

PART C: SITE ORGANIZATION + BUILT FORM



C1 INTRODUCTION	77
C2 DESIGN GUIDELINES COMMON TO ALL BUILT FORM	84
C3 LOW-RISE DEVELOPMENT (1 TO 4 STOREYS)	102
C4 MID-RISE DEVELOPMENT (5 TO 12 STOREYS)	156
C5 HIGH-RISE DEVELOPMENT (13 STOREYS OR MORE)	180
C6 NON-RESIDENTIAL DEVELOPMENT	220
C7 MIXED-USE DEVELOPMENT	248



INTRODUCTION

C1.1 BUILT FORM POLICY FRAMEWORK

79

C1.2 GUIDING PRINCIPLES

82



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.

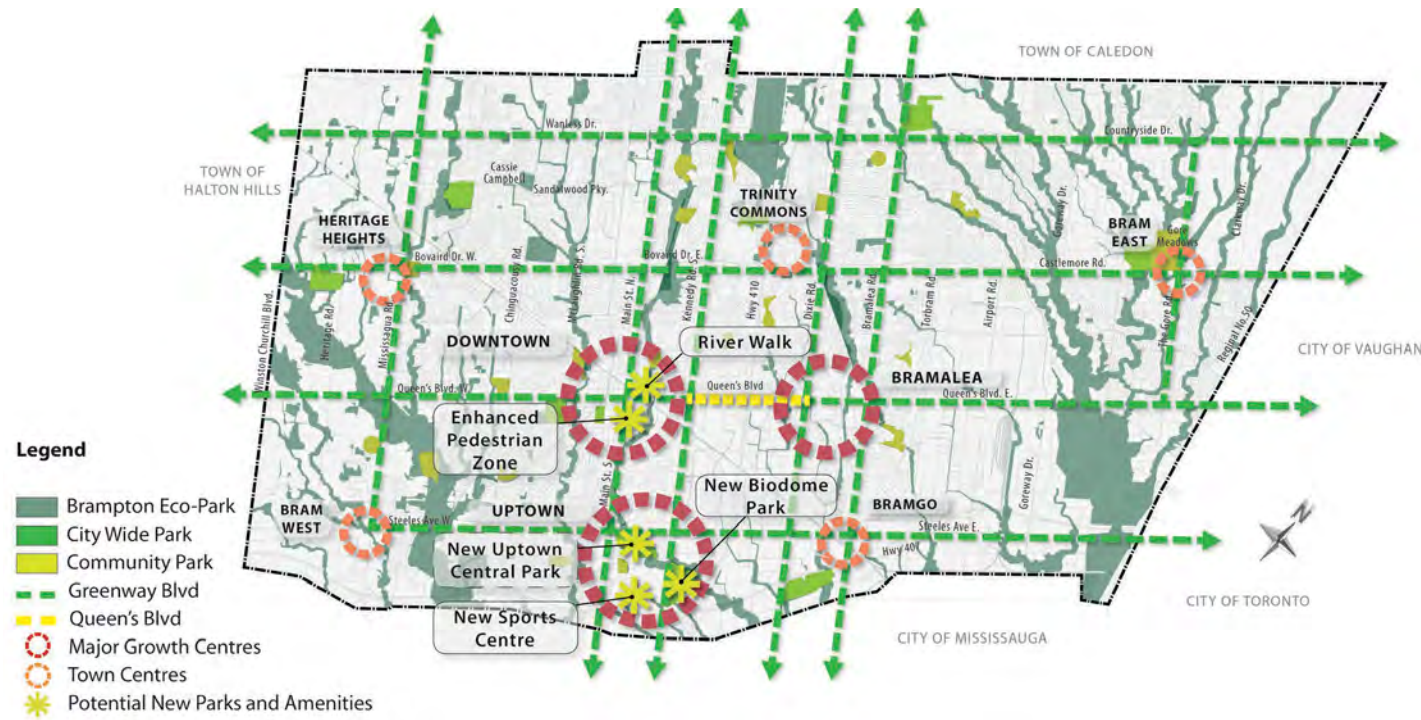
A refreshed Bramalea and Queen’s Boulevard are part of a group of complete neighbourhoods surrounding the core area. Bramalea will stay true to its mid-century image, but with an updated feel unique to its character; Queen’s Boulevard will offer an urban lifestyle for its residents, workers and visitors.

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.

© CIVITAS Studio

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

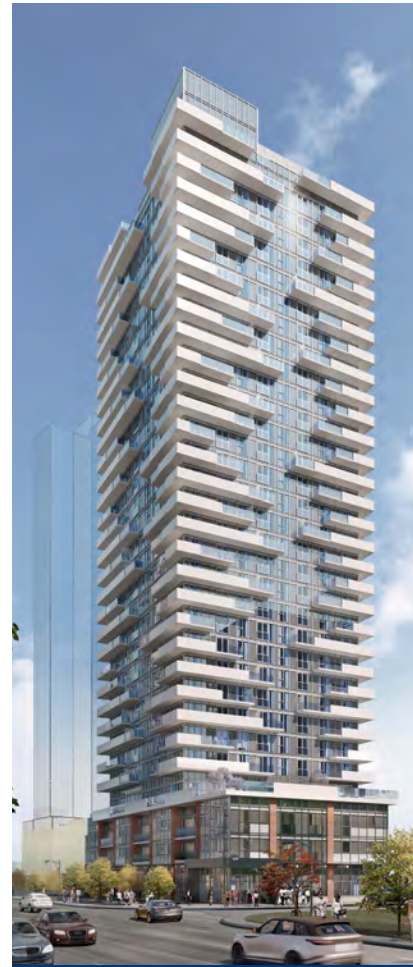
C1.2 GUIDING PRINCIPLES



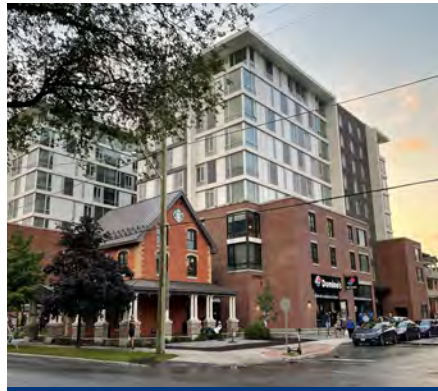
1 Create **vibrant and street focused built form** that frames and spatially defines the public realm.



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**.

This page left intentionally blank

DESIGN GUIDELINES COMMON TO ALL BUILT FORM

	C2.1 PRIVATE OPEN SPACE	87
	C2.2 AMENITY AREAS	90
	C2.3 LIGHTING	94
	C2.4 ACCESSIBILITY	95
	C2.5 SAFETY	96
	C2.6 PUBLIC ART	97
	C2.7 BUILT HERITAGE CONTEXT	98
	C2.8 BIRD-FRIENDLY DESIGN	99
	C2.9 GARBAGE AND RECYCLING	100

This page left intentionally blank



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.
- 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. 

- 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.



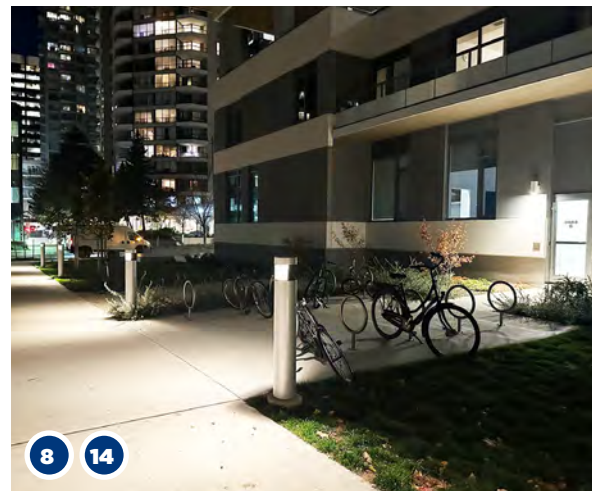
**C2.1.1
GENERAL GUIDELINES**

- 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

- 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.
- 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.



7 17 18



8 14

- 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



F1 F2



F1 F2



F2



F2 F3 F4

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.



02 04


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.




02 03

- 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 setback provides for enough space to appropriately accommodate these spaces. Encourage weather-protected spaces to promote activity year-round.



06

- 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.



06 09 011





011

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.

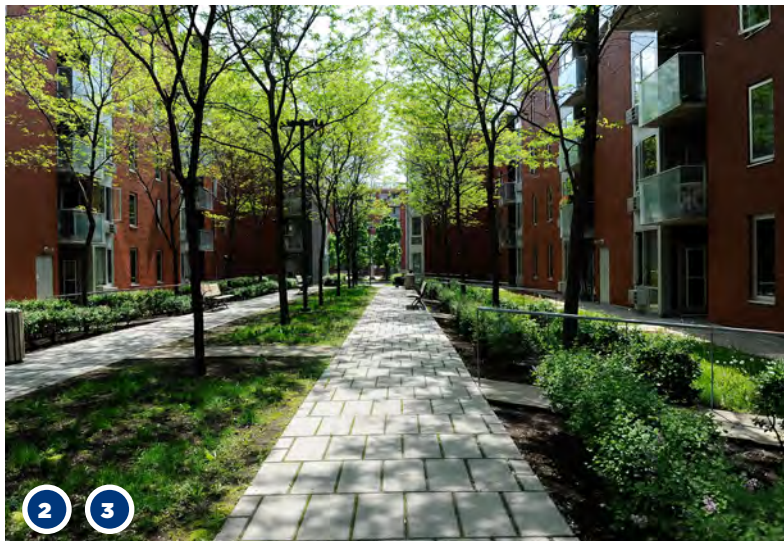
- 1 Ensure new development meets the accessibility requirements of the Accessibility for Ontarians with Disabilities Act (AODA), the Planning Act, the Integrated Accessibility Standards Regulation, any applicable Zoning By-law(s) and the Ontario Building Code (OBC).
- 2 Ensure pedestrian routes including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



2 3



3 8

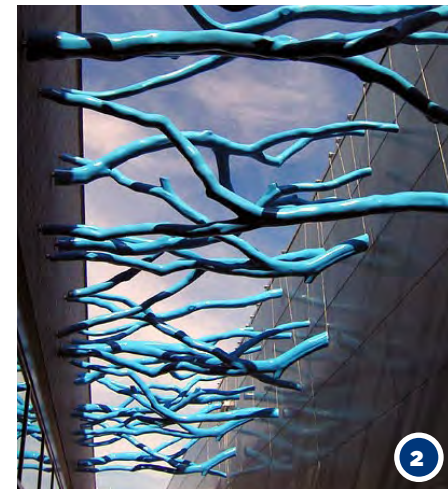
C2.6 PUBLIC ART

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.



3 4 6



2



2 6



4 6

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 properly 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.

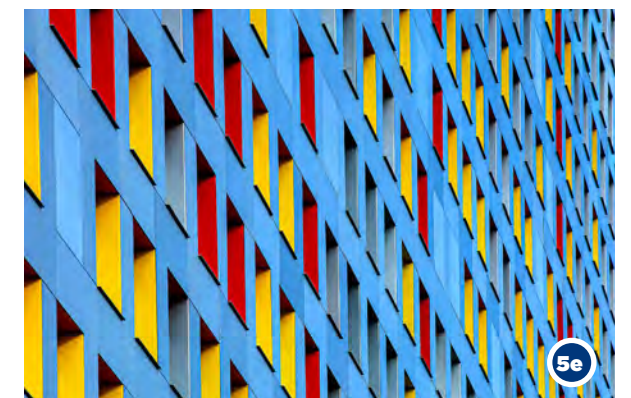
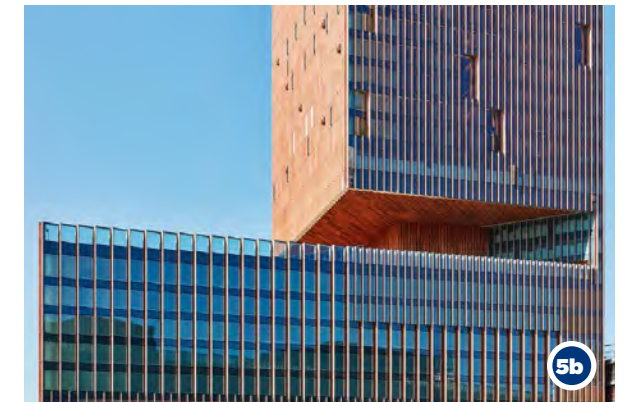
C2.8 BIRD-FRIENDLY DESIGN

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 2m² 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 2m² 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.

This page left intentionally blank

LOW-RISE DEVELOPMENT (1 TO 4 STOREYS)

C3.1 INTRODUCTION	105
C3.2 GENERAL DESIGN GUIDELINES	111
C3.3 DESIGN GUIDELINES FOR SPECIFIC BUILDING FORMS	134
C3.4 PRIORITY LOTS	143
C3.5 NEIGHBOURHOOD INFILL DEVELOPMENT AND CUSTOM HOMES	149

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.



A1 A3



A1 A4



A6 A7



A7



- 8** Create pedestrian-oriented and scaled streetscapes by providing front setbacks that:
- Locate buildings close to the street edge; a minimum of 1.5m to entry features or porches is recommended.
 - 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:
- Ensure privacy and minimize overlook on adjacent properties.
 - Maximize opportunities for private amenities and landscape areas.
 - Maximize sun penetration and heat absorption.
 - Minimize shadow impacts on adjacent properties.
 - 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:

- Provide a mix of lot sizes along each block.
- Encourage locating smaller lots towards the interior of the block and larger lots towards/at the corners.
- 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.

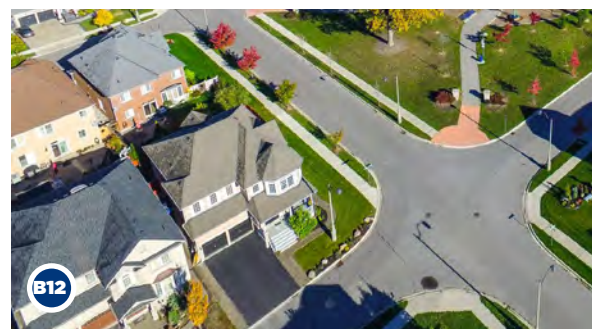
- 6** Setback front integrated garages from the main wall, preferably, or the entry feature face. A minimum 1m is recommended.



- 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.



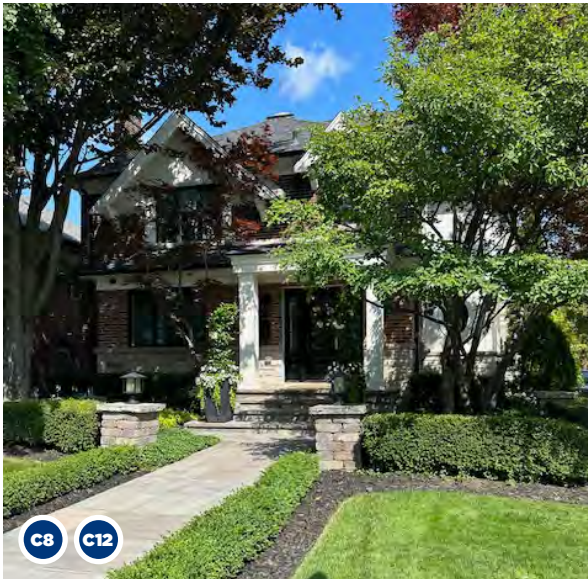
- c. Avoid large areas of uninterrupted surface parking. Instead, break these areas into parking courtyards through the provision of walkways and landscaping.
- d. Ensure walkways are connected to building entrances, provide pedestrian crossings, and clearly delineate different areas through distinctive 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.





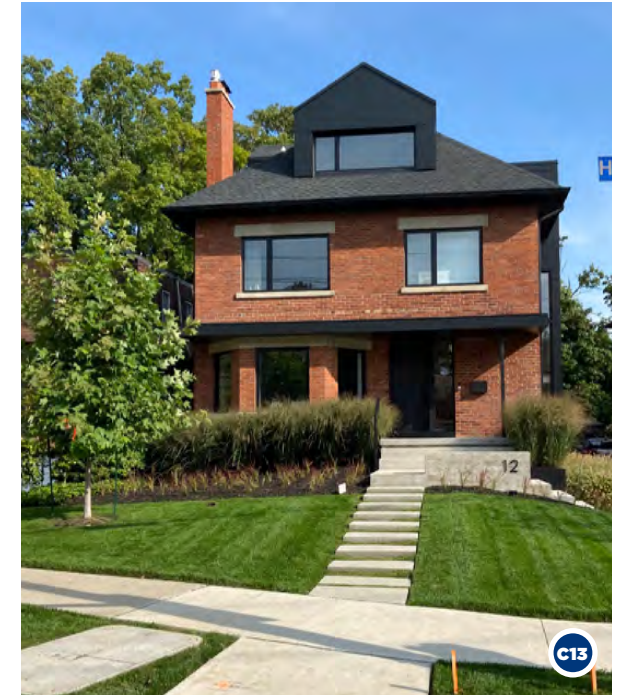
- 8** Maximize soft landscape areas in front yards and amenity areas. Refer to CZBL for specific requirements.
- 9** Promote 'eyes on the street' (unobstructed views from the building's ground floor to the public realm) and ensure privacy by delineating the transition between the private and public realm 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.





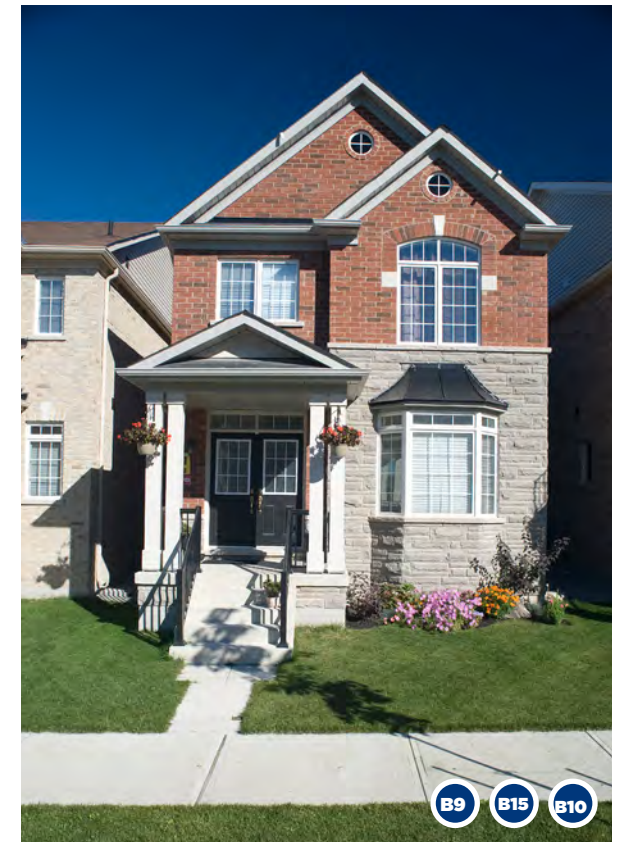
- 4 Organize elements of the elevation in a logical grid (horizontally and vertically) to achieve sense of order and unity.
- 5 Create highly-articulated elevations through:
 - a. Changes in plane (recommended minimum depth of 250mm (10")).
 - b. Wall projections and recesses.
 - c. Projecting elements 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. 🌿



C2 C3 C6



C2 C7

- 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 flues 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.



C2 C8 D1 D2

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.



D1 D2

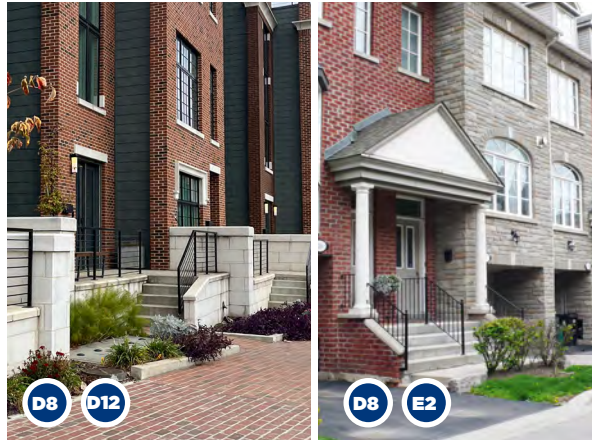
- d. Highlighted doors in distinct and complementary materials/colours.
- e. Double entry doors with vision panels.
- f. Transom/side lights (especially when a single entry door is proposed) to allow for natural light at entrances.
- g. Complementary light fixtures.
- 3 Coordinate all elements of the 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.



D1 D3 D4 D5



D2 D2 D5



- 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.

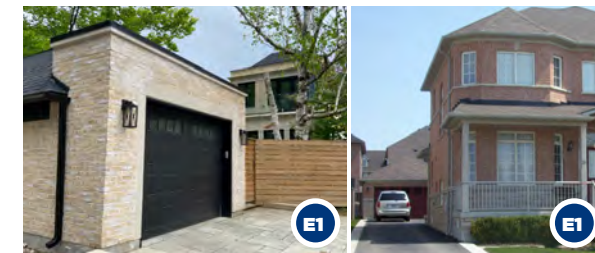


- 10 Encourage a variety of front door styles in keeping with the architectural expression of the building.
- 11 Integrate accessibility ramps into the elevation and building design, where applicable.
- 12 Provide high quality, maintenance-free railings; consider:
 - a. Heavy gauge wrought iron or similar.
 - 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.

