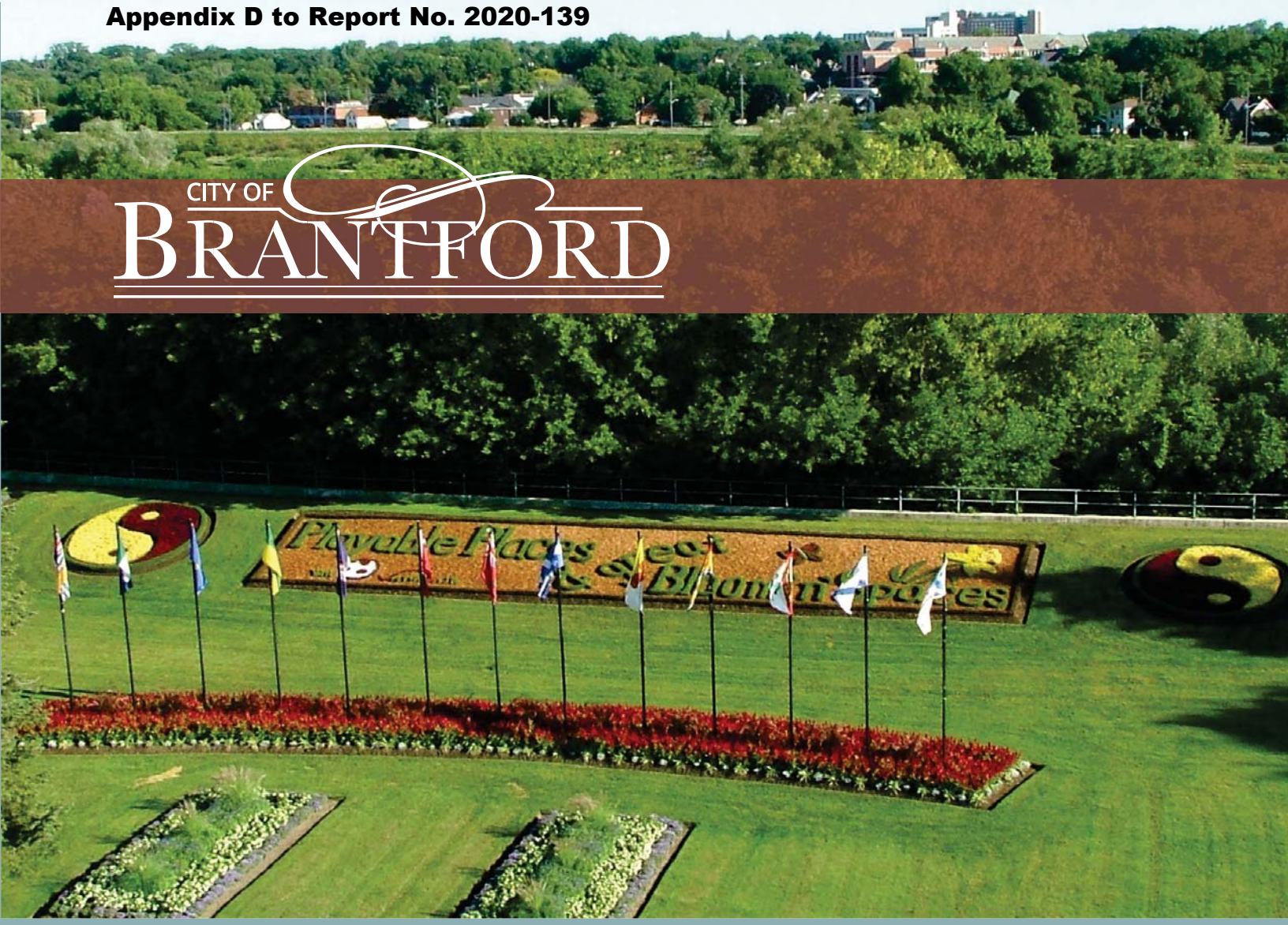
Appendix D to Report No. 2020-139



URBAN DESIGN MANUAL

City Building & Placemaking Guidelines

Prepared by

SGL Planning & Design Inc.

Draft
November 2020

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1 INTRODUCTION

The City of Brantford is a community rich in history, shaped by its agricultural and industrial background and location on the Grand River. Brantford has a diverse mix of old and new, providing a vibrant atmosphere for residents, visitors, and businesses. The City is growing, and with this growth comes many different types of development and redevelopment within the City's Built-up Area and as part of the City's Settlement Area expansion. As part of this, the City is committed to ensuring an urban design guideline framework is provided for Brantford's public and private realm.

The Urban Design Manual, City Building and Place Making Guidelines (the Manual) is a consolidated set of City-wide urban design guidelines for the City of Brantford. The Manual reflects the City's commitment to good urban design and provides a consistent baseline for assessing development proposals on both public and private lands.

1.1 VISION & OBJECTIVES

Vision

Brantford is a healthy and prosperous place to live. The City is made up of complete communities that are inclusive, accessible, compact, and well connected for all modes of travel. Residents have access to a range of community services and recreational amenities to support their well-being.

