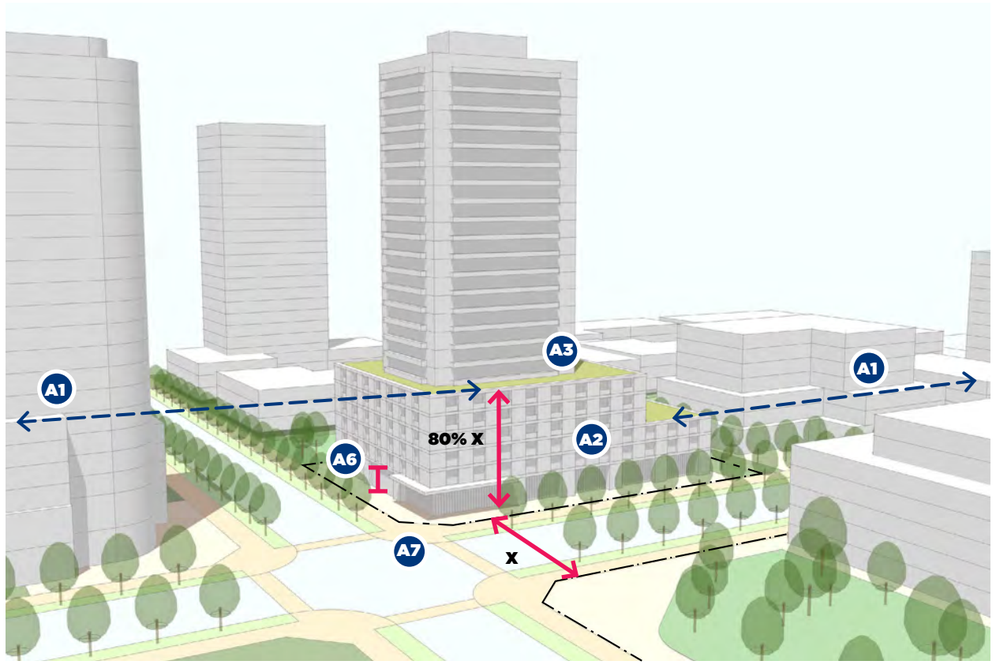
C5.4.1 BASE/PODIUM

Building bases/podiums constitute the foundation of a high-rise building and frame the adjacent public realm (streetscape or open space). 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 stepback 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.

A. HEIGHT AND MASSING (A)

1 Ensure the height of the base/podium generally reflects that of existing adjacent buildings or is a minimum of 3 storeys or 10–10.5m, whichever is less, to reinforce a pedestrian-scaled streetscape and provide an appropriate transition to the middle component of the development.

2 Limit the height of the base to 6 storeys or 80% of the adjacent right-of-way, whichever is lower, to provide for generally consistent streetwalls along the street and adequate sunlight exposure at grade. Refer to the City's Sun/Shadow Study Terms of Reference.



3 Provide a minimum stepback of 3m from the base/podium edge to the middle component on elevations along public frontages, or where appropriate for the context, consider alternatives provided they contribute to architectural interest and pedestrian experience, including:

a. Cantilevered configurations (that reflect podium levels).

b. Differentiating a portion of the podium (up to 1/3 of the elevation frontage) by way of material changes and architectural articulation.

c. In both cases, ensure appropriate massing transitions and minimize shadow and wind impacts.

4 Incorporate a minimum 2.5m stepback above the 4th storey on rear elevations.

5 Allow for additional base/podium height up to 100% of the adjacent street right-of-way. In this case:

a. For elevations along public frontages, incorporate a minimum 3m stepback at or before the 7th storey, with an additional 1.5m stepback at the top of the base/podium (maximum height) to the tower.

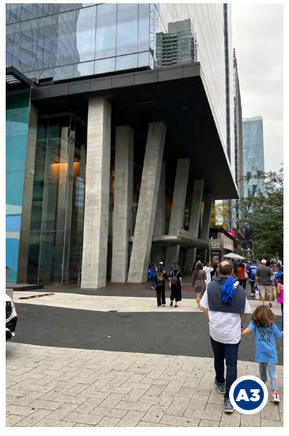
b. On rear elevations, incorporate a minimum 2.5m stepback above the 4th storey, with an additional 1.5m stepback at the top of the base/podium (maximum height) to the tower.

6 Ensure the height of ground floors (floor to ceiling) is minimum 4.5m to enhance visibility and safety, while strengthening the relation between internal uses and the adjacent public realm.

7 On corner sites, design the building base to respect and respond to the height, scale/massing and character of the existing context on both streets.











B. ARCHITECTURAL DESIGN AND BUILDING/ELEVATION ARTICULATION (B)

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

2 Design all elevations of the base/podium to:

a. Maintain consistent architectural style and proportions; the level of detail may vary depending on each elevation's exposure to the public realm.

b. Ensure the elevation design reflects immediate internal uses (i.e., residential, employment, or commercial).

3 Provide highly, well-articulated bases, both vertically and horizontally, that fit harmoniously within the existing street wall context and effectively frame the public realm (i.e., changes in planes, entrances, windows, canopies, balconies, and other types of fenestration).

4 Incorporate vertical articulation elements or fractures (generally every 50-60m) along long bases/podiums to provide for breaks in the street wall. Coordinate these with entrances, outdoor spaces/amenities and covered mid-block connections.

5 Clearly differentiate uses on the same elevation through distinct but complementary architectural treatments (e.g., windows and entrances proportions, sizes and treatment, materials, colours).

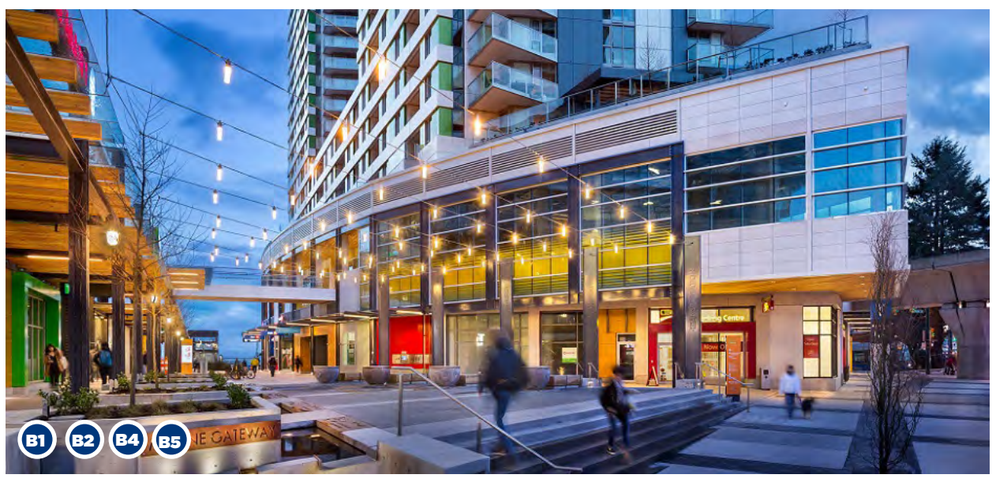


6 Along main streets, mixed-use and commercial buildings should avoid incorporating projecting balconies within the first three storeys of the podium or within the first 10m to 10.5m in height, whichever is less.

a. Projecting balconies should only be incorporated from the fourth storey upward.

b. Recessed balconies may be incorporated starting from the third storey or from 7.5m in height, whichever is greater.

7 Consideration shall be given to maintaining the established streetwall and/or establishing a new street wall that reinforces a pedestrian-scaled street environment. This may be achieved by incorporating a physical and/or visual break between the 2nd and 4th storeys, including material change when on the same plane; cantilever podium; minor/transitional stepback of minimum 1.5m.





8 Break down the scale of the building base/podium through:

a. Wall recesses and projections coordinated with interior uses/units (e.g.,residential and/or commercial units).

b. Building and at-grade units/storefront entrances, spaced an average of 6-10m along public frontages, to create multiple points of interaction between the building's internal uses and the adjacent public realm.

9 Provide building entrances and transparent windows on all at-grade elevations facing streets, parks, and open spaces.

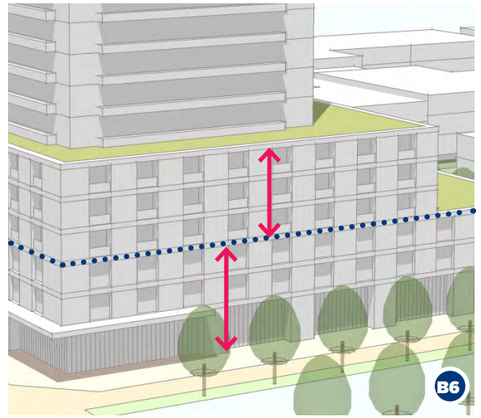
a. For corner sites, encourage placing main entrances at the building's corner.

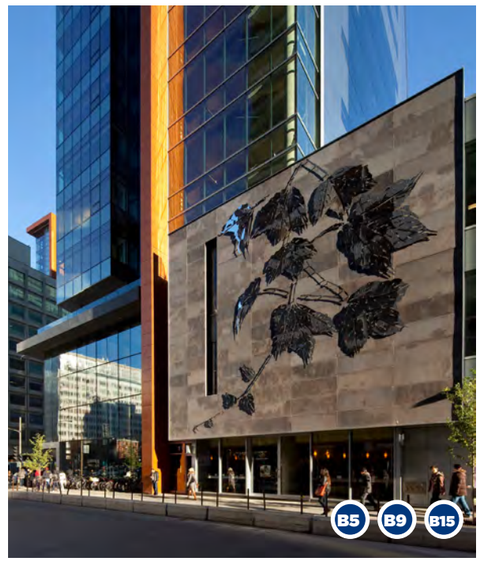
b. Encourage a substantial amount of clear glazing along elevations associated with non-residential uses (such as commercial, retail, office, and institutional spaces), as well as those related to lobbies, entrances, and common/amenity areas. Aim for a minimum of 75% clear glazing along at-grade elevations facing public spaces.

10 For at-grade residential units, encourage a landscaped setback and a minor grade change as a transition from the public sidewalk to private residential units.

11 Ensure upper floors of the building base/podium (above the ground level) include windows overlooking the public realm.

12 Design special features to wrap around corners and terminate them at logical locations such as a change in plane.







13 Blank walls are generally prohibited on elevations directly visible from streets or public areas. Exceptions may be considered where buildings are set back sufficiently to minimize visual impact and where appropriate mitigation measures are provided.

14 Where blank walls are unavoidable mitigate their presence through:

a. Wall articulation (i.e., recesses and projections).

b. Art such as installations, paintings, sculptures, lighting, etc.

c. Special wall treatments such as screens (e.g., perforated metallic panels), green walls, metallic/wooden textures, etc.

d. A combination of the above.

15 Design building and storefront signage to complement the building's elevation, animate the ground level and enhance the overall character of the streetscape.

a. Integrate signage to the elevation design.

b. Incorporate signage bands for multi-store frontages.

c. Design signage in conjunction with weather protection elements where these are proposed.

d. Ensure complementary materials and lighting.



B15



B15

C. ENTRANCES, WINDOWS AND BALCONIES/ TERRACES (C)

1 Design main pedestrian entrances to be highly visible, prominent, provide visual interest and act as focal points of elevations.

a. Strategically locate and orient main pedestrian entrance(s) to address the public realm. Where a transit stop is located within 100m of the proposed development, place and orient the main entrance to provide direct and convenient access.

b. Properly scale entry features in relation to the overall main elevation and building massing. Where possible and appropriate to the building's design, incorporate double-height entrances.

c. Incorporate articulated massing including cantilever configurations or projecting elements.

d. Incorporating weather protection elements such as canopies.

e. Providing high level of glazing along lobby areas and storefronts.

2 Ensure entrances are directly accessible and connected to the adjacent pedestrian network through clearly delineated walkways and/or entry areas.


C1 C2 C3


C2 C3

3 Design entrances to be universally accessible.

a. Ensure entrances are at the same level of the adjacent sidewalk and step-free, wherever possible.

b. Ensure entrances are wide enough for mobility devices, strollers, etc.

c. Where necessary, seamlessly incorporate ramps as structural components of the building and landscape design. Encourage ramps to be integrated into the stairs design.

