



City of Brampton

Transit-Supportive Townhouse Design Guidelines

Part 6 Section 5 of Development Design Guidelines

April 2015

Prepared for the City of Brampton by:

The **Planning** Partnership 

Acknowledgement:

The City of Brampton would like to thank all the stakeholders who participated in the various workshops and meetings which led to the production of this document.

Table of Contents

Section 1.0 - Introduction	1	Section 4.0 - General Design Guidelines	18
Section 2.0 - Townhouse Typologies	3	4.1 Public Realm	18
2.1 Front-Loaded Townhouses	4	4.2 Site Planning and Design	20
2.2 Lane-Based Townhouses	5	4.3 Built Form Design	25
2.3 Stacked Townhouses	6	4.4 Special Conditions	30
2.4 Back-to-Back Townhouses	7	4.5 Block Townhouse Development	33
2.5 Back-to-Back Stacked Townhouses	8	Section 5.0 - Additional Considerations for Infill Areas	35
2.6 Live-Work Townhouses	9	5.1 Compatibility with Context and Character	36
2.7 Liner Townhouses	10	Section 6.0 - Implementation	38
2.8 Podium Townhouses	11	6.1 How Do We Get There?	38
2.9 Maisonettes	12	6.2 Recommendations	38
2.10 Future Directions	13		
Section 3.0 - Locational Considerations at a Neighbourhood/Block Plan Scale	14		
3.1 Distribution and Location	14		
3.2 Mix of Typologies	15		
3.3 Neighbourhood Design	17		

1.0 Introduction

Townhouses are one of the fastest growing residential building form in the City of Brampton and represent, for many different reasons, a viable and desirable alternative to the single-detached home. Townhouse developments, because they concentrate more units/people within a smaller area, achieve the higher densities needed to support transit and other forms of transit-oriented development, a key objective of the municipality and the province.

These guidelines have been developed to speak to this unique form of dwelling and, more specifically, to provide guidance on their design and their appropriate locations within the City, and will form a new and separate chapter to the City's Development Design Guidelines.

The purpose of this chapter is:

- To provide design guidance on the development of transit-supportive townhouses in Brampton, in both greenfield and brownfield/infill locations, by establishing a set of guidelines for planning and design. This approach is based on achieving a preferred level of performance and provides inherent flexibility in both, the application and measurement of success. It allows development to respond to differences in site conditions and the surrounding context and provides the opportunity to incorporate current design standards and initiatives and address changes in the housing market;
- To improve the efficiency of review and quality of submissions by articulating the threshold for high quality development in Brampton;
- To support Planning and Infrastructure Services Staff in their evaluation of townhouse site applications;
- To clarify the City's expectations of developers for quality and compatible developments; and,
- To encourage and facilitate higher density development along transit corridors, in transit hubs/nodes and in proximity to transit services, with the goal of encouraging transit use and achieving higher modal split in communities.

These guidelines represent a component of the Development Design Guidelines, and as such, part of a 'living' document that is anticipated to evolve and change over time. Moreover, the continually evolving nature of community building, influenced by governing policies, societal issues, and the cultural and economic environments, to name just a few, requires flexibility in the formulation, interpretation and application of these guidelines.



Townhouse block streetscape



Public/Private interface on lane-based townhouses



Open space framed by townhouse blocks



Urban front-loaded townhouses



Lane-based townhouse block



Combination of front-loaded and lane-based townhouse

Consistency with Policy Documents

These guidelines are consistent with the direction of the provincial, regional and local policy framework which speaks to transit-supportive intensification, along nodes and corridors, and the types and form of desired townhouse development in these strategic locations. They also build upon, and should be read in conjunction with:

- City of Brampton's Development Design Guidelines and in particular: Part VI Site Planning and Built Form, Part VII Architectural Control Guidelines For Ground-Related Residential (3.2.3) along with the (Executive Housing Workbook) section(s) and Part VIII Sustainable Community Design Guidelines.
- Zoning By-Law (especially Sections 10.13 16.1 to 16.10 and 18.2 to 18.4).
- Official Plan (Sections 4.1.1, 4.1.2, 4.1.8 and 4.6.2).
- Applicable Secondary Plans.
- Applicable Community Design Frameworks and Guidelines.
- Ontario Ministry of Transportation's Transit-Supportive Guidelines.

Transit-Supportive Development

Brampton is committed to plan for compact patterns of development at densities capable of supporting transit service. Townhouse development is not only encouraged to be located in proximity to transit service, it should also be designed to support the use of transit by:

- Providing direct, convenient, safe and attractive pedestrian access and connections to transit stops;
- Reducing the numbers of required parking spaces both at the community and site plan scales;
- Incorporating ample, secure bicycle parking and bicycle supportive facilities;
- Including a mix of residential, retail and commercial uses in buildings near transit;
- Providing facilities for car shares and energy efficient vehicles to encourage transit use and reduce reliance on the automobile; and,
- Reinforcing and supporting the policy objectives of the Ministry of Transportation's Transit-Supportive Guidelines which:

"places significant emphasis on creating a pattern of development within existing communities and new development that is capable of supporting increased transit ridership in existing systems and helping to facilitate the establishment of new transit systems."

2.0 Townhouse Typologies

This section captures some of the typical townhouse forms that are currently being built or may be considered in the City of Brampton. The list of typologies is by no means exhaustive, nor is it meant to limit the introduction of other alternative designs. The main objective is to create high-quality designs that fit within their surrounding context while contributing to an attractive and pedestrian-oriented public realm. On this basis, architects, designers and builders are encouraged to bring forward other alternative and innovative options.

The typologies considered include:

1. Front-Loaded Townhouses (with street accessed integrated garages);
2. Lane-Based Townhouses (with lane accessed detached or integrated garages);
3. Stacked Townhouses (with lane accessed integrated garages);
4. Back-to-Back Townhouses (with street accessed integrated garages);
5. Back-to-Back Stacked Townhouses (with above-grade structured, surface parking or below-grade structured parking);
6. Live-Work Townhouses (with lane accessed integrated garages);
7. Liner Townhouses (with above-grade structured, below-grade structured or surface parking);
8. Podium Townhouses (with below-grade structured parking); and,
9. Maisonette Townhouses (with lane accessed detached garages).



Front-loaded townhouses



Lane-based townhouses



Podium townhouses

2.1 front-loaded townhouses

Front-Loaded Townhouses are blocks of attached units that are oriented to the street. Located on conventional lots, these units allow for the provision of a significant rear yard. Integrated garages are accessed from the street and typically occupy up to 50% of the front face of the unit. In this configuration, garages and driveways visually dominate the streetscape.

Unit widths should allow for both a garage door and an identifiable/prominent entrance and a minimum of 6.0m width is desirable to achieve that. A prominent entrance is achieved through a combination of projecting elements such as a porch or portico, and enhanced design elements and materials.

In addition to the guidelines included in this document, the City of Brampton Zoning By-Law provides the following:

- The minimum recommended unit width is 6.0 metres;
- For units that are between 6.0 and 7.0 metres wide, garages shall be sized for one car, with the maximum interior garage width of 3.1 metres and a maximum garage door width of 2.5 metres;
- For units that are between 7.0 and 8.0 metres wide, garages shall be sized for one car, with the maximum interior garage width of 3.7 metres and a maximum garage door width of 3.1 metres;
- For units that are greater than or equal to 8.0 metres in width, garages shall be sized for one car with room for storage. The maximum interior garage width of 4.3 metres and a maximum garage door width of 3.7 metres; and,
- Porches and porticos are encouraged and may project up to 1.8m into the front or flanking side yards.



Conceptual illustration of the typology characteristics (not meant as specific block design)

- For a street townhouse dwelling, each dwelling unit shall have direct pedestrian access from the front yard to the rear yard with no more than a two-step grade difference inside the unit and without having to pass through a habitable room.

Though functional for the homeowner, the introduction of a passageway has an impact on the interior layout and often presents an unattractive rear yard elevation.



Front-loaded townhouses

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

front loaded townhouses	
Setback (Bldg. / Garage)	3.0 to 4.5m / 6.0m
Parking	1-2/unit
Unit Width	6.0 - 6.5m
Typical Height	2 to 3 Storeys
Density Type	Low - Medium



2.2 lane-based townhouses

Lane-Based Townhouses are blocks of attached units that are oriented to the street and provide access to an attached or detached garage located at the rear of the block, from a lane (or private drive).

Unit entrances should be paired to create a greater visual presence along the streetscape.

Because they locate their garages at the rear of the lot and the front of the building is closer to the street, lane-based townhouses help to create a more pedestrian-scaled and attractive streetscape. Less driveway interruptions creates more opportunity for on-street parking, planting trees, and providing other landscaping. However, this configuration also results in a smaller rear yard.

This typology is ideally suited to infill conditions, and is also effective in reinforcing important locations such as parks, public spaces, community nodes and primary streets.

Lanes must accommodate underground servicing, such as storm and sanitary sewers and water mains.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

lane-based townhouses	
Setback	3.0 to 4.5m
Parking	1-2/unit
Unit Width	4.5 - 5.8m
Typical Height	2 to 3 Storeys
Density Type	Low - Medium



Lane-based townhouses with articulated front elevations



Lane-based townhouses with ground level entries at rear

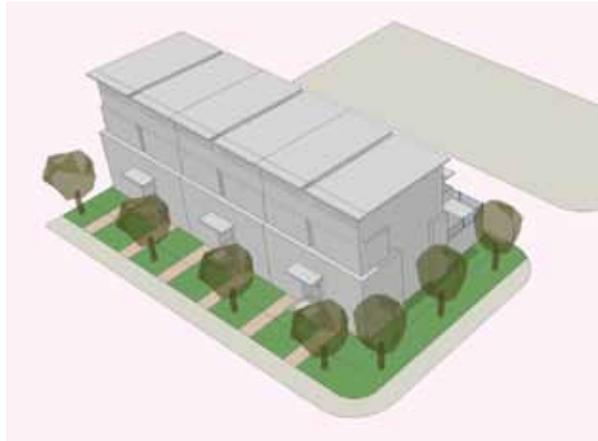
2.3 stacked townhouses

As its name implies, Stacked Townhouses are blocks of attached units which are stacked one above the other. These units may be oriented to the street, but may also have units that face the rear of the lot, depending on how they are configured.

Again, because these units locate integrated garages at the rear of the lot and the front of building closer to the street, they help to create a more pedestrian-scaled and attractive streetscape. However, due to the requirements for parking, this typology does not typically allow for a rear yard. Accordingly, private amenity space is provided above the parking area in the form of a deck or balcony.

Garages typically occupy the width of the unit, with the number of cars that may be accommodated directly related to the width of the unit. This dwelling type is also dependent on access from either a private or public rear lane.