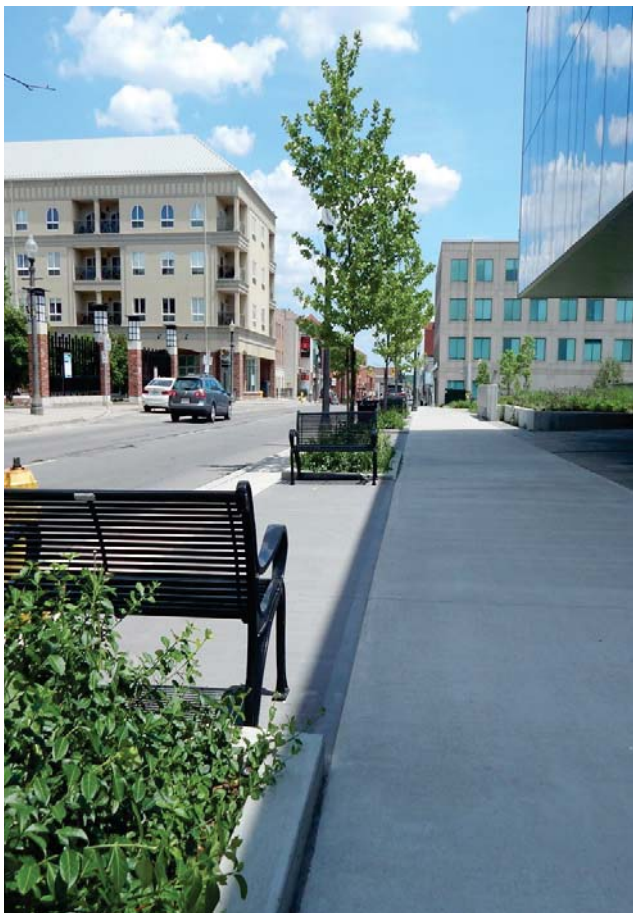
Direction for the Manual comes from the City's vision for Brantford as a:

- Unique urban community
- Healthy and prosperous area
- City with a diverse and adaptable local economy
- City centered around the heart of the downtown core

Design Objectives

The Manual has been prepared to accomplish the following design objectives:

1. Achieve high quality urban design in both public and private spaces
2. Encourage the design of a complete, functional, sustainable, and attractive built environment consistent with Brantford's character and vision for the future
3. Ensure new development and redevelopment is unique while also maintaining compatibility with the surrounding built and natural environment
4. Support and promote the use of public transit and active transportation and other elements of sustainable design
5. Provide consistent direction on the design of buildings and spaces for the public, the development community, and City Staff



1.2 HOW TO USE THE MANUAL

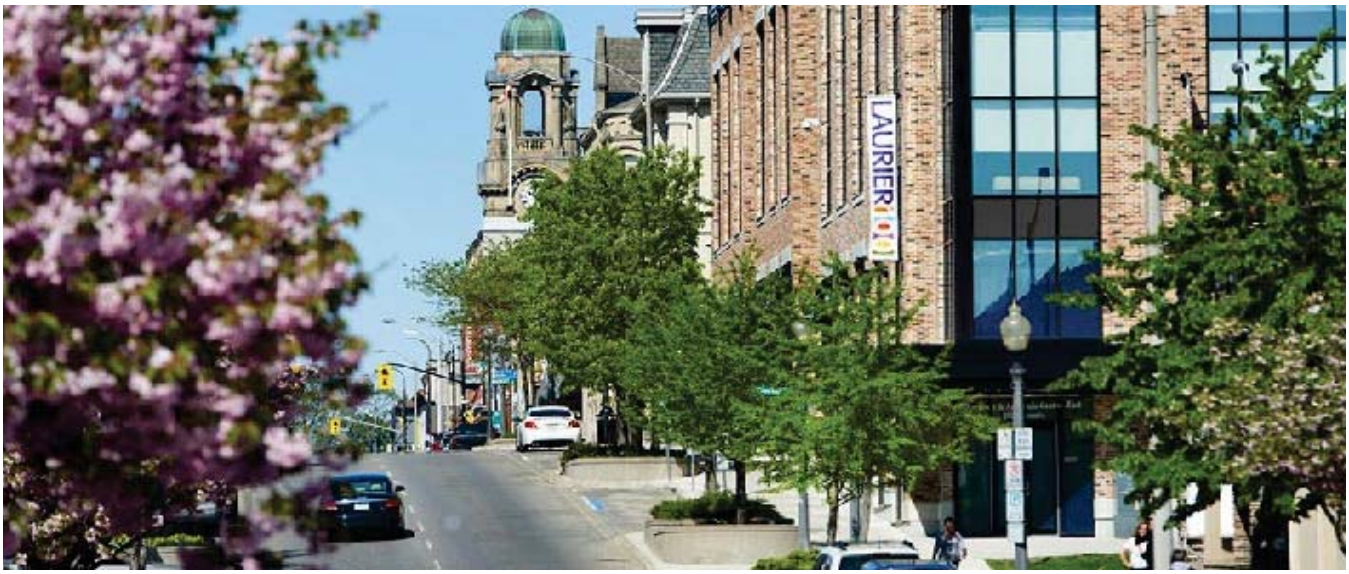
The Manual applies to both the public and private realm, and provides specific direction to different building typologies, site design considerations, and building and streetscape design. The Manual should be read in its entirety and direction should be referenced and applied when designing or proposing any type of development or redevelopment in the City of Brantford.

The Manual should be referred to when preparing a Comprehensive Block Plan for the New Community Areas and Existing Community areas as delineated on Schedule 2 of the City's Official Plan. The Manual should also be referenced when preparing an Urban Design Report in support of a development application (see **Appendix A** for the Urban Design Report Terms of Reference).

Note. Illustrations and photographs shown throughout this guideline document demonstrate examples of how the Manual can be applied, and are not intended to exclude other designs that meet the intent of the Manual.

The Urban Design Manual should be read in conjunction with Provincial legislation and regulations including the Accessibility for Ontarians with Disabilities Act (AODA) and the Design of Public Spaces (DOPS) Standards. As part of development approval, the Brantford Accessibility Advisory Committee shall be consulted, in accordance with the Design of Public Spaces Standards. Municipal policies, by-laws, master plans and secondary plans, and development standards and guidelines should also be referenced and followed, including but not limited to, the City's:

- Official Plan;
- Zoning By-law;
- Municipal Code;
- Site Plan Manual;
- Linear Design and Construction Manual;
- Vertical Design and Construction Manual;
- Master Servicing Plan
- Intensification Strategy;
- Downtown Master Plan;
- Parks and Recreation Master Plan;
- Waterfront Master Plan;
- Transportation Master Plan; and,
- Facility Accessibility Design Standards.



1.3 MANUAL FORMAT

This document is organized as a series of guidelines, providing detailed direction for development in the City's public and private realms. In order to achieve the intent of each guideline, development is encouraged to be both creative and sensitive to existing and planned contexts. Alternative approaches should be considered on a case-by-case basis where it can be demonstrated that the design objectives of this Manual are being met.