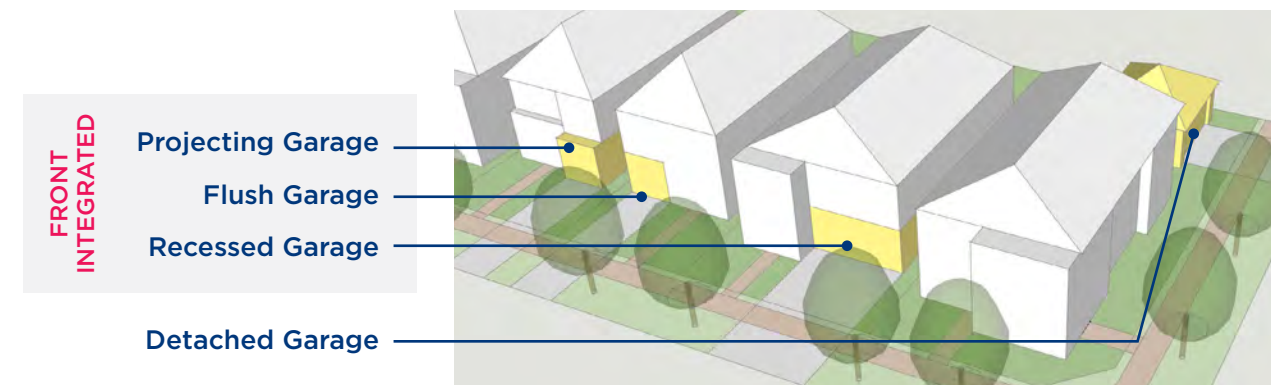
- 17 Keep window treatment consistent for all windows exposed to public view regarding style, panelling, proportions, framing, details, etc.
- 18 Encourage transom and clerestory windows where floor heights permit and when appropriate to the elevation design.
- 19 Darkly tinted glass is not permitted.
- 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.

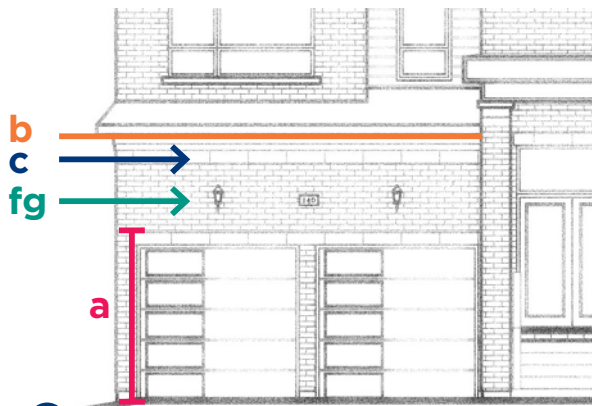
E. GARAGES (E)

- 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 locate 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.





G17



G16

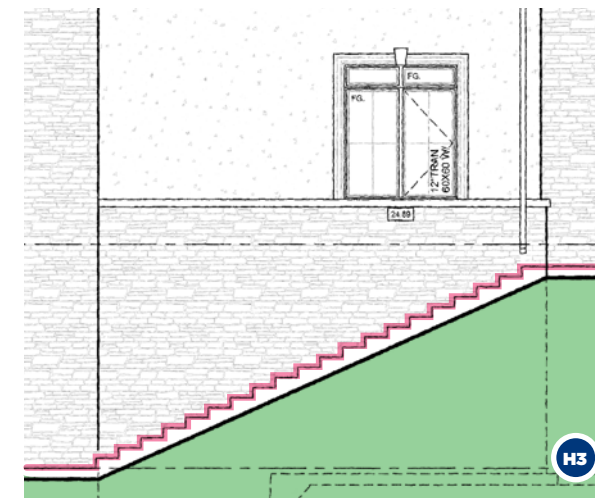


- 13** Avoid mirrored or darkly tinted glass for windows or doors.
- 14** Provide metal flashing that matches the wall cladding or roof (regarding colour/tonne).
- 15** Design address plaques to:
 - a. Be placed prominently on the front facade, or above garages in well lit locations.
 - b. Be minimum 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)

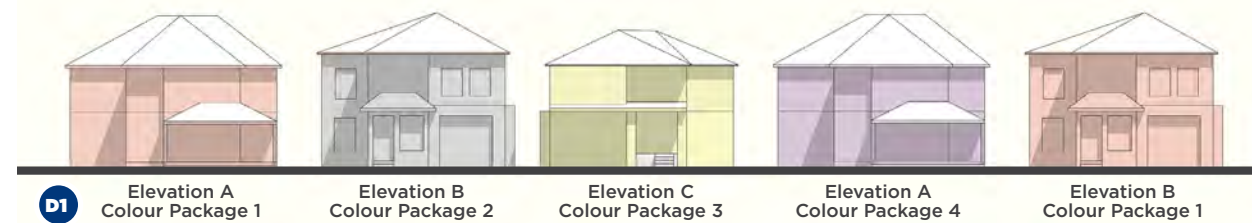
- 1** Encourage skylights and solar panels, where appropriate, and ensure they are designed as integral components of the building.
- 2** Locate skylights and solar panels:
 - a. Within roof lines
 - b. Away from public views whenever possible.
 - c. Aligned with the horizontal rhythm of the windows 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.



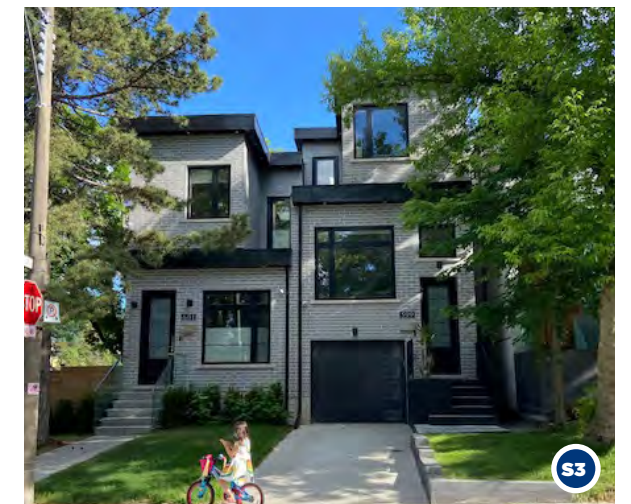
C3.3.2 SEMI-DETACHED DWELLINGS (S)

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.





A1 A2 A3



A3 A5



A5 A6



A1 A6

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.

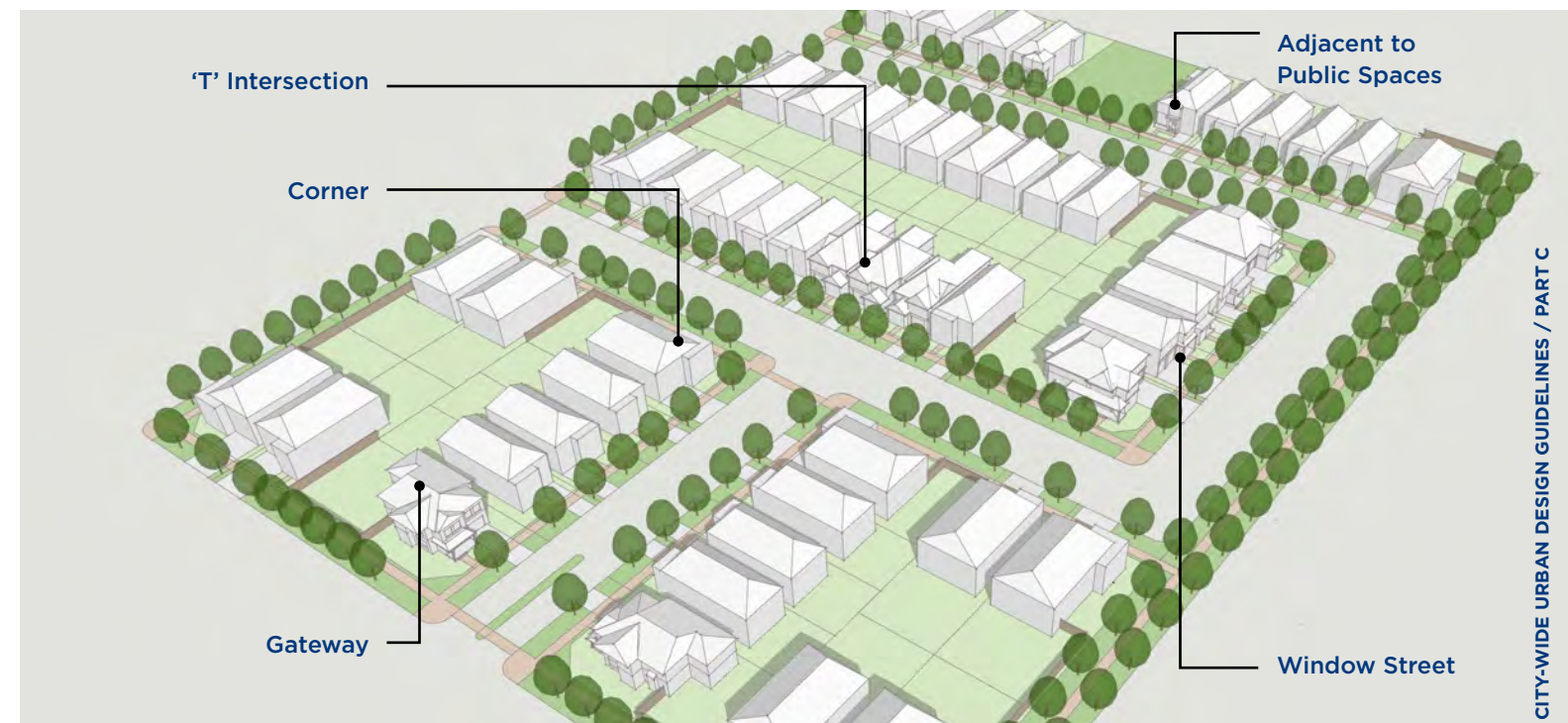
**C3.4
PRIORITY LOTS**

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)**

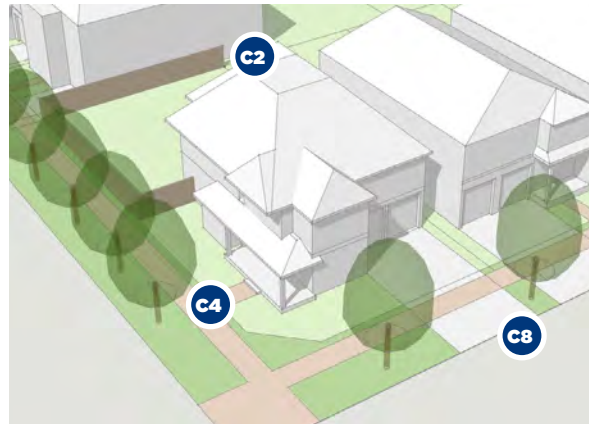
Design all elevations exposed to public view to include:

- | | |
|--|---|
| <ol style="list-style-type: none"> 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. | <ol style="list-style-type: none"> 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. |
|--|---|

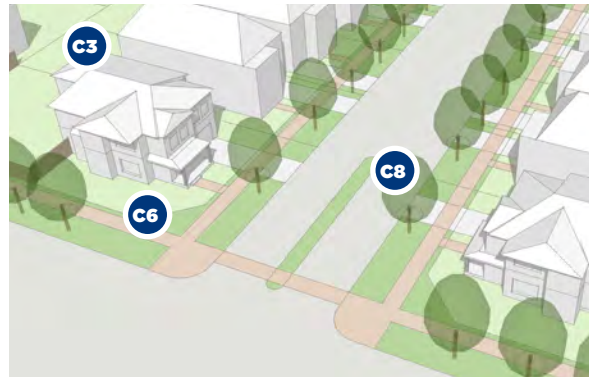


**C3.4.2
CORNER AND GATEWAY LOTS (C)**

- 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.



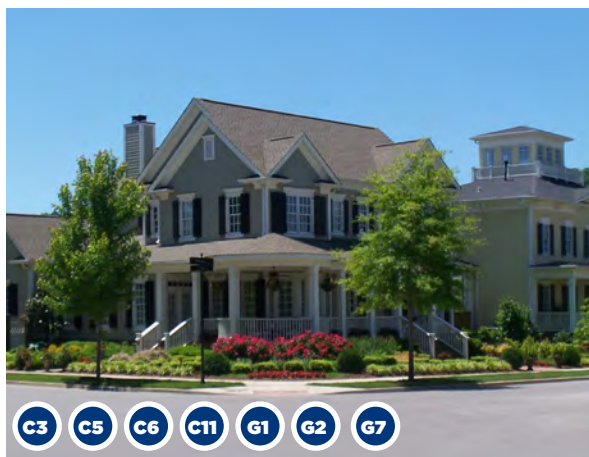
Corner lot condition



Gateway lot condition



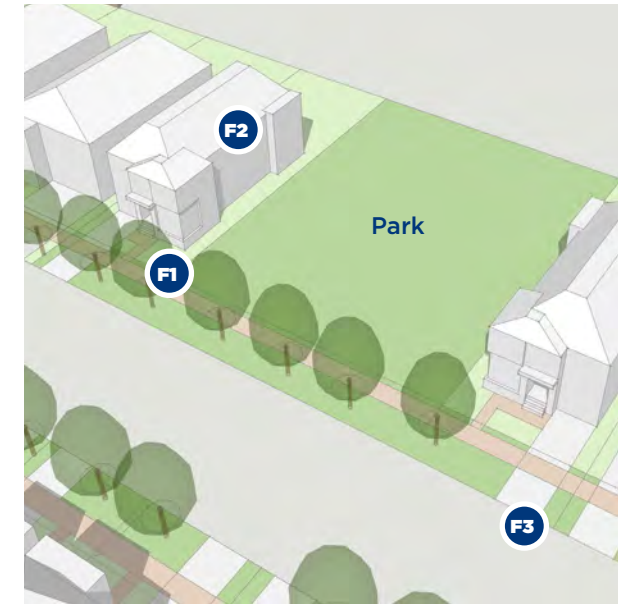
C1 C2 C4 C5 C6 C7 G1 G2



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



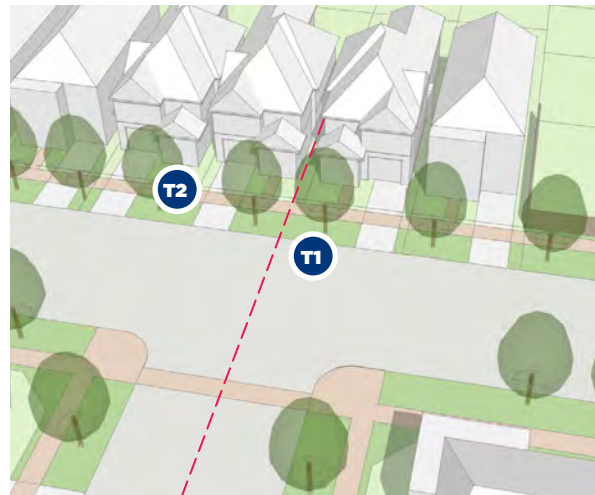
F1 F2 G1 G2 G7



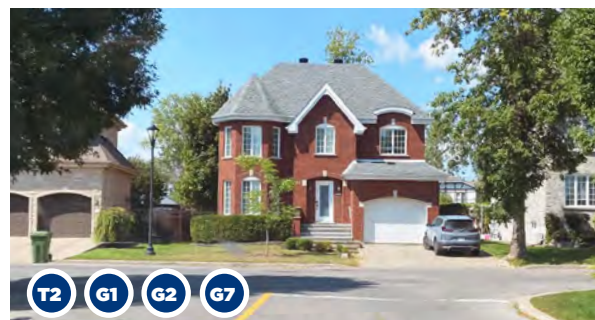
F2 F4 G1 G7

**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)**

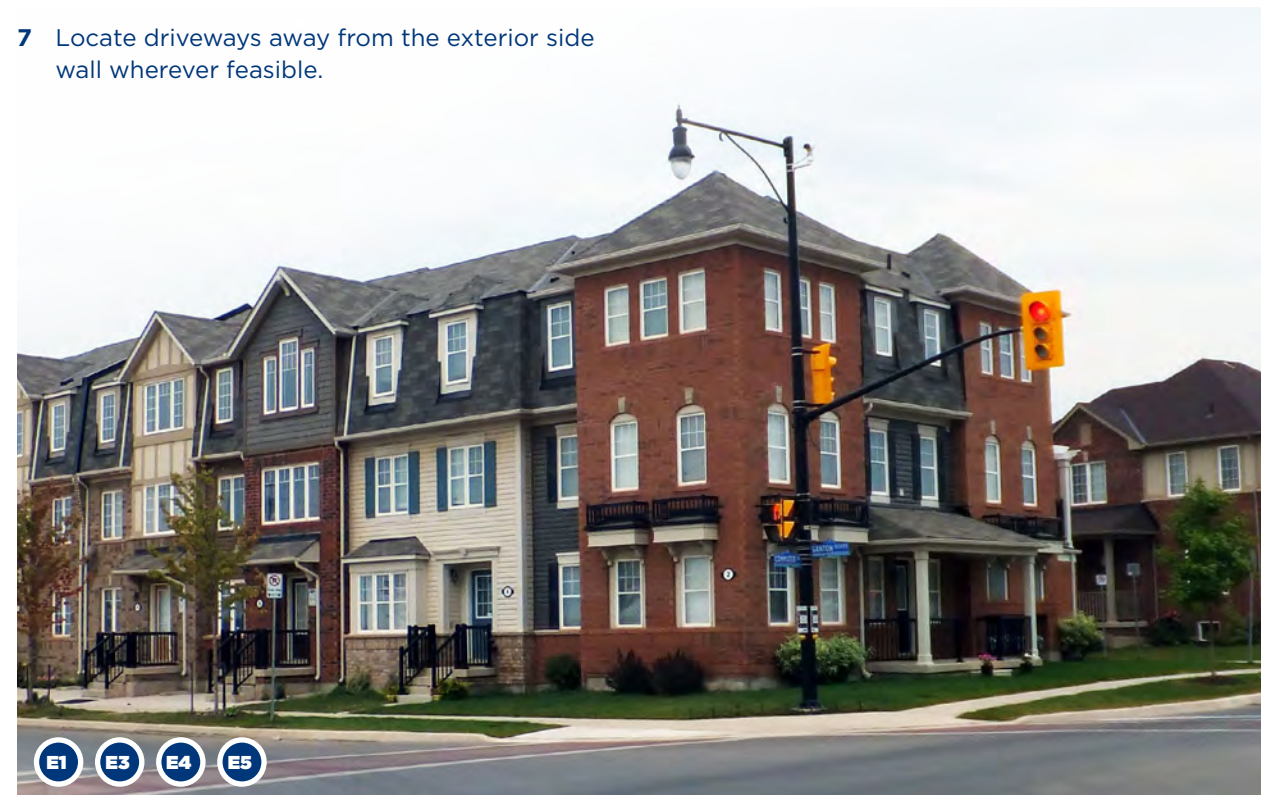
- 1 Place new buildings to reflect the front setback of heritage buildings; alternatively, provide a slightly greater setback.
- 2 If possible, locate new garages to the rear; otherwise, setback garages beyond the main wall of the adjacent heritage building.
- 3 Design new buildings to:
 - a. Have similar 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 rear 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)

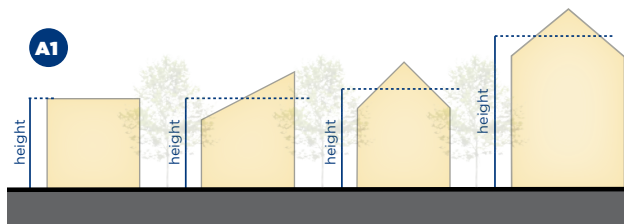
- 1 Design front yard landscaping to reflect and enhance the general character of the existing streetscape.
- 2 Respect and incorporate any heritage landscape feature into the front yard landscape design/treatment.
- 3 Coordinate fencing and other built landscape elements with those on adjacent properties. 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.

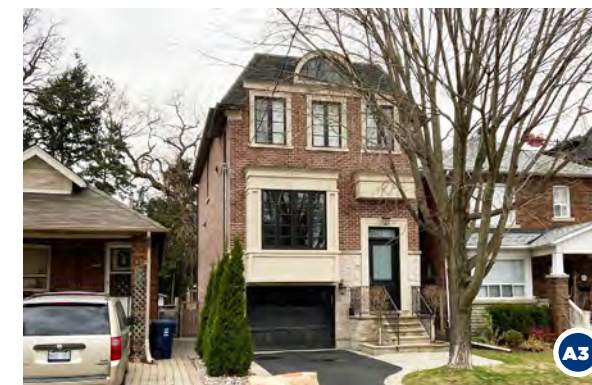


How to measure overall building height for units with different types of roofs

- 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).

