This page left intentionally blank

LOW-RISE DEVELOPMENT
(1 TO 4 STOREYS)

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

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.

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

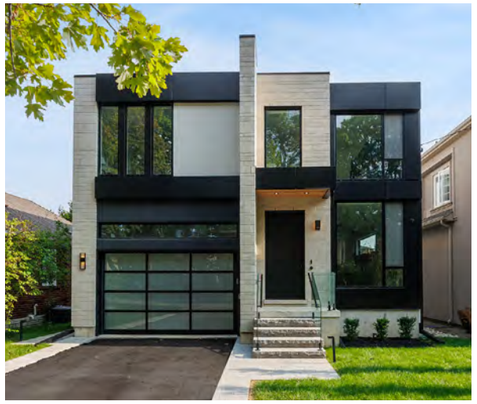
The following describes the typical characteristics of the low-rise building forms discussed in this chapter (C3). For design guidelines, refer to C3.2 to C3.5.

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:

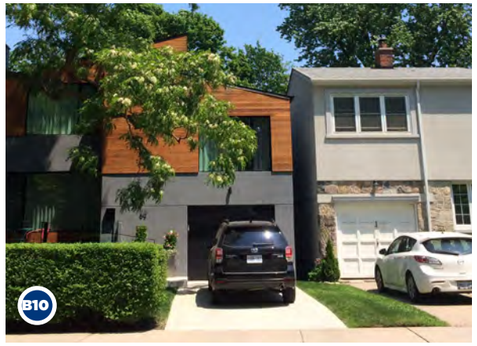
a. Driveways to be only slightly wider than the garage door.

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.

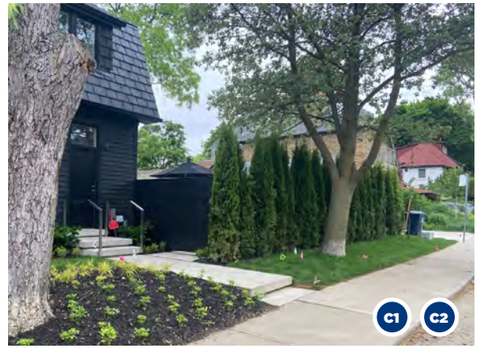
3 Incorporate any heritage landscape element (e.g., mature or historically significant trees, rock outcrops, etc.) as part of the front yard or common amenity landscape design.

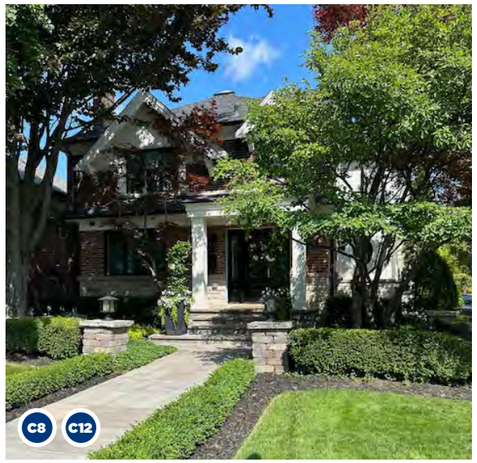
4 Incorporate existing trees, or other significant planting into landscape strips, whenever and wherever appropriate.

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.

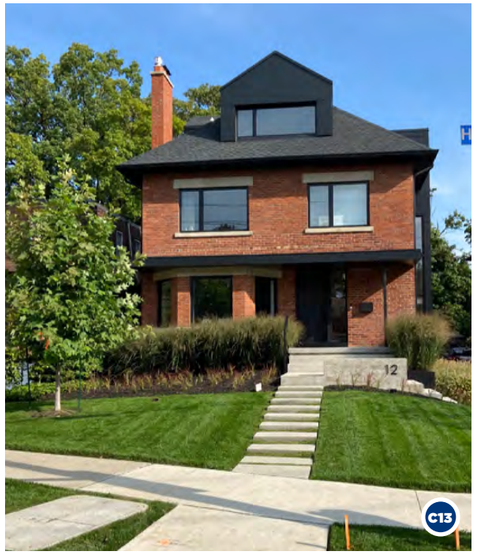
17 Encourage decorative metal fencing along side elevations of corner lots flanking parks and open space, and SWM facilities, from the privacy fence to the front lot line.