SECTION 1:

Introduction

This section provides an overview of the vision and design objectives for the City, as well as information on how the Manual should be read and used by a range of users.

SECTION 2:

Urban Structure

This section provides the vision for each of the City's structural elements that come together to create neighbourhoods, communities, and the City as a whole. Elaborating on the Urban Structure elements in the City's Official Plan, such as intensification corridors and neighbourhood centres, the Manual provides the appropriate design guidance to aid in the implementation of the vision for the Urban Structure.

SECTION 3:

Public Realm Guidelines

This section outlines the City's design directions for Brantford's public realm. This includes streets and blocks, boulevards, public open spaces, public art, natural heritage, and other places within the City that anyone is able to access.

SECTION 4:

Private Realm Guidelines

This section provides guidelines for the development of individual sites, building design, and transportation and parking within the City's private realm.

SECTION 5:

Built Form Guidelines

This section provides design guidance for a diverse range of building types within the City including low- to high-rise residential dwellings, commercial buildings, mixed use buildings, institutional buildings, employment buildings, as well as cultural heritage resources.

1.4 MANUAL AUDIENCE

The Urban Design Manual has been developed for a specific set of users:

THE DEVELOPMENT COMMUNITY

The primary user of the Manual is intended to be the development community. This includes developers, professional consultants, and other proponents of development within the City of Brantford.

The development community will utilize and reference the Manual in all aspects of the design of their development and are responsible for demonstrating how their proposal incorporates all applicable guidelines from the Manual.

CITY COUNCIL

The Urban Design Manual, City Building and Place Making Guidelines helps implement and further express the design aspirations for development in Brantford as set out in Council approved Official Plan policy.

CITY STAFF

City Staff will use the Guidelines in the review and approval of development applications, including applications for amendments to the Official Plan and Zoning By-law, Plan of Subdivision, Plan of Condominium, and Site Plan Control, as well as the review of supporting Urban Design Reports and Comprehensive Block Plans, where required.

Staff will identify primary urban design priorities and the need for Urban Design Reports for specific development proposals during Pre-Consultation meetings and will work with development proponents throughout the application process to find design strategies that achieve the intent of the guidelines.

THE PUBLIC

The Manual provides the public with confidence in the City's commitment to a high standard of urban design.

2 URBAN STRUCTURE

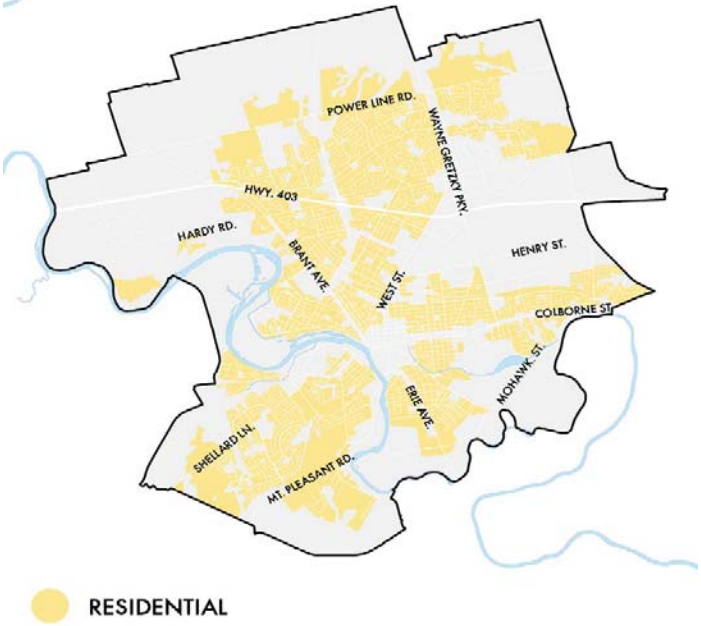
In keeping with the City's vision, the Manual will assist Brantford in transitioning to a unique urban community with an Urban Structure that is well connected, walkable, and supportive of public transit, with a consistent and coherent public realm.

The City's Urban Structure, as outlined within this Manual, uses the Official Plan as a framework to confirm the vision and provide design guidance for key elements and areas within Brantford. A successful Urban Structure ensures land use components complement one another while providing for a diverse range of community functions. The following visions will ensure that new development is appropriately integrated with adjacent valued community features, including parks, trails, natural heritage features, the waterfront, the Downtown and designated heritage properties.

The following section provides the City's vision for each of the structural elements, as well as key design direction for each component. The Manual should be read in its entirety and appropriately applied to each Urban Structure element.

2.1 RESIDENTIAL AREAS

Brantford's Residential Areas Map



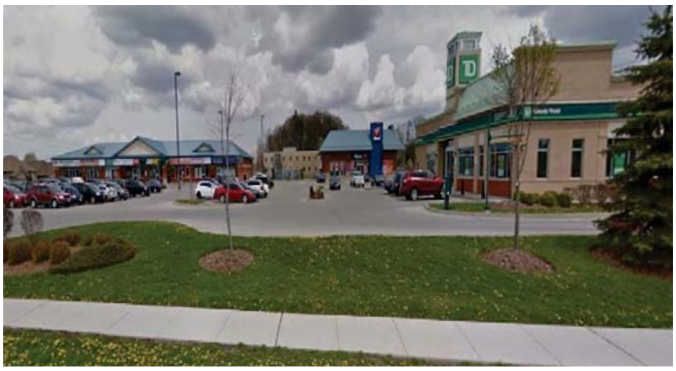
Vision

Brantford's residential neighbourhoods make up the largest part of the City's Urban Structure. These areas are intended to include a full range of residential dwelling types, along with supporting land uses such as parks, schools, daycares, places of worship, and local retail and service commercial uses. Communities within the City's residential areas will continue to evolve and mature, each with their own character and identity, as modest development and intensification occurs within different neighbourhoods as appropriate.