The lower unit is typically accessed from grade or up ½ level and the upper unit is accessed by a separate stairs leading from a common landing.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

stacked townhouses	
Setback	4.5m
Parking	1/unit
Unit Width	5.5 - 7.0m
Typical Height	3 1/2 to 4 Storeys
Density Type	Medium - High



Stacked townhouses with shared covered entries



Stacked townhouses with emphasized entries

2.4 back to back townhouses

As its name implies, Back-to-Back Townhouses are front-loaded townhouse blocks that are configured to share a common rear wall, with one block oriented to the street and the other to a rear lane or private driveway. The integrated garages for the units are accessed from the street or the rear lane/private drive.

This type of dwelling is usually aligned to a public street/ lane, and/or organized around a parkette or private amenity space. In some instances, full balconies may be provided to offset the limited amount of amenity space for residents. Where units are located face to face, a minimum separation distance of between 12 and 15 metres is recommended.

Unit depths are typically wide-shallow compared to other typologies. In addition, each unit should be approximately 6.5 metres wide, to allow for the creation of a visible/prominent front entry and to accommodate the penetration of natural light to the interior of the unit.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

back-to-back townhouses	
Setback (Bldg. / Garage)	4.5m / 6.0m
Parking	1/unit
Unit Width	6.0 - 6.5m
Typical Height	2 to 3 Storeys
Density Type	Low - Medium



Back to back townhouses with garage access from the front



End unit at a back-to-back townhouse block

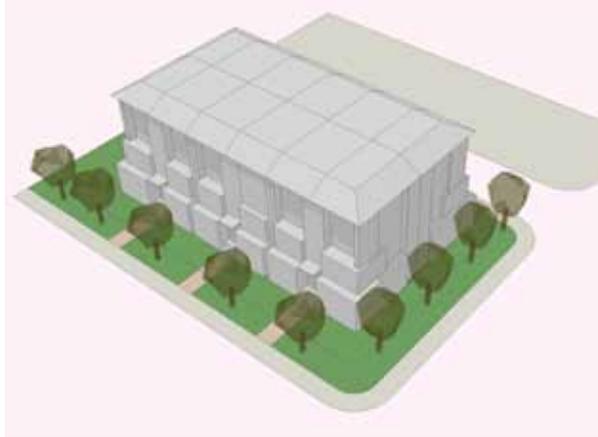
2.5 back-to-back stacked townhouses

Back-to-Back Stacked Townhouses are characterized by blocks of attached units that combine both Stacked and Back-to-Back configurations and are oriented to both the street and the rear of the block. These units are organized vertically and horizontally in every unit module. Parking is accommodated separately in garage structures, surface parking areas or structure below grade (either fully or partially).

When parking is provided below grade, this type of townhouse occupies less area than those relying on separate garage structures or surface parking areas. However, due to the nature of the structured parking, their design bring certain technical limitations with respect to site landscaping.

This type of dwelling is usually aligned to a public street/ lane, and/or organized around a parkette or private amenity space. In some instances, full balconies may be provided to offset the limited amount of amenity space for residents. Where units are located face to face, a minimum separation distance of between 12 and 15 metres is recommended.

The configuration of units for this typology results in various widths and depths of units within a block, with the ground-related unit usually being wider to accommodate stairs. This lower unit is typically accessed from the finished grade, or ½ level above grade and the upper unit is accessed by a separate set of stairs leading from a common landing.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

back-to-back stacked townhouses	
Setback	3.0 to 4.5m
Parking	1-2/unit
Unit Width	6.0 - 7.0m
Typical Height	3 1/2 to 4 Storeys
Density Type	Medium - High



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

2.6 live / work townhouses

Live-Work Townhouses are characterized by units that are designed to allow for a mix of residential and non-residential uses. The ground floor is typically designed to accommodate retail, commercial or office uses, while the upper floors are designed as dwelling units. Both uses have separate entrances and allocated parking space. The non-residential use is accessed from the main street and the residence is accessed from either the front or the rear of the building.

Residential and non-residential parking is typically accommodated at the rear of the building, and accessed from a rear lane or private driveway. Parking is usually designed/ configured to accommodate tandem parking. With parking essentially occupying the rear yard on these buildings, private amenity space for the residential units is provided either in the form of a deck (above the parking), or balcony.

Live-Work Townhouses are ideally located along main streets and in conjunction with on-street parking to serve the non-residential uses.

Zoning provisions should provide the flexibility to allow for both residential and non-residential uses at the ground floor.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

live-work townhouses	
Setback	0m
Parking (residential / retail)	1-2 res.unit / 1 ret.unit
Unit Width	7.5 - 8.0m
Typical Height	3 to 3 1/2 Storeys
Density Type	Medium - High



Live / work townhouse blocks



2.7 liner townhouses

Liner Townhouses derive their name from the way in which they function – essentially wrapping around the base of a building or parking structure to create a ‘street or ground-related’ façade, and usually, a residential veneer that enhances the pedestrian realm.

The width of liner townhouse units is generally influenced by the structural and/or parking grid of the adjacent building.

Liner Townhouses rely on parking provided within an attached and enclosed structure, typically above-grade structures in greenfield conditions, or below-grade structures, in infill situations. Both unit widths and parking provisions will vary depending on the development, but generally they will conform to provisions and requirements of the City.

These types of units may be oriented to a public street or to an internal courtyard or landscaped space. In any case, the private/public interface should be designed to provide privacy for the residents while allowing for visual interaction between the two areas. This may be achieved through a combination of a grade separation, built elements and landscaping.

Additionally, in order to create visual interest along the street, façade articulation should include significant vertical breaks or wall plane changes at approximate intervals of 6 units.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

liner townhouses	
Setback	0 to 3.0 m
Parking	1-2/unit
Unit Width	as per building structure
Typical Height	3 to 4 Storeys
Density Type	Medium - High



Mixed use liner building with parking at rear



Liner townhouse building

2.8 podium townhouses

Podium Townhouses are very similar to Liner Buildings in the way in which they appear along the street. The distinction between the two is that Podium Townhouses are units that are located at the ground floor of a taller residential condominium building.

The number of units is determined by length and depth of the building, and unit widths will vary. The width of podium townhouse units is generally influenced by the structural grid of the residential building. Their facades are articulated with vertical breaks to minimize the visual impact of the block face, and integrated to the design of the residential building above.

Parking for these units is typically provided below grade and shared with the condominium development.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

podium townhouses	
Setback	0m
Parking	1-2/unit
Unit Width	as per building structure
Typical Height	2 to 4 Storeys
Density Type	High



Townhouse podium units that vary depending on street and building relationship/context



2.9 maisonette townhouses

The term 'Maisonettes' is a French-derived word which literally translates to 'Small Houses' and is chiefly used in the English language to describe:

- A self-contained apartment (usually on two floors) in a larger house that has its own entrance from the outside.
- A dwelling that serves as living quarters for one or more families.

The 'Maisonette' type of dwelling appropriately consists of a cluster of several dwelling units (townhouse units) to resemble one large house or mansion.

The layout and configuration for the Maisonette could vary greatly depending on the site conditions and the layout of the individual units. However, these units generally are accessed from at-grade entries with parking located at the rear of the lot accessed from a public laneway or private driveway.

This form of dwelling, provides an ideal transition between the massing of single-detached homes and townhouse blocks or mid-rise apartments.



Conceptual illustration of the typology characteristics (not meant as specific block design)

Typical Characteristics

The characteristics outlined below are typical conditions of the particular unit type described. The numbers included are descriptive of the respective typology and are not meant to be minimum or maximum dimensions, requirements or guidelines.

maisonette townhouses	
Setback (Bldg. / Garage)	4.5m / 6.0m
Parking	1-2/unit
Unit Width	7.5 - 9.0m
Typical Height	2 to 3 Storeys
Density Type	Low



Maisonette townhouse blocks



2.10 future directions

Recognizing the need to balance the ever changing nature of the housing market with the broader objectives of community building, it is anticipated that these guidelines will expand in the future to include variations of the listed typologies and/or completely new typologies. The City encourages design innovation and will continue to work with architects, designers and builders to ensure that new ideas/approaches meet the objective of creating high-quality designs that fit within their surrounding context and contribute to creating an attractive and pedestrian-oriented public realm.

OPEN FOR NEW TYPOLOGIES

3.0 Locational Considerations at a Neighbourhood/Block Plan Scale

As a higher density form of housing, townhouses generate a greater number and concentration of users that support transit and transit-oriented development. They are also appropriate forms of buildings that can help to transition, reinforce, emphasize and highlight the structural composition of the community. On this basis, townhouse forms should be considered as key housing/building forms at the community and neighbourhood scales of planning.

This section identifies typical locations where townhouses may be introduced.

3.1 distribution and location

INTENT: To reinforce community structure, highlight key areas of the plan, and support transit-oriented development, townhouses are an appropriate form of medium-density housing that generates a greater number of people living within a smaller area of land.

1. Distribute townhouses throughout the community and use them as place-makers;
2. Cluster townhouses to support neighbourhood nodes, reinforce community focal areas such as parks, and increase density along identified transit corridors/routes;
3. Locate townhouses in areas that are within walking distance of transit;
4. In general townhouses are appropriate in focal locations such as:
 - Along Main Roads / Transit Spines (Arterial and Collector Roads).
 - At Community Nodes / Important Intersections.
 - Framing Neighbourhood Parks.
 - Facing and/or directly fronting Parkettes or Squares.
 - Adjacent to Commercial/Mixed-Use Areas.
 - As a Transition between High and Low Density Uses.

- Along Community Window Streets.
- Adjacent to Valleylands / Natural Features.

5. Avoid using townhouses as fillers on odd shaped lots, difficult sites or low value areas.

The demonstration plan in the next page illustrates these scenarios including a conceptual road/block pattern and building forms. The corresponding conceptual models provide a 3-dimensional illustration of the same.