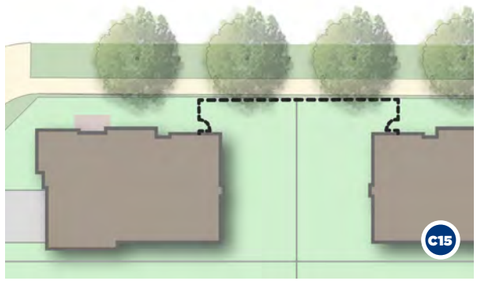
18 Where landscape strips are required (e.g., in larger developments with surface parking, low-rise apartment developments, etc.), provide widths of generally 3m to 6m to accommodate planting. Allow wider strips where enhanced landscaping, screening, or buffering is needed or desirable.

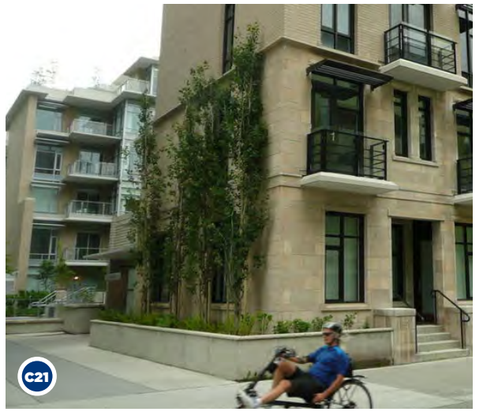
19 Provide safe movement through the site and surface parking areas by:

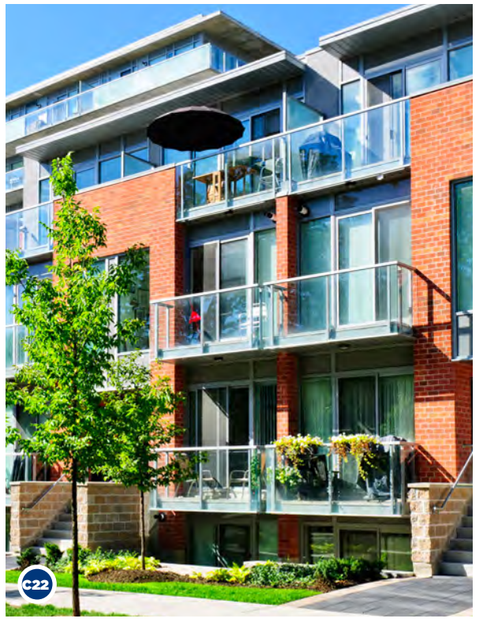
a. Differentiating walkways from driveways through level change, barrier or bollard, and/or change of material.

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:

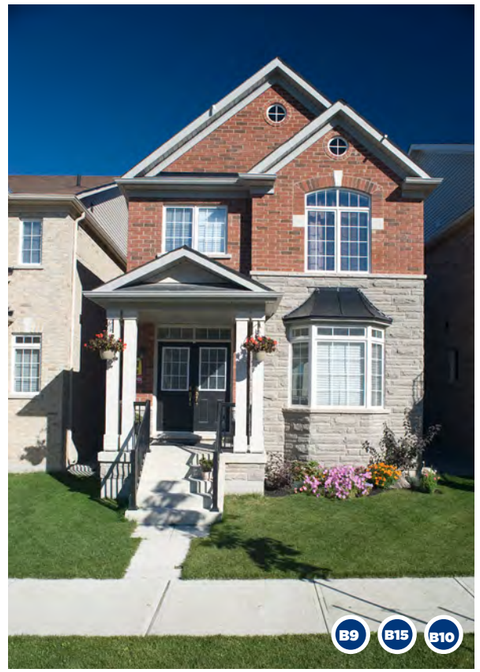
a. Discretely on side elevations.