Key Directions

Residential areas within the City should continue to include low- to high-rise built form development, both as infill in existing neighbourhoods and development in new subdivisions. The density and design of new development within existing neighbourhoods should be planned to respect surrounding land uses and the character of neighbourhoods, taking into consideration appropriate transitions in height, massing, setbacks and built form details.

Existing neighbourhood commercial plazas and centres also serve an important role for the City's residential areas. These areas are envisioned to evolve and intensify over time into more urban, pedestrian-friendly, and transit oriented neighbourhood gathering places. A mix of uses including higher density mid- to high-rise residential development, as well as new retail, service, and office uses should be directed to these areas in order to balance the local needs of new and established communities.



Commercial plaza at Shellard Ln. and Conklin Rd.

New low-rise residential neighbourhood in West Brant

Established low-rise neighbourhood in north Brantford

2.2 DOWNTOWN

Downtown Urban Growth Centre Map

Vision

As the heart of the City, the Downtown Urban Growth Centre is a primary destination for residents, students, tourists, and businesses. The Downtown is surrounded by residential lands, bordered by the Grand River to the west, and includes the City's Downtown Transit Terminal servicing Brantford Transit and GO Transit Buses, as well as the Brantford Train Station.

Rich in heritage, the Downtown is intended to include a broad range of built forms and land uses that contribute to a sustainable and complete community. The area has a balanced mix of government and social services, post-secondary institutions, shopping, offices, housing options, entertainment, and cultural activities. As a Strategic Growth Area, Downtown Brantford has the potential to accommodate significant growth through an intensified built form.

Key Directions

Envisioned as the densest urban area of the City, development within the Downtown should be pedestrian-friendly and accommodate mid- to high-rise mixed uses. Intensification, adaptive-reuse, and redevelopment within the Downtown should be compatible with existing built form and uses, while supporting the evolution of a more compact and transit supportive centre. High quality urban design should reflect the importance of the Downtown as a centralized gathering place for the City. Proposed development should also reference the City's Downtown Master Plan and Downtown Streetscape Design Plan, however where any conflicts occur, this Manual shall take precedence.

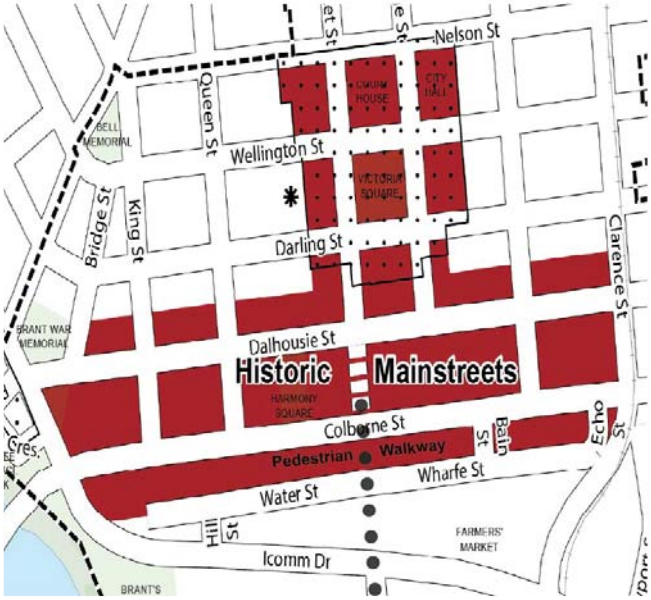
Development is encouraged to be in the form of mixed use buildings, residential buildings, retail and commercial spaces, offices, institutional buildings, and recreational/entertainment uses. In order to accommodate a revitalized, vibrant, and walkable downtown, development should take into consideration pedestrian safety, streetscape and façade improvements, landscaping, suitable parking facilities, lighting, access to trails and the Grand River, and open space and urban parks.

Downtown Brantford is comprised of three precincts: Historic Mainstreets, Lower Downtown and Upper Downtown. Enhancing the connections within and between these areas is essential in the development of a cohesive Downtown. Based on the existing character and context of each precinct, the following key directions provide guidance for the encouraged type and form of development within each area.

Harmony Square

2.2.1 Historic Mainstreets Precinct

Historic Mainstreets Precinct Boundary Map



Development within the Historic Mainstreets Precinct should be designed to enhance the quality of the pedestrian and pubic realm and complement the existing built environment including Harmony Square and Victoria Square. In order to maintain the historic character of this precinct, the adaptive reuse and the redevelopment of existing buildings is encouraged. An active street frontage should be animated by articulated building frontages, street landscaping and furniture, the use of high-quality materials, and high activity at-grade uses.

Any residential development within the Historic Mainstreets Precinct should be in the form of mid- to high-rise mixed use buildings, where appropriate. The development of these buildings are encouraged to include podium heights in conformity with surrounding built form, with at-grade uses such as retail stores, restaurants, or institutional uses. New development opportunities may be accommodated on redevelopment sites or existing excess surface parking lots. Where appropriate, higher density new office and institutional uses are also encouraged within this precinct.