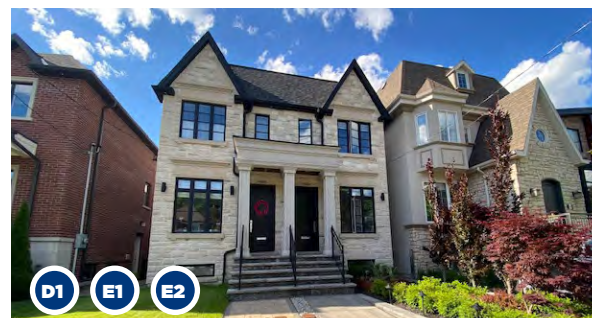


D. BUILDING MATERIALS (D)

- 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

MID-RISE DEVELOPMENT (5 TO 12 STOREYS)

C4.1 INTRODUCTION

159

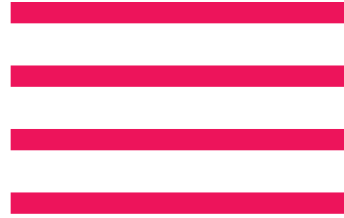
C4.2 DESIGN GUIDELINES

160

This page left intentionally blank



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.

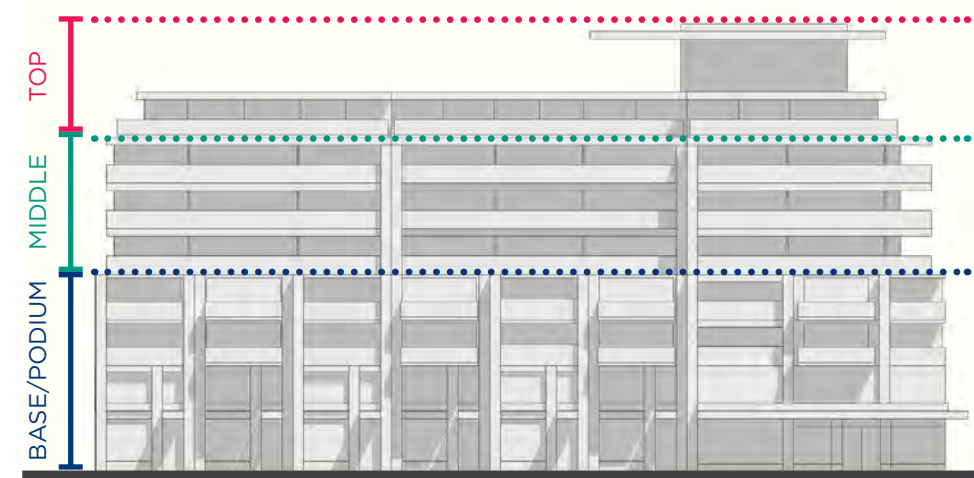
address site planning and built-form conditions common to all Mid-Rise developments. They are organized to include recommendations related to site planning, built form design, and landscape design, ensuring a comprehensive approach to the overall development process.

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

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 setbacks, 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 setbacks 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

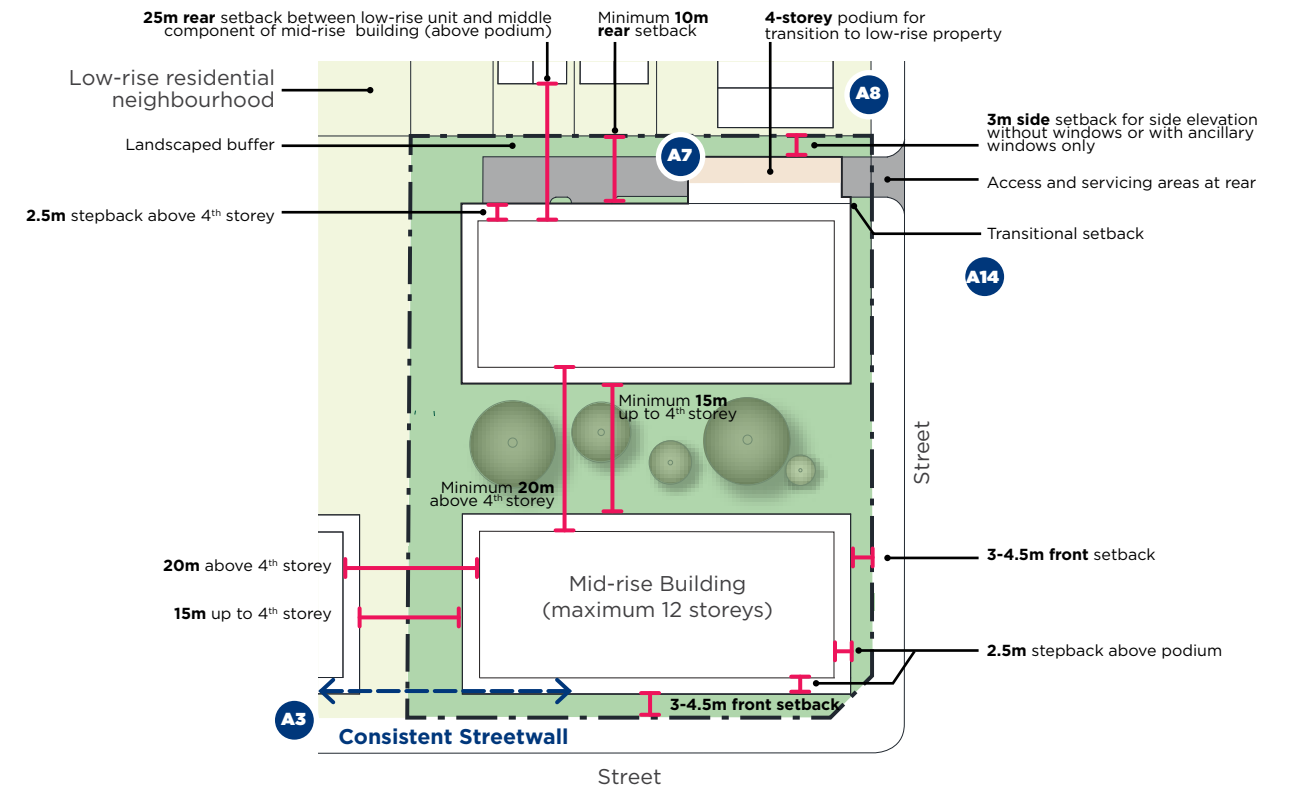
A. ORIENTATION, PLACEMENT AND SETBACKS (A)

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. 🌿

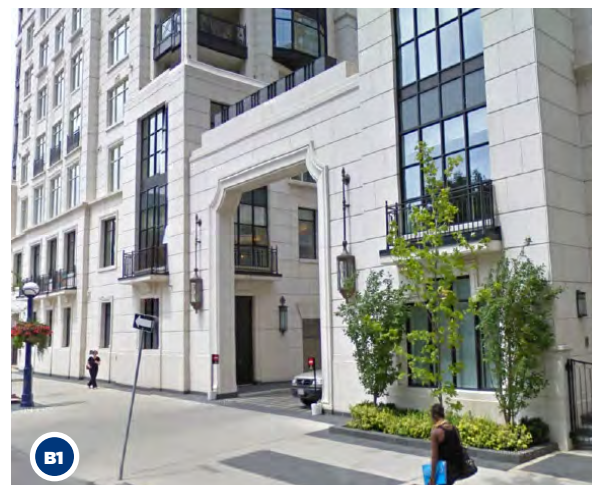


A18

- 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. 🌿



B1



B1

B4

- 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.



B2



B3

B4

- 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').



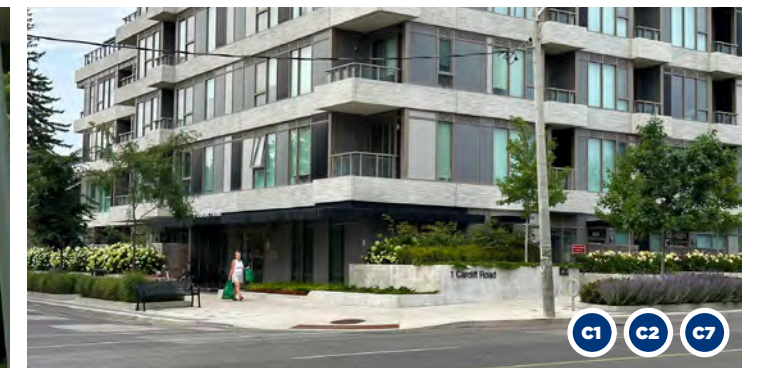
B3



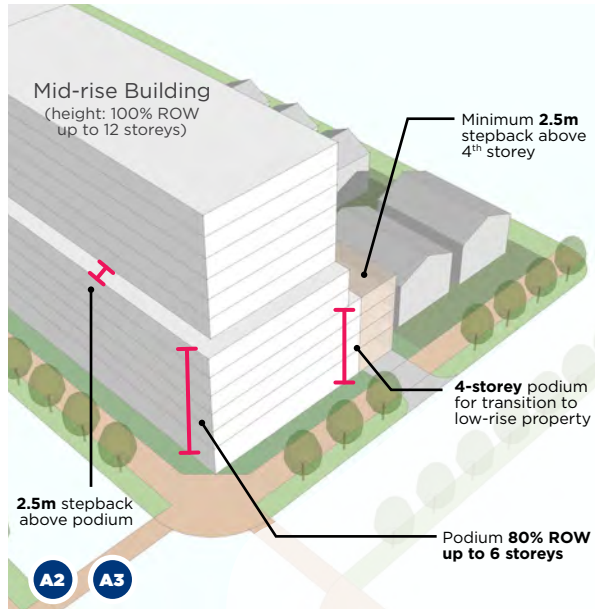
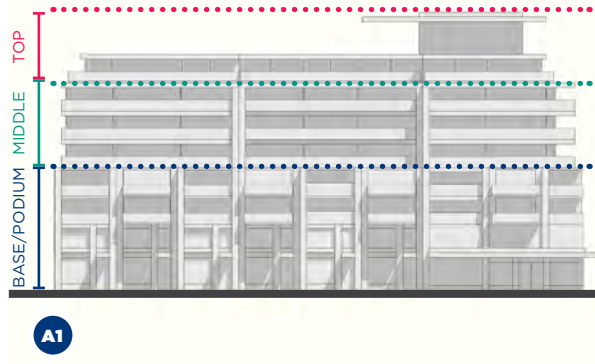
- 7 Ensure continuous pedestrian connectivity (e.g., sidewalks) by clearly delineating/differentiating linkages crossing driveways and shared lanes.
- 8 Locate passenger pick-up/drop-off areas internal to the site, and/or at the rear or side of buildings.
- 9 Cover ramps to underground parking to prevent 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



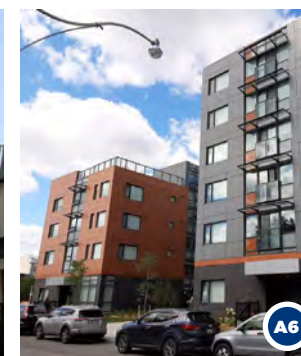
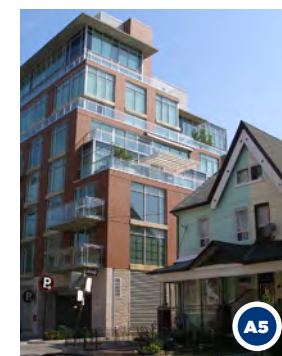
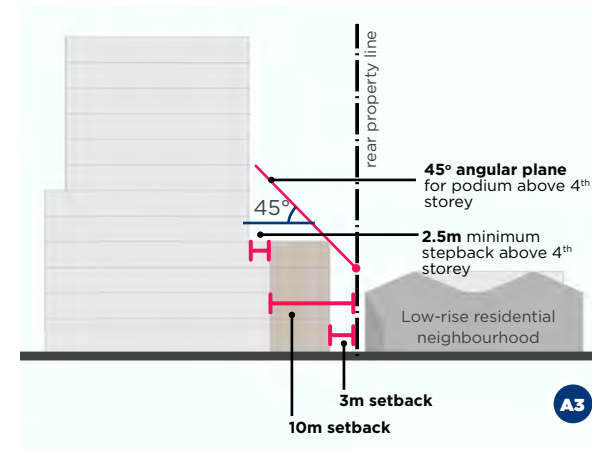
C4.2.2 BUILT FORM

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 setbacks 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.





B6



B6

B8



B8

B10

- 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 gateway 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.



B11



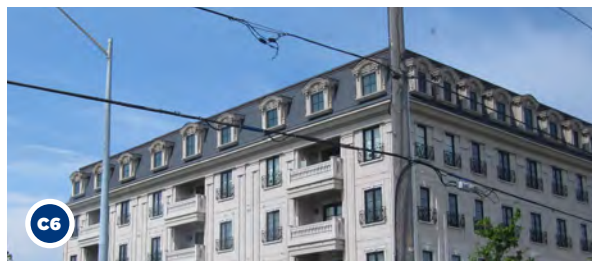
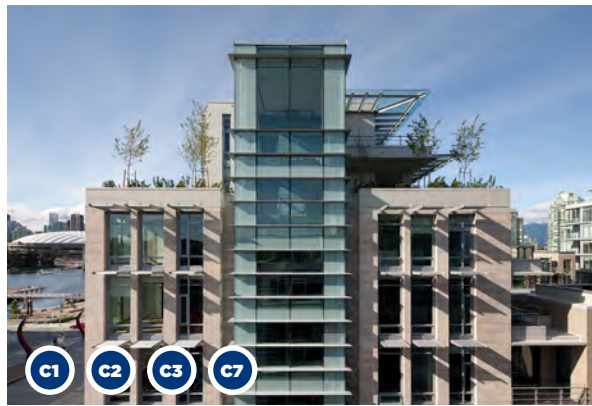
B13



B14



B14



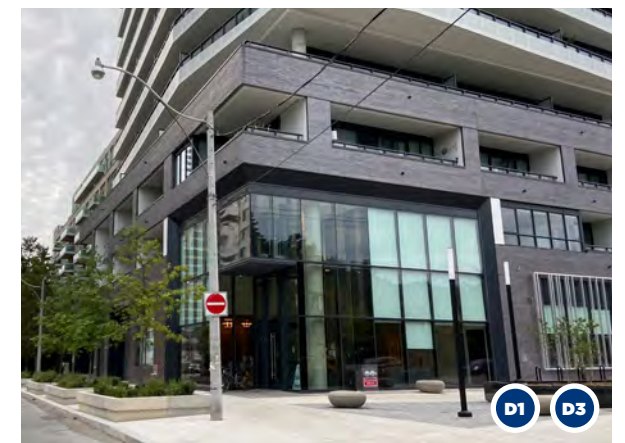
C. ROOFS (C)

- 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.



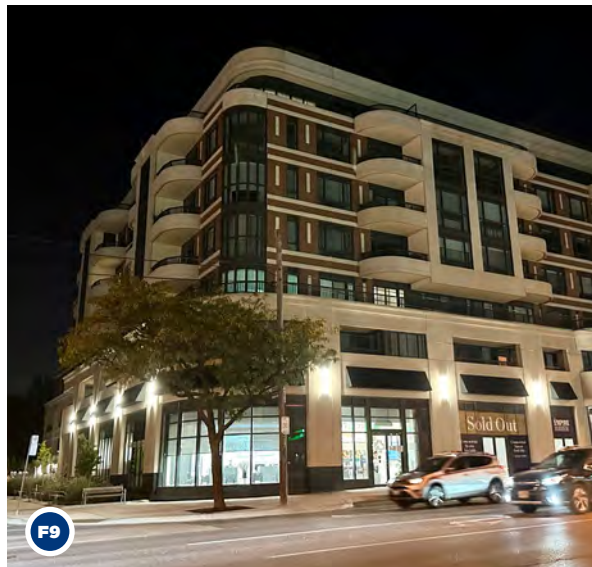
F. MATERIALS AND LIGHTING (F)

- 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. 🌿



This page left intentionally blank

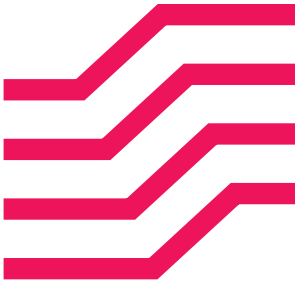
HIGH-RISE DEVELOPMENT (13 STOREYS OR MORE)

C5.1 INTRODUCTION	183
C5.2 CONTEXT CONSIDERATIONS	187
C5.3 SITE ORGANIZATION	195
C5.4 BUILT FORM	204

This page left intentionally blank



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.