4 Incorporate permanent pedestrian weather protection elements at the ground level; this includes canopies, awnings, and overhangs. Design these elements to:

a. Ensure the integration, strategic location and appropriate sizing of weather protection elements to maximize their function.

b. Ensure they are at least 1.5m deep.

c. Be fully integrated into the elevation design.

d. Function as environmental tools that help protecting building interiors from direct summer sun, minimize wind effects on the public realm and help reduce reflections on glazing to achieve bird-friendly design.

e. Ensure a consistent canopy/awning style throughout the building, and select colours/materials that complement those of the building.

f. Where appropriate to the architectural design, incorporate this type of weather protection elements on balconies on the upper levels.

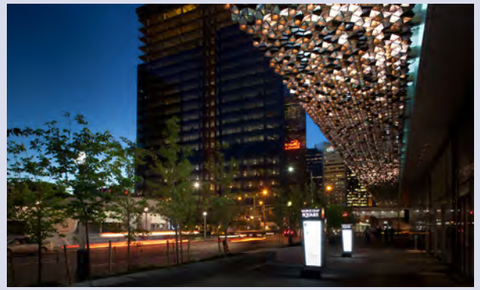
5 Incorporate secondary entrances at strategic locations (i.e., back/side of the building, or at mid-block connections/courtyards).

a. Integrate these entrances into the elevation design and highlighted through architectural details such as glass doors and canopies.

b. Where appropriate, consider through lobbies/halls connected to the main entrance.

6 Clearly distinguish between the building's main entrance and those related to at-grade units/stores, and accesses to common areas and parking facilities.








C4

7 Use and design entrances to ground related units (residential or commercial) to emphasize individual units and further animate and articulate the streetwall. Highlight these entrances through architectural elements such as porches, canopies, awnings, as well as steps or stoops, and enhanced landscaped spaces designed to complement the unit's use.

8 For at-grade residential units located close to the public realm, consider raising the ground floor above sidewalk level (up to 1.2m is recommended) to provide added privacy and a clear transition to the private realm. Limit front steps to 6 risers and incorporate complementary landscaping.

9 Upper storey cantilevers may be incorporated above a height of 7.5m, projected from the face of the main building a maximum of 3.5m and occupying a maximum of 80% of the building frontage width.

10 Add visual variety and interest to the building base/podium elevation, and enhance inside-to-outside connections by incorporating windows, balconies, and outdoor terraces.

a. Ensure all elevations exposed to public view include windows, and, in the case of residential uses, also incorporate balconies.

b. Consider different but proportionate window/balcony sizes, and varied but complementary window/balcony treatments to animate the elevations, reflect internal uses, and further differentiate various elements of the design.



c. Integrate these elements into the overall shape and design of the building.

d. Consider slight wall recesses to accommodate projecting elements without encroaching into the ROW.

11 Maintain balcony projections within the lot.

12 Provide functional and programmable balconies.

a. Ensure they are a minimum of 1.5m depth and 3m^2 in area, to provide sufficient space for chairs and a small table.

b. Include weather protection if possible.

13 Incorporate fully or partially recessed balconies to provide for greater privacy and shelter from wind, reduce the building bulk, and minimize shadow impacts on amenity spaces below.

14 Incorporate architectural treatments to the undersides of balconies visible from the public realm, such as attractively revealed support beams or complementary materials such as wood.



C5.4.2
MIDDLE (TOWER)

The 'Middle' component of a high-rise building is the portion that sits on top of the base/podium. Its size, shape, placement and orientation rely on site context and the base/podium design.

Middles should be designed to minimize negative shadow/wind impacts on surrounding areas, and to positively contribute to the skyline.

A. HEIGHT AND MASSING (A)

1 Determine appropriate height based on adjacent context conditions including other high-rise developments, land-uses and street hierarchy, as well as shadow and wind impacts on adjacent areas and open spaces. Refer to 5.2.2 Fit and Transition in Scale, and 5.3.4 Pedestrian Level Sunlight and Wind Effect for more details.

2 Minimize shadow/wind impacts through building height and massing, location and orientation of the middle component, and elevation design.

3 For developments/blocks with more than one high-rise building, ensure middles (towers) fit harmoniously and provide for elegant, visually pleasing skylines by:

a. Providing a range of heights and establishing a height hierarchy related to site conditions and context (existing and planned).

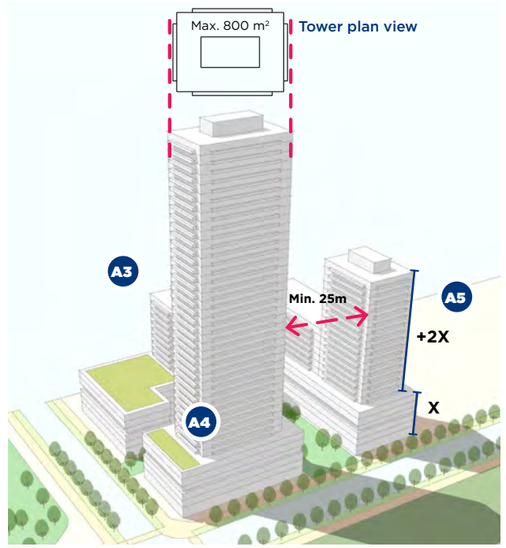
b. Considering at least 5 storey difference between buildings.

c. Placing and orienting middles to minimize overlap (i.e., parallel elevations). Shift and/or stagger middles/towers where possible.

4 Place taller buildings closer to the primary street and/or corner.

5 Encourage the middle part of the building to be at least double the height of its base.

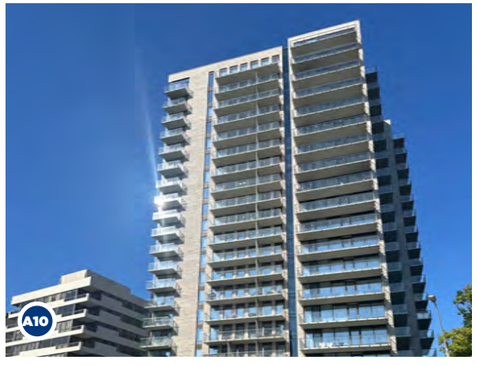
6 Limit tower floorplates to 800m^2, excluding balconies, to minimize shadow and wind impacts on surrounding areas, maximize views and sky views, and improve privacy between neighbouring buildings.













7 Allow balconies to encroach in minimum setbacks and separation distances between buildings, while not contributing excessively to the building massing.

Additional Guidelines for Slab-type Buildings

8 The feasibility and appropriateness of slab-type high-rise buildings will be assessed on a case-by-case basis. They should only be considered:

- Where high-rise buildings are permitted.
- On smaller, narrower lots where tower-type developments are not feasible and/or deemed inefficient.
- Where a lower high-rise building is desirable due to transitions in height and shadow impacts within its context.

9 Limit the height of slab-type high-rise developments to a maximum of 18 storeys or 56m, whichever is less.

10 Design slab- type buildings to avoid middle massing that overwhelms the pedestrian zone and to minimize its visual and shadow impact on the context. This includes:

a. Limiting the length of the middle component to maximum 60m and the floorplate to generally 1320m^2.

b. Strategically locating the middle to minimize shadows on the adjacent public realm (e.g., shorter side of building parallel to the street or public frontage). Staff will review the shadow impacts on sidewalks on a site-specific basis.

c. Incorporating major multi-storey vertical massing breaks, ideally ground to top, of minimum 6m width by 2m deep.

d. Providing enhanced architectural treatment and highly articulated elevations that include changes in planes and materials, as well as varied window sizing and balcony treatment (i.e., recessed vs. projecting).

e. Incorporating a distinctive top component. Multi-storey top components are encouraged for taller developments.

11 Alternatively, for larger sites, preference should be given to two or more tower buildings of varying heights, rather than a single large building.

B. ORIENTATION, PLACEMENT, SETBACKS AND SEPARATION DISTANCE (B)

1 Place and orient middle components (towers) to maximize sky views and natural daylight, provide proper privacy and dynamic skylines, and minimize wind/shade impacts on surrounding areas.

a. Refer to 5.2.2 Fit and Transition in Scale for setbacks and separation distances.

b. Ensure compliance with the City's Sun/Shadow Study Terms of Reference. Refer to 5.3.4 Pedestrian Level Sunlight and Wind Effect for more details.

c. For buildings taller than 30 storeys, encourage greater separation distances (above the minimum 25m requirement).

2 Setback middle component from the base/podium wall, including balconies, to clearly differentiate both building components, minimized shadow/wind impacts and emphasize the pedestrian scale along the streetscape. Setback middle:

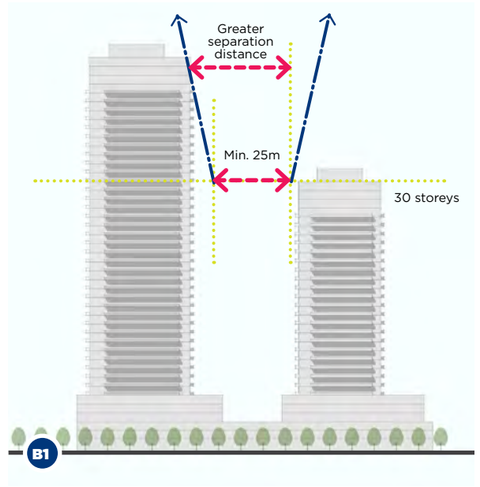
a. A least 3m from the base/podium along street or public frontages.

b. At least 2.5m from the base/podium along rear elevations.

c. Incorporate greater setbacks at grade and/or additional stepbacks to properly fit within and respond to the existing and/or planned context.

d. Refer to 5.4.1.A for more details on podium/base height and massing.

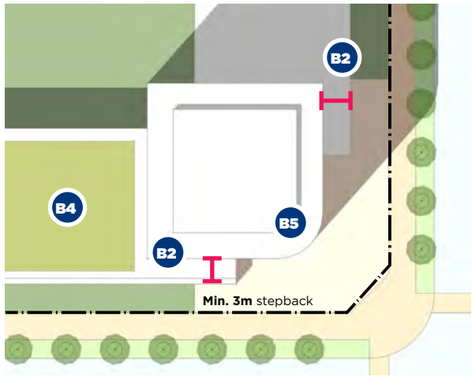
3 Consider solar orientation when establishing the middle's placement, orientation and design. Strategically orient longest face of the building's middle to minimize shadows.

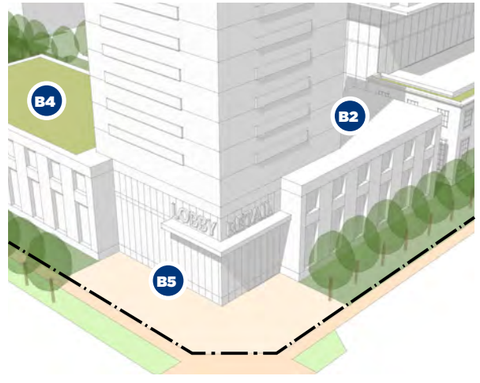


4 Where appropriate, encourage terraces and/or roof top amenities where greater setbacks/stepbacks are provided (i.e., the location of middle component in relation to the base/podium.

5 Allow up to 1/3 of a middle/tower frontage to extend straight down to grade within the stepback area, without a base/podium. Greater frontages may be considered on a case-by-case basis, provided they clearly differentiate the podium/base and middle components through architectural details, articulation, and material changes.

6 Ensure high-rise developments are not allowed if they cannot comply with the minimum middle (tower) separation distance, setbacks and stepbacks.





C. ARCHITECTURAL DESIGN AND BUILDING/ELEVATION ARTICULATION (C)

1 Ensure a cohesive elevation design between the building's base, middle and top in terms of architectural style, proportions, rhythm and materials.

2 Design all elevations of the middle to:

a. Reflect the same architectural style and proportions; the level of detail may vary dependent on each elevation exposure to public view.

b. Ensure the elevation design reflects the internal uses (i.e., residential, employment, or commercial).