- a) A concentration of residents, associated with stacked townhouses and apartments (with podium townhouse units), strongly support the transit corridors and provide appropriate height and massing to frame these main streets. Additionally, live work units located along these corridors benefit from the high visibility of the street as well as the access to public transit.
- b) Neighbourhood parks are important focal point, in both greenfield and infill communities; their profile/prominence should be enhanced by townhouse forms that surround and define their extents.
- c) Albeit at a smaller scale, parkettes and other public green space, also benefit from having townhouse forms define their edges and frame views to and from these focal spaces. A mix of front-loaded townhouses and lane-based townhouses create streetscapes that balance pedestrian-oriented spaces with the need for individual driveways.
- d) The combined window street/arterial road scenario, common in greenfield developments, creates visually wide and open edges to these new communities. Townhouse forms in these locations would provide building height and massing that is more in keeping with the scale of the combined roads, and provide

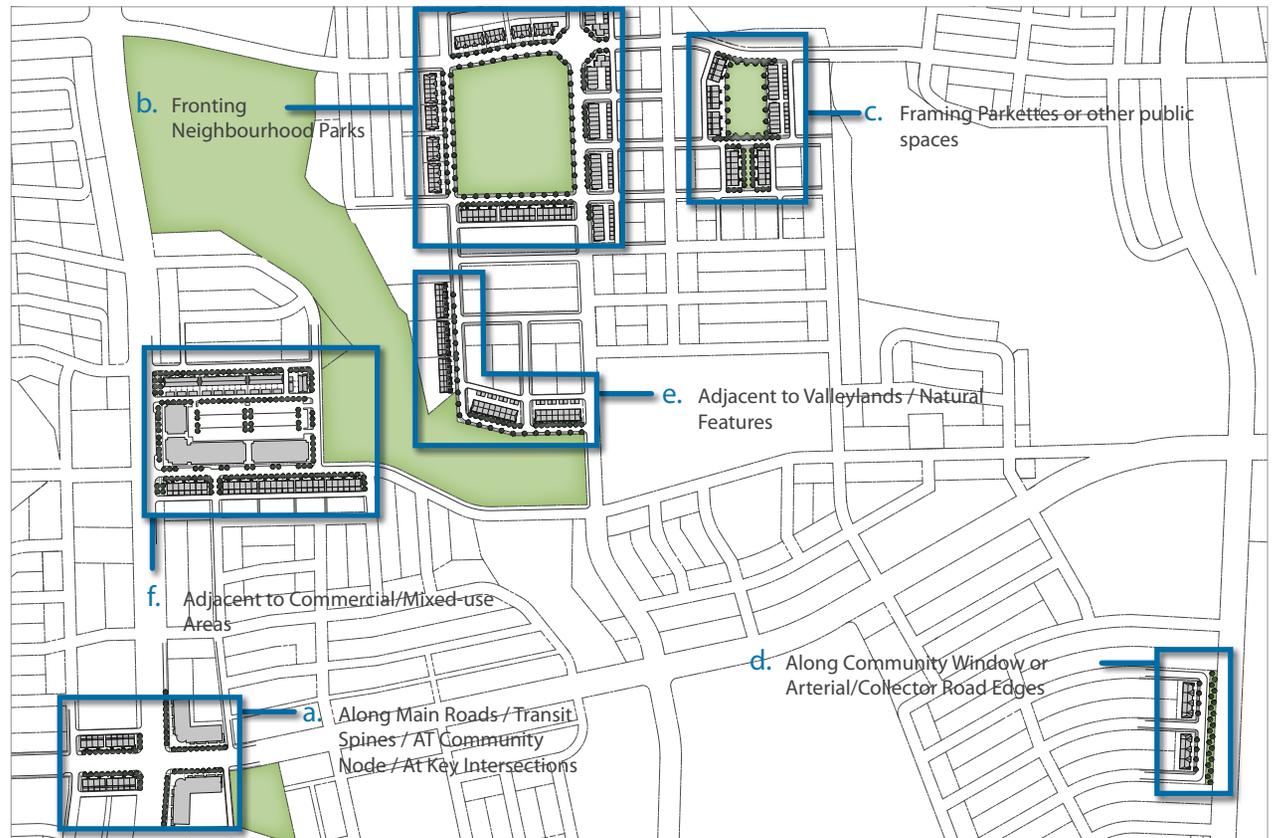
building variety within a typically predominant area of single-detached dwellings.

- e) In areas adjacent to natural features, the greater concentration of units associated with townhouse forms would result in a greater number of people who may enjoy the proximity to green space. This would also apply in the executive housing policy areas, where adjacency to natural features is a defining characteristic.
- f) For the same reasons that mixed-use/transit corridors are supported by this higher density form of development, commercial activity nodes are enhanced by the presence of residential and live/work townhouses.

3.2 mix of typologies

INTENT: To create diversity and provide housing options within a community; a mix of housing typologies, one that includes townhouses, allows for a variety of residential forms that can address different site contexts, offer a range of options to respond to social, economic and market conditions, and provide the means for new community plans to meet provincial density targets.

1. Introduce townhouses within a community at appropriate locations to create a variety of housing options and to add density; and,
2. For large areas of only townhouse development, provide a mix of typologies especially in areas where more than 200 units of a similar typology is proposed.



Demonstration of recommended townhouse locations





3.3 neighbourhood design

INTENT: To reinforce community structure and provide the higher density housing forms needed to support transit and mixed-uses, townhouses should be introduced in key locations of the neighbourhood.

1. Intersperse townhouse forms within areas of single and semi detached homes to create variety within the streetscape;
2. Where townhouses are located within low density areas, and in particular, at mid-block locations, ensure that the massing of the townhouse block provides an appropriate transition, and that its design is compatible with the surrounding context;
3. The massing/height of townhouses represent an appropriate transitional form between higher and lower density residential uses. Ensure these townhouses have a minimum height of 2 storeys;
4. Gradual transitions of height, setback, scale and massing shall typify streetscape development. Avoid abrupt changes in massing of adjacent structures and/or lot widths;
5. Use townhouse blocks around open spaces and amenity areas to enhance their character as focal points;
6. On large sites a key design determinant is to assure that the site functions in a cohesive manner. Townhouse units will face streets, both existing peripheral streets and any internal streets. Open space will be designed as a focus for the new development block and parking must be treated in a manner that reduces the impact on the block;
7. On large sites open space should be located with easy access to the full community and town house built form should act to define the open space. Front entries should be oriented to these open spaces to promote a high level of comfort and generate a safe environment, (see section 4.5.5); and,
8. Generally block lengths are limited to 8 units (width) or 52 meters, whichever is less.

Townhouse Typologies and Recommended Locations Matrix

Locations	On Main Roads/ Transit Spines	Community Nodes / Intersections	Fronting Public Open Space Areas	Framing Parkettes or Squares	Adjacent to Commercial Blocks	Transition Between Higher & Lower Density	Window Streets & Along Road Edges	Adjacent Valleylands & Natural Features	Infill in Mature Neighbourhoods	Infill / Intensification Areas
Townhouse Unit Types										
Front Loaded			•		•	•	•	•		
Lane Based	•	•	•	•	•	•	•	(fronting)	•	•
Stacked	•	•	•	•	•	•	•			•
Back to Back F/L Garages					•	•	•			
Back-to-Back Stacked	•	•	•	•	•	•	•			•
Back to Back U/G Parking	•	•	•	•	•	•	•		•	•
Live / Work	•	•	•	•	•	•			•	•
Liner	•	•	•	•	•	•				•
Podium	•	•	•	•	•	•				•
Maisonettes			•	•				•	•	
Minimum Storeys	3	2.5	2	2.5	3	3	2	2	2	3

Note: Public Open Space Areas include parks, vista blocks, pedestrian walkways, stormwater management facilities, valleys, woodlots and schoolyards.

For specific guidelines on townhouse design within a site, please refer to section 4.0: General Design Guidelines.

For additional guidelines on the design of block townhouse developments, please refer to section 4.5.



Green edge front yard with grade change planting



Yard landscaping on front-loaded driveways



Lane-based townhouses allow for a continuous, pedestrian oriented streetscape

4.0 General Design Guidelines

Design Guidelines are meant to be guiding principles for the design of townhouse units. This section contains design guidelines that address the following:

- 4.1 Public Realm Design speaks to the design of the landscape elements which interface with the public;
- 4.2 Site Planning and Design, which speaks to how townhouse blocks should be located and configured within a site to reinforce a pedestrian-oriented public realm, community connectivity, site circulation and interface to adjacent uses;
- 4.3 Built Form Design, which speaks to the height, massing, materials and design along with other physical components of a building.
- 4.4 Special Conditions, which include specific guidelines related to end units, live-work and executive townhouses; and,
- 4.5 Block Townhouse Development, which deals with the design of larger sites where complete blocks of townhouses are to be developed, and generally where new streets, open spaces and other amenities need to be considered.

4.1 public realm

4.1.1 Streetscape Interface

INTENT: To contribute to an attractive, coordinated and pedestrian-oriented streetscape, townhouse developments, and their associated landscaping, should add to and fit within the broader context of the community's streetscape.

Trees are one of the most important and defining elements of the streetscape. They help to frame the pedestrian zone, delineate the transitions between this and the car zone and, when planted close to the property line, help to buffer private areas from public areas. At a broader scale, the planting of trees within a community helps to increase the urban canopy. For these reasons, it is important to incorporate a landscaping strategy that includes trees for townhouse developments.

1. At key locations within the community, such as those listed in Section 3.0, plant trees closer together to create a greater visual impact on the streetscape and to achieve a more immediate connected canopy;
2. Coordinate tree location/tree planting with driveways, utilities and other municipal infrastructure;
3. Base any landscaping strategy in part on achieving species diversity and resilience (to address urban conditions);
4. Use a combination of soft and hard enhanced landscape elements, such as hedges, low fences and architectural walls, to delineate and provide an

attractive separation between public and private spaces, except in front of live-work units;

5. Maximize soft landscape areas;
6. Ensure pedestrian paths are linked to adjacent developments and the surrounding community and community services; and,
7. Provide adequate pedestrian scale and vehicular lighting that support safe environments.

4.1.2 Municipal Utilities

INTENT: To locate and design community-wide infrastructure to minimize its impact on the public realm.

1. Locate transformers, switching boxes, telecom pedestals and other utility boxes away from public view, screened through hard and soft landscaping and clustered as to minimize their presence within the streetscape, while guaranteeing adequate access, safe operations and maintenance;
2. Coordinate utility locations to ensure there are no siting conflicts with street trees and fencing;
3. Avoid locating utilities at exposed corner lot locations where they are most visible along the streetscape. If utilities are located on corner lots, ensure appropriate screening is provided; and,
4. For park facing townhouses, accommodate all underground services in rear lanes, including storm sewers, sanitary sewers and water mains to avoid encumbering landscaping in public parkland.

4.1.3 Community Mailboxes

INTENT: To maximize the potential of Mailboxes as places for people to gather and interact.

Mailbox locations are determined through consultation with Canada Post and the municipality. Locate mailboxes in areas where people would naturally gather.

1. Locate and design mailbox pedestals and mail kiosks as integral components of the streetscape;
2. Provide for seating and waste receptacles at the centralized mailbox trellis areas;
3. Locate mailbox kiosks in a central area within a townhouse complex or within an amenity/parkette area in a townhouse complex;
4. Where appropriate, provide gazebos as part of community mailbox facilities;
5. Where mailboxes are located at flankage locations (end units) or directly adjacent to residential units, provide landscaping and/or privacy fencing as a buffer between them; and,
6. Where possible, consider an enhanced base or pedestal for the mailboxes.