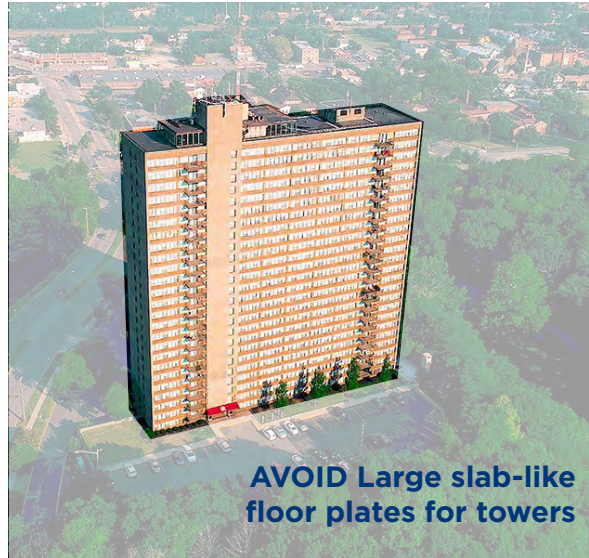
**C5.1.1
MITIGATING TOWER IMPACTS**

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

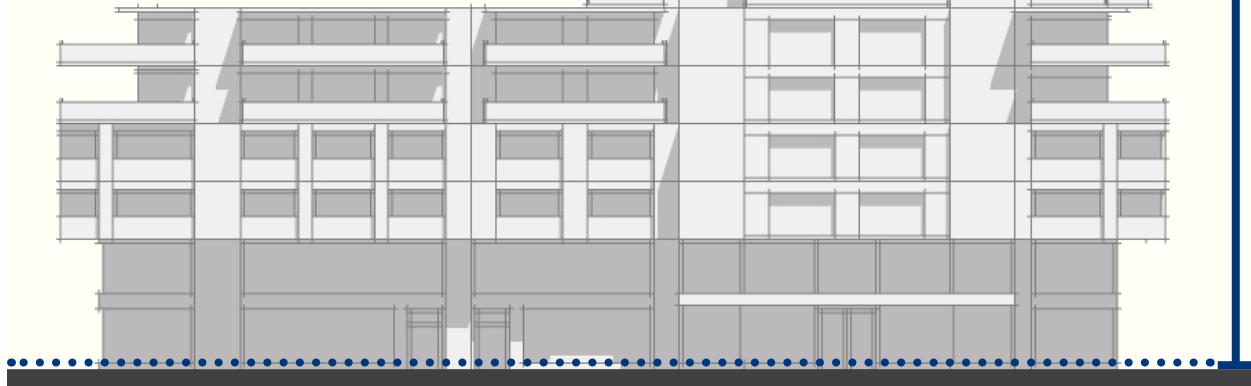


Large slab-like floor plates cast more shadow on streets, parks and open spaces

**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.

TOP

MIDDLE

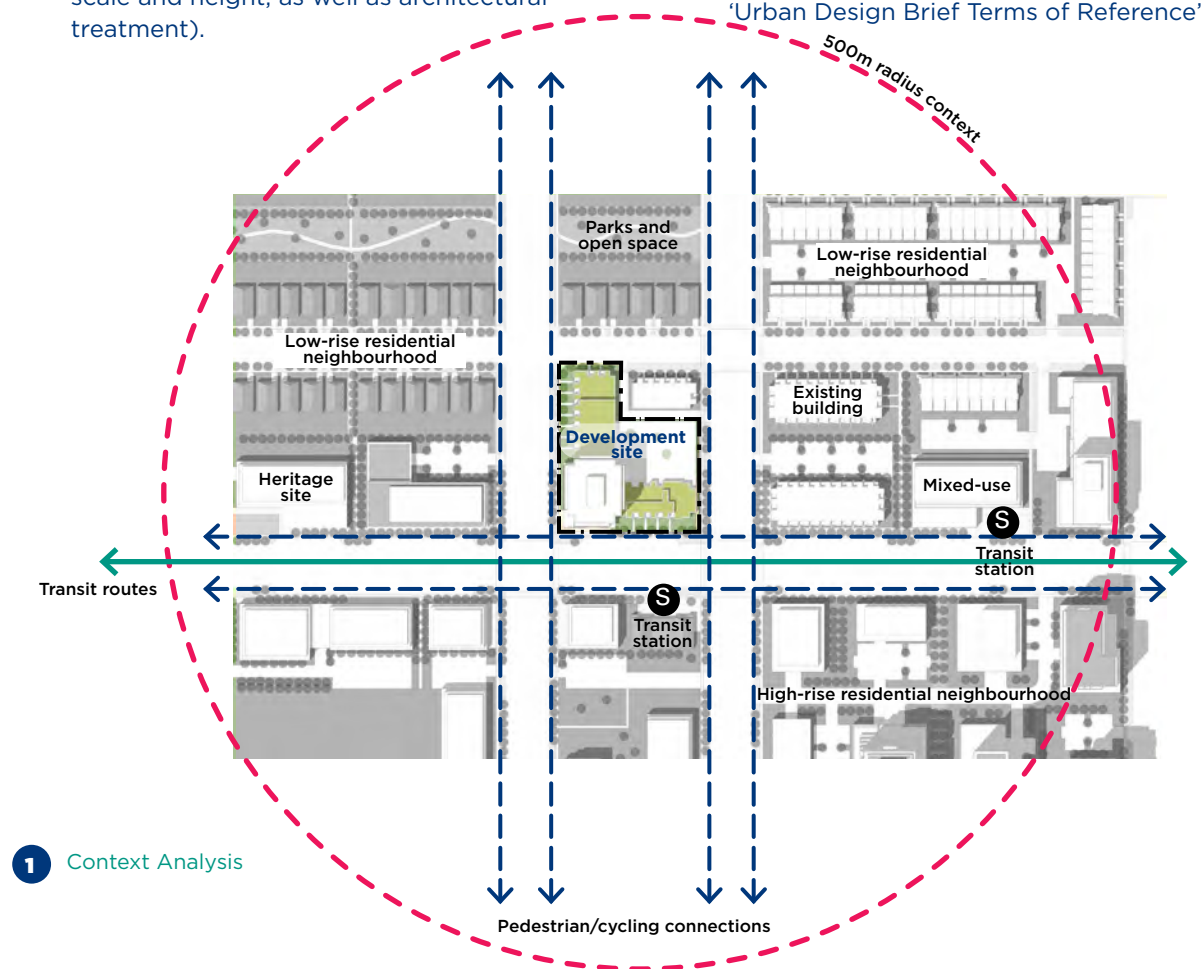
BASE/PODIUM



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

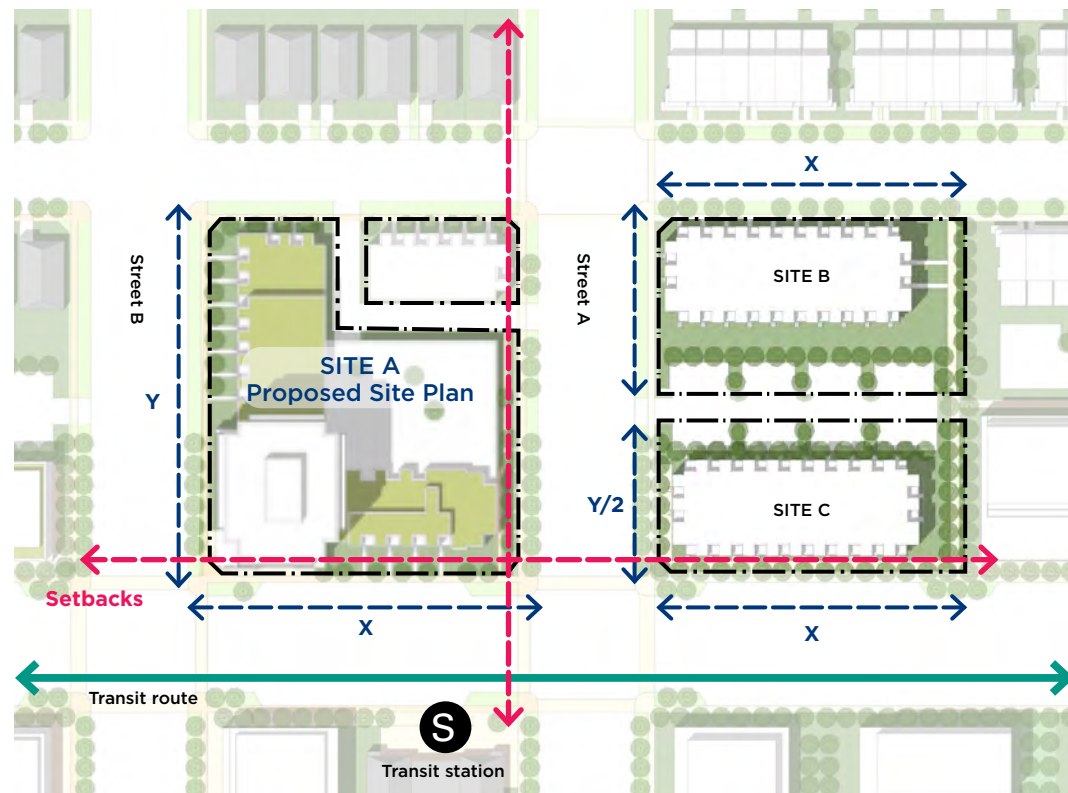
2 Coordinate the proposed high-rise development with the existing and planned streets, open spaces, surrounding buildings and transit. Design the new development to:

- 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 setbacks.
- 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.

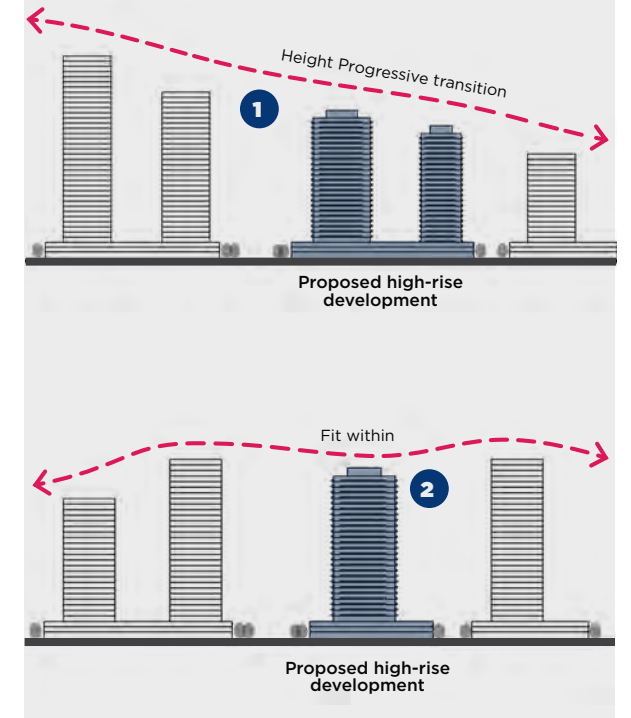
3 Design high-rise developments to mitigate impacts on aviation flight paths, navigation, and telecommunication facilities.



2 Precinct Plan

C5.2.2 FIT AND TRANSITION IN SCALE

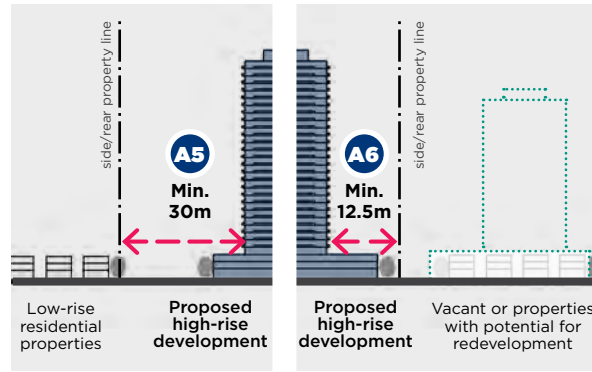
- 1 Design high-rise buildings to consider a progressive transition in height and scale from urban centres and higher order transit stations down to the surrounding lower scale areas.
- 2 When high-rise buildings or a group of them are proposed in a site surrounded by existing high-rise buildings, ensure 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.



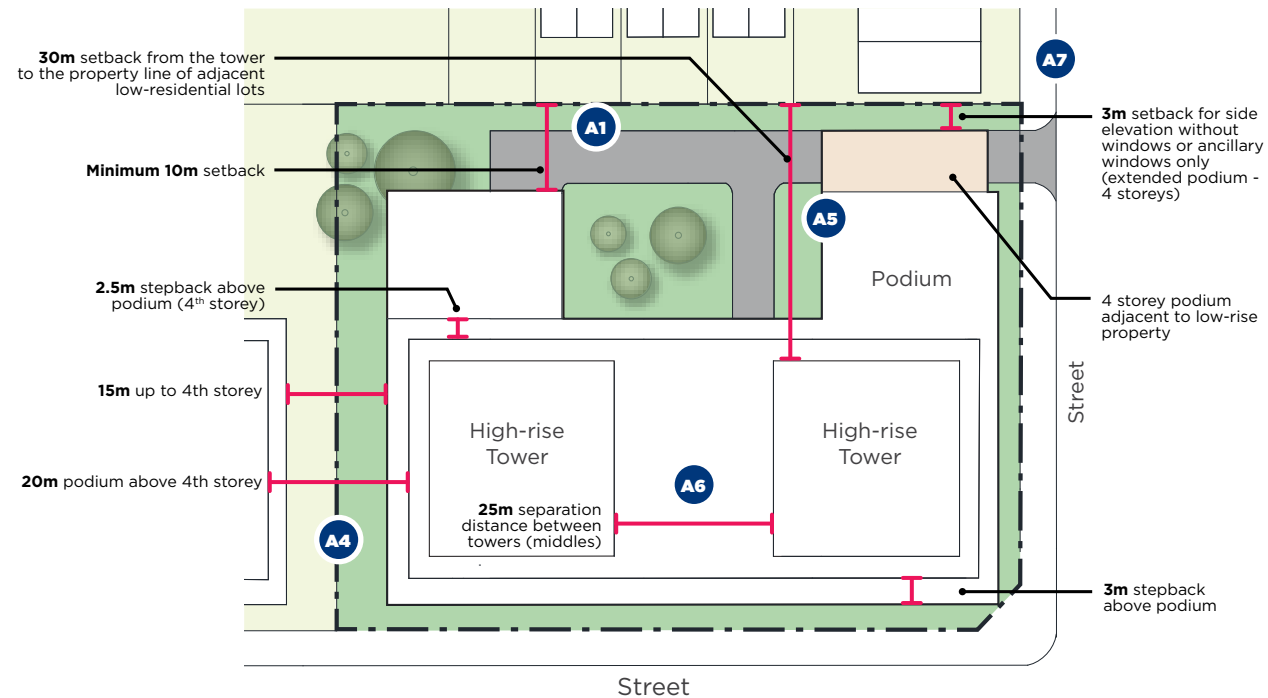
A. REAR/SIDE SETBACKS AND SEPARATION DISTANCES (A)

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:



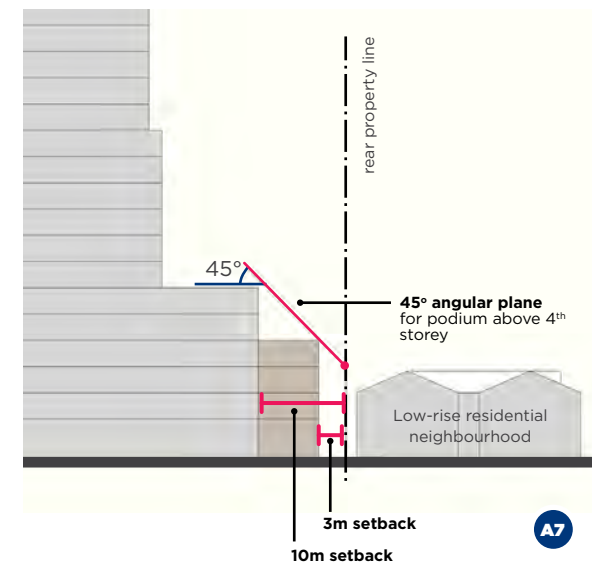
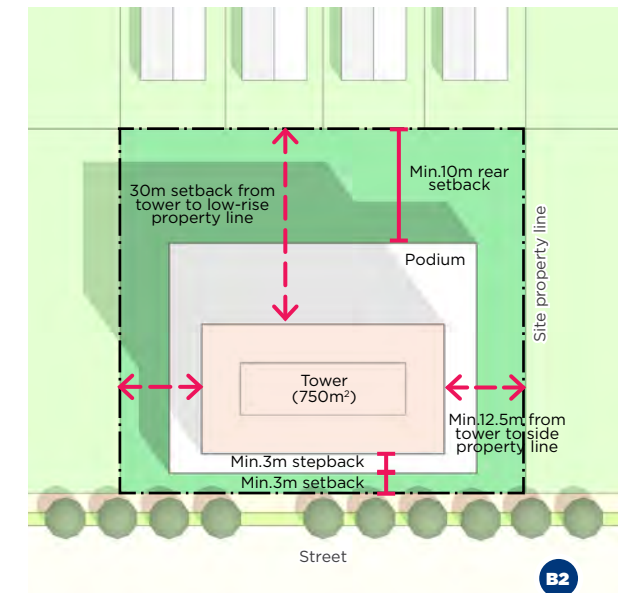
- a. 20m separation distance between residential elevations above the 4th storey that include main windows.
- b. 15m separation distance between residential elevations up to the 4th storey that include main windows.
- c. 15m separation distance between residential elevations that include ancillary windows 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**

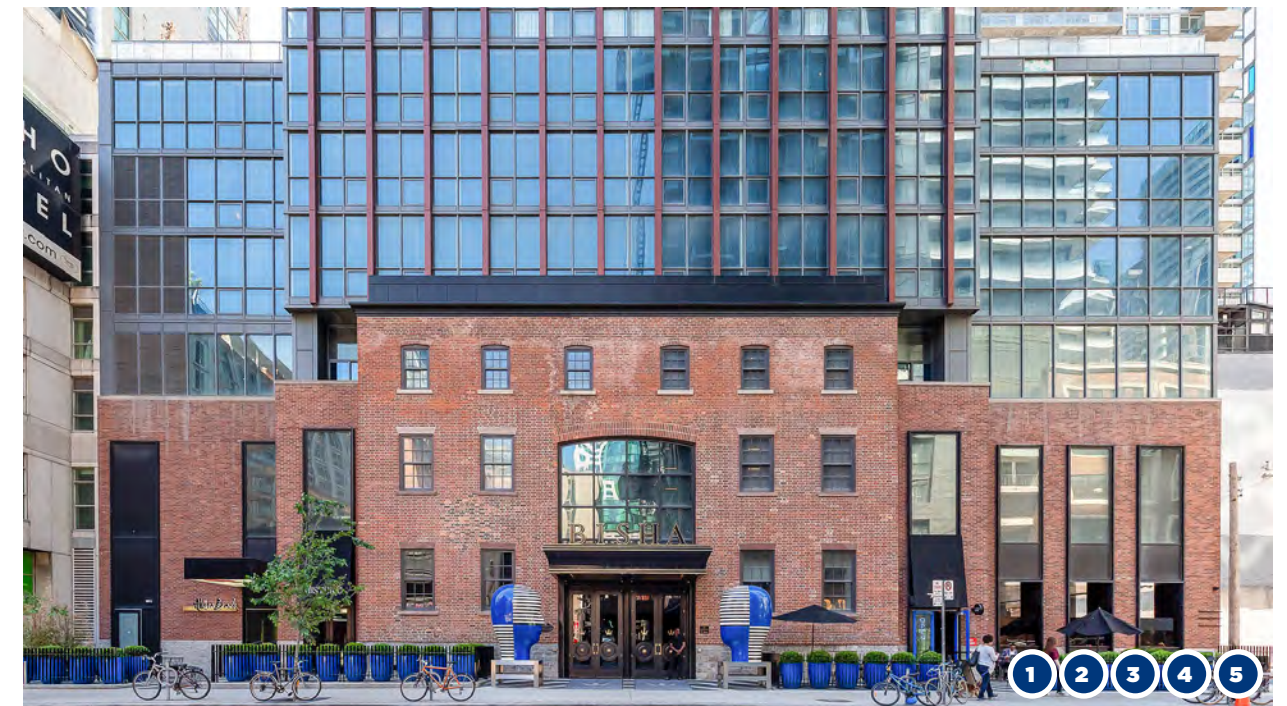
When designing a high-rise building development on or adjacent to a property containing a heritage structure, it is imperative to incorporate measures to preserve and integrate such structure in a manner that highlights its presence and individuality, while complimenting its character through the new 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,

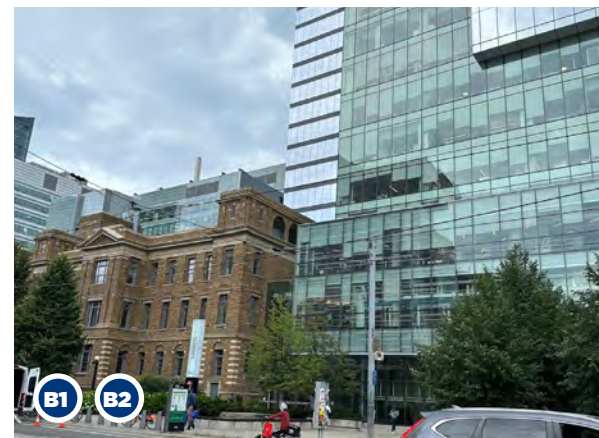
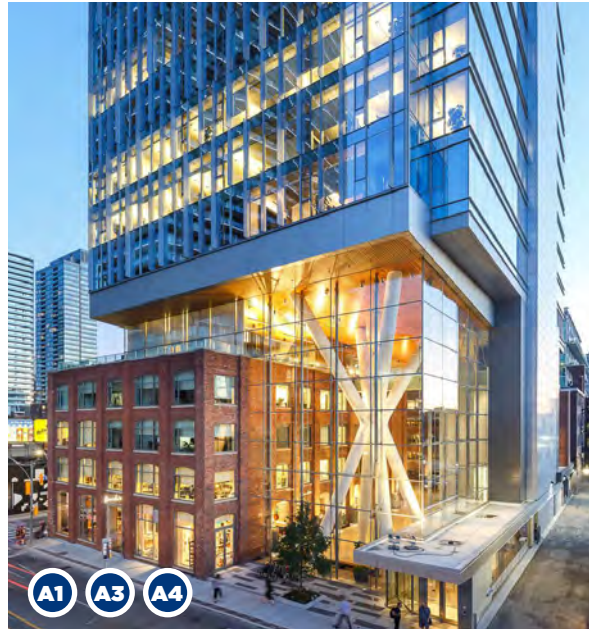
structure, or property—whether within a Heritage Conservation District (HCD) or individually designated. Ensure all proposals comply with the policies and guidelines of the applicable HCD Plan and the Brampton Plan.

- 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 setbacks and appropriate articulation. For levels directly above the top of heritage building(s) on-site or adjacent, a minimum setback 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, setbacks 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).



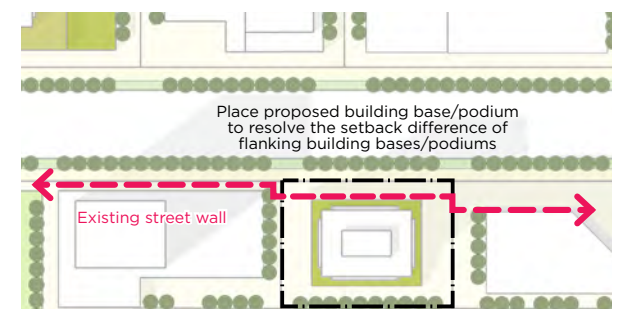
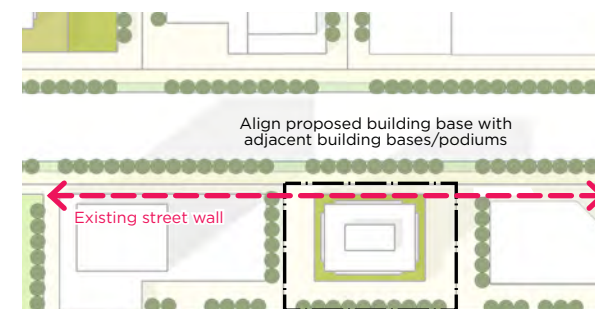
B. HERITAGE BUILDING ON ADJACENT PROPERTIES (B)

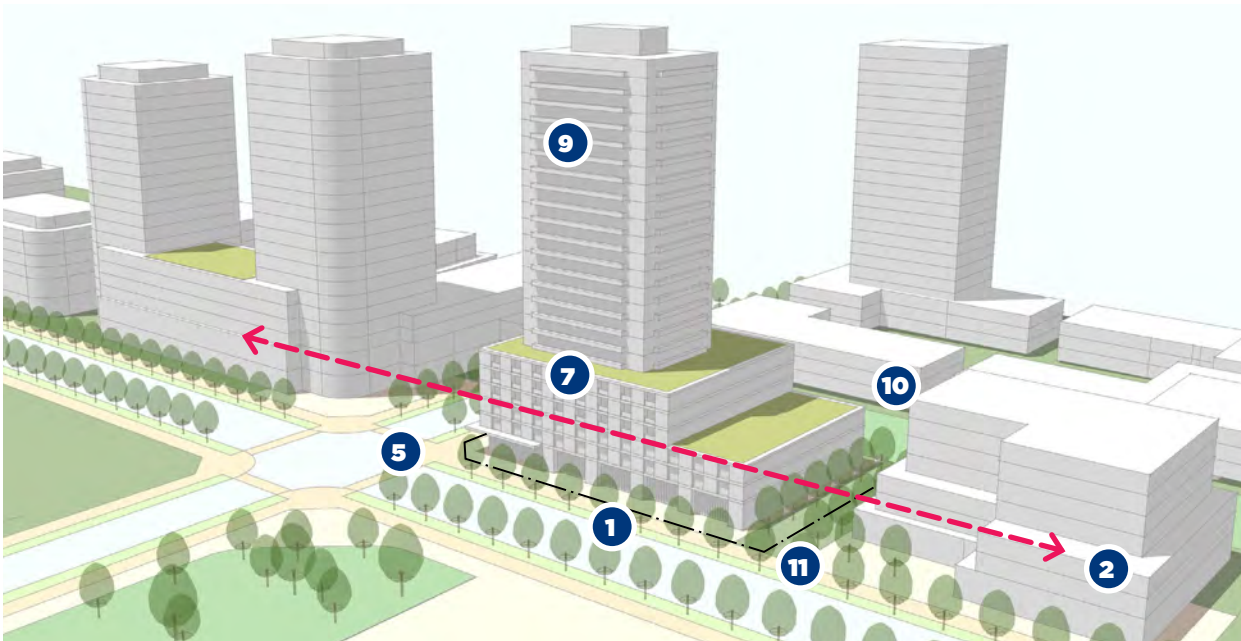
- 1 Design buildings to respect and complement the character of the surrounding heritage structure(s).
- 2 High-rise buildings will not visually impede the setting of properties on the heritage register.