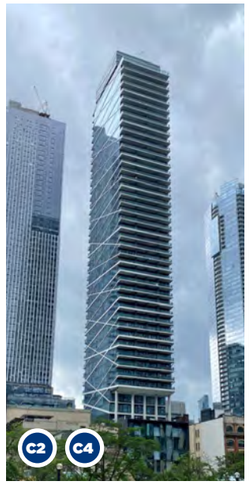
3 Configure floor plans to accommodate the building's program while breaking up its mass through recesses and projections, resulting in interesting and articulated elevations.

4 Design all elevations to be highly articulated, both vertically and horizontally, through changes in planes, multi-storey breaks enhanced fenestration including windows and balconies, as well as coordinated materials, patterns, etc.

5 Clearly differentiate/distinguish between different uses on the same elevation through distinct but complementary architectural treatments (e.g., windows/balconies proportions, sizes and treatment, materials, colours).

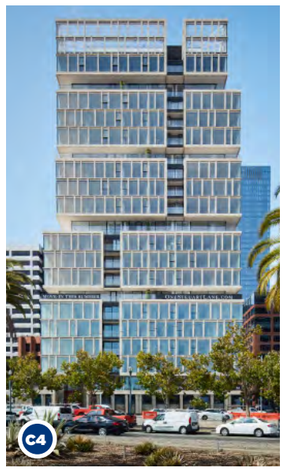
6 Encourage variation in the design and articulation of the middle's (tower's) elevations to provide visual interest and to respond to design opportunities and differing conditions within the adjacent context.

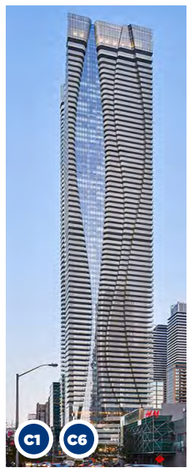




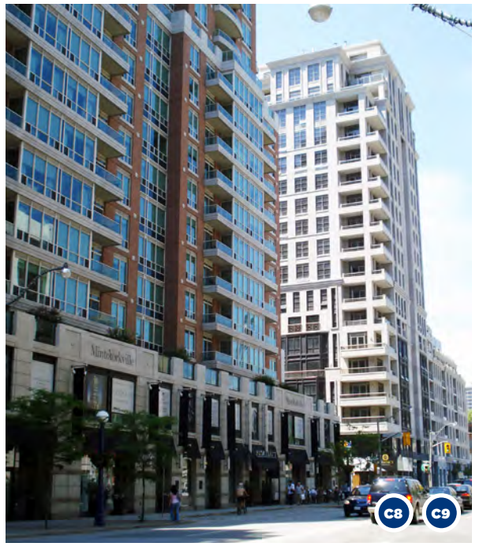


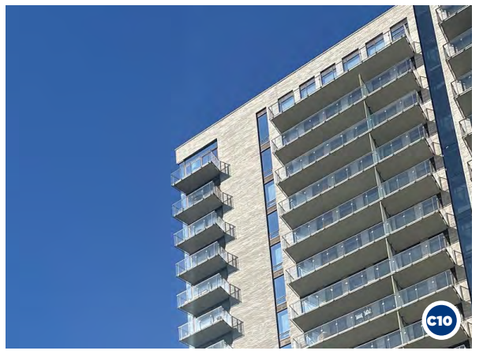












7 Design special features to wrap around corners and terminate them at logical locations such as a change in plane.

8 Include windows on all middle part elevations, and incorporate balconies/terraces on those related to residential uses, where possible.

9 Ensure greater fenestration on elevations facing streets, parks and open spaces.

10 Avoid continuous balconies which negatively impact the perceived mass of the building (i.e., larger floorplates).

a. Design balconies as integrated and articulated elements of the building design (i.e. not 'add-ons').

b. Incorporate breaks in relation to internal units and uses.

c. Ensure wrap around balconies do not extend along the entire elevation width. Provide breaks of at least 3-4m in between balconies and a return of a minimum of 2m around corners.

d. Incorporating balconies of different but complementary configuration, sizes and materials (e.g., recessed vs. projecting).

11 Blank walls are prohibited on elevations exposed to public view.

12 Where blank walls are unavoidable, mitigate their presence through:

a. Wall articulation (i.e., recesses and projections).

b. Artwork such as installations, paintings, sculptures, lighting, etc.

c. Special wall treatments such as screens (e.g., perforated metallic panels), green walls, metallic/wooden textures, etc.

d. A combination of the above.

13 Incorporate design treatments that help mitigate any negative wind impacts at grade (e.g., screens, materials, landscaping, or other features).

D. WINDOWS AND BALCONIES/TERRACES (D)

1 Consider different but proportionate window/balcony sizes, and varied but complementary window/balcony treatments to animate the elevations, reflect internal uses, and further differentiate various elements of the design.

2 Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements.

3 Integrate and coordinate the design of balconies with the overall building massing and design, including sizing, configuration and materials.

4 Consider fully or partially recessed balconies to provide for greater privacy and shelter from wind, reduce the building bulk, and minimize shadow impacts on amenity spaces below.

5 Maintain balcony projections within the lot.





6 Provide functional and programmable balconies.

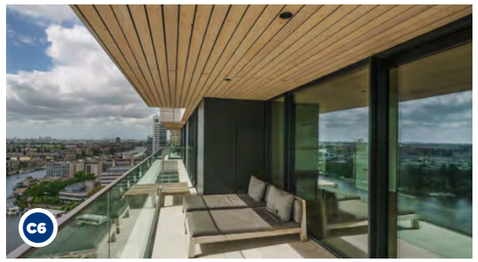
a. Ensure they are a minimum of 1.5m depth and 3m² in area, to provide sufficient space for chairs and a small table.

b. Include weather protection if possible.

7 Where appropriate to the building's design and architectural style, consider canopies over projecting balconies to provide for weather protection (rain, snow and direct sun exposure).

8 Design balconies to enhance sustainable design objectives through their arrangement, materials and construction methods, which can significantly impact building energy performance.

9 Transparent glass balconies are generally discouraged, since they can pose a collision risk for migratory birds. Refer to C2.8 Bird-Friendly Design.





C5.4.3
TOP (ROOFTOP)

The Top (Rooftop) is the highest part of a high-rise building. It sits above the middle, terminating it and covering its last level, while accommodating mechanical rooms. Depending on its design, the top can include more than one floor, contain livable spaces like terraces and common amenity areas, and impact the skyline with a distinctive/unique profile.

A. GENERAL GUIDELINES (A)

1 Design high-rise buildings to include a visually appealing and clearly defined top that is complementary to the architecture of the overall building and proportionate to its scale (e.g., building tops of taller buildings may include multiple storeys).

2 Incorporate design elements that add interest to the overall skyline and provide a sense of orientation, such as unique geometry, lighting features, etc.

3 Address important locations in the community by designing the top part of the building to become a visual landmark.

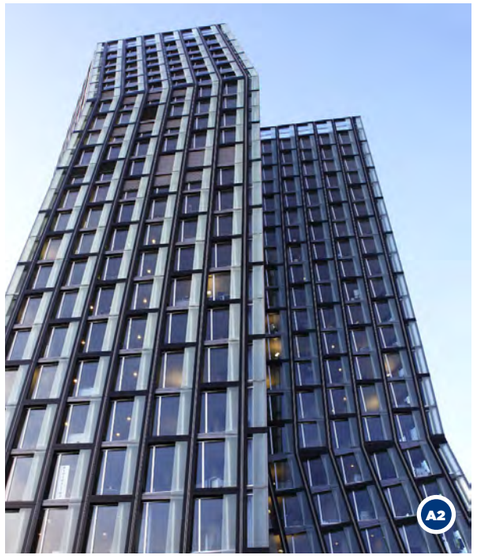
4 Favour reflective, low intensity colours for rooftops to reduce heat island effect, and reduce HVAC loads.

5 Where appropriate, incorporate green rooftops as a way to enhance the building appeal from the street, reduce urban heat island effects and improve air quality and noise insulation. Only consider green rooftops where planting could thrive.

6 Encourage incorporating white roofs and solar panels, where possible/feasible.







B. MECHANICAL ROOMS/EQUIPMENT (B)

1 Locate and design mechanical rooms as integral components of the building top and to complement and enhance the overall building's design.

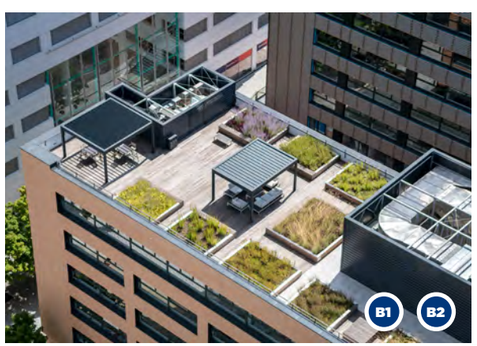
2 Screen mechanical rooms/equipment through:

a. Integral architectural features rather than single-purpose screens.

b. Usable spaces such as rooftop amenities or living areas (penthouses).

c. Ensure they are made of materials that complement those used on the building elevations and enhance their design.

3 Exposed telecommunications equipment is generally discouraged. If necessary, integrate telecommunications equipment into the rooftop design.



C5.4.4
MATERIALS

1 Select materials and colours to complement the architecture, character, size and style of the building design, as well as the streetscape.

2 Ensure building elevations incorporate high quality, permanent and durable materials, that have greater longevity and represent a high-value contribution to city building. These include materials such as glass, stone, brick, concrete, and metal, with appropriate texture, and carefully crafted details to provide visually pleasing designs.

3 Encourage natural materials, such as brick and stone, at the pedestrian level of the building.

4 Avoid using stucco on high-rise building elevations.

5 Maintain consistency of materials among elevations.

6 Use changes in materials to break the building mass and enhance the elevation articulation/ design.

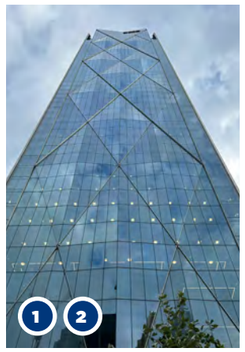
7 Strategically use lighter materials to minimize the building mass, and heavier ones to emphasize important elements of the building design and its articulation.

8 Ensure changes in materials are done at changes in wall planes.

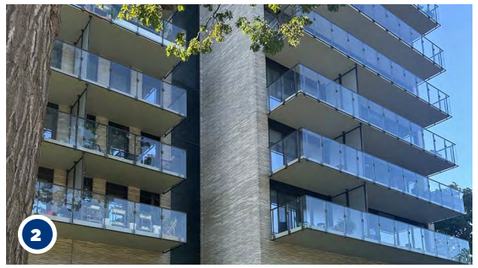
9 Encourage environmentally sustainable materials and construction methods.

10 Incorporate energy efficient measures and materials that can significantly impact building energy performance.













C5.4.5
EXTERIOR LIGHTING

A. DECORATIVE (A)

1 Select exterior decorative lighting to respond to site context and be based on a cohesive illumination and lighting vision/strategy.

2 Provide lighting that complements the design of the elevation and reflects its uses.

3 Encourage the use of decorative lighting at the top of the building; ensure:

a. It balances energy efficient objectives.

b. No negative impacts on adjacent buildings and migratory birds.

B. SUSTAINABLE (B)

1 Use appropriate lighting strategies, and avoid uplighting and overlighting.

2 Incorporate high efficiency lighting.

C. SAFETY (C)

1 Provide appropriate building lighting (pedestrian and vehicular) at primary and secondary entrances, stairways and accesses to underground parking.

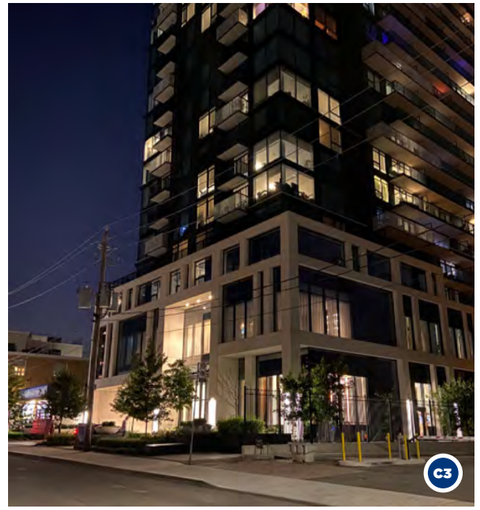
2 Use fully shielded lights that only emit light downward to reduce glare and light trespass, and to promote better visibility at night.