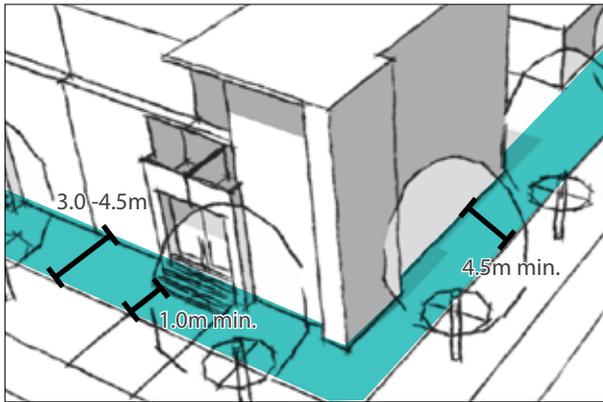
Upgraded mailbox



Mailbox kiosk integrated to the design of a community park



Screened municipal utility box



Corner lot preferred setbacks



Setbacks with tiered and grade level front yard

4.2 site planning and design

4.2.1 Orientation and Placement

INTENT: To properly frame the streetscape and the public realm and to provide adequate privacy between adjacent townhouse blocks.

Locating buildings close to the street creates a strong relationship between private and public realm, encouraging interaction between residents and passers-by. It also creates more “eyes on the street”, which enhances safety and the sense of community.

1. Locate buildings close to the street to reinforce the street edge/street wall (DDG IV 1.4 and V4.0);
2. Integrate site’s topography and natural features into the development;
3. Orient townhouse blocks to face and animate the public realm, in particular any pedestrian connection and open space adjacent to them;
4. Provide a distance of minimum 15 metres between fronting townhouse blocks facing open spaces or common lanes/roads, to ensure sufficient natural light into the units and adequate level of privacy;
5. Place townhouse blocks to allow for mid-block connections that are directly linked to the surrounding /planned pedestrian system;
6. Plan facing townhouse blocks to have a front-to-front or back-to-back configurations along streets/lanes or around open spaces;
7. Avoid front-back façade configurations; if they occur, design the ‘rear’ facing unit to include recessed garages, enhanced landscaping and a highly articulated façade with architectural details and materials of the same quality of the ‘fronting’ unit; and,
8. Orient and locate townhouse blocks to minimize the need of sound attenuation walls related to noise/privacy issues.

4.2.2 Setbacks

INTENT: To create building to street relationships that support a pedestrian-oriented streetscape and frame the public realm.

1. Building setbacks must conform to Zoning By-Law;
2. Ensure an appropriate, sufficient front yard setback that allows space for landscaping and entry features;
3. Front yard setbacks vary for different typologies, however, consider reduced front yard setbacks in locations where townhouses form part of a mixed-use development, townhouses are oriented to reinforce an important intersection or road, or townhouses are aligned to frame important views/vistas and/or open spaces;
4. For lane-based townhouse blocks, provide a minimum 2-3 metres front setback to guarantee appropriate privacy;
5. For front-loaded townhouses refer to DDG, VI 1.2.1 and the following:
 - a) The front yard setback to the main building face shall be a minimum of 3.0 metres.
 - b) The front yard setback to the garage shall be a minimum of 5.8 metres.
 - c) Projections into the front yard, such as porches, entrance canopies, entrance steps, and bay windows are encouraged as they contribute to a diverse streetscape. Porch projections to 1.8 metres and bay window projections to 1.0 metre are permitted.
 - d) The main building wall shall be flush or forward of the garage face on units with front-loaded garages (in addition to DDG, VI 1.2.1, ACGGRRD, VII 4.1.4 requirements);

6. Where townhouses are entered by means of a stairway, encroach the stairs into the front yard setback up to a distance of 1.0 metre from the property line;
7. At corner lots, provide a minimum of 4.5 metres exterior side yard setback to the building face to allow for porch projections or wrap-around porches;
8. Provide an interior side yard setbacks of a minimum 1.2 metres, where they are adjacent to other townhouse and residential blocks;
9. Increase side yard setbacks adjacent to pedestrian walkway blocks, vista blocks and other public open spaces, by 1.5 metres (to allow for a 0.3 metre wall plane change) and up to 3.0 metres (to allow for increased planting and porch encroachments) to the building face; and,
10. Provide a rear yard setbacks of a minimum 7.5 metres.

4.2.3 Access and Parking

INTENT: To ensure that parking demand is met, integrated into the context and designed to minimize its impact on the streetscape. Key design considerations for parking areas and structures include location (within a site and relative to the public street), access, circulation, pedestrian connections and landscaping.

1. Encourage the development of lane-based/underground parking for townhouse blocks;
2. Consider reduced parking requirements for townhouse developments located within 400m (5 minute walk) to higher order transit facilities;
3. Consider structured parking as an alternative to front/rear accessed and surface parking, to provide opportunities for denser and more compact townhouse forms (e.g. back-to-back, stacked, etc.), and enhanced streetscapes;
4. Design underground parking ramps and service entrances to be part of the building facade in order to minimize their impact on public realm and space needs;

5. For front-loaded units, provide a minimum of 5.8 metres setback from property line to garage door, to ensure enough space to park a car without overhanging on the sidewalk or curb;
6. Maximize soft landscape areas in the front yard and diminish the presence of driveways by reducing their width and length as much as possible without compromising the pedestrian experience (no cars overhanging into the sidewalk; minimal curb cuts, etc.);
7. Limit driveways to 2.75m for access to a single car garage;
8. Pair single driveways wherever possible in order to create larger areas within the boulevard for tree planting and landscaping, and longer sections of uninterrupted streets for on-street parking;
9. Ensure a minimum of 6m separation between driveways, where they are not paired;
10. Incorporate tree planting to increase the overall urban canopy and help to reduce the heat island effect;
11. Consider all different developments within a block to maximize the efficiency of access and servicing areas; and,
12. Incorporate 'low impact development' (L.I.D.) strategies, including the use of permeable paving, recycled materials, and stormwater management measures such as bioswales.

4.2.4 Utility / Service Meters and AC Units

INTENT: To create attractive streetscapes, ensure utility / service meters and AC units are placed away from public view.

With townhouse forms, where there are often only two end walls, utility and service meters have limited areas for where they may be located.

1. Discretely locate utility and service meters on townhouse units, screened from public view and/or integrated into the design of the building/landscaping;



Paired driveways allow usable, greener front yards and on-street parking



Utility meters screened, recessed and integrated into the townhouse design



A/C unit discretely located on amenity deck



Decorative fencing defining the public / private street edge



Light fencing and enhanced front yard planting (landscape strip)



Corner lot privacy fencing with enhanced decorative treatment (greenfield development)

2. With lane-based townhouses, locate utility and service meters in the laneway;
3. Recess and/or enclose utility meters where they are located on the front elevation or locate them discretely on the porch/entry landing, perpendicular to the street, within metre boxes;
4. Depending on townhouse designs, utility and service meters may also be recessed beneath porch slabs and porch steps or within a low wall screened from public view and pedestrian areas;
5. Locate air conditioning units, or placeholder spaces for them, discreetly in the rear yard of units or on interior side yards, where there is space between blocks;
6. Where the only outdoor space is a deck at the rear, locate air conditioning units either upon the deck, or its underside, where there is space above the garage;
7. For townhouse blocks with flat roof designs, locate air conditioning units on the roof, set back sufficiently from the front roof edge so as not to be exposed to public view;
8. Screen any proposed mechanical units or equipment rooms that may be located on building flat roofs through placement and with the architectural features of the building;
9. Avoid locating air conditioning units in side yards adjacent to pedestrian walkways, along corner lot flankages, parks, parkettes, squares and other public gathering places;
10. Provide adequate and attractive screening for air conditioners and barbecues located on front amenity balconies;
11. Locate communication dishes at the most discrete location on the rear of townhouse blocks elevations, on the rooftop of flat roofed townhouses, and setback from building edge to screen from view;
12. Allocate space within garages or create alcoves screened from the public realm for the storage of private refuse and recycling bins; and,

13. Indicate the location of all utility meters and air conditioning units on all working drawings.

4.2.5 Fencing

INTENT: To distinguish private space from public space, providing security in an attractive way that helps to enhance the character and identity of the community.

Fencing is an effective way to create privacy and delineate the public-private interface. As a highly visible element in the landscape, fencing should be well-designed, of high quality materials, and coordinated with the general design of buildings. Where fencing is considered or provided, in greenfield or infill developments, the following guidelines should prevail:

1. Design all publicly visible fencing within a community in a coordinated manner, as compatible components of the streetscape and complementary elements to the surrounding buildings;
 2. Low fencing is recommended in front yards where setbacks are less than 5.0 metres; the height of the low fencing should be proportional to the building setback and the building height; fencing should include visually permeable materials and materials that reflect and/or are compatible with the surrounding building materials;
 3. Design all fencing to be complementary to and compatible with the surrounding buildings;
 4. Coordinate masonry features used in fencing to be compatible with the design of the building;
 5. Ensure that fencing does not block views of the sidewalk from the main floor front windows; and
 6. All fencing shall comply with City standards and requirements.
- In addition, the following guidelines apply for greenfield developments:
7. Provide privacy fencing (1.8 metres maximum height) on all corner units and returns to, or near, the rear external corner of the building; and

8. Provide wood privacy fence, at end units, corner lots, along the rear lot line of abutting townhouse blocks, between at-grade rear yard patios and along the limits of condominium townhouse blocks, where they abut low and medium density housing.

4.2.6 Landscape Strips

INTENT: To provide a buffer or screen views between different land uses, or to provide a transition between housing forms.

For townhouse developments, landscape strips are an important design element that can help to create an appropriate transition to other land uses and building forms, or enhance the 'fit' of the townhouse form into an existing neighbourhood.

1. Landscape strips can vary in width and configuration; generally landscape strips are 3.0 to 6.0 metres wide; however, depending on the site-specific conditions, context and adjacent uses, this may be increased to allow for more landscaping and greater screening/buffering;
2. Provide enhanced landscape strips where townhouses are adjacent to public areas, transit stops, mailbox kiosks, schools, parks, walkway blocks, and other areas where a high level of activity/use is anticipated;
3. Landscaping may include a combination of fencing, walls, planting and earth berms;
4. Increase side yard setbacks at pedestrian links and public open spaces to promote more generous landscaping and to improve buffering of the dwelling from the public space;
5. Use berms in a landscape strip as an effective way to minimize views/noise from adjacent incompatible uses, such as a rail line or surface parking; and,
6. Wherever possible, incorporate existing trees, or other significant planting into a landscape strip.