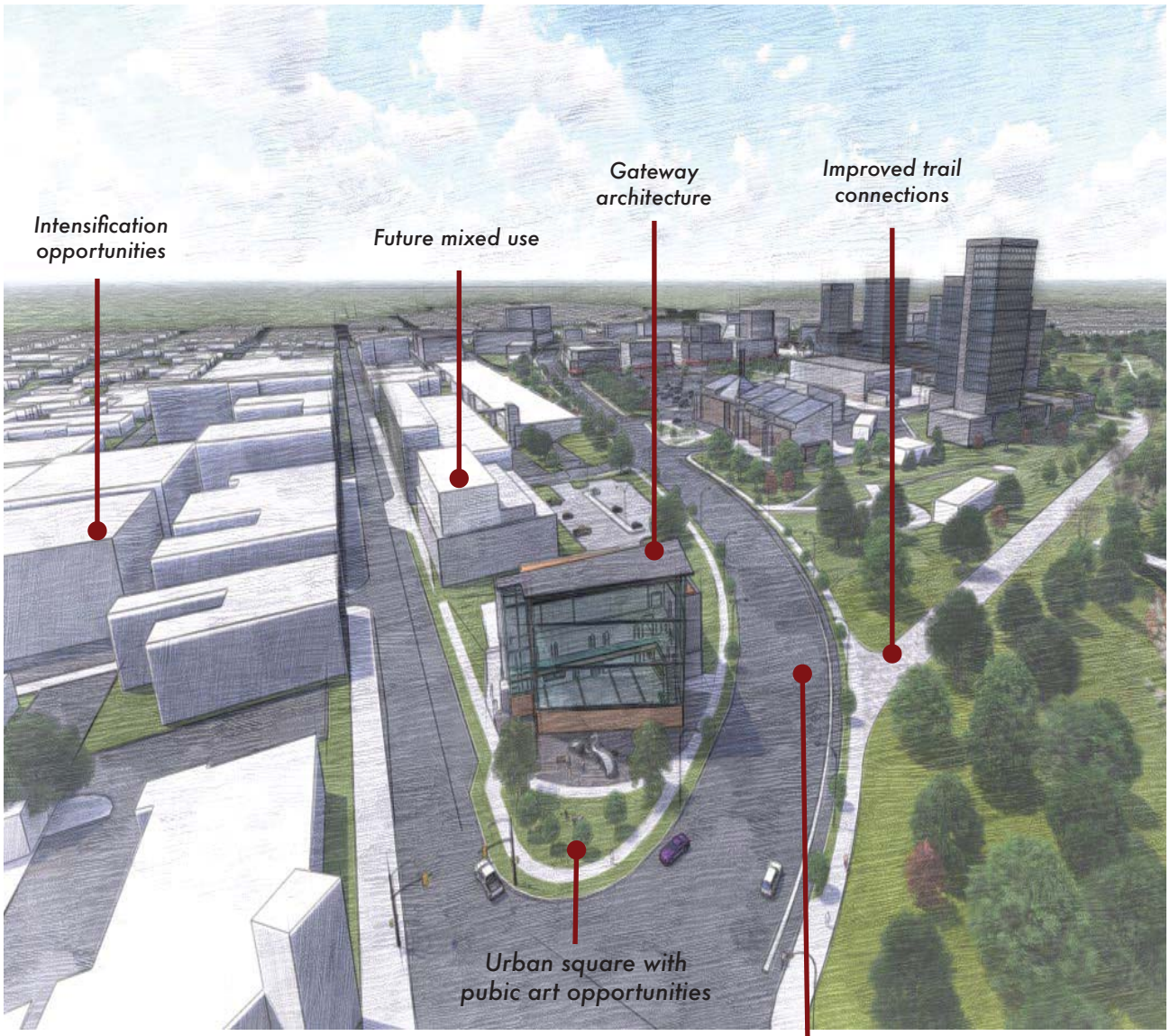
The Historic Mainstreets Precinct includes the Victoria Park Square Heritage Conservation District. New development within this District will be subject to the specific design criteria provided in the Victoria Park Square Heritage Conservation District Study, which will take precedence over the direction of this Manual.

Dalhousie St. / Downtown Brantford

George St. at Victoria Park / Downtown Brantford

Expositor Place Building / Downtown Brantford

2.2.1.2 Lorne Bridge Gateway



Lorne Bridge Gateway Conceptual Model

The Lorne Bridge Gateway area is defined by the intersection where Colborne Street East meets Colborne Street West, and Icomm Drive to the south connects to Brant Avenue to the north. This area serves as an important gateway to and from Downtown Brantford and connects the City's Historic Mainstreets Precinct with the Lower Downtown Precinct to the south. Access to, and views of, the area's parks, trails, and the Grand River are important elements of this gateway, and present opportunities for new development to create a more welcoming entrance to Downtown with active public space for people to meet, sit, travel, and socialize. Icomm Drive should evolve over time to incorporate green street elements, including mature street trees, increased vegetation, and landscaping.

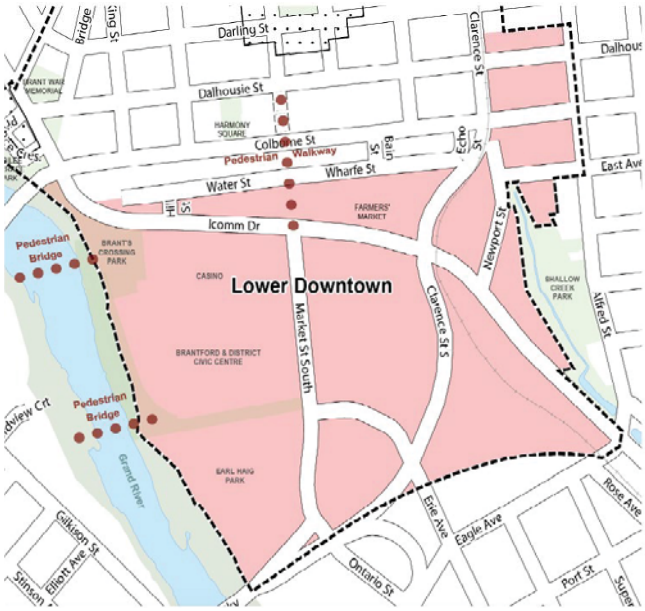
The Lorne Bridge Gateway area presents opportunities for intensified development and should serve as a welcoming entrance to Downtown with active public space for people to meet, sit and socialize

Within the gateway area, public art features, streetscape improvements, and development that accentuates the character of Brantford is encouraged. Given its prominent location in proximity to other Downtown amenities including the Laurier Brantford YMCA, Brant Avenue Armoury and Jubilee Terrace Park, as well as Elements Casino Brantford and Brant's Crossing Park, a taller mixed use building of high quality design that provides both public and private uses is encouraged to be located at the west end of Colborne Street East.

In addition to other appropriate infill development within the gateway area, there are many opportunities to improve and enhance pedestrian and cyclist connections and safety within the intersection.