3 Ensure lighting affixed to the building elevation is provided at the ground level, as this type of lighting is usually meant to provide lighting for pedestrian areas only. Allow for affixed lighting on upper levels of the base where it enhances and complements the elevation design.

4 Ensure exterior lighting does not hide/distract from traffic regulatory signs and signals.







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NON-RESIDENTIAL DEVELOPMENT

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C6.2 GENERAL DESIGN GUIDELINES 224
C6.3 DESIGN GUIDELINES FOR SPECIFIC USES 238



C6.1 INTRODUCTION

The Non-Residential Development guidelines address commercial, institutional, office and industrial development within Commercial, Employment and Mixed-use Employment areas.

The intent of the guidelines is to create street focused built form and vibrant places which are compatible with their surroundings, support a pedestrian-scaled public realm and contribute to a sense of place.

The section is structured in three parts:

1. Principles and Objectives.
2. General Design Guidelines, which apply to all forms and types of non-residential development.
3. Design Guidelines for Specific Uses, which apply to the different uses, in addition to the General Design Guidelines. This includes:
   - Institutional and Community Centres (including places of worship).
   - Business Park Employment.
   - Industrial Employment.
   - Large Format Commercial.
   - Drive-through Facilities.
   - Automotive Service Centres.

This list may be updated from time to time to account for new / changing forms of non-residential development.

C6.1.1 PRINCIPLES/OBJECTIVES

PROMOTE PLACE MAKING

- Provide high quality building and landscape designs.
- Ensure integration with the community.
- Provide built form and public realm transitions 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.

C6.2 GENERAL DESIGN GUIDELINES

C6.2.1 SITE ORGANIZATION

A. BUILDING ORIENTATION, PLACEMENT AND SETBACKS (A)

1 Provide appropriate buffers and transitions to adjacent neighbourhoods and different land uses (i.e. setbacks, landscaping, location of servicing and parking areas).

2 Locate buildings at or near the street edge to generally align with buildings on adjacent sites and/or to create a consistent street wall.

3 Orient the longer side of the building parallel to the street.

4 Arrange, place and orient buildings to:

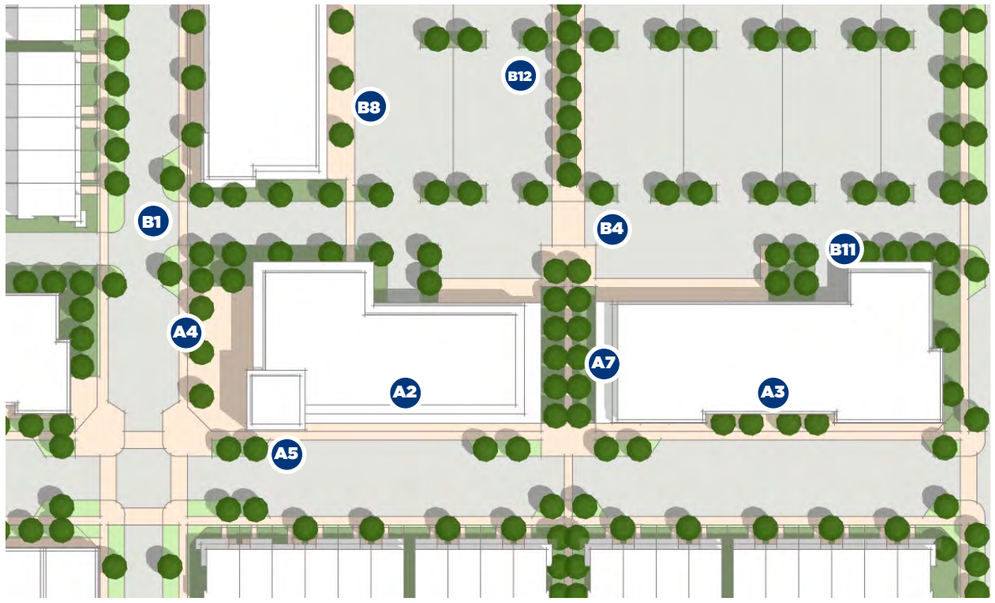
a. Frame streets (public and private), as well as public spaces such as plazas, and parks and open spaces.

b. Allow for patios and spill out areas which animate the site/street.

c. Create comfortable and protected pedestrian spaces that have a sense of enclosure.

5 Address corner and gateway locations through building placement and orientation to provide a strong presence at these important locations in the community.

6 Provide a minimum 3m wide landscaped strip (buffer) adjacent to residential areas.



7 For larger developments with multiple blocks/ buildings:

a. Create a pedestrian-scaled, permeable and connected internal layout (block and street pattern).

b. Establish a street wall for a minimum of 40% of the site's frontage along public streets.

c. Arrange buildings to create comfortable and protected pedestrian spaces that have a sense of enclosure.

d. Incorporate mid-block connections to avoid long, uninterrupted streetwalls and promote permeability through the site/ block.

8 Avoid locating mechanical rooms adjacent to the street and/or sidewalk.







B. ACCESS, PARKING AND SERVICING (B)

1 Provide prominent and easily accessible entry points to each site from the adjacent road, sidewalk and pathway systems, and transit stops.

2 Provide access to parking and/or servicing areas from secondary streets or lanes, wherever possible.

3 Where possible, provide access to parking and service areas through the creation of a shared laneway system, coordinated across multiple sites or through redevelopment.

4 Provide direct, barrier-free pedestrian access to at-grade uses from sidewalks and parking areas.

5 Prioritize pedestrian and bicycle movements through design and signage.

6 Encourage the development of a coordinated and integrated pedestrian system between facilities.

7 Ensure walkways/sidewalks meet minimum AODA requirements.





8 Minimize interruptions to the sidewalk and potential conflict between vehicles, cyclists and pedestrians.

a. Consolidate vehicular access points wherever possible, or pair them with those on adjacent sites.

b. Clearly delineate driveways and sidewalks/walkways through distinct materials.

c. Using special paving and/or pavement markings, and other traffic calming measures.

9 Consider shared parking facilities with adjacent buildings/developments. Pair or share driveways where possible.

10 Avoid locating parking and servicing areas facing residential areas and major streets. If not possible, incorporate substantial landscaped strips (minimum 4.5m wide) that act as buffers.

11 Avoid locating parking areas between the street/sidewalk and the building, especially along key corridors; if required, minimize parking in these locations (a maximum of 50% of the street frontage is recommended), and design these areas to:

a. Be screened from public view by enhanced landscaped strips that are a minimum of 4.5m wide.

b. Be limited to a double-sided row of parking.

c. Incorporate high quality materials such as decorative pavings.

12 Locate servicing areas (including loading and garbage/recycling areas) and surface parking at the rear or side of buildings, away from and fully screened from public view, through a combination of:

a. Building orientation and placement.

b. Fences, walls, and other architectural structures/elements.

c. Enhanced planting and landscape strips/buffers.

d. Planting species and screening materials/colours selected to complement and be compatible with the surrounding context, including building design, use, and natural environment.

13 Design surface parking to:

a. Be screened from the street frontage and public view by enhanced landscaped strips that are a minimum of 4.5m wide. It is recommended to provide 6m wide strips for surface parking lots occupying more than 50% of the street frontage.

b. Be dispersed throughout the site.

c. Avoid large expanses of surface parking; instead, design parking areas as courtyards delineated by landscaped strips and walkways.

d. Incorporate significant landscaping, aiming for 20% to 30% of the parking area.

e. Include tree planting within islands and buffers to increase tree coverage/shading and to reduce heat island impact.

f. Incorporate Low Impact Development (LID) measures such as bioswales, permeable paving materials, and heat island mitigation through light-coloured materials or canopy coverage.

g. Include clearly delineated pedestrian connections and pedestrian-level lighting to enhance safety and security.

h. Include accessible parking spaces located close to building entrances.

i. Provide preferential parking spaces for electric, fuel-efficient, carpool, and carshare vehicles. Place these spaces in convenient, highly accessible locations such as near building entrances or centralized areas.

j. Provide electric vehicle parking with charging stations wherever possible.

14 For larger developments, provide a safe, clear and accessible site circulation system for pedestrians, cyclists and vehicles, including:

a. Prominent and easily accessible entry points to the site.

b. A pedestrian network that works as an extension of the adjacent pedestrian and active transportation system, and provides direct access to nearby transit stops and parking areas.

c. A logical and direct internal road network aligned and connected to the surrounding street system.

d. Clearly demarcate crosswalks at all street and driveway crossings.

15 Favour underground or above-grade structure parking wherever possible/feasible.

16 Ensure loading/structure parking doors not to face the public street/space.

17 Design above-grade parking structures to be integrated with and/or located behind principal buildings.

18 Ensure parking structures along street/public frontages are lined with active uses at grade.

19 Design above-grade parking visible elevations to be articulated through high quality design and materials.























20 Provide ample, accessible, secure bicycle parking and supporting facilities. Refer to C2.1.1 General Guidelines for additional guidelines regarding bicycle facilities.

21 Integrate garbage, recycling, loading, and service areas within buildings wherever possible. Ensure they are:

a. Accessible.

b. Not permitted within exterior landscape strips.

c. Refer to C2.9 Garbage and Recycling for additional guidelines.

22 Locate utility meters, service meters, vents, telecommunications gear and other necessary mechanical equipment discretely and away from public view.

a. Locate utilities/mechanical equipment within a building wherever possible.

b. If permitted outside the building, ensure they are not located immediately adjacent to an intersection and away from any public frontage (e.g., public street, park, open space or residential area).

c. Where they are visible from public spaces, either integrate these elements into the design of the building through techniques such as recesses, enclosures and/or under steps; or, screen them with landscaping or architectural elements/structures.

23 Screen transformer boxes and any other service/mechanical elements that must be separated from the building with landscaping or architectural elements.

C. LANDSCAPING AND COMMON AREAS (C)

1 Enhance the public realm interface by providing high-quality landscaped areas and gathering spaces along the street and any adjacent public space, associated with main entrances and/or walkways to buildings.

2 Coordinate and design the landscaping within the private areas and public interface to:

a. Enhance the character of the development and the community.

b. Reinforce the structure, nature and use of the site with a focus on creating safe, comfortable and animated pedestrian environments (streets, edges, corners, gateways, transitions, public spaces, building entrances, etc.).

3 Maximize opportunities for open/green spaces on site.

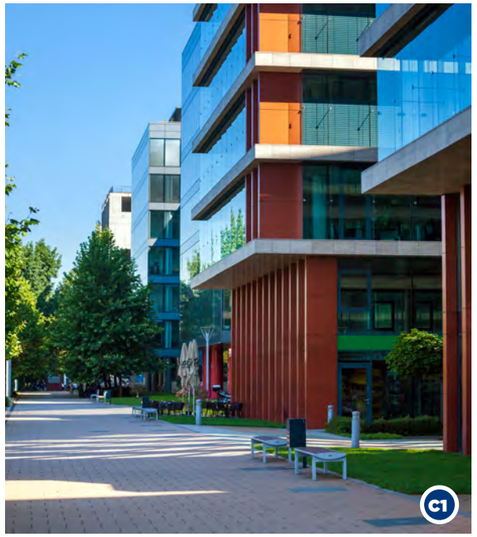
a. Encourage the creation of common spaces such as POPS, mid-block connections, parkettes or plazas to promote connectivity/permeability, and to reinforce a sense of place.

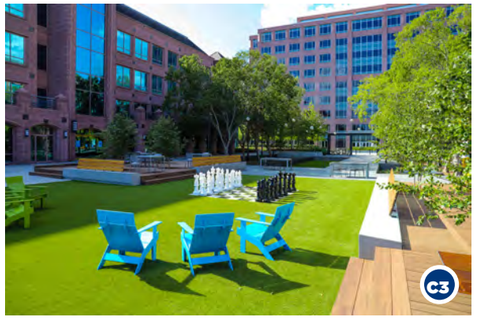
b. Take advantage of greater setbacks to provide for patios and other common spaces, where appropriate.