4.2.7 Front Yards and Landscaping

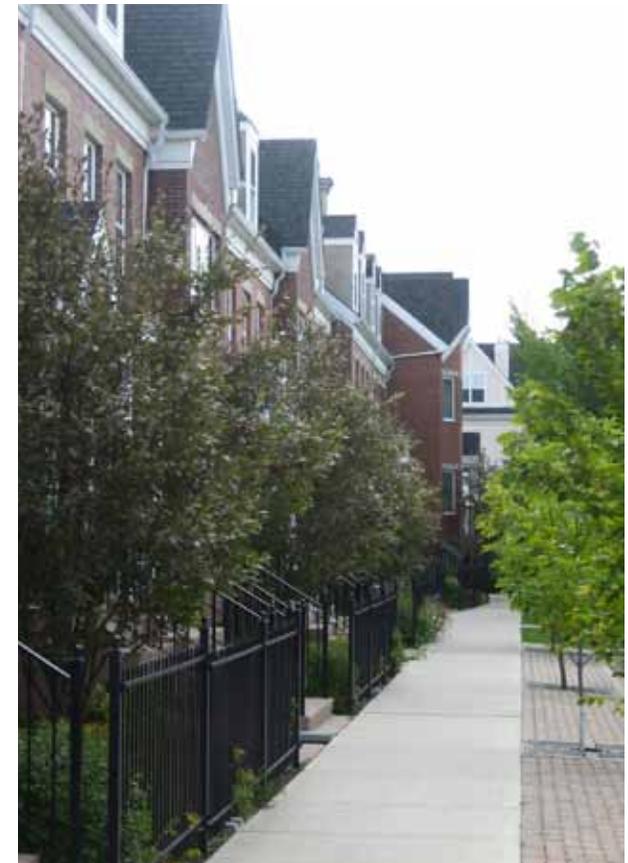
INTENT: To create an attractive, pedestrian-oriented streetscape while defining boundaries and transition between private zones and the public street.

The front yards of townhouse developments are private areas that also act as the interface between this private zone and the public street. Landscaping within these areas can be used to define this transition, and contribute to the quality of the streetscape and character of the community.

1. Design landscape elements and features to reflect the character of the community/streetscape;
2. Minimize alteration to the existing grading of the site;
3. Delineate the transition between the private and public realm by using a combination of hard and soft landscape elements such as low walls, decorative fencing and/or additional planting along the street interface;
4. Where there is not appropriate condition for tree planting in the right-of-way, increase front yard setback to allow for tree planting;
5. Where space permits, plant a deciduous canopy tree behind the lot line, in the front yard, to enhance the urban tree canopy;
6. Preserve and protect existing healthy and mature trees both in the right-of way and in site, and incorporate them into the building and landscape designs to ensure their survival;
7. Enhance biodiversity and create interesting streetscapes through a varied planting of native, noninvasive, trees and shrubs;
8. Maximize soil volumes and conditions for optimum tree growth;
9. Minimize and group hard surface areas, and locate them strategically in order to maximize the areas of continuous green space;



Streetscape with strong planted edges, fence details and tree rows



Trees in landscaped front yards add to the privacy of the unit while animating and complementing the streetscape



Pedestrian lighting, on-street parking, green boulevard and highly landscaped front yard clearly delineate and enhance the sidewalk



Walkways and connections with townhouses facing onto them



Animated and safe mid-block connection with proper lighting, furniture and linked private walkways

10. Ensure front yard soft landscaping of minimum:
 - 80% for lane-based units; or
 - 30% for front-loaded units.
11. Encourage the use of soft landscaping, including permeable paving, for its aesthetic and environmental value;
12. Provide a direct walkway connection between the townhouse unit entrance and sidewalk or path, whether fronting or flanking them;
13. Distinguish the walkway from the driveway through a material change and/or planted/sodded edge;
14. Design main entries to be maximum 1.2m above grade (6 risers) - (refer to section 4.3.4); and,
15. Where the first floor of the townhouse unit is within 3.0 meters of the front yard property line or sidewalk, raise the unit entry not less than 0.9 meters and not more than 1.2 meters above sidewalk grade to provide a separation between the public and private areas. The change in grade may be reinforced by landscape features (i.e. tiered planting, stepped planters).

4.2.8 Pedestrian Connections and Walkways

INTENT: To promote neighbourhood permeability, safety, walkability and access to the surrounding community.

Pedestrian connections through, and to, a townhouse site will serve as a structuring element in the layout of a townhouse block or complex with respect to amenity space location, the design of parking areas serving them and their connection to amenities adjacent to the developments (i.e. local retail, parks, parkettes, squares, and transit stops).

1. Provide direct pedestrian connections to facilitate accessibility and circulation to transit facilities/stops, to community focal points, to community amenities and through neighbourhoods;

2. Wherever possible, design walkways to be shared between adjacent townhouse units through the use of a shared landing between units, leading to a singular walkway to conserve green space along the townhouse frontage;
3. Provide pedestrian lighting, facade fenestration and other lookout opportunities for safety and security, where walkways are located between buildings;
4. Provide enhanced walkway widths, and/or side yards of townhouses units flanking them, to accommodate lighting, landscaping, and potential connections to a porch and/or side yard to the walkway;
5. Consider Crime Prevention Through Environmental Design Principles (CPTED);
6. Provide safe movement through any parking areas and differentiate walkway from driveway through level change, barrier or bollard, and/or change of material;
7. Provide logical, barrier free and convenient pedestrian connections to off-site adjacent commercial or park/open spaces; and,
8. Orient walkways or paths between or through townhouse blocks to frame views to significant sites or community buildings.

4.3 built form design

4.3.1 Building Massing

INTENT: To create a pedestrian-oriented streetscape and reinforce the street edge, through appropriate building massing, block lengths and built form transitions.

Building design, and in particular, massing and wall articulation have an important role in defining the streetscape. Although the massing of new townhouses is directly tied to the style and scale of the development, it should also consider the following:

1. Ensure that natural light penetration, proper ventilation and privacy are provided for in the building design;
2. Limit block lengths to 8 units or 52 meters, whichever is less (16 units total for back-to-back townhouses);
3. Address and/or reflect the scale of existing and proposed built form through a combination of height, unit width and number, wall articulation and roof style;
4. Limit unit widths to be minimum 6m for front-loaded types, 5.5m for lane-based types, and 5m for infill units;
5. Design new townhouse buildings to create a consistent and articulated street wall condition that is pedestrian friendly and of a human scale;
6. Differentiate units within the townhouse block through wall plane variation, separate entrance features, projections/recesses and through material or colour variation where appropriate;
7. Introduce variation in heights, roof style and wall plane changes on townhouse blocks to provide a transition between higher density, denser townhouses, commercial, and low-rise residential uses; and,
8. For units abutting public open space areas (parks, vista blocks, pedestrian walkways, stormwater management facilities, valleys, woodlots and schoolyards), roadways, community uses and commercial uses,

design all facades expose to the public realm/view to be consistent with the front facade in terms of articulation, fenestration, wall openings, proportions, architectural details, materials, and window styles.

4.3.2 Building Height

INTENT: To create a pedestrian-oriented streetscape and reinforce the street edge.

Due to the variety of townhouse styles and types, height will vary but it should always respond to the urban design objectives of the community. The height of townhouses is arrived at through a combination of building characteristics, context and the market.

1. Total building heights shall be in compliance with applicable City of Brampton zoning requirements; and,
2. Townhouses range in height from 2 - 4 storeys; the height of each type of townhouse will respond to its functional needs and will be subject to area zoning. Typical heights include:
 - a) 2-3 storeys for Front-loaded, Lane-based, Back-to-Back, and Maisonette townhouses;
 - b) 3 1/2 to 4 storeys for Stacked and Back-to-Back Stacked townhouses;
 - c) 3 to 3 1/2 storeys for Live/work townhouses;
 - d) 2 to 4 storeys for Podium townhouses;
 - e) 3 to 4 storeys for Liner townhouses.



Appropriate building height, massing and facade articulation generate more pedestrian-friendly environments.



Massing variation is accentuated through varied roof form



Articulated townhouses at podium and stepped back slab enhance the human scale of the streetscape and provide an appropriate transition to low rise area.



Transition of massing between mixed use and townhouse units



End unit can be stepped down to transition to two-storey buildings



Composition of facade treatment and materials emphasize entries

4.3.3 Transition

INTENT: To provide appropriate and gradual transitions in building height, massing and scale between townhouse developments and their surrounding context.

Providing transitions between different land uses and different building forms is important in maintaining the character of a neighbourhood in existing communities, and for placemaking and creating cohesive neighbourhoods in new communities.

Urban design must address the following conditions :

- a) the transition between townhouses and different adjacent uses;
 - b) the transition between townhouses and the adjacent built form; and,
 - c) the transition between the public and private areas (refer to section 4.2.6).
1. The interface between townhouses and different adjacent land uses should consider:
 - a) separating sites with laneways;
 - b) orienting buildings away from each other;
 - c) employing laneways, garages and other ancillary buildings for visual and physical separation; and,
 - d) including a minimum 6.0 metres of landscape strip for tree planting and other landscape elements.
 2. Employ a combination of building height, massing, step backs and setbacks to create an appropriate and gradual transition at the interface between townhouses and lower or higher density forms of buildings;
 3. Consider townhouse forms as appropriate building transition between mid-rise buildings and low-rise buildings;

4. In mature stable neighbourhoods, limit the height of new townhouses to be no greater than one storey taller than the height of existing, adjacent buildings, where possible. This is not necessary along intensifications corridors and elsewhere in the central area; and,
5. Ensure townhouse blocks 'step down' in height to low-rise residential and lower scaled development.

4.3.4 Building Facade Treatment

INTENT: To activate pedestrian-oriented, visually animated and attractive streetscapes through well-articulated and appropriately scaled building facades.

Building facades that are visible from the public realm are key elements in communicating the scale and character of the community. Typically the facades that face the public realm contain entries and primary windows, which support the notion of a safe and comfortable public realm. The elements of the facade including windows, doors, entry features, horizontal and vertical articulation, materials and roofs should be considered carefully.