C5.3 SITE ORGANIZATION

C5.3.1 ORIENTATION, PLACEMENT AND FRONT SETBACKS

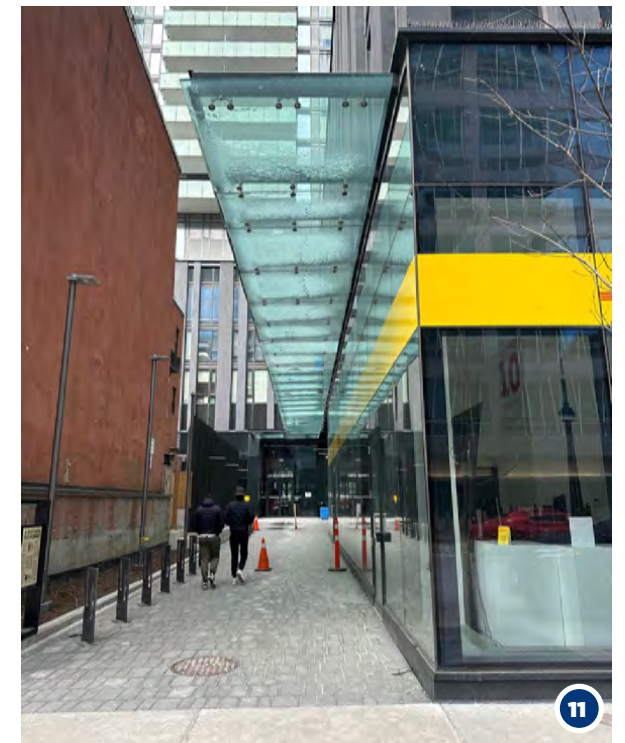
- 1 Locate buildings along the street edge to frame and animate the public realm.
- 2 Where a consistent base/podium setback is established along the streetscape, place base/podium to reinforce and generally reflect the existing setbacks of adjacent bases/podiums.
- 3 Where the setbacks of the bases/podiums 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.

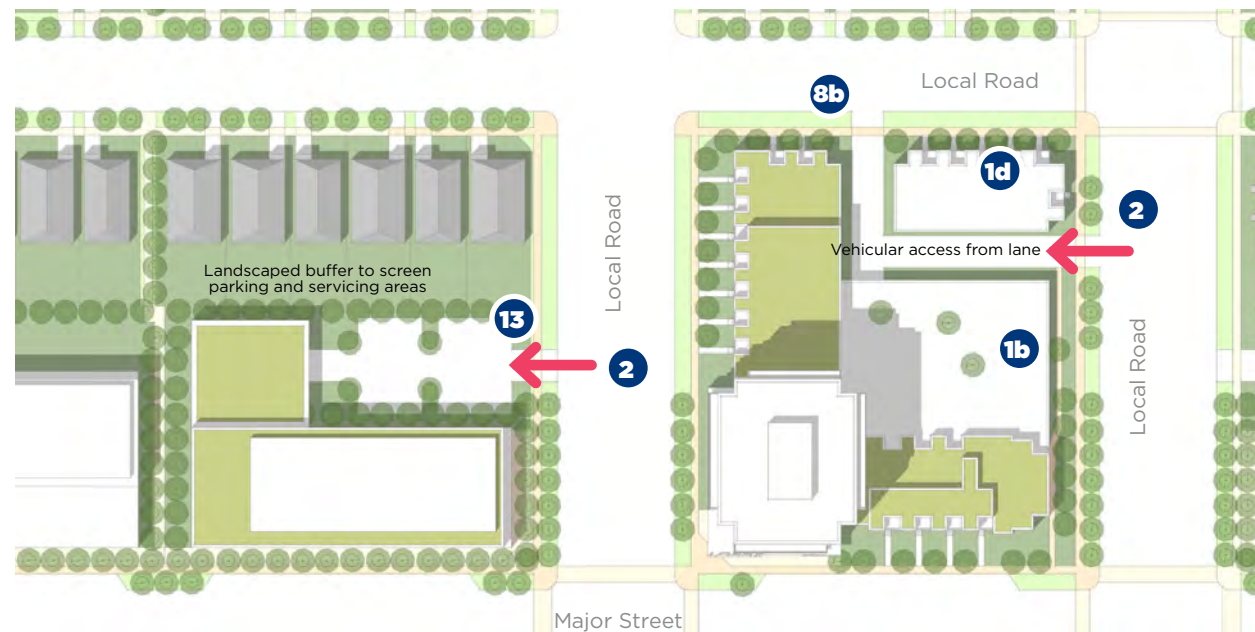
- 8** Use building orientation and placement to:
- a. Avoid or minimize the overlap of middle components of neighbouring buildings.
 - b. Protect and create view corridors and terminus points.
 - c. Maximize views and privacy for building residents.
 - d. Protect and enhance sky views.
 - e. Provide 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.



This page left intentionally blank

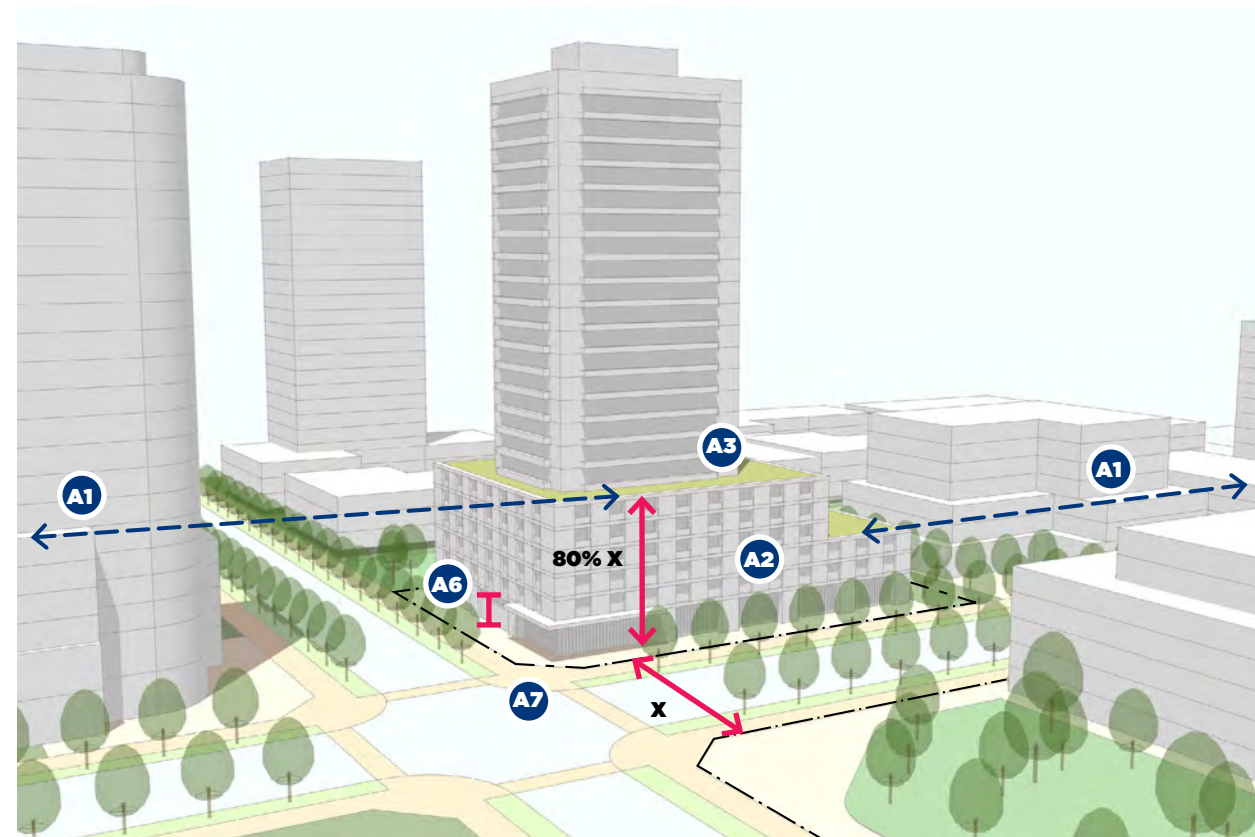
C5.4 BUILT FORM

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 setback 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 setback 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 setback 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 setback at or before the 7th storey, with an additional 1.5m setback at the top of the base/podium (maximum height) to the tower.
 - b. On rear elevations, incorporate a minimum 2.5m setback above the 4th storey, with an additional 1.5m setback 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)

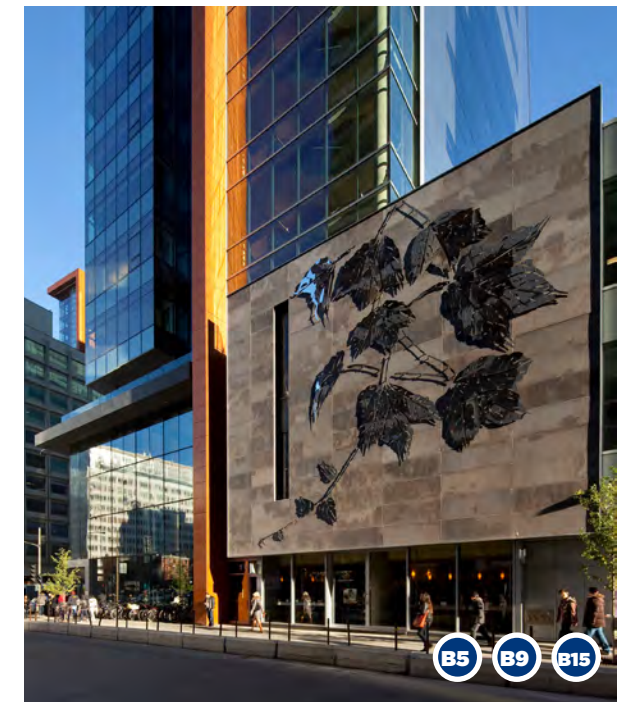
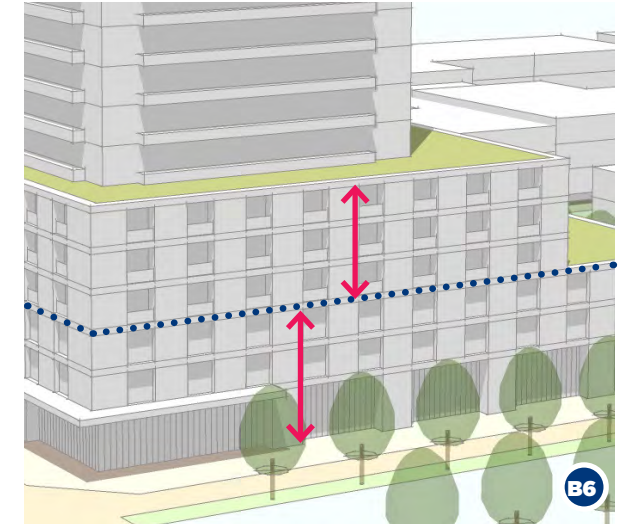
- 1 Encourage active uses at grade, depending on the CZBL and street hierarchy (retail, commercial use, day-care facilities, townhouses, etc.), to animate the public realm and promote safe environments.
- 2 Design all elevations of the base/podium to:
 - a. Maintain consistent architectural style and 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.



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.



- 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.



- 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 3m² 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.



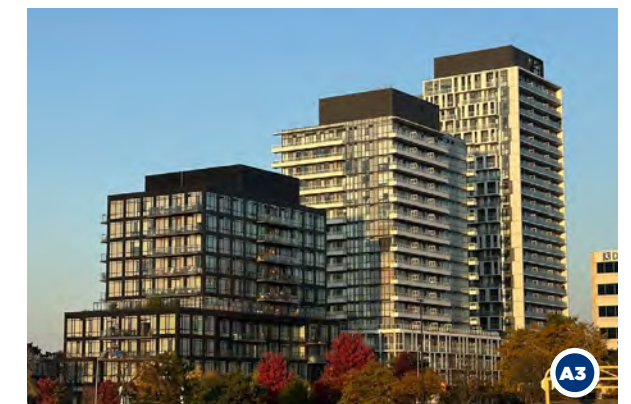
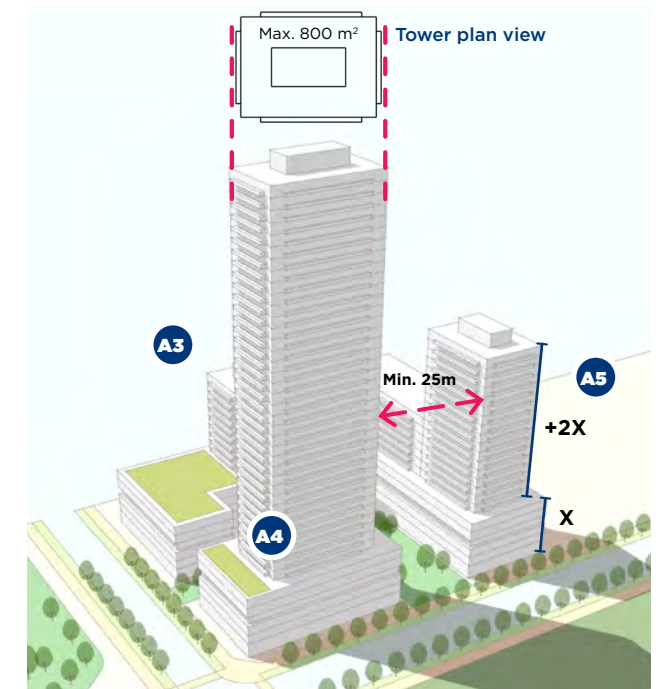
C5.4.2 MIDDLE (TOWER)

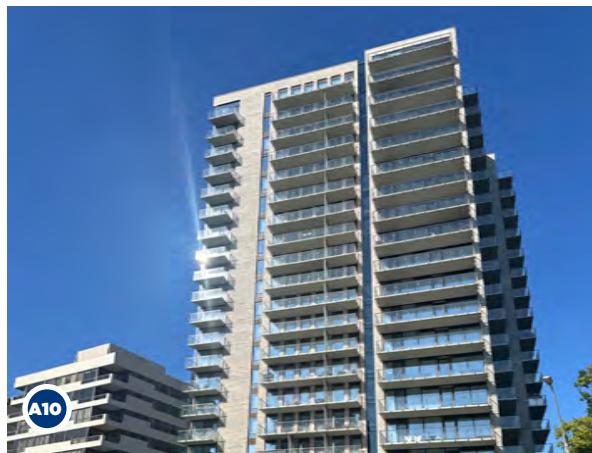
The 'Middle' component of a high-rise building is the portion that sits on top of the base/podium. Its size, shape, placement and orientation rely on site context and the base/podium design.

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 800m², excluding balconies, to minimize shadow and wind impacts on surrounding areas, maximize views and sky views, and improve privacy between neighbouring buildings.





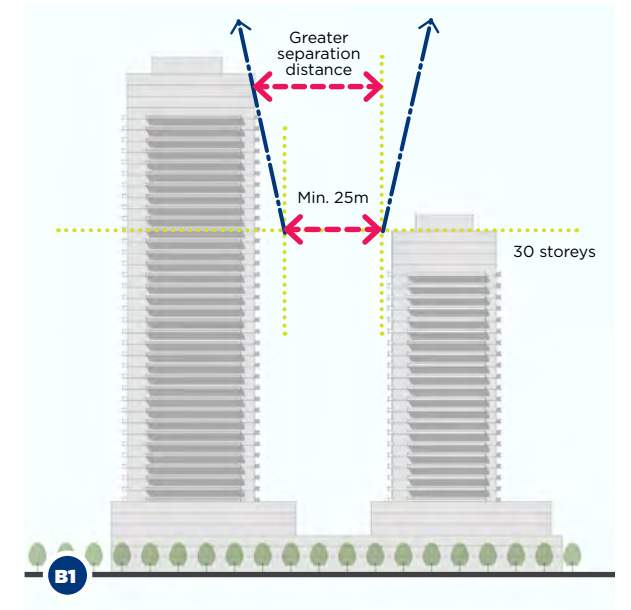
- 7 Allow balconies to encroach in minimum setbacks and separation distances between buildings, while not contributing excessively to the building massing.

Additional Guidelines for Slab-type Buildings

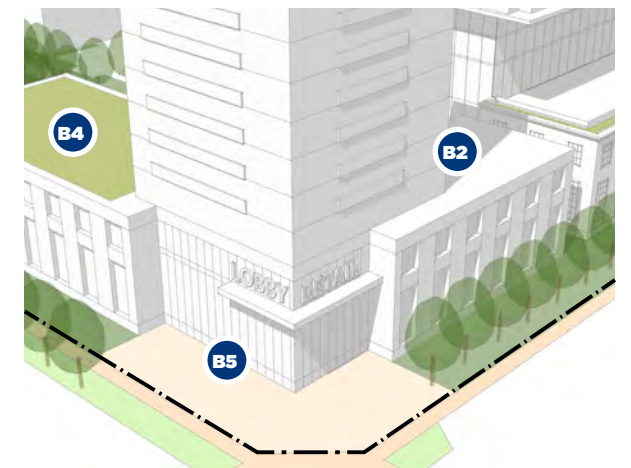
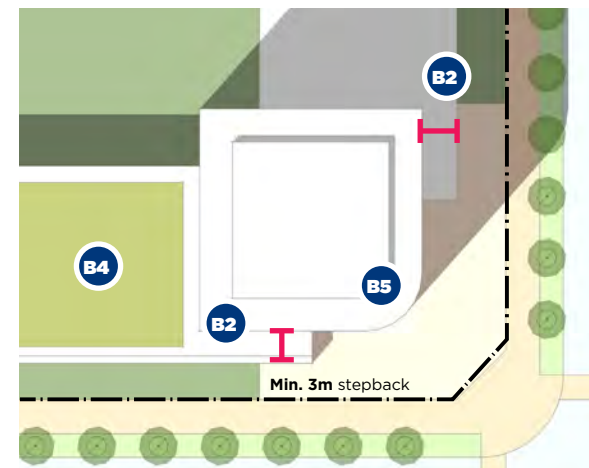
- 8 The feasibility and appropriateness of slab-type high-rise buildings will be assessed on a case-by-case basis. They should only be considered:
 - Where high-rise buildings are permitted.
 - On smaller, narrower lots where tower-type developments are not feasible and/or deemed inefficient.
 - Where 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 1320m².
 - 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 setbacks 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.

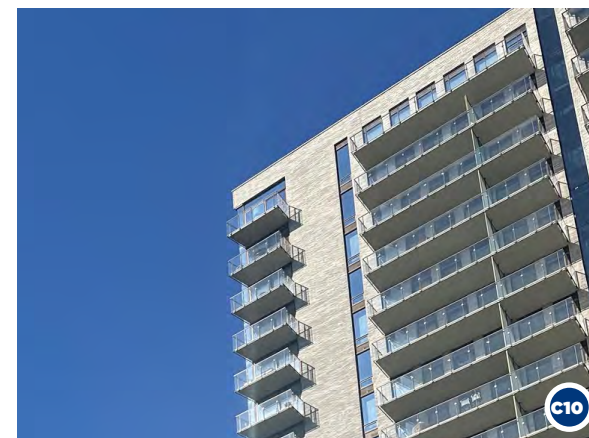
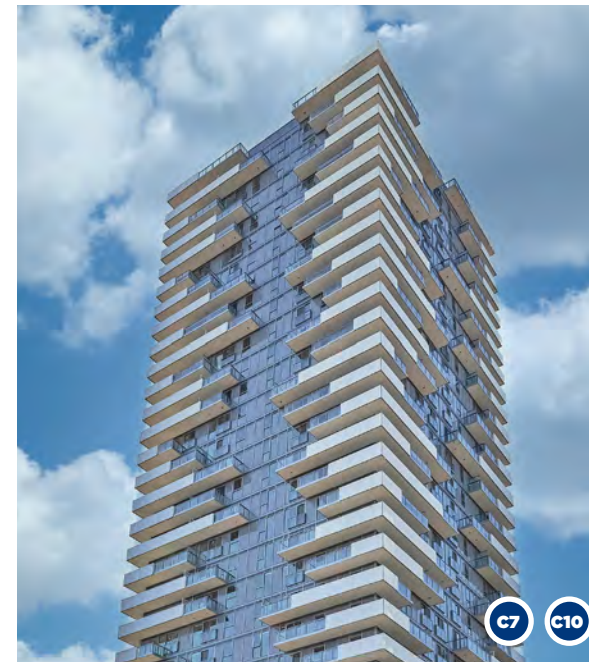


- 4 Where appropriate, encourage terraces and/or roof top amenities where greater setbacks/stepbacks are provided (i.e., the location of middle component in relation to the base/podium).
- 5 Allow up to 1/3 of a middle/tower frontage to extend straight down to grade within the setback area, without a 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)

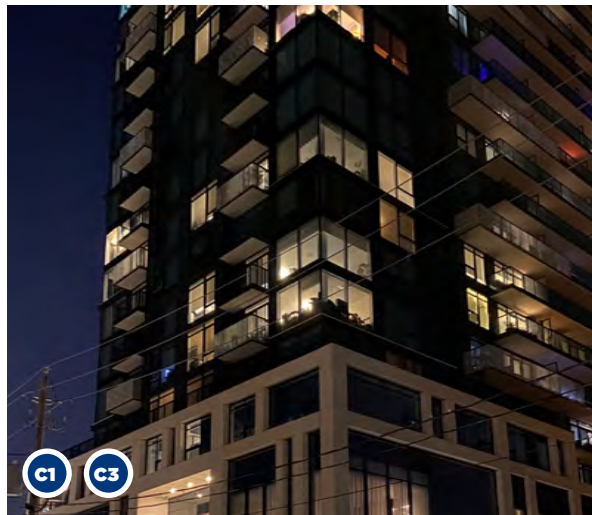
- 1 Ensure a cohesive elevation design between the building's base, middle and top in terms of architectural style, proportions, rhythm and materials.
- 2 Design all elevations of the middle to:
 - a. Reflect the same architectural style and proportions; the level of detail may vary dependent on each 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.