4 Ensure a comprehensive landscape strategy including planting, built features, fencing, walls, paving, lighting, signage, and site furnishing such as benches and bike racks.

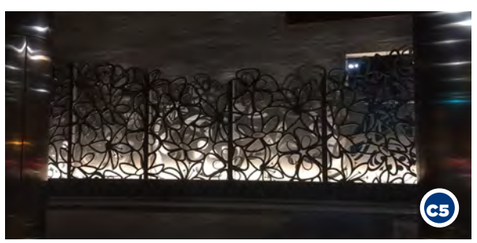
5 Use high-quality, durable materials for paving, walls, screenings, planters, site furniture, shade structures, etc.

















6 Minimize the extent of hard surface areas to reduce surface runoff and heat island effects. Ensure these areas serve a functional purpose on site.

7 Use permeable paving materials wherever feasible.

8 Minimize heat island impacts of paved surfaces, roofs, and other hardscape areas by:

a. Providing enhanced planting.

b. Complying with minimum open space requirements.

c. Incorporating Low Impact Development measures (LID), where appropriate.

d. Encouraging the use of green infrastructure, including green roofs in all new commercial and employment developments.

9 Create planting strategies base on year-round interest, hardiness, drought, salt and disease tolerance, and to promote biodiversity.

10 Provide landscaping and planting that enhance and contribute to the broader environment - ecological function, stormwater management functions, urban forest, and biodiversity.

11 Enhance the urban forest with the use of a diverse range of canopy trees; ensure they are hardy, tolerant, climate resilient and high-branching.

12 Incorporate high branching deciduous trees and/or tall coniferous trees and shrubs along rear and side property lines abutting residential uses.

13 Design fences, walls and any other landscape structures to be coordinated and complement the building design in terms of style and materials.

14 Locate common amenities such as patios away from areas where vehicular activity is expected, and from servicing, garbage and loading areas.

C6.2.2
BUILT FORM

A. HEIGHT AND MASSING (A)

1 Design buildings to generally reflect the height and massing of adjacent existing and planned built form.

2 Encourage multi-storey buildings wherever possible. Provide at least 2 storeys or double-height 1 storey buildings of at least 7.5m in height.

3 Ensure at-grade level is at least 4.5m high. 4m is recommended for upper levels.

4 For development adjacent to existing built form, generally maintain the ground level height.

5 Accentuate and highlight corner and gateway conditions through buildings of prominent massing and the location of tallest elements closer to the corner portion of the development.

6 Consider roof forms other than flat roofs to respond to the context/character of the neighbourhood, particularly where there is a heritage context.











B. ARCHITECTURAL DESIGN AND BUILDING ARTICULATION (B)

1 Encourage a range of design expressions to promote architectural variety.

2 Design elevations to be compatible and complement surrounding neighbourhood character.

3 Locate active uses at-grade to animate the public realm.

4 Ensure highly articulated building elevations face onto streets and public spaces. Design elevations to include:

a. Changes in planes and materials.

b. Enhanced fenestration.

c. Roof articulation including strong cornice lines and overhangs.

d. Prominent entrance areas.

e. Horizontal and vertical architectural elements such as projecting volumes, display windows, arcades, colonnades, etc.

f. Coordinated building materials.

5 Avoid blank, uninterrupted walls along public frontages. Where blank walls are partially visible from public areas, incorporate a combination of changes in plane, materials, lighting, signage, art, metallic screens and/or living walls as ways to screen and mitigate their presence. Consider clerestory windows, where possible.









6 For elevations that exceed 60m in length:

a. Establish a rhythm of vertical breaks in the wall plane and/or vertical wall articulation elements on the elevation. This could involve breaks/articulation that helps to distinguishing each unit (retail at grade) or building component. Take cues from adjacent buildings when considering the rhythm, scale and proportion of these elements.

b. Create floor plans that inform pedestrian-scaled exterior wall articulation.

c. Use different materials, changes in plane (minimum 0.5m), projecting/recessed elements, generous windows openings and any other vertical elements.

d. Enhance and complement the wall articulation at grade through the use of entry features, weather protection elements, lighting and signage.

7 Recess the wall of loading/garage doors where these face the public street/space.

8 Ensure elevations of corner buildings are designed to equally address the two main street frontages in terms of architectural treatments, fenestration, articulation and materials.

9 Locate main entrances strategically to generally face the street, be highly visible from the surrounding public space and designed to:

a. Be focal elements of the elevation.

b. Incorporate weather protection elements such as canopies, overhangs and awnings.







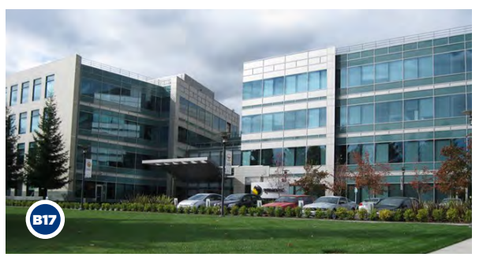












10 Ensure a high level of glazing (vision glass) on the building main elevations, especially at grade and on elevations including main entrances, to provide visual interest and create a sense of connection to interior uses. A minimum of 40% to 50% glazing is recommended, including entrances, windows, or upper level glazing. Aim for 75% for retail frontages to maximize display areas.

11 Incorporate windows/glazing on any elevation that overlooks public areas (streets, parks and other open space features).

12 Design rear and side elevations exposed to public view, highways or abutting residential areas to incorporate wall articulation, fenestration and materials generally consistent with those on main elevations.

13 Consider clerestory windows and vertical glazing panels to break otherwise blank walls such as those relate to warehouses.

14 Coordinate the design of ancillary buildings with that of the main building(s) in terms of height/ massing, architectural style and details, lighting, signage, materials, and colours.

15 Screen roof top mechanical equipment from view through the use of architectural screens, parapet walls and/or integration into the design of the building.

16 For sites adjacent to highways, ensure elevations exposed to views from the highway display the same level of architectural design, wall articulation, fenestration and materials as those of the main elevation.

17 Ensure individual buildings within a complex are coordinated in design including architectural style, elevation articulation and materials.

C. ENTRY FEATURES, DOORS AND WINDOWS (C)

1 Ensure pedestrian entrances are accessible, as well as safely and clearly connected to the adjacent pedestrian network, including sidewalks and walkways on parking areas. Where a transit stop is located within 100m of the proposed development, place and orient the main entrance to provide direct and convenient access.

2 Ensure all building entrances and transitions from outside to inside are barrier free and accessible through smooth grading of surfaces.

3 Design building entrances to be clearly visible and prominent elements of the building elevation.

4 Design weather protection elements at main and secondary entrances (main and secondary) as integral components of the elevation in terms of form, style, materials and colours. Ensure they are at least 1.5m deep and maintain a minimum overhead clearance of 2.1 m.

5 Where appropriate, recess entrances to provide for door swings and provide weather protection.

6 Incorporate window and glazing elements of different sizes, that reflect the internal uses while complementing and enhancing the overall elevation design/articulation.

7 Where appropriate, and specifically on elevations of public use buildings facing open spaces or common areas, consider designing ground level windows to include sill heights and depths suitable for seating.

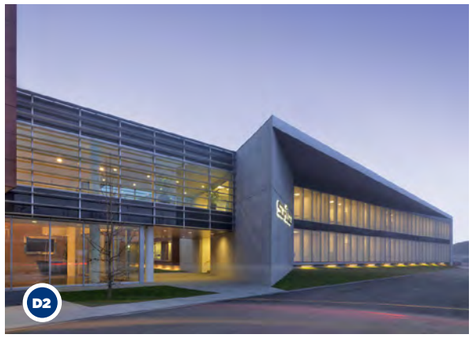
















D. MATERIALS, SIGNAGE AND LIGHTING (D)

1 Use high-quality, sustainable and durable exterior building materials that complement the character and style of the building design, as well as that of the surrounding area.

2 Create visual interest by incorporating a dominant and 1-2 subordinate materials for main elevations, in addition to glass and window surround materials.

3 For larger developments with more than one building, coordinate building materials throughout the buildings on site.

4 Ensure changes of material to be purposeful and coincide with substantial massing elements or organizing lines of the building. Changes of material should not occur at building corners; a material return is preferred.

5 Favour vision glass, and avoid/minimize the use of spandrel, mirrored and reflective glass. Coloured glass is strongly discouraged and if used, should be subtle.

6 Ensure spandrel glass complements the colour and mullion design of the vision glass.





7 Provide an overall lighting strategy that coordinates site, building elevation and landscape lighting to ensure pedestrian safety and comfort.

8 Minimize light spill into adjacent residential areas.

9 Consider lighting powered by alternate energy sources such as solar power.

10 Provide an overall signage strategy that coordinates the site and buildings within a multi-tenant site.

11 Design signage to:

a. Be integrated with the building design.

b. Complement the design of the building in terms of sizing/proportions, style, materials and colour, while allowing some flexibility for tenant branding.

c. Avoid neon signs, and rooftop signs that promote visual clutter.

d. Not obscure windows, cornices or other architectural elements of the building elevation.

e. For multi-tenant developments, ensure consistent signage location along the elevation ("signage band").

f. Minimize the number of monument signs on a site.

g. Discourage stand-alone ground and pylon sings.

h. Where permitted, design stand-alone/ monument/pylon signs as integral part of the landscape strategy and to be coordinated with the building design.

i. Refer to City's Signage By-law for specific provisions.

12 Within heritage areas, ensure that any special requirements for materials, signage, and lighting are met.







C6.3 DESIGN GUIDELINES FOR SPECIFIC USES

The design guidelines contained in this section apply to non-residential buildings of specific use, in addition to those contained in section C6.2 of this chapter.

For non-residential buildings taller than 4 storeys, also refer to chapters C4 Mid-Rise Development or C5 High-Rise Development.

C6.3.1 INSTITUTIONAL BUILDINGS AND COMMUNITY CENTRES

A. SITE ORGANIZATION (A)

1 Ensure main buildings are:

a. Placed close to the primary street, maintaining a presence along at least 60% of the street frontage.

b. Located prominently to anchor corner/ gateway locations and or view termini.

2 Ensure main entrances are directly accessible from public streets.

3 Parking areas along the street frontage are strongly discouraged.

4 Encourage locating buildings of community use adjacent to each other to maximize the potential for greater, more significant public gathering spaces and promote facility sharing, where appropriate.

5 Locate drop off/pick up areas away from the street frontage, preferably, or minimize their presence on the streetscape:

a. At the sides of the main building.

b. If located along the street due to site constraints, they should be designed as integral components of an enhanced front landscape area, including coordinated paving, rolled/flush curbs, street furniture, seating, planting, etc.

c. If related to schools and child care centres, they may be incorporated on-site or based on alternative transportation demand management solutions in areas such as within the adjacent right-of-way.





6 Consider providing short-term parking at schools and child care centres to reduce traffic bottlenecks and congestion during peak hours.

7 Design school sites to ensure pedestrians and cyclists can safely and easily access building entrances, while avoiding or minimizing the need to cross bus zones, vehicle routes, parking access points, and student drop-off areas.

B. BUILT FORM (B)

1 Promote prominent and highly articulated massing that reinforce the community focal nature of these buildings, act as 'landmarks' in the community and provide opportunities for place-making.

2 Ensure main building elevations include prominent, highly visible entrances and substantial windows addressing the adjacent public realm.

3 Design buildings to:

a. Be of the highest architectural design and quality to create recognizable and enduring structures.

b. Incorporate unique and distinct architectural features, especially at corners and view terminus.























C6.3.2
BUSINESS PARK EMPLOYMENT

A. SITE ORGANIZATION (A)

1 Design and organize components of the site plan to provide:

a. A connected grid of roads that respond to the existing site topography and natural features, and is well connected to the surrounding existing and planned road system.

b. A road network that facilitates the safe and efficient circulation of vehicles.

c. A connected pedestrian/cyclist network that encourages active transportation and functions as an extension to the surrounding existing and planned active transportation system.

d. Sidewalks on both sides of all streets.

e. Clearly demarcated crosswalks at all street and driveway crossings.