1. Ensure main entrances are visible from the street or pedestrian walkways;
2. Pair unit entrances to create a stronger and more prominent presence on the streetscape;
3. Where universally accessible entrances are considered, integrate any associated ramps into the design of the building;
4. Highlight the main entrance of each unit through a combination of colour, covered porches or canopies, detailed architraves and cornice details where porches are not provided, gables or brow details on porch roofs, and transom/side lights;
5. Locate porches, habitable portions of the unit and animated facades closer to the street frontage to enhance the pedestrian environment, provide 'eyes-on-the-street' and create possibilities for interaction with the neighbourhood;
6. Maximize window openings facing public spaces to

provide a sense of overlook and safety;

7. Create highly-articulated front facades through any combination of full porches, bay windows, wall projections, second storey balconies (recessed or projecting), box out projections and strong gable details over habitable portions of the unit;
8. Blank walls with little or no fenestration, and false “black glass” in roof gables or dormer features, and on facades that are exposed to public view, are not permitted;
9. Main entrances are not recommended to be more than 6 outside risers or 1.2 metres above or below grade. The following may apply:
 - a) in cases where the design requires more steps, consideration will be given to allow a raised entry of maximum 1.4 metres;
 - b) in the case of stacked townhouses, the 1.2 metre rise will be maintained and additional required risers will be provided internally and/or in the transition from the sidewalk.
10. Design porches and porticos to have a minimum useable depth of 1.5 meters, and associated steps from the porch to be no closer than 1.0m to the property line;
11. Choose railings that are consistent and appropriate to the style of the dwelling (e.g. traditional styles with pickets and top and bottom rails, contemporary with a simpler railing design and simpler picket design, clear panels or multiple horizontal details);
12. High quality railings, heavy gauge wrought iron or similar, and painted wood are preferred; however, high quality prefinished aluminum or vinyl are acceptable where they are complimentary to the design of the dwelling;
13. Specify porch columns that are in scale with the porch and consistent with the style and period of the building design;
14. Incorporate pedestrian-scaled lighting into the facade

design that complements entry features and provide appropriate visibility at night;

15. Locate firewalls unobtrusively and integrate them into the design of the townhouse block;
16. Integrate rainwater leaders and downspouts into the design of the buildings by:
 - a) discretely locating them on the side elevation or end units; or
 - b) enclosing and integrating them into the design; or
 - c) recessing them within the wall face and paired in between the adjacent unit; or
 - d) using more decorative products where they are publicly visible.
17. Ensure appropriate privacy conditions when designing all private amenity areas (decks, balconies, etc); and
18. Prohibit the use of different architectural styles on the same facade (i.e. mixing Victorian and Georgian, etc.)

4.3.5 Garages

INTENT: To de-emphasize the presence of garages on the streetscape and to ensure designs enhance the quality of the streetscape and pedestrian environment.

In addition to the garage guidelines outlined in the Architectural Control Guidelines for Ground-Related Residential Development (Part VII, Sec. 4.0), the following shall also apply and take precedence:

1. Set garages back a minimum 1.5 metres from the primary facade, or significant entry feature of the unit, to emphasize the habitable portion of the house and reduce their visual impact on the streetscape;
2. On corner lots, avoid locating garages and main entry doors on the same building face;
3. Emphasize living spaces, windows, entry features,



Highlight architectural features with accenting material like stone



Lane-based parking with articulated and enhanced rear elevations



Modern front-loaded townhouses with porches closer to the property line and recessed garages



Landscaped private lane



Incorporate stone base to break down massing of 3 to 4 storeys

projecting elements and enhanced landscaping to reduce the impact of garages on front-loaded units;

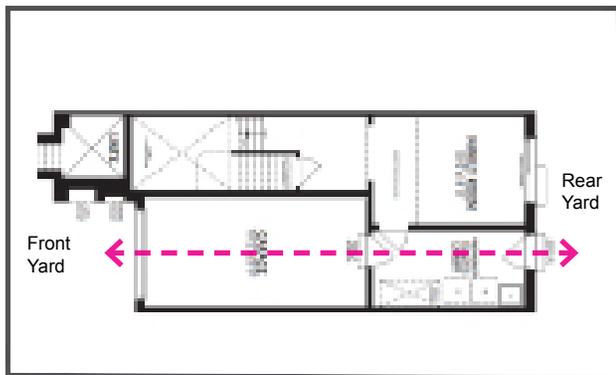
4. Specify a consistent style of garage doors for all units within a block. Within a multi-block development, provide a variety of styles of garage doors and glazing types between blocks;
5. Choose garage doors that are consistent with the architectural style of the building and include glazing in the upper portion;
6. Include an exterior light fixture on all garages that complements the style of the building;
7. Consider staggering garage door depths and planes, and varying roof styles and roof details between lane-based townhouse blocks, to avoid long monotonous views;
8. Clad detached lane-based garages in identical materials as the corresponding townhouse and include similar architectural details;
9. For townhouse block(s), discretely locate below grade garages accessed from a common driveway, by integrating them into the design of the building or landscaped feature, and include landscaping to screen views to the garage entrance; and,
10. For front-loaded units, expand the interior capacity of the garages (2 metres in depth) to allow space for storage.
11. In order to deal with the current zoning requirement for a front loaded townhouse dwelling to provide a direct pedestrian access from the front yard to the rear yard, encourage design that provide an acces through a non habitable room. If a passageway cannot be avoided, it should be open to sky, the unit width should not be less than 6m and the rear elevation shall be upgraded.

4.3.6 Building Materials

INTENT: To enhance the character of the community through the selection, appropriate use and coordination of materials for individual townhouse blocks and townhouse blocks within a streetscape.

In addition to the wall cladding and material guidelines outlined in the Architectural Control Guidelines for Ground-Related Residential Development (Part VII, Sec. 3.7 and 3.8), the following shall apply and take precedence:

1. Consider the treatment and design of all faces of the building in a comprehensive manner;
2. Provide a varied colour/material packages that contribute to create harmonious streetscapes, while avoiding long monotonous facades;
3. Clad townhouse buildings in high quality materials that support the architectural style of the unit and achieve the municipality's sustainable objectives;
4. Masonry, including stone, clay brick, and precast concrete are the preferred main cladding materials in the City of Brampton. Prefinished fibre cement board (e.g. Hardi-board) and other high quality alternate materials may also be considered on all elevations where appropriate to the architectural style;
5. The use of calcite brick, utility grade concrete, crezon panels, stucco panels, vinyl siding, aluminum siding, and exterior grade masonite are not permitted as main cladding materials;
6. Limit the use of stucco to bay windows and accent areas;
7. Apply consistent cladding materials to all elevations of the townhouse building and related garage structures by matching with the front elevation cladding materials;



Access from front yard to rear yard through a non habitable room is encouraged

8. Ensure that the main material of the façade predominates, and any change of materials being limited to those elements of the facade that are considered as details, projections and secondary to the facade design such as:

- projecting porches;
- dormers and bay windows;
- windows and trim; and,
- soffits and cornices.

9. Incorporate a base cladding material that is distinct from the main building cladding to help provide visual articulation and break down the mass of townhouses that are 3 storeys or more;

10. Coordinate landscape paving, walls, columns and piers with the streetscape and the building design, including the same colour/material palette;

11. For townhouses with garages located on the front elevation, select the garage door colour/tone to be subdued, secondary to the colour of the main door and complementary to the brick colour;

12. Ensure a logical relationship between materials that is consistent with their use both historically and structurally (e.g. no second storey stone accent over an all brick first floor, bricked areas would not be held up by wood columns, etc.); and,

13. Limit exposed concrete foundations that are visible from the street to a maximum of 0.3 meters in height above grade. Foundations that extend above this height must be clad in building materials complementary to the materials of the unit.

4.3.7 Roofs

INTENT: To design roofs and rooflines that complement the design of the townhouse block and enhance the character of the streetscape.

1. Create visual interest by using a variety of roof forms and designs within a street block and ensure their overall appearance is compatible with the character of the community;
2. Provide roof forms and styles that are consistent with the style of the building and the body of the townhouse building;
3. Emphasize individual units through the articulation of roof lines (e.g. variations in roof slopes at end units, dormers, differing roof pitches, etc.);
4. For traditional townhouse architectural styles, provide a back-to-front slope of at least 5.9:12 on the main roof, and where there are side slopes present, provide a minimum slope of 9.75:12;
5. Contemporary roof styles can include lower sloped roofs with deeper overhangs of between 600 and 900mm, and flat roofs that may include profiled caps, cornice edges or parapets;
6. Integrate mechanical units into the design of roof, through increased slope, screening or enclosure, when located on the main roof;
7. Maintain a consistent roof style for all townhouse units within the same block;
8. Provide roof features like projections, gables, usable dormers, and brows for visual interest along streetscape elevations; and,
9. For corner units or units at community entrances, emphasize the corner using vertical features/elements (such as a tower or turret) and/or steeper roof slopes, on traditional units; for more contemporary styled units, break the roof plane at the corner, in keeping



Stone base, projections and dormers provide articulated facade



Pitched roof complements the architectural style of the building and accentuates its facade articulation



Flat roofs should incorporate overhang variations for articulation



Corner unit displaying same treatment and accesses on both facades



Townhouse with enhanced facade and tower detail accentuating the corner location



A bump out on the flankage elevation of the end unit reduces the fence length and the visibility of the townhouse block back facade

4.4 special conditions

4.4.1 End Units

INTENT: To ensure the design of end units addresses views from the public realm and help creating attractive, pedestrian-oriented streetscapes.

End units help to visually “anchor” streetscapes and provide a sense of entry into a community or townhouse complex.

In addition to the corner lot and gateway lot guidelines outlined in the Architectural Control Guidelines For Ground-Related Residential Development (Part VII, Sec. 5.2 and 5.3), the following shall also apply and take precedent:

1. Provide adequate setbacks to allow for additional fenestration and wall plane changes;
2. On external end units, design side and rear elevations visible from the street to equal the quality of the facade treatment of the front elevation, including materials, window styles and surrounds, cladding details, gable styles and details;
3. Maximize fenestration on all corner lot side elevations exposed to public view to avoid large expanses of blank wall face;
4. Design floor plan to provide the main or a second door on the side elevation of the house, with access to the sidewalk if it exists;
5. Provide for a wrap-around porch or a full secondary porch on the side elevation of corner units where in keeping to the style and typology of the townhouse block;
6. Where a porch is not possible or appropriate to the design, ensure façade articulation, bay features, added fenestration and gable/roof details are provided and consistent with the characteristics of the main facade;
7. Provide windows on interior side walls and setback interior end units a minimum of 1.2m from the side lot line to allow for some light penetration;

8. Consider projections into the rear yard or create a bump out on the flankage elevation to reduce the fence length and the visibility of the townhouse block back facade (see illustration at bottom left of page);
9. On major streets, highly articulated end units are preferable to main facades; and,
10. Design townhouse block to address view terminus conditions by using enhanced articulation and fenestration, and incorporating architectural details such as towers and unique roof details/massing.

4.4.2 Live-Work

INTENT: To design live-work townhouses to provide active and articulated frontages that complement attractive streetscapes.