2.2.2 Lower Downtown Precinct

Lower Downtown Precinct Boundary Map

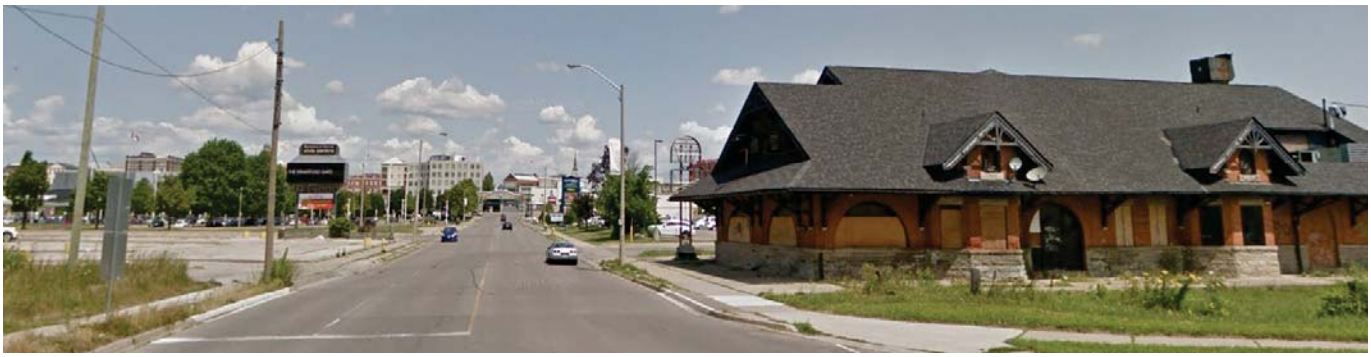


Brantford's Lower Downtown Precinct currently serves a large-format recreational and commercial function for the area, located south of the Historic Mainstreets Precinct. Icomm Drive, Market Street South, and Clarence Street South are all wide auto-oriented Major Arterial Roads that connect areas within Lower Downtown to one another, and to the rest of the City. Many major recreational and community facilities within the City area are located within this precinct, including the Brantford & District Civic Centre, Brant's Crossing Park, Earl Haig Park, the Brantford Farmers Market, the Brantford Convention Centre and Elements Casino Brantford.

The area is currently characterized by low-rise commercial plazas and stand-alone retail, restaurant and grocery establishments, surrounded by large surface parking areas and vacant lots. These areas, along with the redevelopment of existing sites, provide many opportunities for mid- to high-rise infill and intensification.

Elements Casino Brantford

Lower Downtown Commercial Plaza



Market Street St. S.

Lower Downtown is envisioned to evolve over time into a pedestrian-friendly mixed use complete community, providing for a range of shopping, office, residential, and recreational amenities, as well as park space. As this area evolves, a tighter network of streets and blocks, developed in place of large blocks and underutilized parking areas, are envisioned to encourage walkability and provide safe access to many of the existing facilities of Lower Downtown, as well as the Historic Mainstreets Precinct to the north. Currently, the Market Centre Parkade provides ample parking for the area, however as existing parking lots are redeveloped, on-street and underground parking is encouraged.

Lower Downtown is envisioned to evolve into a complete community with intensified mixed uses and a pedestrian-friendly public realm

The Boardwalk / Waterloo, ON.

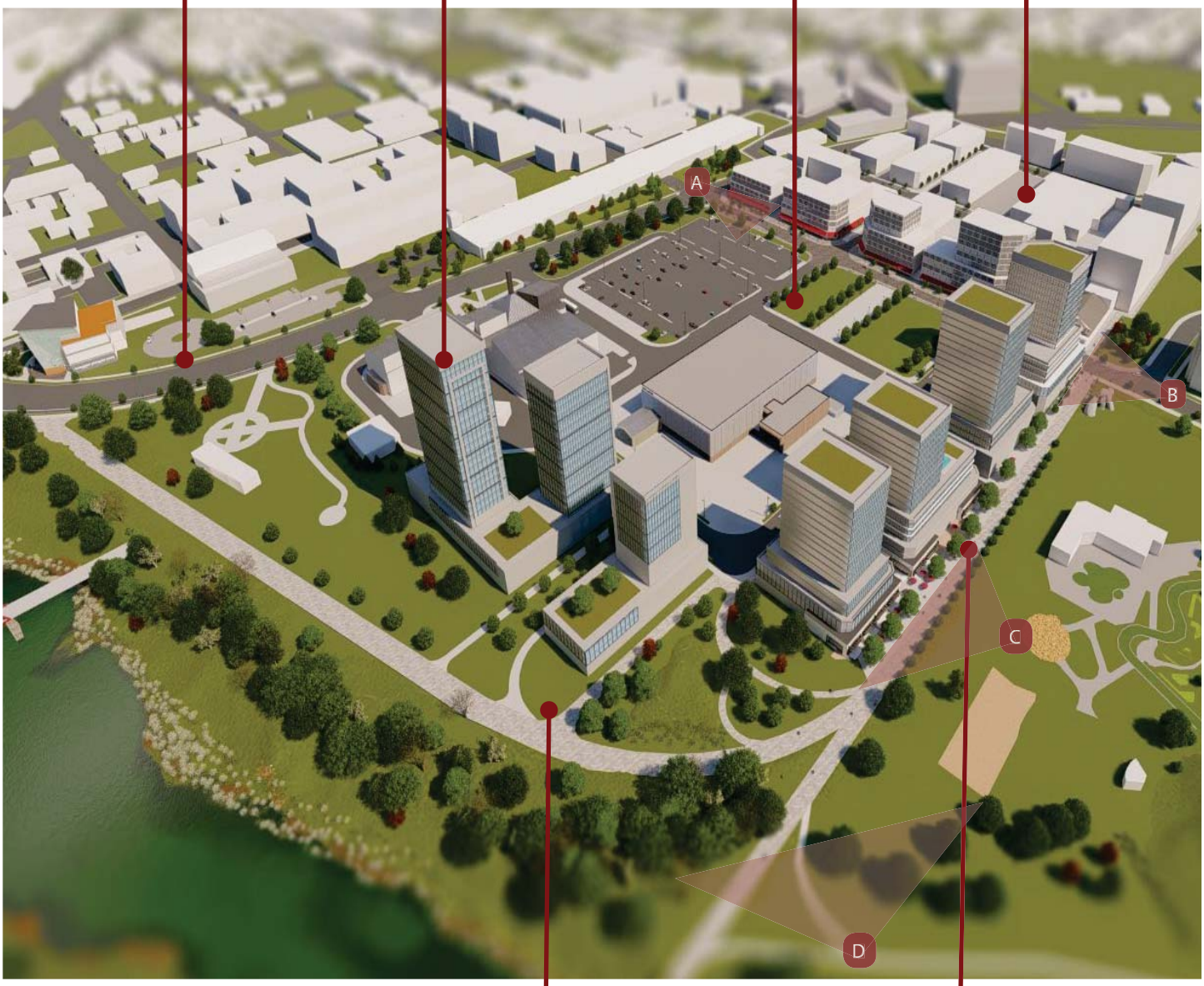
The Shops at Don Mills / Toronto, ON.