2 Integrate Low Impact Development (LID) techniques into the site plan design to address storm water quality, quantity control and infiltration objectives. These include:

a. Achieving water balance targets by the application of LID technologies that promote infiltration.

b. Integrating LID technologies into the landscape design (e.g. aesthetic features).

c. Incorporating permeable pavement, bioretention cells, biofilters and infiltration galleries as alternatives to site specific SWM solutions.

d. Deploying LID technologies by using a 'Treatment Train' approach to maximize effectiveness.

e. Incorporating elements that will facilitate maintenance and monitoring into LID solutions design, such as monitoring wells.

f. At the site plan stage, ensuring that the location, configuration and design of LID elements compliment the architectural design of the buildings within the site and address practical functional requirements including vehicular and pedestrian circulation.

3 Encourage feature wall(s) related to signage and/or other branding elements, at gateway locations. Ensure they are placed, configured and designed to complement the business park overall character, as well as any the adjacent building.

4 Orient the main elevation of the building to face the street and include main entrances and a substantial amount of windows on it.

5 Provide building presence along at least 50% of the street frontage, even where a double-sided row of parking is located in front of the building.

6 Incorporate existing sloping topography into the design of parking and landscaped areas to ensure smooth transitions, minimize extensive grading, and enhance site drainage and landscaping opportunities.

7 Avoid locating mechanical rooms adjacent to the street and/or sidewalk.

8 Provide an on site walkway network that is connected to the public sidewalk, bus stops and adjacent open spaces.

9 For sites abutting highways:

a. Incorporate fully landscaped buffers between the site and the highway, including large mature canopy trees, coniferous trees and mass plantings of native shrubs such as sumacs, dogwoods and viburnums.

b. Provide landscaped berms where parking, loading and storage areas are located along the highway corridor.



10 For sites facing major roads, provide:

a. A generous landscaped strip (minimum 3m wide is recommended) along the front yard to accommodate a double row of trees typically spaced 6m to 8m on centre.

b. Incorporate understorey planting of appropriate height and massing within the landscape strip to screen parking areas.

11 For internal roads:

a. Coordinate the design of the boulevard (public zone) and the landscape strip (private zone) to ensure a consistent treatment and design approach.

b. Provide a continuous row of large canopy deciduous trees within the boulevard, typically spaced 6m to 8m on centre.

c. Provide pedestrian scaled street lights.

12 Locate stormwater management facilities outside of the NHS and Conservation Authority (CA) regulated natural features and valleylands. Design these facilities:

a. As naturalized open spaces.

b. To include amenities such as pedestrian amenities and trails.

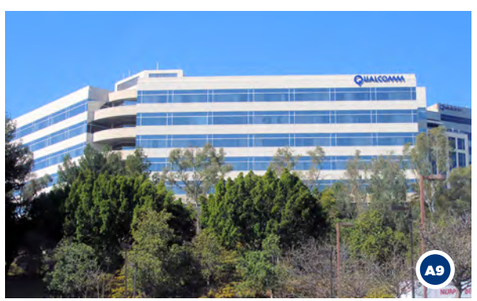
c. To enhance viewing opportunities to adjacent natural heritage system.

13 Provide an overall signage strategy that:

a. Generally guide the design of signage for buildings throughout the business park to ensure a cohesive look.

b. Coordinates the site and buildings signage within a multi-tenant site.

14 Ensure a coordinated program of wayfinding/ signage for the employment lands/business park.



B. BUILT FORM (B)

1 Design multi-storey buildings to define the base, middle and top components through massing articulation, architectural details, varied fenestration and materials.

2 Design buildings to generally reflect the height and massing of adjacent existing and planned built form, and to relate to the scale of the adjacent public street.

3 Prioritize the location of the tallest and greatest massed buildings at gateways, with primary building elevations oriented to the intersection.

4 Provide greater massing at the ends of buildings and where office components are located.

5 Encourage a diversity of building architectural designs/expressions that incorporate complementary and unifying elements such as architectural details and materials.

6 Encourage creative and innovating building design that reinforce the character of prestige industrial employment areas through unique massing and high quality of architectural design and materials.

7 For prominent locations, those with two or more publicly visible frontages, orient the main building elevations to the most visible public frontage and incorporate the highest degree of articulation on all elevations visible from public areas (including major roads).

8 Locate office spaces along the street edge and/or at prominent corners.















9 Clearly differentiate office from warehouse portions of buildings through design, massing, materials and detailing.

10 Incorporate a high standard of design detailing and materials on front elevations.

11 Provide highly articulated elevations, vertically and horizontally, along streets and public spaces. Ensure they include enhanced fenestration, main entrances, articulated walls and roof lines, highest degree of architectural detail and coordinated materials.

12 For elevations related to offices, encourage substantial amount of glazing and ensure a minimum of 30%. Where this is not feasible, other enhanced/upgraded design measures shall be required, including for example, upgraded building materials and articulated facades.

13 Locate building entrances along the main building façade and oriented towards the public street frontage.

14 Ensure all building entrances and transitions from outside to inside are barrier free and accessible through smooth grading of surfaces.

15 Provide landscaping (hard and soft elements) at building entrances.

C6.3.3
INDUSTRIAL/EMPLOYMENT

A. SITE ORGANIZATION (A)

1 Place buildings close to the primary street, with presence along at least 50% of the street frontage, even where a double-sided row of parking is located in front of the building.

2 Locate main building entrances along the primary building elevation(s). If possible, encourage its location facing the street; otherwise, ensure it is visible from the public realm.

3 For prominent locations, those with two or more publicly visible frontages, orient the primary building elevations to the most visible public frontage.





4 Use building orientation to screen loading areas from public view wherever possible, and incorporate fences, walls and landscaping to fully screen these areas.

5 Locate outdoor storage areas, including shipping containers, behind buildings and screen them from view from streets, residential areas, and parks using fences or landscaping.

6 Shipping containers should:

a. Not be stacked more than two units high.

b. Be located at least 4.5m from the property line.

B. BUILT FORM (B)

1 Incorporate the highest degree of articulation on all elevations visible from the public realm.

2 Locate office spaces along the street edge and/or at prominent corners.

3 Provide greater massing at the ends of buildings and where office components are located.

4 Incorporate windows/glazing on any elevation that overlooks public areas.

5 For elevations related to offices, encourage substantial amount of glazing and ensure a minimum of 30%. Where this is not feasible, other enhanced/upgraded design measures shall be required, including for example, upgraded building materials and articulated facades.

6 Clearly differentiate office from warehouse portions of buildings through design, massing, materials and detailing.



C6.3.4
LARGE FORMAT COMMERCIAL (LARGE FLOOR PLATES)

A. SITE ORGANIZATION (A)

1 Design large format commercial buildings to include a combination of the following strategies:

a. Incorporate smaller shops wrapped around their edges.

b. Have their primary footprint located above the ground floor.

c. Include other uses above them, to better integrate these buildings and provide a greater density of uses and destinations.

2 Encourage that a minimum of 75% of a building frontage facing a public street is highly articulated and animated, with windows and entrances.

3 Avoid locating long, non-active building frontages along any public street. Where this is unavoidable, they should be limited to a maximum of 25% of the building frontage.

B. BUILT FORM (B)

1 Incorporate frequent entrances and transparent (clear glazing) shop front windows.

2 Where new large floor plate commercial buildings are proposed in proximity to existing development, design elevations to respond to the prevailing street character by incorporating wall articulation and fenestration (windows and entrances) consistent with the established patterns along the street.









C6.3.5
DRIVE-THROUGH FACILITIES

A. SITE ORGANIZATION (A)

1 Avoid locating drive-through facility at corner lots.

2 Within larger developments:

a. Locate drive-through facilities at mid-block locations.

b. That contain two or more drive-through facilities, ensure clear separation of their respective driveways and queue lanes.

3 Provide separate entrances/exits for site and drive-through facilities.

4 Locate queueing and drive-through lanes at the side or rear, away from public streets and public/pedestrian areas.

5 Locate queue lanes and intercom stations away from residential areas and outdoor amenity areas.

6 Avoid locating queueing and drive-through lanes between the street and the building; for exceptions where this condition occurs, provide a minimum 4.5m landscaped strip separating the street and the drive-through / queue lanes. Design landscape strip to include plantings, fences and walls to fully screen these areas from public view.

7 Ensure parking is available and visible to drivers entering queue lanes to provide a clear alternative to entering the queue.

8 Provide a minimum 2m separation between queue lanes and parking areas, and use landscape elements such as raised medians, planting, fences and low walls to clearly demarcate queue lanes from parking areas even when painted lines may not be visible.

9 For establishments where the service may also be provided to customers within the building, provide clearly marked and prioritized pedestrian paths to access the building from the parking areas.

10 Avoid pedestrian routes that cross driveways and queue lanes; if they must cross these areas, locate and design pedestrian routes to minimize potential conflict, prioritize pedestrian and ensure safety through the use of distinctive pavement markings, special pavement and enhanced signage.

11 Separate payment and pick-up windows where possible.

12 Design site plan to block or limit vehicle headlights spill over onto adjacent residential properties, public streets and public spaces. This may include lane alignment, building placement and enhanced landscaped buffers.

B. BUILT FORM (B)

1 Provide weather protection for payment / pick-up windows.





C6.3.6
AUTOMOTIVE SERVICE CENTRES

A. SITE ORGANIZATION (A)

1 Within larger developments, locate automotive services centres away from corner locations.

2 Site principal buildings of gas bars:

a. Close to the front lot line.

b. At the corner closest to the intersection and with the gas pumps / canopy structure located behind, away from the street frontage.

c. With active and animated elevations, including significant areas of glazing, facing and/or clearly visible from the public street.

d. With storage areas facing the rear or side lot line.

e. With consideration for present or future installation of electric vehicle charging station infrastructure.

3 Locate gas bars/pumps/canopy:

a. Parallel to the side lot lines, with short sides facing the street.

b. Diagonally behind the building (corner lot).

4 Locate and design car wash facilities to minimize noise and spill over on adjacent residential areas.

5 Ensure car wash exits:

a. Face away from abutting residential properties.

b. Be fully screened from neighbouring residential view through a combination of hard and soft landscaping elements, including structures, walls, enhanced and diverse plantings, etc.

6 Locate outdoor storage areas/structures behind buildings and screened from view from the street, residential uses or parks by fences or landscaping.

B. BUILT FORM (B)

1 Ensure buildings address the public realm by incorporating substantial windows and entrances with direct pedestrian connection to the adjacent sidewalk.

2 Ensure canopy structures and pumps have a consistent and complementary design with the main buildings(s) in terms of height/ massing, architectural style and details, lighting, signage, materials, and colours.

3 Strongly encourage integrating canopy structures into the building design.











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MIXED-USE DEVELOPMENT

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C7.2 SITE ORGANIZATION 253
C7.3 BUILT FORM 260



C7.1 INTRODUCTION

The Mixed-Use Development guidelines address developments that integrate combinations of residential and non-residential uses within a site. This include sites that have:

- Live-work units. Refer to C3.2 General Guidelines, and C3.3.3 Townhouses.
- Low, Mid-rise and High-rise mixed-use buildings with:
  - Commercial /retail uses usually within the ground floor and/or base, and residential units within upper floors.
  - A combination of commercial/retail, office and residential uses, usually organized in this order from ground to top, each occupying one or more levels of the building.
- Multi-storey commercial/office buildings

The intent of the guidelines is to ensure that mixed-use developments are vibrant and animated places that are seamlessly knitted into their surrounding fabric and where the quality of the public realm supports pedestrian-oriented environments and connected communities.

The section includes Principles and Objectives, as well as guidelines for the Site Organization - all elements related to the creation of the development plan - and Built Form - which cover all elements related to the building massing and the design and articulation of elevations.

Depending on the type of development proposed (i.e., low, mid- or high-rise), these guidelines should be read in conjunction with those specific for each built form type and included in other sections of Part C of this document.

C7.1.1
PRINCIPLES/OBJECTIVES

PROMOTE PLACE MAKING

- Provide varied, distinctive and high quality building and landscape designs.
- Provide enhanced private to public space interfaces.
- Build upon the distinguishing characteristics of the neighbourhood ('compatible 'fit') including natural and built/landscape features.
- Reinforce community structure and destinations.