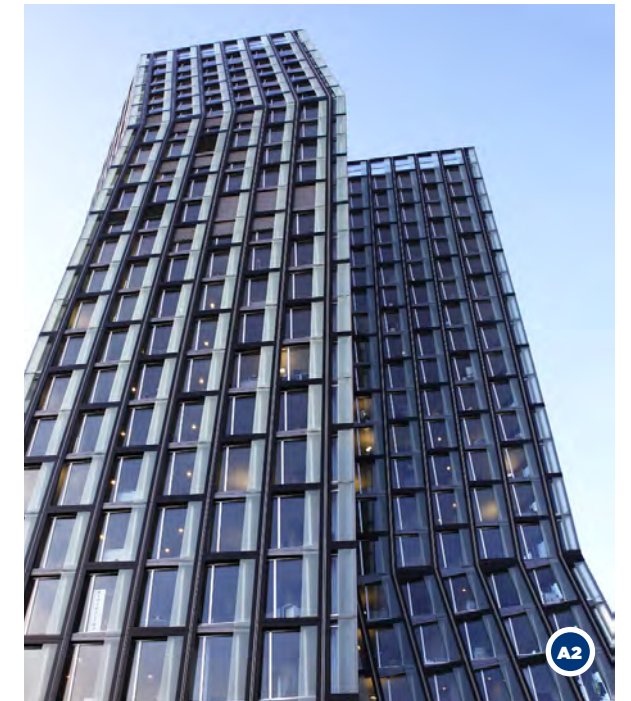
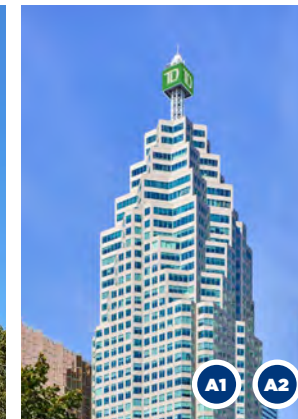
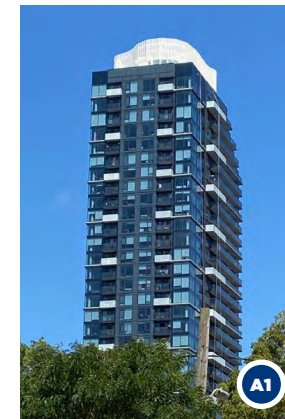


C5.4.3 TOP (ROOFTOP)

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. 🌿



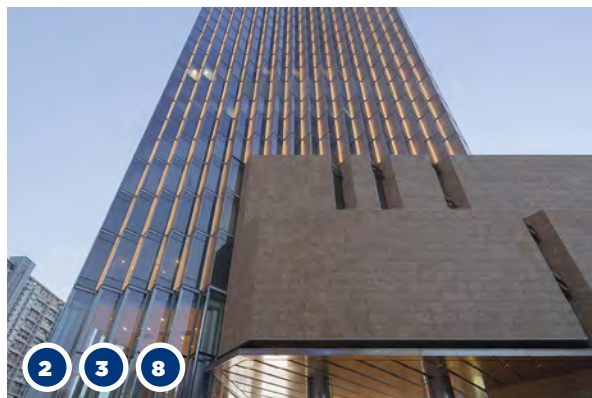
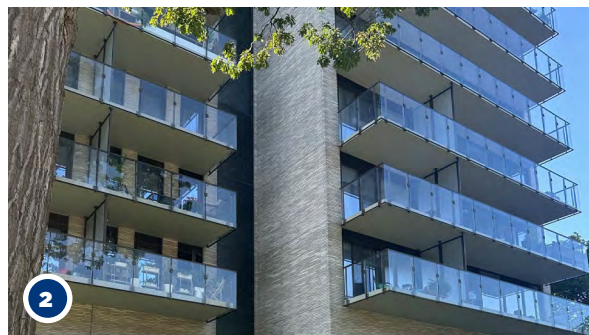
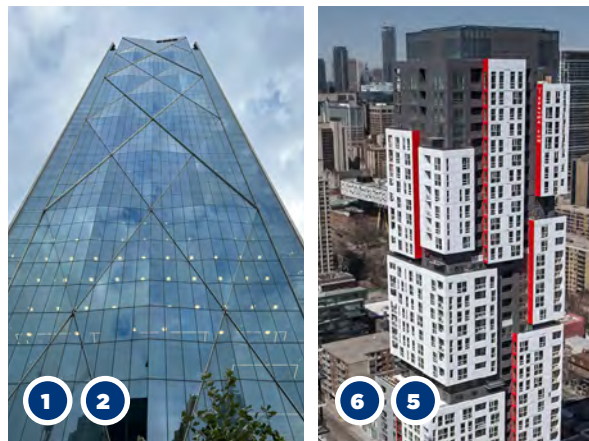
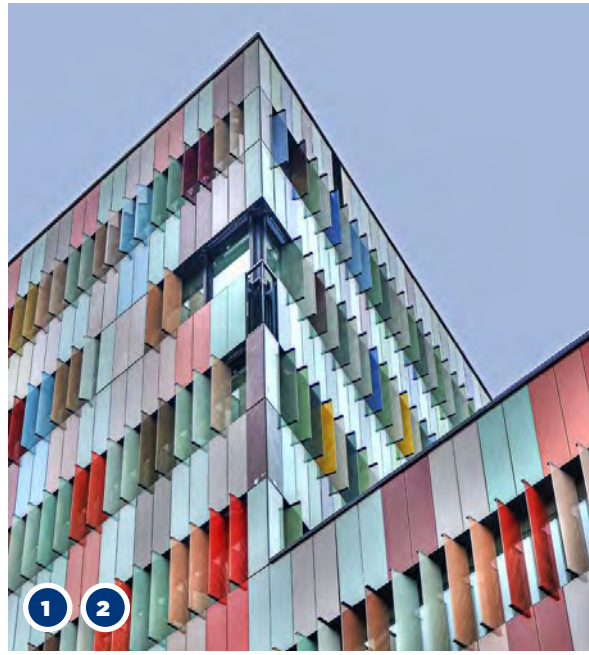
B. MECHANICAL ROOMS/EQUIPMENT (B)

- 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)

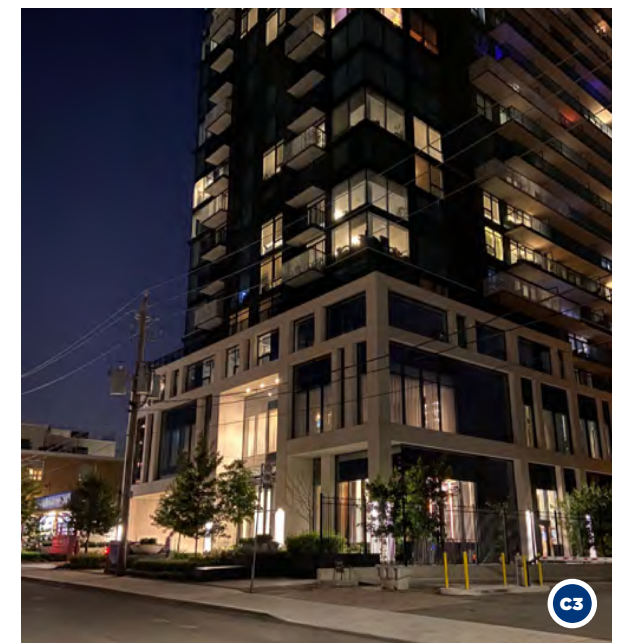
- 1 Select exterior decorative lighting to respond to site context and be based on a cohesive illumination and lighting vision/strategy.
- 2 Provide lighting that complements the design of the elevation and reflects its uses.
- 3 Encourage the use of decorative lighting at the top of the building; ensure:
 - 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.



NON-RESIDENTIAL DEVELOPMENT

C6.1 INTRODUCTION	223
C6.2 GENERAL DESIGN GUIDELINES	224
C6.3 DESIGN GUIDELINES FOR SPECIFIC USES	238

This page left intentionally blank



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.

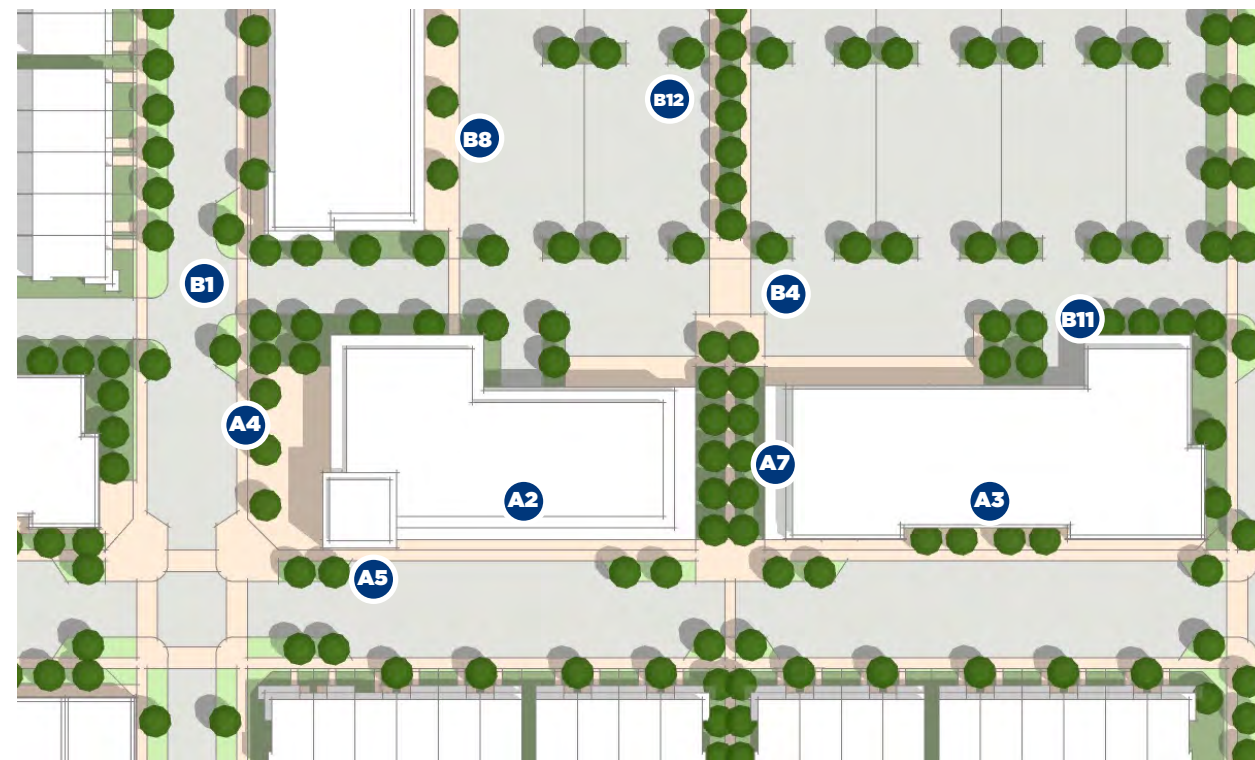
C6.2 GENERAL DESIGN GUIDELINES

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.

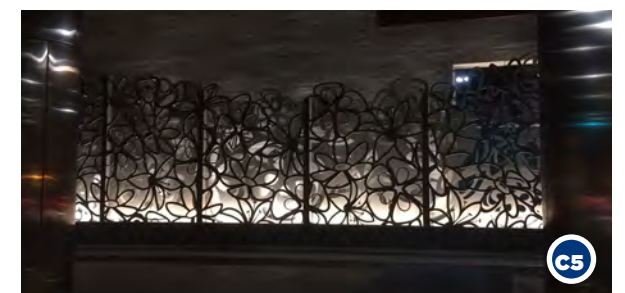
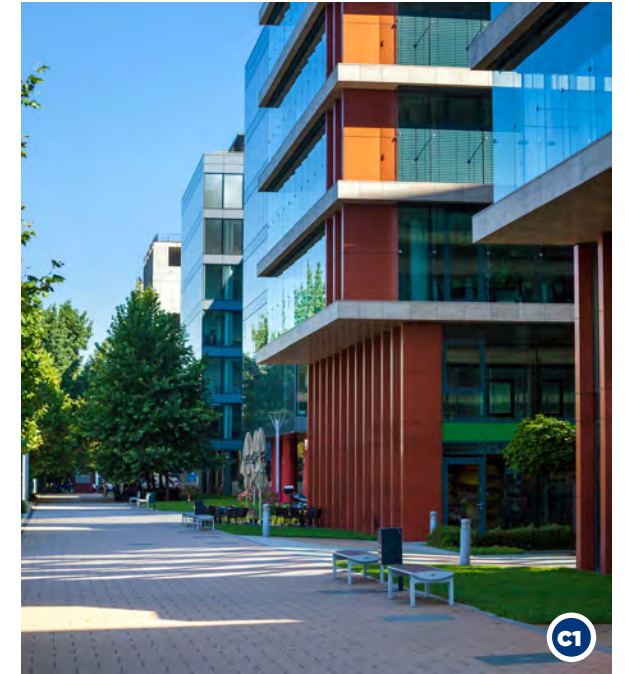




- 20** Provide ample, accessible, secure bicycle parking and supporting facilities. Refer to C2.1.1 General Guidelines for additional guidelines regarding bicycle facilities. 🌿
- 21** Integrate garbage, recycling, loading, and service areas within buildings wherever possible. Ensure they are:
 - a. Accessible.
 - 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.





C7



C11



C13

- 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.



A1



A2

A5



A2



A6



A3

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.

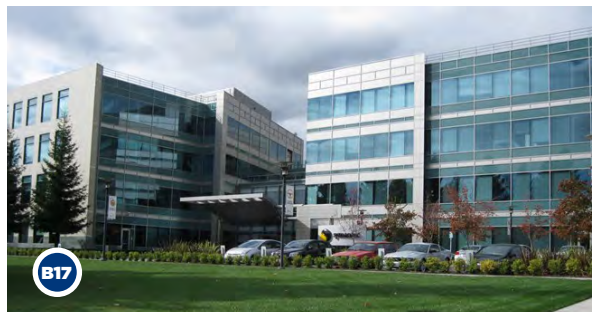
13 Consider clerestory windows and vertical glazing panels to break otherwise blank walls such as those relate to warehouses.

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 signs.
 - 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.



A1 B1



A2 B2

- 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.



B2 B1 B3



B1 B3



B5 B2



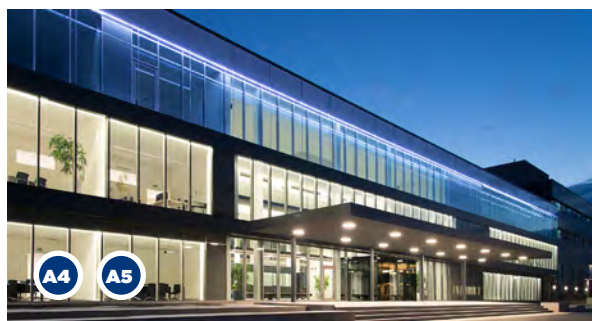
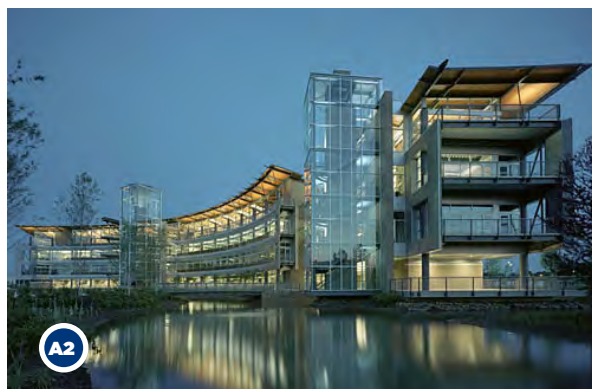
A1 B2



A1 B2



A3 B1 B3



**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.



A1 B1 B4



A2 B2



A4 B3 B5 B6

- 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.



A1 A2



A1 A2 B1



A2 B1



B1 B2

**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 building(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.



MIXED-USE DEVELOPMENT

C7.1 INTRODUCTION	251
C7.2 SITE ORGANIZATION	253
C7.3 BUILT FORM	260

This page left intentionally blank



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.



U2 U3



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.



H1 H3



H2 H3 H4 H8

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.



A1 A2



A1 A2



A3 A4



A7



A3 A4 A7



A8 A11



A9 A10



A10 A11



A12 A13

- 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.



A14



A15 A16



A15



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.

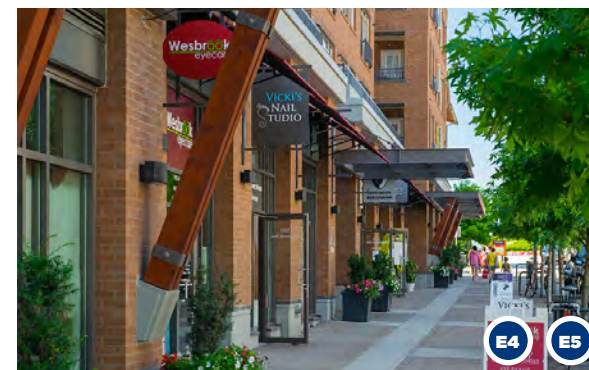


C7.3.3 ENTRY FEATURES, DOORS AND WINDOWS (E)

- 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).





E9



E6 E7 E9



E6 E9

- 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.



E9

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.



M1 M3



M2



M3 M4



M4 M5



- 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.



APPENDIX 1 • GUIDELINES FOR DETACHED ADDITIONAL RESIDENTIAL UNITS/ GARDEN SUITES

This page left intentionally blank

Additional Residential Units (ARU) Garden Suites



A Step-by-Step Guide to Design and Development

Image Source: The Wedge ADU by Propel Studio

Table of Contents

How to Read this Document?

Contact and Resources

1.1 Introduction

What is a Garden Suite?
What are the Benefits?
Key Principles

1.2 Pre-Application Considerations

Can my lot accommodate a Garden Suite? What are the spatial requirements to build this type of unit?

1.3 The Design Guidelines

Site Design and Layout
Building Size
Building Height
Prototypes
Roof Typologies
Amenity Space and Environmental Considerations
Accessibility Standards
Windows, Openings and Privacy
Exterior Finishes

1.4 Architectural Control Review Process

Submission Requirements
Architectural Control Review Form

How to Read this Document?

The Design Guidelines for Garden Suites are non-statutory and are intended to be read by residents, applicants, architects and builders to help inform and guide design options for this type of residential units.

Contact and Resources

Email address – GardenSuites.Review@brampton.ca

Project page – Brampton.ca/ARU

1.1 Introduction

- What is a Garden Suite?
- What are the Benefits?
- Key Principles

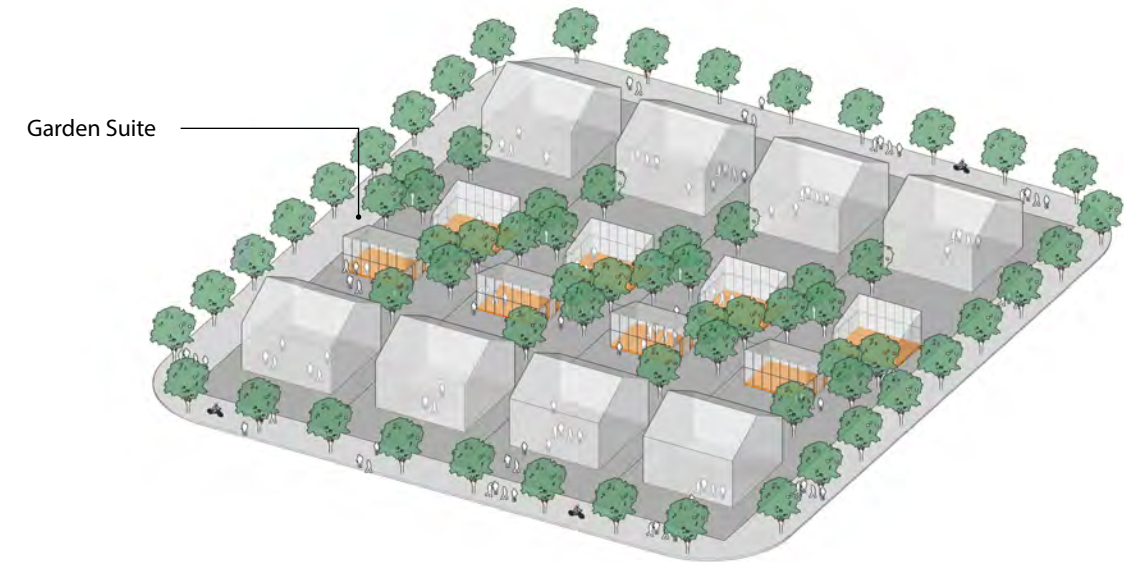
1.1 Introduction

What is a Garden Suite?