Enhanced landscape elements along Icomm Drive

High-rise mixed use residential intensification

Public park/community gathering space

Connected street and block network with intensified mixed uses



Lower Downtown Conceptual Model

Direct access to Grand River and trail network

Enhanced trail and pedestrian connections with active building frontages and accessible public spaces

A View of Market Street South Facing South / **Pg. 20**

B View of Market Street South Facing North / **Pg. 20**

C View of Public Realm Along Trail / **Pg. 21**

D View of Trail Connection to Grand River / **Pg. 21**

Market Street South is envisioned to evolve into a flexible streetscape

Trail connections and public art should be integrated

Mixed Use Development / Toronto, ON.

Residential mixed use buildings with at-grade uses are encouraged in the Lower Downtown Precinct, with conscious design efforts to foster a live, work, and play environment. The integration of these types of buildings will assist the area in becoming more pedestrian-friendly, with revitalized streetscapes for new blocks. Specifically, Market Street South within Lower Downtown is envisioned to transform from an auto-oriented corridor to a more flexible street that supports walkability and active transportation to be shared by pedestrians, cyclists and motorists. This type of environment is shaped by the integration of a curb-less road, designed to accommodate open two-way traffic regularly, with the opportunity to close the space to traffic for events or activities. Further study and consultation is required to support the transition of Market Street South into a flexible street and to design an appropriate cross section.

Design elements of a successful pedestrian-friendly street include the integration of pedestrian-scaled lighting, public art, active at-grade uses and patios aligned close to the street, as well as street furniture. Providing versatile built form that is adaptable and flexible as it relates to the street will also help assist the area in evolving over time. In addition to opening up streets for activity, the introduction of accessible parks and green space is just as important to balance new built form when redeveloping the underutilized lands within Lower Downtown.

New development and intensification should also provide access to the City's trails network, bridges, and Grand River, and take advantage of the scenic views and vistas these natural areas and amenities provide. Specifically, the most opportune location for high-rise buildings is adjacent to the Grand River and the City's trails, which will encourage a strong interface between the natural environment and new built form, and will avoid negative shadow or overlook impacts on low- and mid-rise development. However, it is important that all new development is massed and designed to respect views and access of the area's natural features.

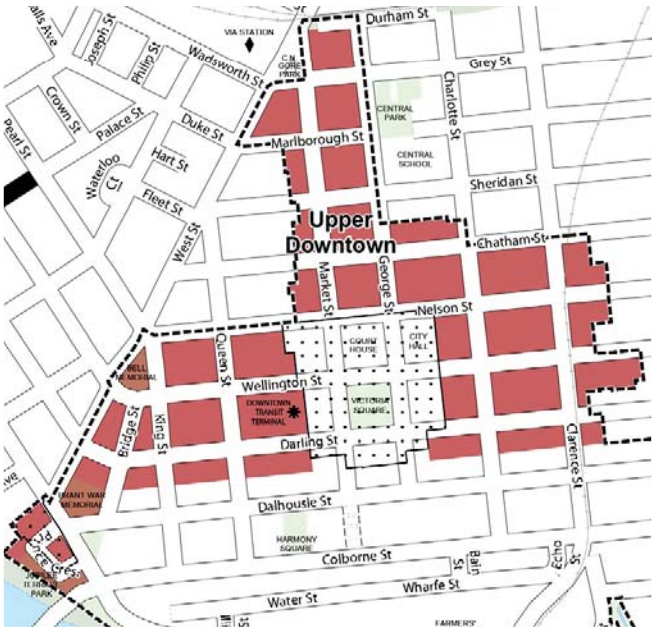
In developing these lands, it is also important to ensure that public access to parks, trails, and natural areas is accessible for all. This may include improvements to trail connections and providing new access points through and around buildings.

New high-rise mixed use infill and intensification is encouraged adjacent to the Grand River

Enhanced trail connections to the Grand River should be incorporated into development, including active frontages with retail and patio space facing the trail, public parks, and open space areas

2.2.3 Upper Downtown Precinct

Upper Downtown Precinct Boundary Map



The City's Upper Downtown Precinct currently accommodates a mix of low-rise residential dwellings, mid-rise apartments and townhouses, institutional buildings, and stand-alone retail, service, and restaurant uses. Development within this precinct should be designed to respect the surrounding low-rise character of the area, while providing for additional residential and mixed uses. Increased residential and employment density development in proximity to both the Downtown Transit Terminal and Via Rail Station is encouraged, which should consider safe and efficient access to the two stations.

Where appropriate, new residential development will be in the form of low-rise, infill or replacement housing, townhouses, or mid-rise buildings, and high-rise buildings where contextually appropriate. The adaptive reuse, revitalization, and/or redevelopment of existing buildings and structures within this precinct is encouraged.

As a key entrance to downtown, development along Market Street should foster a pedestrian-friendly environment with active street frontages, providing for high activity uses at grade such as retail and restaurants, with uses such as offices and residential uses on second floors and above. There are opportunities to improve street furniture and landscaping within this precinct.