CREATE HUMAN SCALED DEVELOPMENT AND PUBLIC SPACES

- Create pedestrian-oriented, appealing and functional environments that allow for positive social interactions.
- Animate the public realm.
- Reduce the reliance on and dominance of cars.
- Ensure pedestrian connectivity and safety.

DESIGN COMPATIBLE DEVELOPMENT

- Provide appropriate transitions in built form and intensity of uses.
- Incorporate desirable characteristics of the surrounding built form and landscape treatments.

ENSURE COHESIVE, WELL-DESIGNED DEVELOPMENTS

- Provide clear structure, organization and articulation of the different parts within mixed use developments/buildings.
- Avoid conflicts between ground related uses/ areas.
- Design building elevations to reflect and complement different uses.

ENCOURAGE MULTI-FUNCTIONAL SPACES

- Encourage multi-functional spaces that can accommodate different uses in symbiotic ways to promote full day activity and animation.

SUPPORT CITY-WIDE SUSTAINABLE AND PUBLIC HEALTH STRATEGIES

- Provide compact forms of development that include a diversity of uses.
- Encourage active transportation choices.
- Encourage redevelopment of underutilized sites.
- Foster healthy, supportive environments for Brampton residents by enhancing the health-promoting potential of planning and development proposals through essential design standards that contribute to complete communities.



C7.2 SITE ORGANIZATION

The design guidelines contained in this section apply to Mixed-Use Development, in addition to those contained in chapters C2 to C6 of this document.

C7.2.1
URBAN FABRIC (U) (STREETS, BLOCKS, PUBLIC SPACE)

1 Within mixed-use areas, create a fine-grained, pedestrian-scaled, connected street and block pattern. Knit new streets to the existing street grid. Refer to B2 - Built Environment.

2 Provide a network of urban parks and private open spaces connected to the existing parks and open space network by way of the active transportation system.

3 Provide urban parks in prominent and accessible places, and design these spaces to enhance the liveability of the community Refer to Part B4.5 - Urban Parks.

4 Provide transition to surrounding neighbourhoods through the placement, orientation and massing of buildings.







C7.2.2
BUILDING ORIENTATION, PLACEMENT AND SETBACKS (B)

1 Locate/place mixed-use buildings to define and enclose the street/public realm and to create a continuous, pedestrian-scaled street wall.

a. Orient main building elevations and main entrances to the primary street frontages or parks and open spaces.

b. Locate the tallest building / greatest massing towards the main intersection, away from low-rise neighbourhoods.

2 Design and orient buildings to:

a. Protect and create view corridors;

b. Maximize views and privacy for building residents;

c. Protect and enhance sky views;

d. Maximize natural light exposure and ventilation; and,

e. Frame pedestrian and vehicular connections to community amenities/uses and transit nodes.

3 Create dynamic, continuous street walls and pedestrian environments.

a. Provide generally consistent building setbacks.

b. Where an established street wall exists, generally maintain the existing setback(s) of the adjacent buildings. If they are different, consider providing a transitional setback that is approximately the average distance between the setbacks of the flanking buildings.

c. Avoiding empty spaces between buildings.

d. Consider appropriate setbacks to accommodate outdoor seating or product displays along retail frontages.

4 Where appropriate to the existing/planned context and the proposed uses at grade, consider greater front setbacks (greater than the minimum setback identified in the CZBL) and create comfortable and protected pedestrian environments by including:

a. Enhanced landscaping that contributes to the streetscape.

b. Unobstructed/accessible pedestrian routes (clearway).









c. Plazas and gathering spaces.

d. Enhanced ground level elevations with substantial articulation.

5 Greater setbacks may be proposed to:

a. Accommodate wider sidewalks or walkways, particularly in areas where existing pathways are too narrow.

b. Create a break in longer buildings; in these cases, their extension should be limited to up to 25% of the overall building frontage.

6 Encourage a direct relation between internal uses and the adjacent public realm.

a. Locate active uses on the ground floor.

b. Locate shops and restaurants next to sidewalks and pedestrian routes.

c. Provide continuous storefront windows and frequent, highly-visible entries.

7 Promote animated streetscapes and pedestrian activity.

a. Incorporate individual business entrances at-grade with unobstructed views from the public realm.

b. Locate the most active uses, such as storefronts, restaurants and lobbies, as well as other small-scale retail/commercial uses, at-grade along the street edge.

c. Where medium to large-scale retail/commercial uses or residential amenities are included, avoid placing inactive frontages directly on the street edge. Instead, locate these types of uses away from the primary street frontage or lined with smaller, active units. Where their street presence is unavoidable, ensure the frontage is designed with active entrances, substantial transparent glazing, and architectural features that contribute to an animated public real.

8 Ensure the residential component of mixed-use developments adjacent to residential properties is located, designed and integrated as functional part of the residential area/streetscape. For example, residential units shall have their primary entrance from the residential street, and provide views to the adjacent residential neighbourhood.

9 Provide landscaped strips/buffers of minimum 3m of width where mixed-use developments abut residential or institutional uses.













C7.2.3
ACCESS, PARKING AND SERVICING (A)

1 Ensure prominent and easily accessible entry points to the site from the adjacent street system.

2 Provide access to parking and service areas from the rear or side of the building/ development.

a. Prioritize the consolidation of vehicular site access between adjacent/abutting developments through shared driveways, wherever possible.

b. For abutting sites/developments, locate a shared access driveway along the common property line, preferably.

c. If a shared driveway is not possible, ensure individual driveways are either located one beside the other minimize curb cuts, or as far apart as possible, to maximize the space between curb cuts (continuous, safer streetscapes).

d. Where appropriate and feasible, create a shared laneway system at the rear, coordinated across multiple sites or through redevelopment.

3 Minimize interruptions to the sidewalk and potential conflict between vehicles, cyclists and pedestrians.

a. Consolidate access points wherever possible, or pair them with those on adjacent sites.

b. Clearly delineate driveways from sidewalks and walkways using distinct materials and/ or changes in texture.

c. Use special paving and/or pavement markings, and other traffic calming measures.

4 Provide parking underground or in above-grade parking structures, where appropriate to the proposed built form.

5 Where permitted, design above-ground parking structures to:

a. Be integrated into the building mass.

b. Be located to the rear of the development, away from public view.

c. Be lined (wrapped) with active uses along public frontages, especially at grade (e.g., liner townhouses/live-work units and/or retail units)

d. Where parking is exposed to public view, incorporate an attractive elevation, articulated through high quality design and materials, to animate the streetscape and enhance pedestrian safety.

6 Consider areas of surface parking only for stand-alone live-work units or as short-term parking option for larger developments. They should:

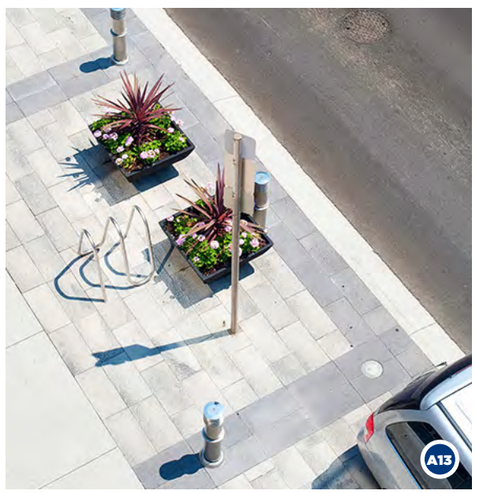
a. Be located to the rear, preferably, or side, way from public view. No surface parking should be located between the street and the building.

b. Be screened from public view through architectural and landscaping elements.

c. Incorporate accessible parking, as well as electrical vehicle parking and charging stations wherever possible.

7 Provide drop-off areas (e.g., ride-hailing, ride-sharing vehicle and private bus) on site for mixed-use developments which contain hotels, or commercial and office uses.

8 Avoid vehicular conflicts on site by clearly differentiating between parking and servicing areas and routes, and incorporating complementary signage.



9 Incorporate servicing areas (including loading and garbage/recycling areas) preferably within the building, and design them as integral part of the building's architecture. Where not possible, locate these areas at the rear or side of buildings, away and fully screened from public view, through a combination of:

a. Building orientation

b. Walls, and other architectural structures/ elements.

c. Enhanced planting.

10 Ensure doors related to parking or servicing areas are located to not face the street/public realm. If not possible due to site constraints, ensure doors are located:

a. On recessed walls - encourage at least 1.5m recess from the building's main wall.

b. Staggered, if possible, where more than 1 door is required.

11 Provide direct, barrier-free pedestrian access to at-grade uses from sidewalks and parking areas. Ensure walkways meet the minimum AODA requirements, and encourage wider sidewalk widths adjacent to activity and retail areas, as well as publicly used spaces.

12 Prioritize pedestrian and bicycle movements through design and signage. Consider incorporating dedicated bicycle circulation facilities (e.g. cycle tracks), especially on larger sites.

13 Provide ample, accessible, secure bicycle parking and supporting facilities. Refer to C2.1.1 General Guidelines for additional guidelines regarding bicycle facilities.











C7.2.4
LANDSCAPING, COMMON AREAS AND GATHERING SPACES (L)

1 Ensure a comprehensive landscape approach that supports the immediate adjacent uses and includes:

a. An overall planting strategy.

b. Hardscape areas related to entrances and non-residential uses.

c. Shaded and sitings areas, where appropriate.

d. Consistent, high quality landscape elements such as planters, grids, pavings, fences and walls.

e. Coordinated, high quality street furnishings, such as lighting, signage, benches, bollards, bike racks and garbage receptacles.

2 Coordinate the landscaping between private and public areas. Ensure it:

a. Enhances the character of the development and the community.

b. Complements the building uses at grade.

c. Reinforces the structure, nature and use of the site with a focus on creating safe, comfortable and animated pedestrian environments (streets, edges, corners, gateways, transitions, public spaces, building entrances, etc.)

d. Incorporates high-quality landscaped areas and element associated with main entrances and/or walkways.

e. Coordinates hard and soft landscape elements, special paving materials, site furniture and pedestrian lighting.



3 Maximize opportunities for open/green/ gathering spaces on site.

a. Encourage the provision of at-grade open spaces that enhance connectivity and provide opportunities for social engagement. These types of spaces may be provided in various forms including mid-block connections, urban parks, plazas etc., and may be considered park, POPS or private space.

b. Provide areas of open space that can function as pedestrian gathering areas, in and around buildings and walkways.

c. Take advantage of greater setbacks to provide for patios and other common spaces, where appropriate (regarding context and uses).

4 Locate common amenities and patios away from areas of high vehicular activity and from servicing, garbage storage and loading areas.

5 Design common areas and gathering spaces to support year-round use and enjoyment in all weather conditions.

6 Where possible and appropriate, incorporate mid-block pedestrian connections between buildings and/or through covered building arcades/lobbies.

7 Design open spaces, pathways and mid-block connections with safety in mind, including active frontages, adequate lighting and visible security features.

8 Enhance the urban forest with the use of a diverse range of canopy trees; ensure they are hardy, tolerant, climate resilient and high-branching.

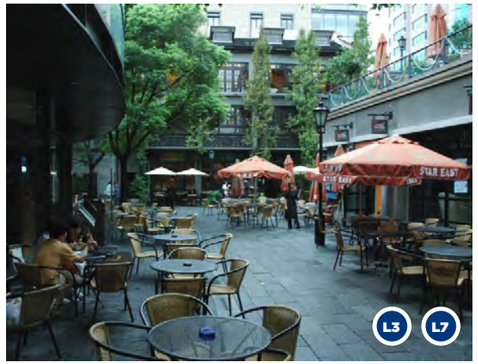
a. Space tree plantings in front of at-grade retail uses to allow for increased pedestrian activity and visibility of signage.

b. Consider raised planters, where appropriate, and design them to provide for seating.

9 Provide fully planted landscape strips to screen parking, service, loading areas from adjacent uses and public view.

10 Use sound barriers, such as walls, green spaces or landscaping, to mitigate noise impacts of commercial areas.







C7.3 BUILT FORM

The design guidelines contained in this section apply to Mixed-Use Developments, in addition to those contained in sections C2 TO C6 of this document.