A Garden Suite is an Additional Residential Unit (ARU) ancillary to a principal detached, linked, semi-detached, or townhouse dwelling, that is located in a building detached from the principal dwelling and located in the rear or interior side yard, and which may be either freestanding or attached to a detached private garage.

What are the Benefits?

This type of infill residential unit allows for gentle intensification in existing low-density residential neighbourhoods where services and infrastructure are in place, while supporting the supply and range of affordable rental accommodations in the City.



Graphic showing a typical layout for Garden Suite Neighbourhood integration

Key Principles

Gentle Intensification to Support Population Growth
Garden Suites are meant to be a gentle form of intensification that allows for affordable housing options on low-density residential properties, supporting modest population growth and densification.

Accessory to the Principal Dwelling
Garden Suites are accessory in scale and function to the principal dwelling. They are constrained in size (maximum GFA and height) to ensure their secondary and complimentary function to the principal unit.

Complimentary Residential Use
Garden Suites must remain as an accessory use to the principal dwelling unit located in a separate building, be on the same lot as the principal dwelling and they cannot be severed to create a separate independent lot for the Garden Suite.

Neighbourhood and Context Integration
Garde Suites must be adequately located and designed to avoid any negative impacts on neighbouring

properties with regards to privacy, shadow and visual impact. In the case of corner lots or properties with a secondary frontage on a rear lane, they must be integrated with the existing streetscape and overall neighbourhood character.

Connection to Existing Infrastructure
Garden Suites will leverage on efficiencies in City and Regional infrastructure, including roads, public transportation, water / wastewater, and community services.

For lots serviced by municipal water and sanitary system infrastructure, Garden Suites will be serviced from the principal dwelling's tie-in points.

Landscape and Tree Preservation
Garden Suites must be positioned and designed to ensure that mature trees are preserved, on the subject site and neighbouring properties. Efforts should be made in planning for and building a Garden Suite to retain existing trees and landscaping.

1.2 Pre-Application Considerations

- Can my lot accommodate a Garden Suite? What are the Spatial Requirements to build this type of Unit?

For preliminary guidance, please refer to the Additional Residential Units (ARU) Tool. This can be found on the City of Brampton's Renting in Brampton Page, under the Additional Residential Unit section.

Disclaimer: Please note that the tool does not replace the municipal approval process, is based on the best available data, and will be periodically updates.

1.2 Pre-Application Considerations

Can my lot accommodate a Garden Suite?

The City of Brampton's Official Plan (Brampton Plan) and Zoning By-law provides specific regulatory requirements and performance standards on the design and construction of garden suites, such as garden suite size, height and setback requirements. The design guideline is a companion document, and should be read in conjunction with the requirements set out in the Official Plan and Zoning By-law. Please refer to the Zoning Requirements below:

Garden Suites	<p>Shall only be permitted on the same lot as a principal detached, linked, semi-detached, or townhouse dwelling where the principal dwelling is on an individual lot; but not within lodging houses or supportive housing residence.</p> <p>Each residential lot can accommodate up to two additional residential units. This could include one attached ARU paired with a garden suite, or two attached ARUs, provided they meet the applicable guidelines in this section.</p> <p>Will not be permitted on properties within Floodplain, Natural System or Open Space zones.</p>
Additional Parking	<p>When two ARUs are included on a lot, space must be provided for an additional parking spot. This is not necessary when only one ARU is proposed. Parking spaces should be located on the same lot, with each space measuring at least 2.6 metres wide by 5.4 metres long.</p> <p>Tandem parking spaces are allowed.</p>
Driveway	<p>Lots with additional residential units should have no more than one driveway. This includes a semi-circular driveway with two access points.</p>
Site Layout	<p>Garden Suites will only be permitted in the rear or interior site yard of the lot.</p>
Size	<p>A maximum size of 100 square metres (1076 square feet) will be permitted when it is located on a lot with a detached dwelling.</p> <p>A maximum size of 50 square metres (538 square feet) will be permitted in all other cases.</p>
Setbacks	<p>Garden Suites are to be set back a minimum of 1.2 metres from both the rear yard and the interior side yard.</p> <p>If any part of the garden suite exceeds 3.0 metres in height, a setback of 3.0 metres is required from both the rear and interior side yards.</p> <p>There must be a minimum separation of 4.0 metres between any wall of the garden suite and any main wall of the principal dwelling.</p>

1.2

<p>Height</p>	<p>The maximum height shall be the lesser of, the height of the principal dwelling, or 7.5 metres in Residential Hamlet or Residential Estate zones, 6.0 metres on lots with detached dwellings, and 4.5 metres on lots with townhouses or semi-detached dwellings.</p>
<p>Privacy</p>	<p>To reduce privacy concerns from adjacent properties, balconies and rooftop patios will not be permitted.</p>
<p>Access</p>	<p>Where a garden suite does not have direct access from a public street or laneway, a pedestrian path at least 1.2 metres wide should be provided to its main entrance.</p> <p>Entrances or secondary exits for an additional residential unit should not be</p>
<p>Alternative Construction Type</p>	<p>Garden Suites may be constructed from a converted intermodal shipping container, provided it has been converted into a habitable dwelling unit and all other applicable provisions are met.</p>

1.3 The Design Guidelines

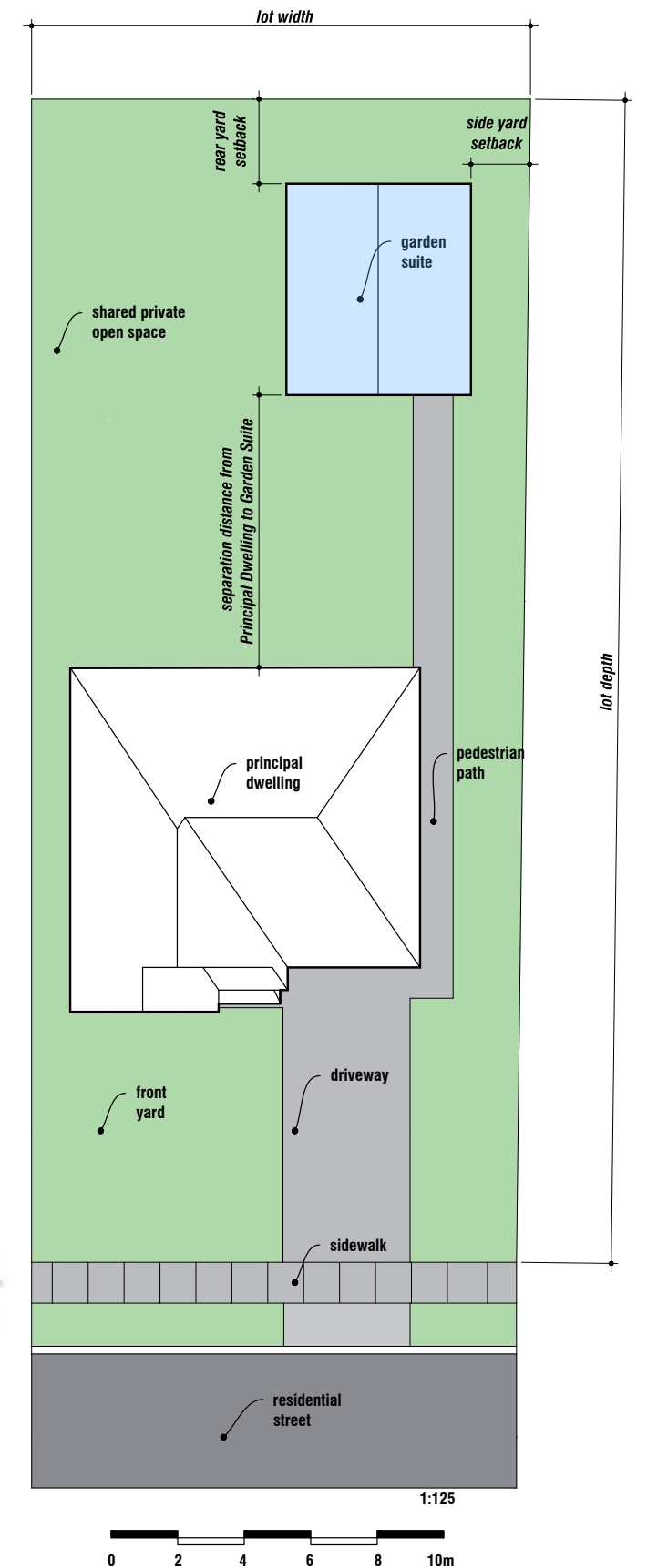
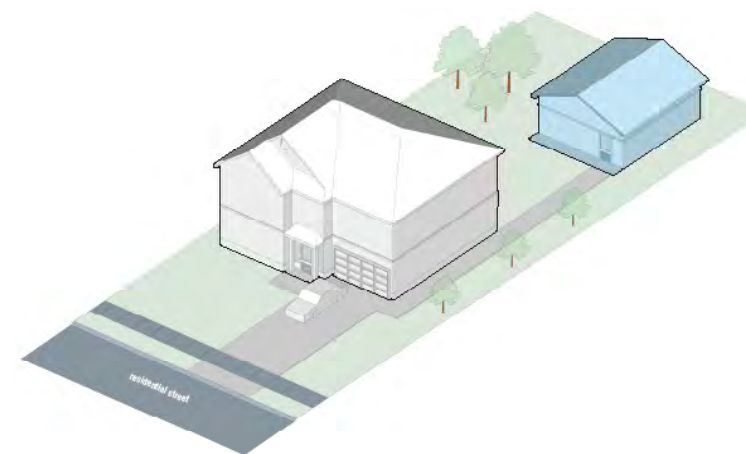
- Site Design and Layout
- Building Size
- Building Height
- Prototypes
- Roof Typologies
- Amenity Space and Environmental Considerations
- Accessibility Standards
- Windows, Openings and Privacy
- Exterior Finishes

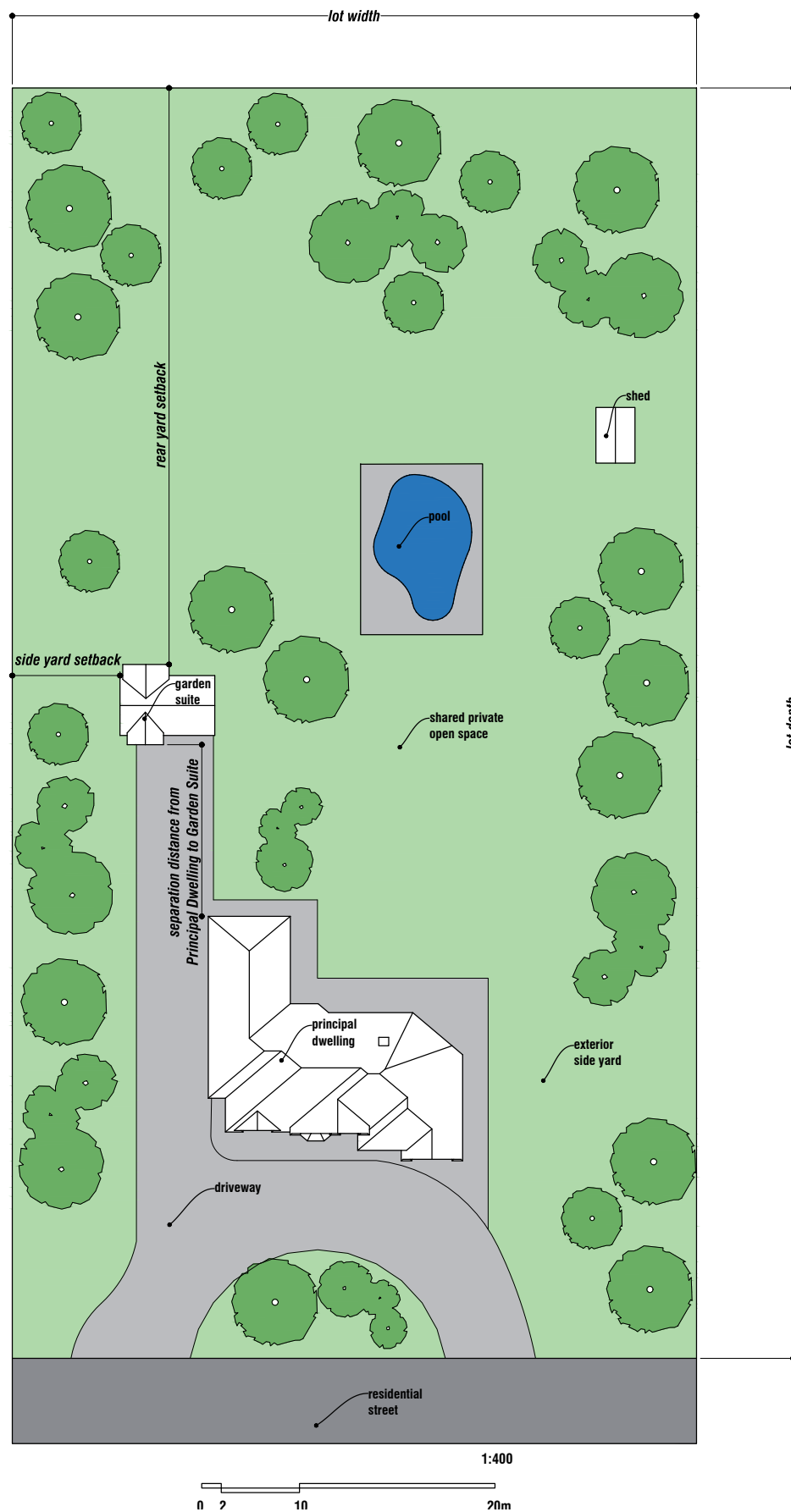
1.3 The Design Guidelines

Site Design and Layout

The following illustrations showcase typical conditions that could be achieved in regards to site design and layout for Garden Suites implementation projects.

Alternative configurations can be explored as long as the new design complies with the Zoning Requirements outlined in the previous section.





Building Size

The Garden Suite design and development information below will help to assist in the planning of this type of unit.

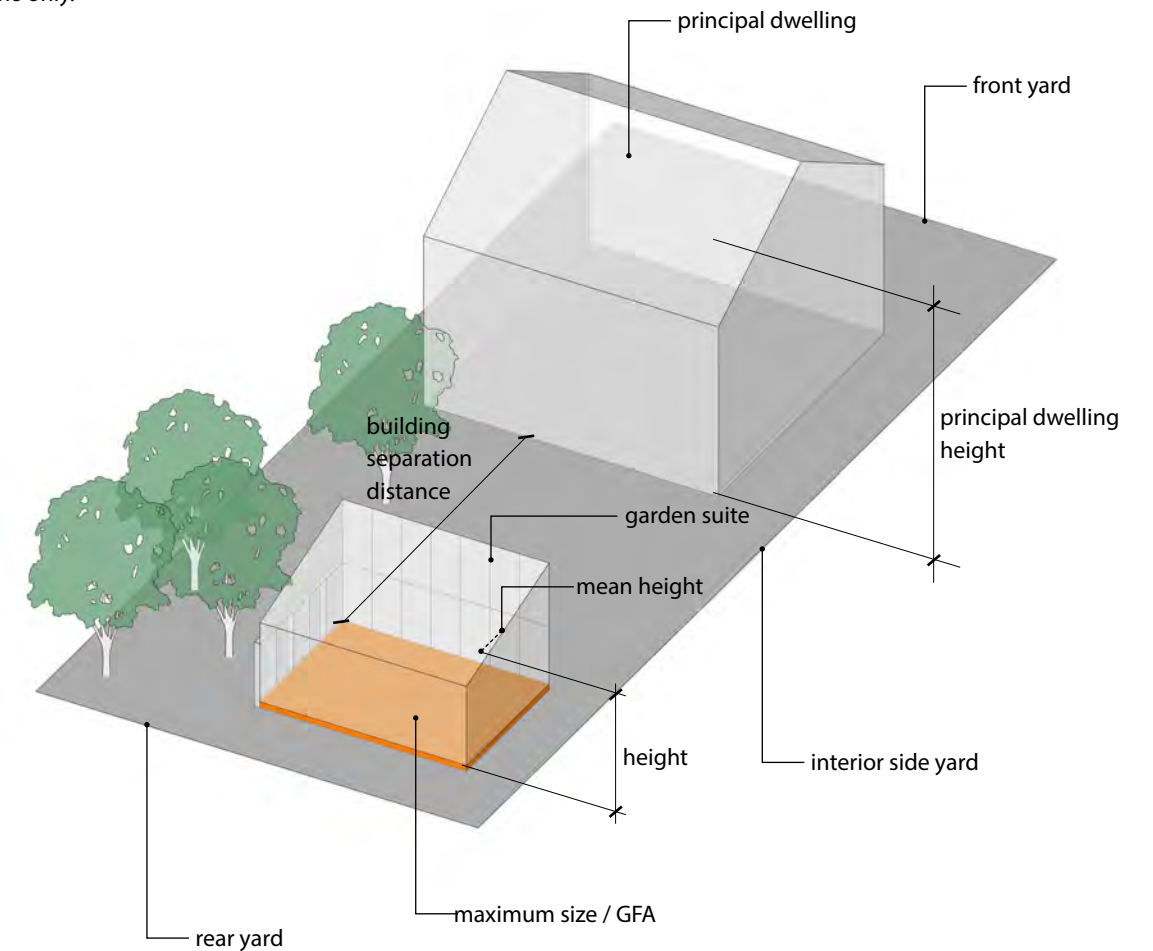
The Zoning By-law sets a maximum size/GFA of:

- a) 100 square metres (1076 square feet) will be permitted when it is located on a lot with a detached dwelling.
- b) 50 square metres (538 square feet) will be permitted in all other cases.
- c) Garden suites may be located above a detached garage, including garages on rear lanes. The building height should not exceed 7.5 metres or the height of the main dwelling, whichever is lower. In addition, to help protect privacy, windows facing neighbouring lots within 3.0 metres of a side or rear property line should be limited to clerestory windows only.

Garden Suites Zoning provisions permit limited encroachments (0.9m) for an unenclosed roofed porch/deck into the rear yard setback and separation distance between the garden suite.

Unenclosed porches will not be included in the GFA of the building.

Gross Floor Area (GFA) shall mean the aggregate of the area of all floors in a building, whether at, above, or below established grade, measured from the exterior of the outside walls, but excluding any parts of the building used for mechanical equipment relating to the operation or maintenance of the building, stairwells or elevators.



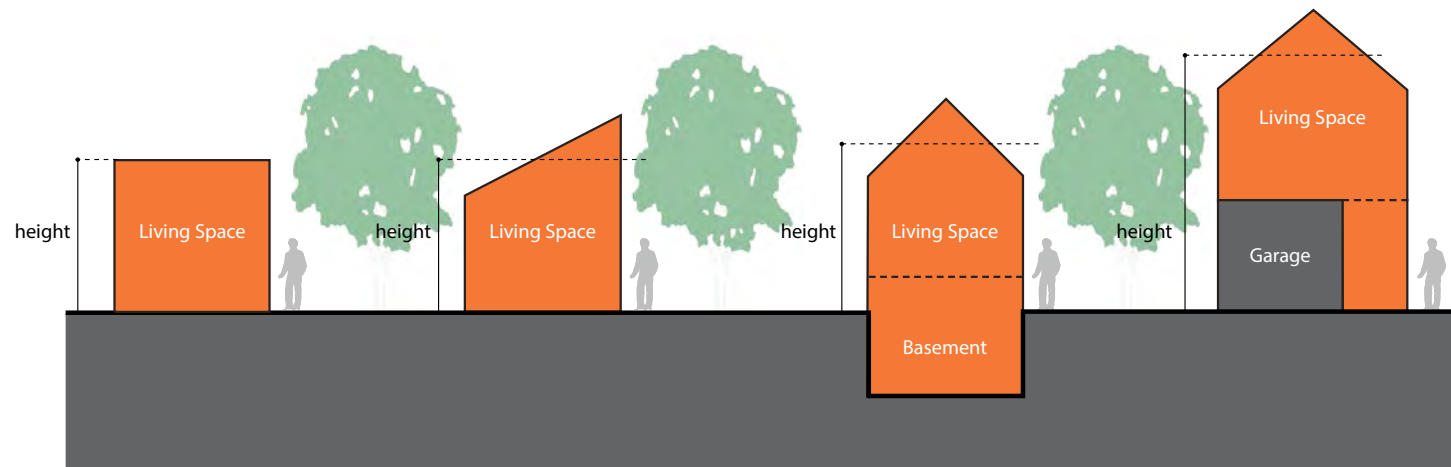
Building Height

Building Height shall mean the vertical distance between the established grade and:

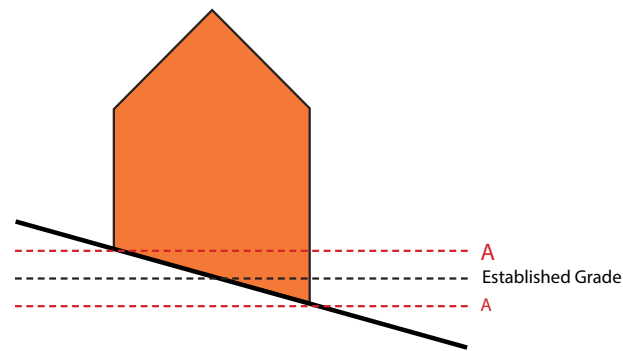
- a) for a single inclined plane roof, the mean height level between eaves and ridge.
- b) for a peaked, gabled or hip roof, the mean height level between eaves and ridge.
- c) for a flat roof, the highest point of the roof surface.