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.

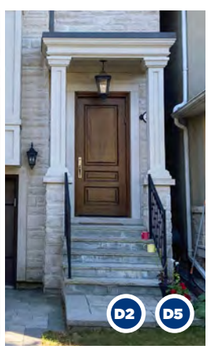
g. Complementary light fixtures.

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.

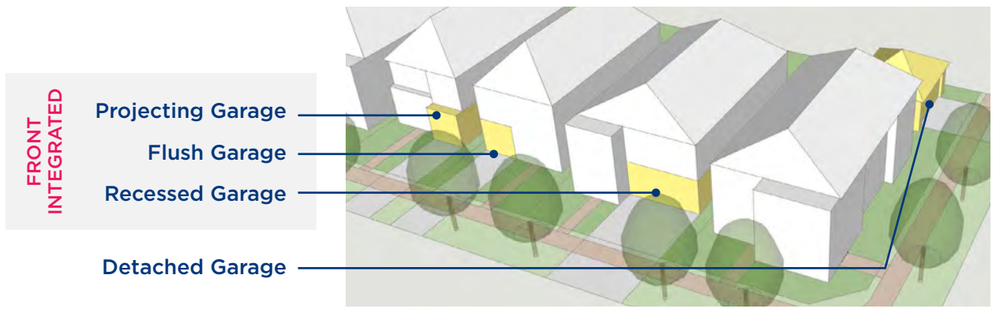
3 Design garages exposed to public view to:

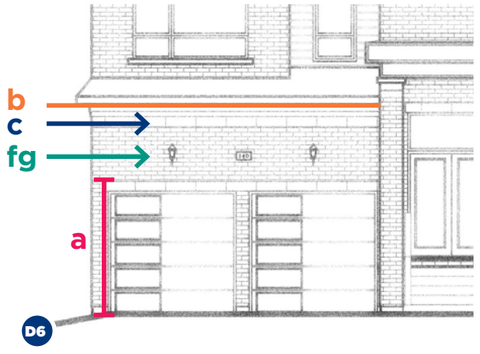
a. Promote a variety of garage doors styles and ensure they are consistent with the architectural style of the building (including their roof).

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.

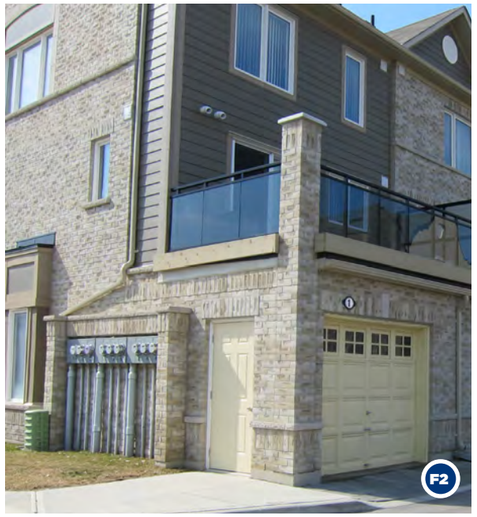
5 Locate/screen all vents and exhausts to have minimal visual impact on the streetscape, preferably to the rear.

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)

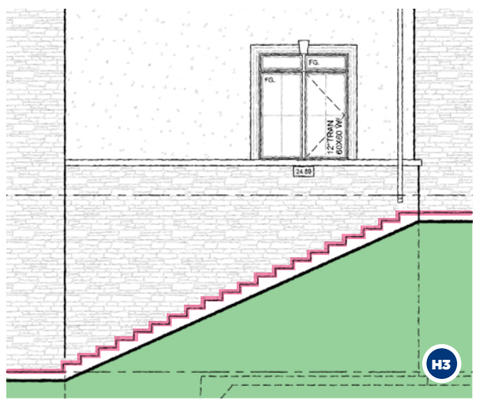
1 Minimize the visibility of exposed concrete foundation walls to maintain the visual quality of the streetscape.