C7.3.1 HEIGHT AND MASSING (H)

1 Ensure the height and massing of new buildings relate to the context of the existing/ planned buildings adjacent to the site.

2 Provide prominent buildings at gateways, corners, view-terminus, and/or adjacent to open/public spaces and design these buildings to include greater massing and/ or taller components, as well as enhanced elevation articulation.

3 Design corner buildings to address both street frontages with consistent elevation design (wall articulation and architectural detailing), locate the greatest height and massing at the corner, and ensure entrances are visible and accessible from the intersection.

4 Encourage multi-storey buildings on mixed-use sites, wherever possible.

5 When adjacent to buildings/podiums less than 4 storeys in height, provide building stepbacks between the 4th and 6th levels.

6 Provide appropriate height and massing transitions to adjacent neighbourhoods, street and/or other uses.

7 Design the massing of buildings fronting or backing onto existing low-rise residential buildings to be residential in character, including projections/recessions of a residential scale, rhythm and proportion. Lower buildings (1 to 6 storeys) should also consider complementary roof lines or slopes.

8 Provide a minimum floor to ceiling height of 4.5m for the ground floor of mixed use buildings.

9 For developments adjacent to existing built form, generally maintain the same / similar ground floor height as the adjacent existing forms.





C7.3.2 ARCHITECTURAL DESIGN AND BUILDING ARTICULATION (A)

1 Encourage a range of design expressions to promote architectural variety.

2 Design elevations to be compatible and complement surrounding neighbourhood character.

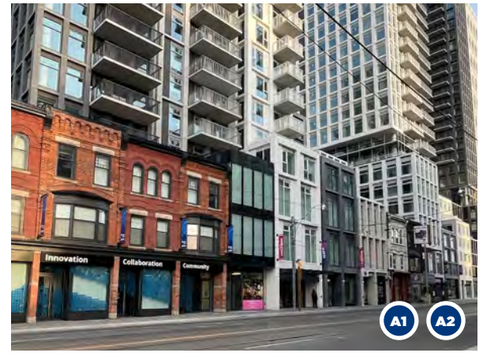
3 Design all buildings, regardless of their height, to incorporate three distinct parts - base, middle and top, clearly differentiated through massing articulation, architectural details, varied fenestration and materials.

4 For buildings fronting onto public streets/ spaces, design building floorplans to accommodate active uses (non-residential uses, community uses) at-grade to animate the public realm.

5 Design the ground level of new developments along commercial streets to easily accommodate potential future retail uses.

6 Design developments adjacent to existing built form to generally reflect the elevation elements, proportions and horizontal/vertical grid (placement/organization) of adjacent buildings.

7 Design mixed-use building elevations to clearly express the variety of uses within the building in order to enhance legibility and vibrancy at the street level. This distinction may be achieved through complementary architectural approaches, such as variations in windows, entrances, materials, or colours.



















8 For live-work units, distinguish commercial uses through subtle variations in the design of roof lines, vertical facade articulation, entrance, level of glazing, sign band, etc.

9 Ensure the first 3 storeys of the building are designed with the greatest attention to detail and articulation, pedestrian-scaled architectural elements and material quality to provide for a streetwall that truly enhances the adjacent streetscape.

10 Establish a rhythm of minor breaks or wall articulation along the elevation, clearly distinguishing one unit (retail at grade) or building component from the next.

a. Take cues from adjacent buildings when selecting the rhythm, scale and proportion of these elements.

b. Design floor-plans to enhance the exterior wall articulation.

c. Encourage narrow storefronts to enhance walkability, support building articulation, and contribute to a vibrant, diverse pedestrian environment.

d. Mitigate the visual impact of larger and longer elevations by breaking them through the use of different materials, changes in plane, projecting/recessed elements, generous windows openings and any other vertical elements.

e. Enhance and complement the wall articulation at grade through the use of entry features, weather protection elements, lighting and signage.

11 Differentiate individual units within the same building/elevation through variations on wall planes (projections/recesses) and the use of colour and materials, while maintaining a cohesive design.

12 Where possible, reduce the visual impact of large anchor stores by providing an engaging street frontage with smaller retail units integrated into the anchor stores elevation. Ensure each retail unit is provided with a separate entrance, different from that of the anchor store.

13 Locate and design building entrances to be highly visible from the surrounding public space, and prominent/focal elements of the elevation. Emphasize entrances through special architectural and landscape treatments.

14 Use and design entrances to ground related units to emphasize/highlight individual units and further animate and articulate the streetwall.

15 Encourage ample fenestration on all elevations exposed to public view, including upper levels, and use it to differentiate various building uses.

a. Incorporate fenestration of different sizes, that reflect the internal uses while complementing and enhancing the overall elevation design/articulation

b. Highlight residential uses through balconies on upper levels and windows of different sizes in relation to the unit's interior program/use.

c. Provide substantial amounts of clear glazing, especially at grade, along elevations facing public streets/spaces to maximize visual transparency and streetscape animation. Aim for minimum 75% on elevations related to lobbies or non-residential uses (such as commercial, retail, office and institutional spaces).

d. Ensure a significant amount of clear glazing at main entrances and lobbies, as well as along common/amenity areas, to provide visual interest and create a sense of connection to interior uses.

e. Emphasize the office component of a building through a greater amount of glazing, larger windows, and greater degree of vertical/horizontal element repetition.

16 Carefully consider the placement of windows and balconies in residential units to maximize natural light and ventilation, and minimize exposure to noise related to non-residential uses.

17 Ensure the elevations of parking structures and major retail units are articulated to be consistent to those of the building's main elevation and incorporate architectural details, lighting, art features, and/or other design elements.













18 Where appropriate for the building style, incorporate covered walkways, arcades, and colonnades to enhance the building design and articulation, while providing for weather protection.

19 Design elevations facing gateways, corners, view-terminus, and those adjacent to open/public spaces to incorporate greater architectural detailing, enhanced wall articulation and fenestration, and high quality materials.

20 Design corner buildings to include highly articulated elevations facing both public frontages (i.e., streets, parks, open spaces, plazas, etc.), as well as the main entrance to either the building or a commercial/retail unit at grade at the corner of the building.

21 Blank, uninterrupted walls along public frontages, or internal driveways exposed to public view, are not permitted.

a. Where blank walls are visible from public areas, incorporate a combination of changes in plane, materials, lighting, signage, artwork, metallic screens and/or living walls as ways to screen and mitigate their presence.

b. Fake frontages are not permitted.

22 Ensure ground floors in mixed use buildings are designed to accommodate commercial/retail uses and/or to be easily converted to accommodate commercial/retail uses in the future.

23 Recess the wall of loading/garage doors, and avoid locating them facing the public street/space.

24 Screen roof top mechanical equipment from public view through the use of architectural screens, parapet walls and/or integration into the design of the building top component.

25 Ensure individual buildings within a complex are coordinated in design including architectural style, elevation articulation and materials.



C7.3.3
ENTRY FEATURES, DOORS AND WINDOWS (E)

1 Ensure main pedestrian entrances, for both residents and businesses, are located facing the public realm, and are:

a. Accessible and highly visible.

b. Safely and clearly connected to the adjacent pedestrian network, including public and private sidewalks and walkways (such as those within parking areas).

2 Where mid/high rise mixed-use developments are proposed, provide separate and easily identifiable entrances for different users.

3 Where additional business entrances are proposed at the rear or side of the building, in relation to rear/side parking areas, ensure they are designed as integral and attractive components of the elevation.

4 Ensure all building entrances and transitions from outside to inside are barrier free and accessible through smooth grading of surfaces.



5 Design at-grade entrances to be clearly differentiated (e.g., residential vs. commercial) and to reflect the scale and function of the associated use.

a. Main entrances should be prominent, clearly visible and focal elements of the elevation.

b. Lobby areas with substantial glazing and highly visible address signage should complement main residential entrances.

c. Secondary entrances should be strategically located to provide for efficient alternative entry points, connected to the pedestrian system, interior courtyards and/or parking lots, and include weather protection elements, where possible.

d. Entrances to businesses at-grade should be proportionate to the overall unit size and include complementary weather protection, signage and pedestrian lighting.

e. Highlight and enhance entrances through architectural elements such as canopies, awnings, as well as steps or stoops, and enhanced, complementary landscaping (hard and soft elements).







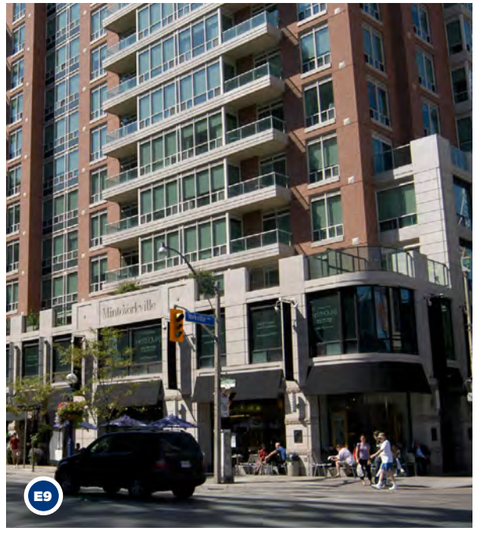


6 Incorporate weather protection elements such as canopies at entrances (residential and non-residential), and design such elements as integral components of the elevation in terms of form, style, materials and colours. Ensure they are at least 1.5m deep and maintain a minimum overhead clearance of 2.4m (8').

7 Where appropriate, recess entrances to provide for door swings and provide weather protection.

8 Incorporate ramps into the design of entrances and stairs, where necessary.

9 Ensure window style, sizing and materials complement the related use as well as the design of the building.



C7.3.4
MATERIALS, SIGNAGE AND LIGHTING (M)

1 Use high-quality, sustainable and durable exterior building materials that complement the character and style of the building design, as well as that of the surrounding area.

2 Select materials to reflect and complement the building uses.

3 Use the highest quality materials at the building base, adjacent to the public realm and pedestrian areas, to create a visually appealing and functional urban environment, while contributing to its durability, safety, and overall value.

4 Create visual interest by incorporating a dominant and 1-2 subordinate materials for main elevations, in addition to glass and window surround materials.

5 For larger developments with more than one building, coordinate building materials throughout the buildings on site.















6 Ensure changes of material to be purposeful and coincide with substantial massing elements or organizing lines of the building. Changes of material should not occur at building corners; provide a material return.

7 Ensure spandrel glass complements the colour and mullion design of the vision glass.

8 Encourage the use of acoustic materials, and incorporate noise insulation and soundproofing measures to mitigate noise impacts from non-residential uses

9 Provide an overall, coordinated signage strategy that includes retail/commercial/office and building/address signage, and wayfinding signage if necessary. Ensure it generally guide the design of all signage on the development to ensure a cohesive look, while allowing some flexibility for tenant branding.

10 Design signage as an integral component of the elevation design. Signage:

a. Should complement the design of the building in terms of sizing/proportions, style, materials and colour.

b. Should use high quality materials.

c. For multi-tenants along the ground level, signage location should be consistent along the elevation ("signage band").

d. Should not overwhelm the building and/or storefront, nor obscure windows, cornices or other architectural elements of the building elevation.

e. Avoid back lit illuminated rectangular sign boxes, neon signs, large freestanding signs, rooftop signs and large-scale advertising, such as billboards.

f. Avoid highly animated and illuminated digital signage where residential uses can be impacted.

11 Incorporate lighting at pedestrian level and select light fixtures to complement the elevation design.

12 Provide an overall lighting strategy that coordinates site, building elevation and landscape lighting to ensure pedestrian safety and comfort.

13 Minimize light spill over into adjacent residential areas.

14 Consider lighting powered by alternate energy sources such as solar power.

15 Ensure exterior lighting does not hide/distract from traffic regulatory signs and signals.

16 Within heritage areas, special requirements may be required in terms of materials, signage and lighting.







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APPENDIX 1 •

GUIDELINES FOR DETACHED ADDITIONAL RESIDENTIAL UNITS/ GARDEN SUITES