The maximum height shall be the lesser of, the height of the principal dwelling, or:

- a) 7.5 metres in Residential Hamlet or Residential Estate Zones.
- b) 6.0 metres on a lot with a detached dwelling and 4.5 meters on a lot with a townhouse or semi-detached dwelling.
- c) 7.5 metres for Garden Suites located above a



Conceptual Cross Section showing different typologies of Garden Suite Unites and how Height is measured



Grade, Established or Grade, Finished shall mean the average finished surface elevation at the outside walls of any building or structure, which is determined by taking the arithmetic mean of the levels of the finished ground surface at the midpoint of each of those elevations.

Conceptual Cross Section

Prototype A - 50 m²

The 50 m² Garden Suite is an open studio or a one bedroom suite suitable for a young adult, caregiver, senior, and supporting multi-generational living.

The interior/exterior transition spaces are extremely important in this type of unit, decks provide for sheltered outdoor spaces that can function as an extension of the interior use and provide for additional gathering space.

Prototype B - 100 m²

The 100 m² Garden Suite is a two-bedroom suite suitable for a small family or those who wish to down-size and still be able to have a guest room. The deck provides for a sheltered outdoor space that can function as an extension of the interior use and provide for additional gathering space.



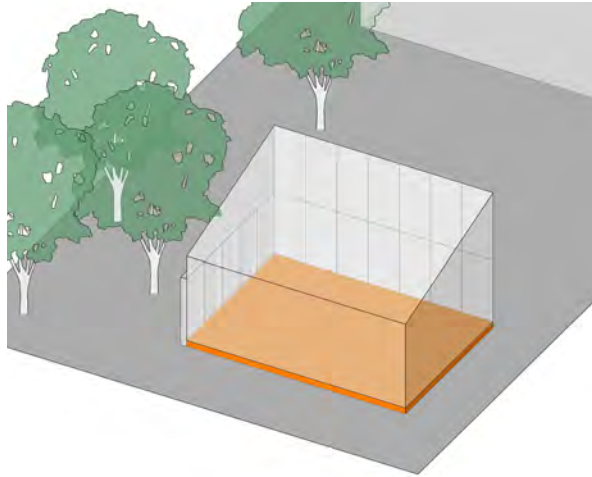
Conceptual Cross Section showcasing interior layout for a Garden Suite



Conceptual 3D View of a freestanding Garden Suite Unit

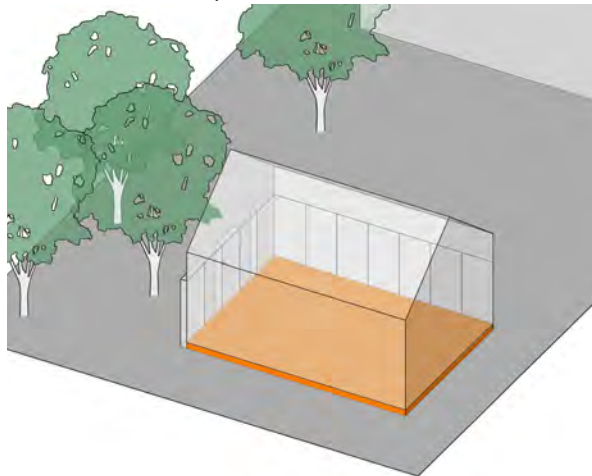
Roof Typologies

Single Inclined Plane Roof



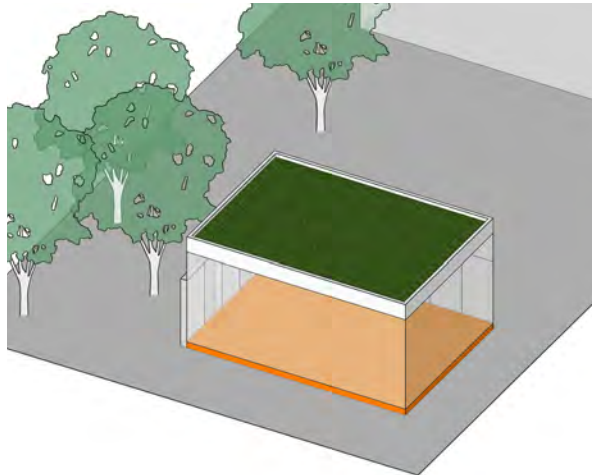
Single Inclined Plane Roof Precedent (by Propel Studio)

Peaked, Gabled or Hip Roof



Peaked Roof Precedent (by Haven Design Build)

Flat Green Roof



Flat Green Roof Precedent (by Poteet Architects)

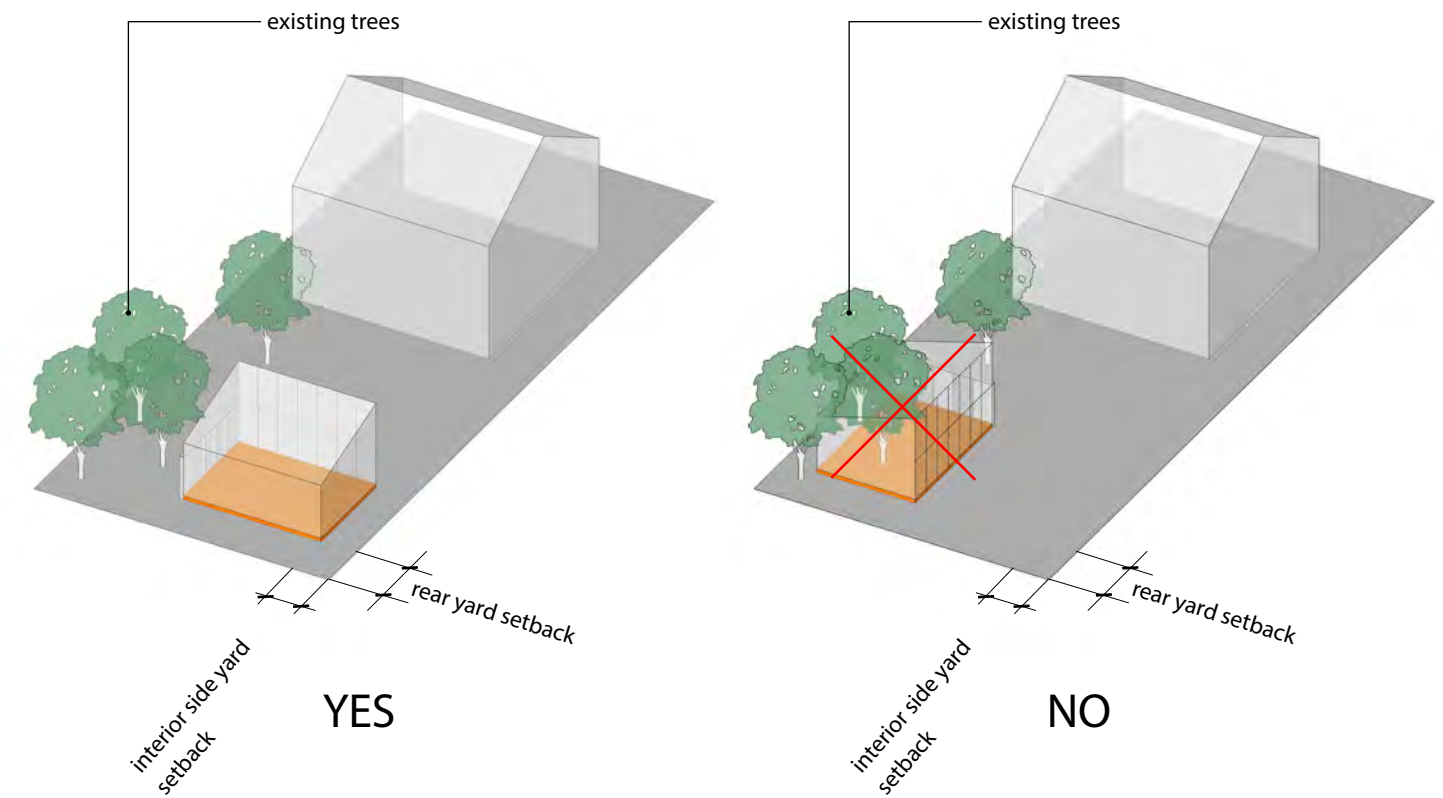
Amenity Space and Environmental Considerations

A Garden Suite should be designed, placed and serviced to preserve existing trees on the subject site.

Trees and landscaping located on neighbouring properties must also be taken into account, as critical root systems could be impacted by the new Garden Suite Development on your lot.

The outdoor amenity area framed by the principal dwelling and the new Garden Suite should be designed with a balanced softscape and hardscape treatment that helps mitigate heat island effects while maximizing rainwater infiltration through water runoff reduction.

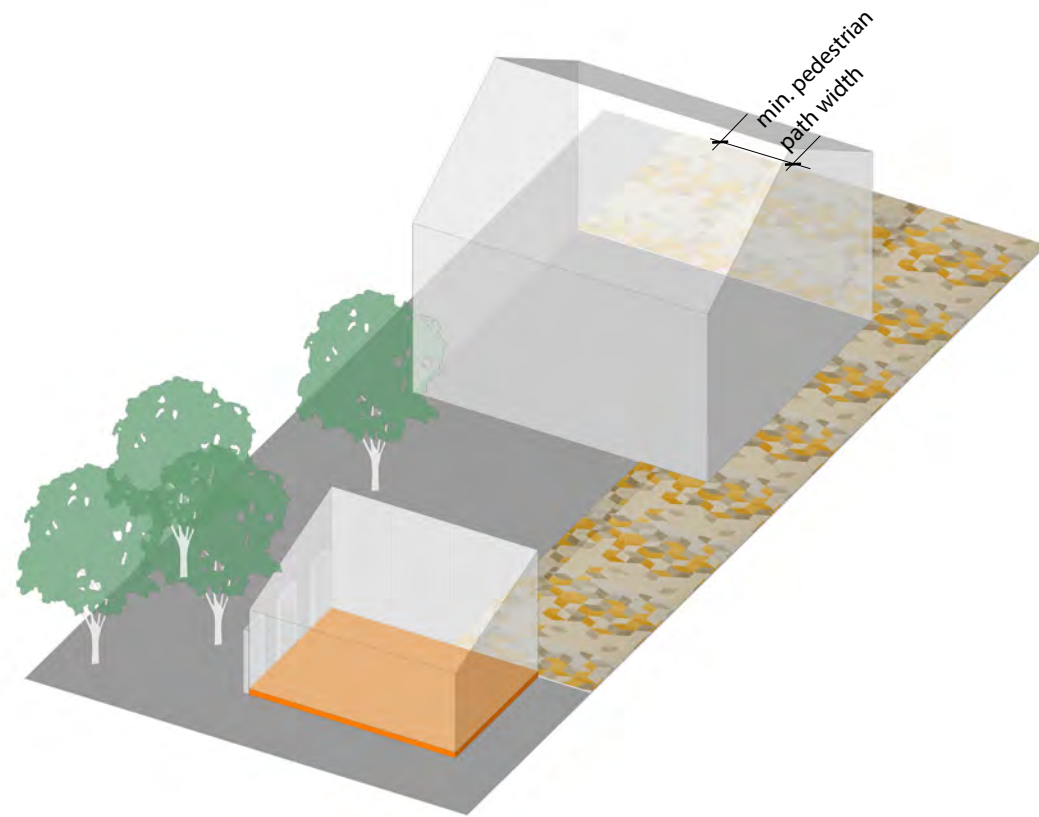
Balconies and rooftop patios, including and deck or similar structure located above a garage or garden suite, shall not be permitted.



Accessibility Standards

The current Zoning By-law requires a 1.2 metres wide unobstructed path to be provided along any portion of the yard extending from the front wall of the principal dwelling to the main entrance of the Garden Suite, unless the Garden Suite has direct minimum 1.2 metres wide unobstructed access from a public street or private laneway at the rear of the property.

The path of travel shall not cross through, or be obstructed by, a swimming pool enclosure or any other accessory structure.



Windows, Openings and Privacy

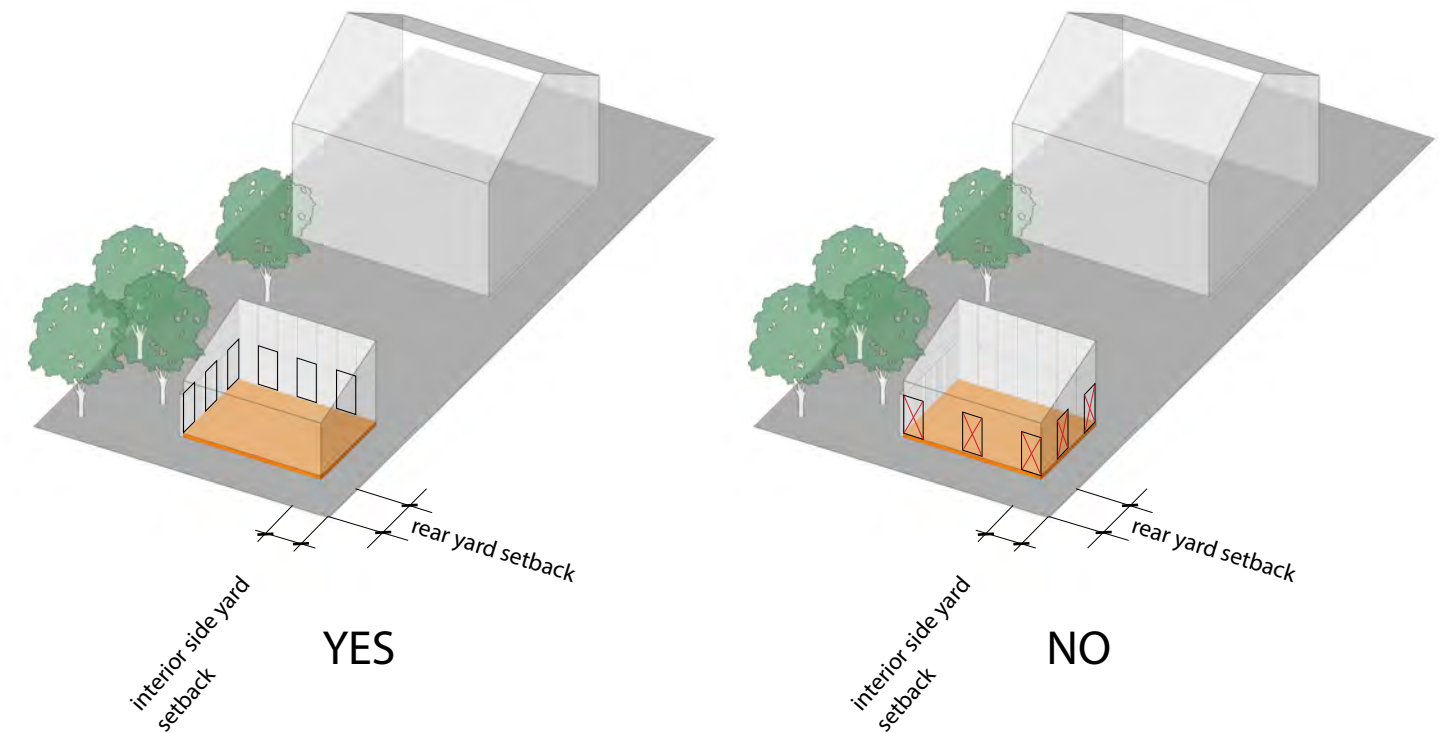
The way building openings and windows are designed and oriented can impact the privacy of the new Garden Suite in relation to neighbouring properties. Window / openings placement has to be carefully looked at to maximize sunlight penetration into the Garden Suite while maintaining privacy with adjacent properties.

Window bays or boxed-out windows can be added to garden suites to improve light and livability. They should project no more than 0.6 metres, be no wider than 3.0 metres, have no foundation, and minimize impacts on neighbors' privacy.

Where windows are desired, a minimum setback of 4.0 metres from rear and interior side lot lines is encouraged to support adequate privacy. Where this setback cannot be achieved, appropriate screening measures should be incorporated.

For garden suites located above detached or rear-lane garages, windows facing adjacent residential lots within 3.0 metres of an interior side or rear lot line should be avoided. Where windows are required, clerestory windows are recommended to ensure privacy between properties.

Please refer to the illustrations below reflecting the previously mentioned requirements.



Exterior Finishes

The materials and architectural detailing of ARUs shall be compatible with those of the principal dwelling to ensure integration of building design on the lot. ARUs should utilize building materials chosen for functional and aesthetic qualities, as well as energy and maintenance efficiency.

Despite the higher upfront cost, Mid-Level finishes are strongly recommended given their longer durability and typically, lower maintenance costs. In regions like Brampton, with extreme summers and winters, selecting doors and windows with higher thermal performance is a good long-term cost management strategy.

Some examples to be considered can be found below when performance and durability are desired.



Fiber Cement Board Siding (by Kevin Browne Architecture)



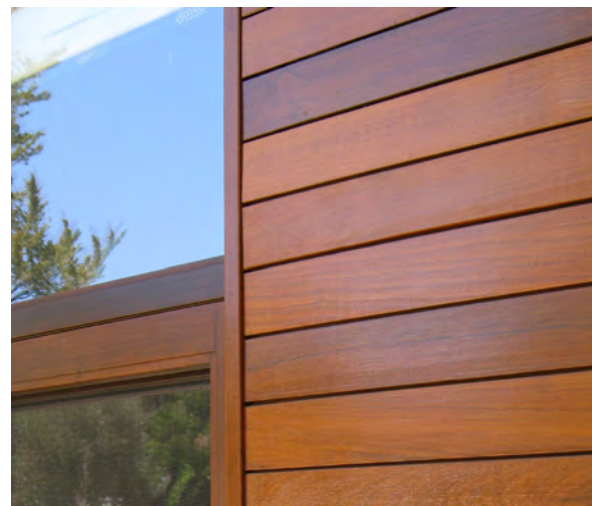
Natural Wood Siding (by Propel Studio)



Brick (By Christi Azevedo Architects)



Vinyl Siding (by Gentek)



Engineered Wood Siding (by Decorated Life)



Aluminum Siding (from Auranga Design Guidelines)




Cladding Panels (by DVA Arhitekta D.O.O)

- 1.4 Garden Suite Review Process
 - Submission Requirements
 - Garden Suite Review Form

1.4 Garden Suite Review Process

Submission Requirements

[View Form Here](#)



Submission requirements for Custom Home – Garden Suites review:

- The applicant shall submit 1 digital copy for each item below
 - a. Site plan (*for location reference and building placement only*)
 - b. Building elevations with material specs
 - c. All floor plans
 - d. Roof plan
 - e. Legal Property Survey
 - f. Grading and Servicing Plan
 - g. Registered Owners Authorization
 - h. Colored building elevations, or 3D renderings, or Finishing Material Sample Board
 - i. Other related documents (Optional)
- All drawings must be in metric and in a standard drawing scale.
- They should indicate the following; Title Block, Legend, Key Plan, North Arrow, Municipal Address and Scale.
- PDF version of all the drawings.

Note:

1. *All drawings shall be prepared in accordance with generally accepted architectural and engineering practices in a digital format and shall be drawn to a recognized scale. All drawings shall be of sufficient detail and contain all information to enable the Urban Design staff to determine whether the proposed construction conforms to the City-wide Additional Residential Units (ARU) - Garden Suites Design Guidelines. This includes, but is not limited to, all drawings being fully dimensioned, noting all types and colour of external materials to be used.*
2. *Elevations should clearly indicate all building materials, roof slope, and height dimensions.*
3. *A Tree Removal/Injury Permit from the City is required before injuring or destroying a tree on private property. Visit www.brampton.ca/trees for additional information.*
4. *Site Plan, Grading Plan, Servicing Plan drawings should clearly identify all trees on site that are over 30 cm Diameter at breast height (DBH) which will be impacted by the proposed application. Drawings should also indicate which trees will be conserved and proposed for removal.*



Office Use Only

File No. -----

**City of Brampton
Garden Suites Architectural Control Review
Application form**

**Planning, Building and Growth Management Services
City Hall**

The personal information collected on this form is collected under the authority of the Municipal Act S.O. 2001, c.25 and will be used only to process this form. The Corporation of the City of Brampton has enacted User Fee (Municipal Act) By-law 380-2003 to prescribe a tariff of fees. Questions about the collection of personal information should be directed to the City of Brampton Freedom of Information and Privacy Coordinator, City Clerk's Office, 2 Wellington Street West, Brampton Ontario L6Y 4R2

Submission Date: _____

Information	Name & Address	Phone/Fax/Email
Applicant	Name:	P:
	Address:	F:
	City/Province:	E:
	Postal Code:	
Owner	Name:	P:
	Address:	F:
	City/Province:	E:
	Postal Code:	

Site Address: _____

Associated Fee: \$530.00 **Account no.** 601430.001.0402.0001 (titled 'Garden Suite Review Fee')

Concept Plan attached dated: _____

Brief Description of Proposed Development: _____