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.

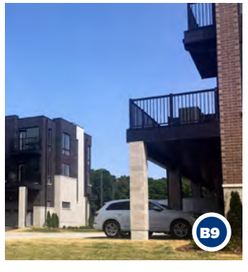
c. Provide varying garage styles, including roofing, between blocks to further differentiate between elevation designs.

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.

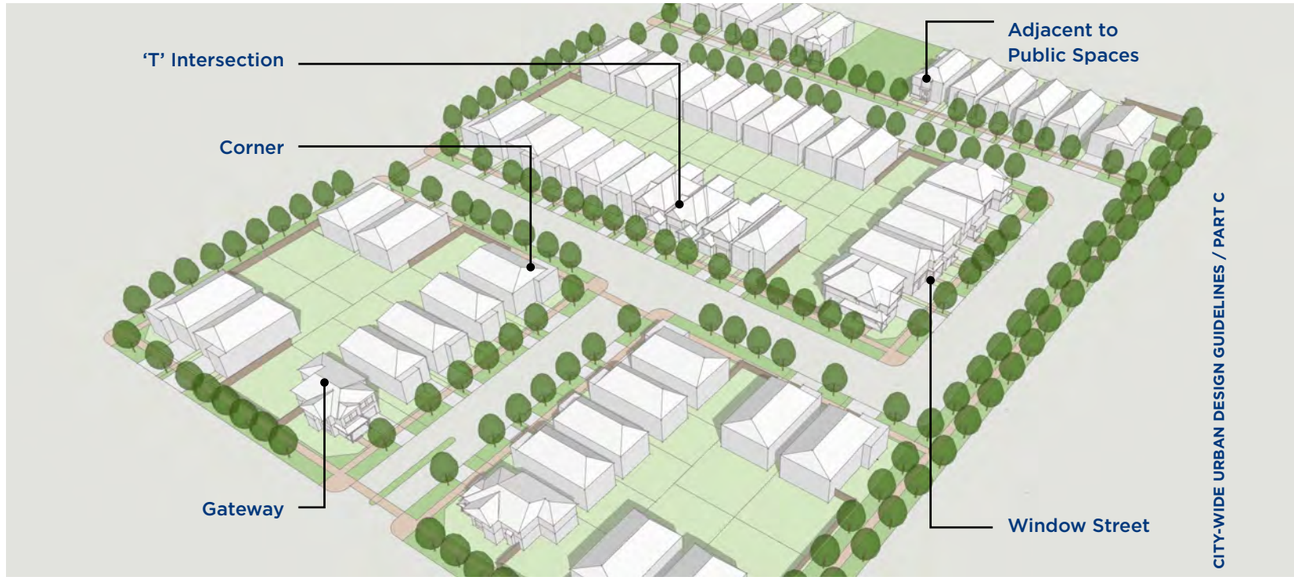
4 Window placement organized in a horizontal and vertical grid both in alignment and size.

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.

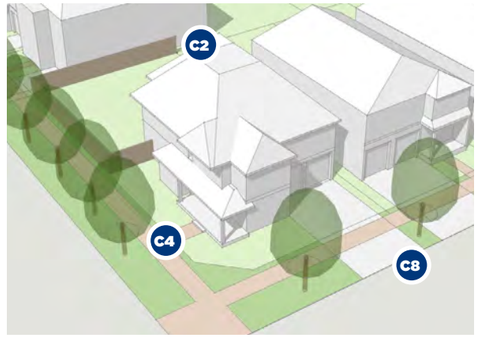
9 Coordinate privacy fencing design for all corner lots.

10 Coordinate the private landscaping of gateway lots, including any fencing, with the proposed landscape design along the adjacent public realm.