Live-work townhouses are a unique form of residential units that provide the opportunity for retail/commercial/office uses to occupy the main floor. Special consideration is required for their design and includes the following:

1. Design and site live-work units/blocks to reinforce the street edge; where possible, ensure the first floor is at the same level of the sidewalk;
2. Provide units with a preferable main floor height of 4.0 metres and clear height no less than 3.3 metres, to allow flexibility for both commercial and residential uses;
3. For live-work units located at the podium of a residential building, ensure the main floor height is minimum 4.5 metres;
4. Create a clear distinction between the non-residential and residential portions of the building by providing balconies and/or a deck on the second floor, and using different materials and clear/distinctive signage;
5. Include larger ground floor display windows for flexibility in accommodating retail/commercial/office uses, occupying a majority of the façade. Consideration

should be given to the design of the façade to allow for the use of more than one unit for a single retail user;

6. Include and designate space for commercial signage that is in scale with the unit design;
7. Include cut letter signage with directed external lighting and not back lit box signage types for commercial signage on the unit;
8. Where entry to the residential units is at the front of the building, incorporate two separate entrances into the front facade of the unit to distinguish the live and work function;
9. Consider projections into the rear yard or create a bump out to reduce the fence length and the visibility of the back facade of the townhouse block;
10. Ensure that the landscape and architectural design of live-work units is flexible and allows future convertibility, while providing enough privacy to the residential component;
11. Design windows on the exposed side elevation of Live-Work corner units to be consistent with those on the front elevation, with respect to vertical and horizontal rhythm, composition and size;
12. Allow for potential patio uses on the exterior side yard of corner units by providing additional setbacks;
13. Locate utility meters in a recessed location on the rear elevation and provide for the introduction of exhaust fans from the retail component on the rear of the units should they be necessary;
14. Preferably locate rainwater leaders/downspouts on the rear elevation and pair with adjacent units. Where possible, recess them within a wall alcove;
15. Accommodate parking for the residential within the lot;
16. On-street parking will be credited as visitor parking;
17. All garage / parking areas for the unit will be accessed from a rear lane; and,
18. Design entrances for “work” spaces at-grade for accessibility, or provide integrated ramps.

4.4.3 Executive Townhouses

INTENT: To guide the development of upscale townhouse forms and typologies in designated policy areas, and elsewhere in the City.

Executive townhouses can vary in form but with respect to the typologies noted in Section 2.0 of these guidelines, the Lane-Based and Maisonette typologies are the most likely to be considered. They can serve as both built-form transition from other low rise residential to executive housing areas, and as stand alone structures within them.

Executive townhouses employ high quality cladding materials, window types/styles, brick detailing, window surround detailing and increased main roof pitches. Combined these features present and ensure a high quality design.

Guidelines for executive townhouses relate to their development at a variety of levels, including:

- Those that are located in areas that are identified in policy documents as appropriate for executive townhouses;
- Townhouses that require a high level of quality such as in the downtown areas; and,
- Townhouses that are in areas of particular significance such as areas with heritage significance.

In addition to the built form guidelines outlined in section 4.3 and in the Part VII Architectural Control Guidelines For Ground-Related Residential, the following shall apply:

1. Design executive townhouses to have a minimum width of 9.0 metres (OP, 4.1.2). Minimum unit widths of 7.5m will only be considered on a case by case basis;
2. Ensure all entries are covered and weather protected by using a porch extension or specific entry feature designed for the unit, including more substantial column widths on traditional units or high quality projecting canopy materials on contemporary units;



Live-Work with retail and residential distinguished by materials



Live-Work units reinforcing the street edge and corner condition



Live-Work corner unit with enhanced architectural details and features



High quality materials, architectural details and enhanced landscape complement executive townhouse developments



Executive townhouse units with consistent-high quality materials and enhanced entry features



Articulated executive townhouse block with wider units

3. On all units, provide substantial verandah/porch/portico depths and widths that are greater than the minimum depth of 1.5 metres;
4. Locate garages flush or behind the main building wall face at the ground level;
5. Limit the width of the garage to not exceed 50% of the facade;
6. For executive townhouses that have rear and/or flankage elevations with a high degree of public exposure, incorporate rear or sidewall plane variations and roof line articulation;
7. Executive dwellings with highly visible rear decks, raised walkout decks or second storey rear decks, either attached to the dwelling or built into the building form, require upgraded railing design, appropriate scaling and dimensions, and staining of wood in a tone complementary to the exterior colour of the dwelling. Pressure treated wood decks, railings, posts or stairs are not permitted;
8. Include a higher back-to-front main roof pitch of 8:12 minimum, with 10:12 preferred, on townhouses with hipped roof designs;
9. Provide a variety of gable styles for each townhouse block (i.e. double gable, closed gable, open gable, pediment gable, gable detailing, etc.) for added visual interest and high quality articulation;
10. Ensure main cladding materials are style dependant and limited to high quality cladding such as stone, brick, and cement board (Hardi-board or similar);
11. Incorporate a higher standard of architectural detailing such as:
 - minimum 10" wide frieze board, of superior material quality, or corbelled masonry, or precast frieze detailing on all facades;
 - continuous brick soldier course or precast masonry band details or quoining, appropriate to the architectural style of the dwelling;
 - upscale coach lamps for entrances and garages;
 - copper or standing seam prefinished metal for bay or boxed window features;
 - decorative address plaques;
 - large diameter porch columns - minimum 10" for single storey, and 12" for 1½ to 2 storey porch or portico. Larger diameter columns may be required as appropriate to the architectural style of the dwelling;
 - provide only poured in place concrete stairs with masonry veneering on exposed sides; precast steps are not permitted;
 - generous use of natural and precast stone elements;
 - molded cornice treatments;
 - decorative metal railings; and,
 - high quality, low maintenance, raised panel garage doors with decorative hardware.
12. Provide supplemental upgraded landscaping elements to complement the executive nature of the development and the architectural characteristics of the buildings, particularly at unit frontages. This includes;
 - architectural columns to frame private walkways;
 - decorative ornamental front yard fencing and gates;
 - additional trees where space permits, including small ornamental trees and formal hedges;
 - ornamental pedestrian scale lighting;
 - consideration to providing larger front landings to accommodate seating or a small table; and,
 - end units with wider lots may accommodate a small patio or terrace on the side yard.

4.5 block townhouse development

This section refers to a large number of townhouse blocks in a condominium development.

4.5.1 New Streets

INTENT: To ensure that all streets add to the legibility of the community.

1. Maximize the use of existing infrastructure to access new development;
2. Ensure new streets and lanes comply with the municipality's standards and appropriately accommodate all essential components of a complete street (e.g. sidewalks, trees, on-street parking, bicycle routes, light poles, utilities above and underground, etc.);
3. Ensure new streets are integrated into the existing surrounding network, represent an extension of the established grid and create strong visual and physical connections;
4. Consider the traffic implications of new streets and design them to reduce/minimize their impact in the surrounding community;
5. Design private roads to resemble the physical and functional characteristics of public streets, including landscaping and sidewalks;
6. Consider all types of users when designing new streets to ensure their safety and to promote inclusive, connected, environmentally friendly environments;
7. Design new streets to provide easy and safe pedestrian and cyclist movement;
8. Avoid gated communities and dead ends; and,
9. Consider emergency requirements to guarantee appropriate access and safety.

4.5.2 Parking

INTENT: To design parking areas to reduce the predominance of the car and provide ease in walking.

1. Avoid surface parking areas along the public street by locating them behind buildings (rear of lots) or to the interior of the block;
2. Screen any parking area that is visible from the street and mitigate the visual impact with landscaping;
3. Break up any large areas of consolidated parking into smaller parking courtyards separated by raised landscape medians including pedestrian pathways, shade and weather protection in the form of landscaping and/or built form;
4. Provide direct and accessible pedestrian connections from visitor parking to townhouse complex walkways;
5. Access below grade parking from a lane, a shared driveway or from the minor road where such townhouse blocks are sited on corners; and,
6. Provide for bicycle parking facilities in locations with natural surveillance, protected from weather and close to building entrances in townhouse complexes.

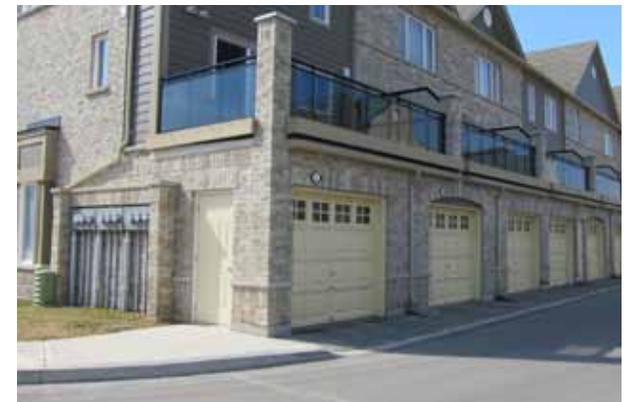
4.5.3 Utility / Service Meters and Units

INTENT: To design utility and service metres as integral part of the unit(s).

1. Condominium townhouse blocks may have utility and service meters discretely grouped in one location where their presence has been architecturally addressed through a wall recess, enclosure and/or, where appropriate, a small roof overhang. Incorporate them into the architectural design to limit exposure to public view and keep in scale with the elevation on which it is located;



Planted parking island separating walkway from vehicle spaces



Utility meters discretely grouped in one location and integrated into the facade design



Pedestrian connection through common amenities



Townhouse amenity areas framed by fronting built form



Children's play areas with fronting townhouses to enclose amenity and provide passive surveillance

2. Consider centralized remote monitoring for utility meters;
3. Locate gas/utility meters to not face any public street;
4. Where garbage facilities servicing a complex of townhouse blocks are located externally, enclose them within a structure having the appearance of an out-building consistent in character, design, colour and materials with that of the townhouse buildings and not located in prominent locations within the complex;
5. Where centralized garbage pick up cannot be avoided, provide pads for day of pick up placement only, and locate away from unit entrances and out of view of public spaces; and,
6. Locate any transformers, servicing elements, or other mechanical equipment by discretely placing them within structures in the amenity space or provide landscape screening.

4.5.4 Pedestrian Connections and Walkways

INTENT: To design pedestrian connections as integral components of the community pedestrian system.

1. Provide for logical pedestrian circulation within a cluster or complex of townhouse buildings. This may differ from vehicular routes to avoid possible vehicular / pedestrian conflicts; and,
2. Provide direct pedestrian connections to and from townhouse blocks to the nearest transit stop. Make stops visible from the route whenever possible.

4.5.5 Common Townhouse Amenity Areas

INTENT: To provide green amenity space and visual relief within higher density townhouse complexes.

Townhouse groupings or condominium blocks include a common amenity area that provides green amenity space and visual relief within higher density townhouse complexes. These spaces are important focal points within the townhouse blocks and offer opportunities for neighbourhood interaction, logical locations for children's play spaces and mail kiosk facilities.

1. Locate common amenity spaces centrally within a townhouse block/complex or as a connecting element to a larger or major open space feature, pathways or trail system;
2. Maintain these common amenity spaces as functional focal points and not leftover spaces;
3. Ensure amenity areas are functional, respond to neighbourhood needs and are proportional to the number of units they are serving.
4. Group common outdoor areas, such as children's play, sheltered seating, mailboxes/kiosks and similar features, to provide a community focal point;
5. For buildings facing onto common amenity areas, ensure a minimum of 3 sides or 75% of the space is framed onto, to create enclosure and promote passive surveillance;
6. Place windows, porches, balconies and any other building openings, facing common amenity areas to reinforce natural surveillance of these spaces;
7. Ensure common amenity areas are universally accessible;
8. Locate children's play zones in safe, convenient and highly visible areas; and,
9. Provide pedestrian scale lighting and place waste receptacles by mail box kiosks and seating areas.

5.0 Additional Considerations for Infill Areas

Infill developments are defined as new buildings within an existing built-up area. They complement the character and style of both the surrounding streetscape and already established built form.

The success and appropriateness of an infill development 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; and,
- An innovative approach to deal with potential restrictions/challenges.

Combined, these elements ensure infill developments are a 'good fit' to the community, integrate seamlessly to their surroundings and enhance both their value and their environments. Infill development of high quality design could bring meaningful changes to the streetscape and create new possibilities for the surrounding urban form.

Important characteristics of an infill development are determined by the site's context, including scale of lots, unit widths, siting patterns (setbacks, orientation, etc.), appropriate height and massing, garage configuration, architectural features and materials/colour palettes. A good infill development could be achieved through a thoughtful consideration of these elements, regardless of the architectural style.

There are three types of infill areas within Brampton:

- **Intensification Areas:** Outlined in the City of Brampton's Official Plan. These areas are intended for new forms of development that are generally at greater densities than presently exist. Townhouses may be allowed in these areas along corridors and in new development nodes where policies permit.

- **Infill in Mature Neighbourhoods:** The majority of infill development will occur in areas that are located where the cost of land and the demand for housing requires higher densities. These neighbourhoods have existed for a period of time and are generally low density. New infill development in these areas requires compatible townhouse typologies.

- **Heritage Areas:** Infill townhouse development may be allowed if the new development improves heritage structures on the site, respects the character of the existing neighbourhood and where planning policies permit.

Townhouse development in infill areas need to specifically:

- Ensure compatibility with the physical context and enhance the character of the existing neighbourhood;
- Provide design excellence in the private and public realm;
- Enhance pedestrian comfort and safety;
- Regulate access and parking to minimize their impact on public streets; and,
- Minimize shadow impacts and blocked views from adjacent properties;

In addition to the locational considerations and general design guidelines included in sections 3 and 4, the following apply to infill developments. These guidelines are meant to emphasize some of the concepts previously described, further address specific challenges related to infill sites and provide clarification on how to design townhouses in such conditions.



Carry the horizontal datum of adjacent buildings into new infill Townhouses



Infill development reflecting the massing and fenestration of existing adjacent units



Block of townhouses with similar setbacks and materials of those properties adjacent to them



Infill townhouse within existing mixed use area



Infill townhouse within existing urban residential area



Modern infill townhouse within mature residential neighbourhood

5.1 compatibility with context and character

INTENT: To ensure the design of new townhouses in existing neighbourhoods complements the character of the adjacent surrounding area and meets the objectives of transit-supportive and pedestrian-oriented development.

5.1.1 Setbacks

1. Ensure setbacks (front yard, rear yard and side yards) are generally consistent with the pattern of setbacks along the street, and also refer to future planned land use;
2. For smaller infill sites, place buildings to reflect the front yard setbacks of adjacent units, or the average distance of those on either side of the development;
3. Provide 1.2m side yard setback or greater depending on the context of the neighbourhood;
4. At corner locations, consider variations to the exterior side yard setbacks to allow for patios where live-work units are proposed; and,
5. Consider and protect views to existing heritage and landmark buildings.

5.1.2 Building Height and Massing

1. Ensure the height and massing of townhouse blocks are generally consistent with those of the existing buildings along the street;
2. Use the height of infill developments to provide a transition to/from existing adjacent buildings of differing characteristics;
3. Consider future planned land use in the area where infill townhouses are proposed;
4. For infill development buildings that are larger than the adjacent existing structures, create an appropriate width transition by dividing the main elevation in sections with widths that reflect the adjacent dwellings;
5. Encourage shorter block lengths, particularly in mature neighbourhoods; and,
6. Encourage lane-based and maisonette townhouse typologies for infill developments. Refer to section 4.4.3 Executive Townhouses.



Infill townhouse block's setback generally consistent with existing adjacent buildings

5.1.3 Building Facade Treatment

1. Incorporate elements, themes, styles that typify, relate to or are compatible with the existing buildings in the area, where possible;
2. A consistent, animated and harmonious street wall contributes to creating attractive streetscapes. Ensure the vertical and horizontal articulation of adjacent building facades to be reference point for articulating new townhouse facades; this may include:
 - a) datums including cornice lines, roofline form and first storey heights;
 - b) the size, shape, placement and rhythm of doors and windows; and,
 - c) architectural features such as front porches, wall projections, bay windows and balconies.
3. To avoid long building facades with little articulation, highlight individual units by varying the setback of elements on the façade;
4. Maintain the site's grade and the neighbourhood's characteristic first floor height;

5. Buildings are encouraged to be parallel to the street; where blocks are placed perpendicular to the street, design the end unit to include additional projections or bump outs to reduce the length of the fence;
6. Ensure garage doors do not dominate the façade of infill townhouse blocks; and,
7. Where an infill development abuts or is attached to an existing heritage structure, design building additions so that:
 - they are secondary and frame the heritage structure; or,
 - they are visually separated and distinct from the heritage structure.

5.1.4 Access and Parking

1. Coordinate access to parking with adjacent parking facilities, wherever possible, and also consider shared access; and,
2. Avoid front-loaded townhouses as a form of infill development.

5.1.5 Building Materials

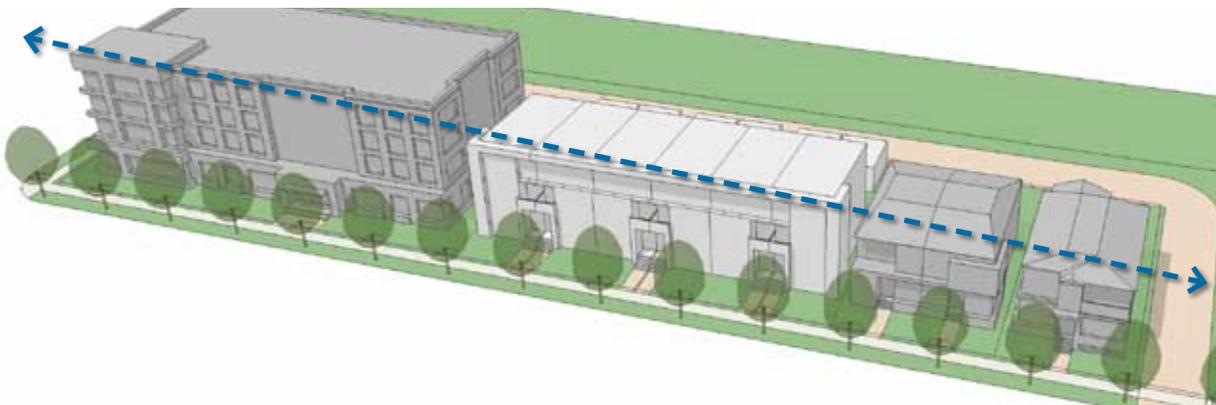
1. Ensure the materials and design elements used for new townhouses enhance the character of the existing neighbourhood; and,
2. Provide colour and material packages that result in a visually harmonious appearance on the streetscape.

5.1.4 Roofs

1. Carry the datum of adjacent buildings into the roof line of new townhouses in infill conditions. Design new infill townhouses roof to reflect existing adjacent building roofs by visually continuing the datum line, the top of a flat roof, or the underside of adjacent building's roof soffit (refer to section 4.3.7).

5.1.7 Front Yard and Landscaping

1. Design front yard landscaping to reflect and enhance the general character of the existing streetscape and to respect any heritage landscaping; as part of the front yard landscape treatment, coordinate fencing and other built landscape elements with the building design;
2. Infill townhouse developments and live/work units may be exempt from street tree planting requirements if street trees already exist, or where no space is available to plant trees;
3. Where front-loaded townhouses are the only option, ensure that driveways do not dominate front yards; and,
4. Provide private outdoor amenity spaces whether in rear yards or on decks/terraces.



Height of infill townhouse block consistent with existing low-rise (including roof) and transitioning to existing mid-rise building



Laned-based townhouse block

6.0 Implementation

The vision for townhouse development is that of providing an affordable housing type where it supports higher order transit and reinforces the sense of the community.

Townhouses have the potential to add density in areas where it is appropriate. The variety of townhouse built form illustrated in the Section 2.0 clearly indicates that it is possible to build new townhouses in a variety of conditions. It is important to ensure that the appropriate form of townhouse development be implemented in locations near transit and where density reinforces municipal objectives.

6.1 how do we get there?

As with other municipalities, Brampton is witnessing a wide range of townhouse developments. New forms of townhouses are evolving depending on locations and site conditions.

The Transit Supportive Townhouse Guidelines have to continue through a process of discussion with the public and the building industry. They must be supported by Council and amendments to existing guidelines and by-laws need to be initiated.

This is a flexible document that needs to evolve and be updated as new forms of townhouses are introduced to the market.

There is a need to update the existing policies and amend the zoning by-law to encourage and accommodate the appropriate evolution in townhouse typologies supporting the design criteria.

6.2 recommendations

- Supportive policies in the Official Plan needs to be revisited and strengthened for use of this built form for Transit Supportive and Transit Oriented Development, such as Sections 4.1 Residential and 4.11 Urban Design.
- It is important to align existing regulations and standards with the provisions of Transit Supportive Guidelines. Implementing the guidelines will require revisions to zoning by-law and City wide architectural guidelines. Zoning updates should involve;
 - Setbacks -The setback of townhouses from some streets is less than that is presently allowed and will have to be revisited. See sections 4.2.2.4 and 4.2.2.5.
 - Driveway width - Limited widths of driveways for single car garages should be considered. See section 4.2.3.7
 - Front yard landscaping - Provide minimum landscaped areas for townhouses. See section 4.2.7.10.
 - Unit Widths - Specify minimum townhouse unit widths. See section 4.3.1.4 and 4.4.3.1.
 - Garage depths - Require single car townhouse units to provide sufficient garage depth for the purpose of storage. See section 4.5.10.

- Parking relief - Provide for a lower ratio of parking for townhouse units within 400 metres (5 minute walk) of transit and where they are integrated in larger development as in podium units.

- It is important to ensure that the development application review process fully utilizes and benefits from the current guidelines.

Townhouses are truly a great form of housing, providing affordable, compact housing options for many. By following the Transit –Supportive Townhouse Design Guidelines it is possible to build townhouses that are desirable and of high quality and support sustainable development and transit.



Live-work townhouse block



Laned-based townhouse block



Front-loaded townhouse block

The Planning Partnership

Urban Design · Landscape Architecture · Planning · Communications