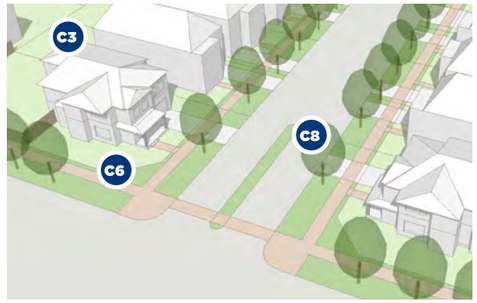
11 Provide upgraded fencing (e.g., higher-quality materials, decorative finishes, and/or integrated landscaping) on gateway lots to enhance visual prominence.

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

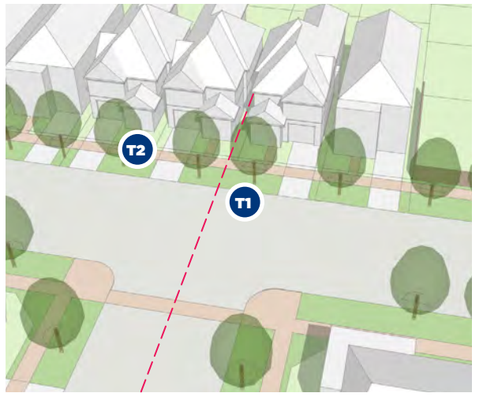
C3.4.4
LOTS AT "T" INTERSECTIONS AND ELBOW STREETS (T)

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).

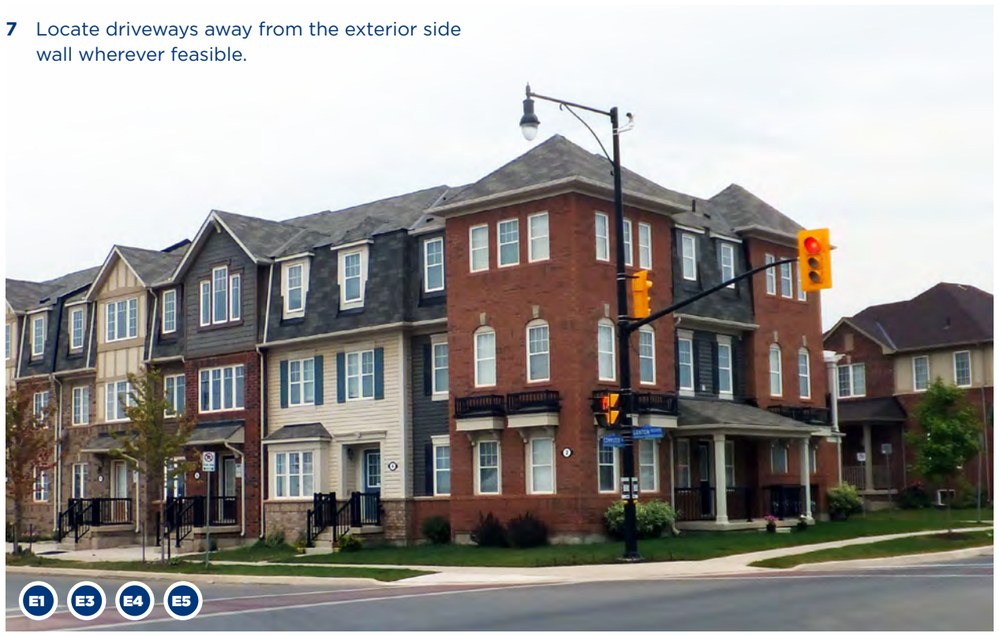
3 Provide adequate setbacks to allow for enhanced side elevation design.

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

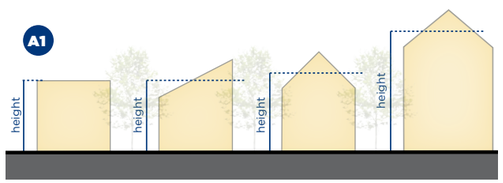
A. HEIGHT AND MASSING (A)

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.

This page left intentionally blank