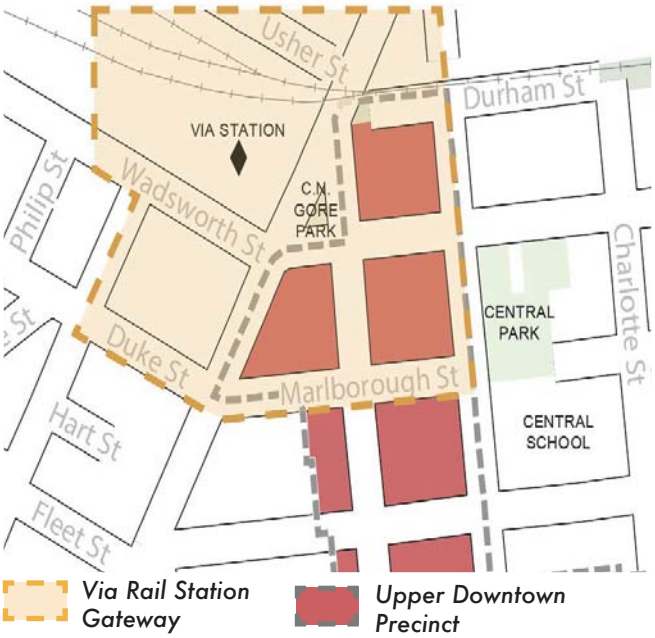
Queen St. and Wellington St.

Nelson St. and Charlotte St.

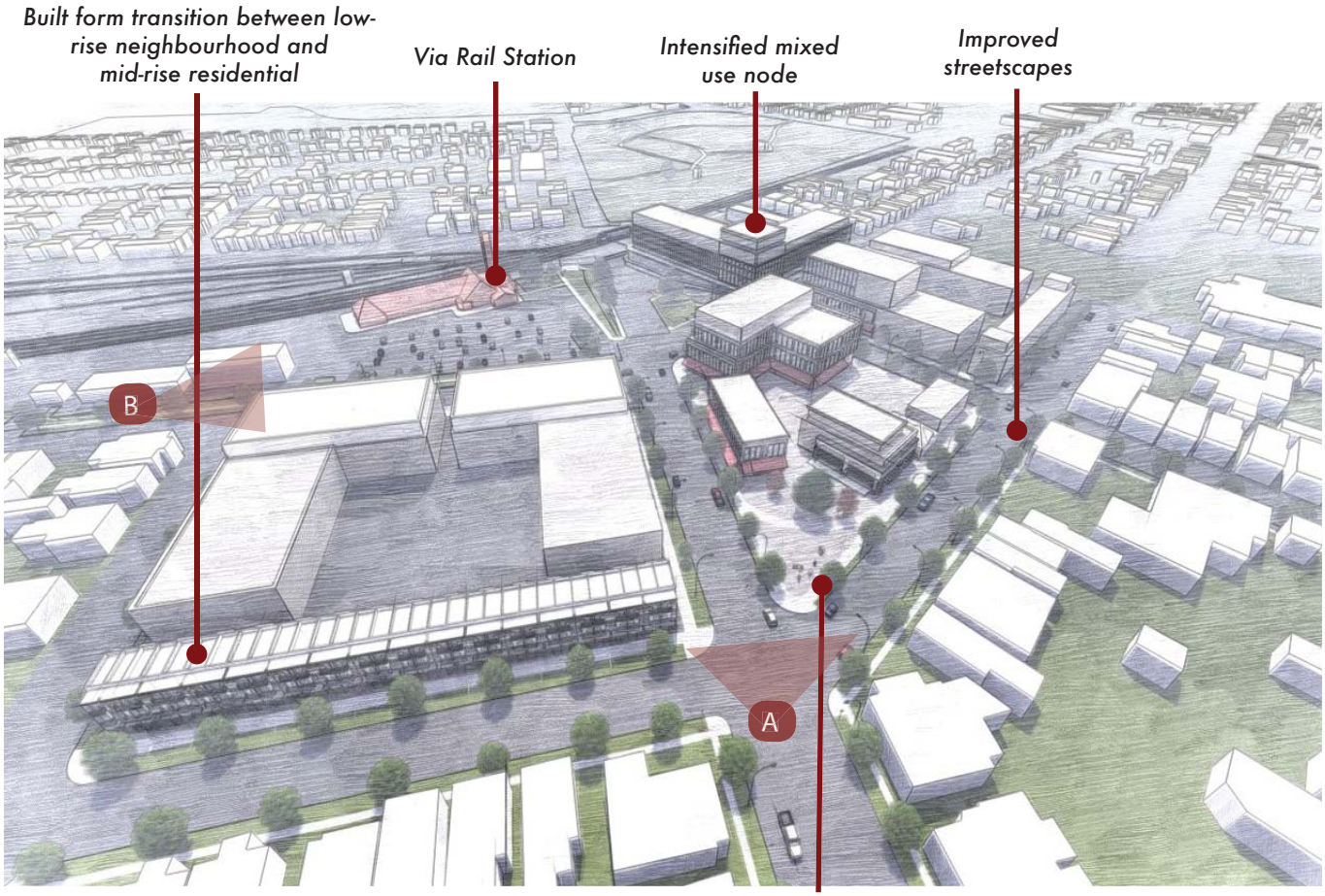
Market St. and Marlborough St.

2.2.3.1 Via Rail Station Gateway

Via Rail Station Gateway Boundary Map



Located on the edge of the City's Upper Downtown Precinct, the Brantford Via Station and surrounding area serves as a gateway to Downtown from the north. In alignment with the direction provided for Upper Downtown, this area will evolve over time and development should be designed to provide context-appropriate infill and intensification surrounding the station that respects the low-rise character of the area through the use of built form transitions. This includes preserving the character of the station, and any important views of existing buildings, open spaces, and heritage sites. New development should also encourage connections from the Via Rail Station to the City's Downtown Transit Terminal, as well as and any other transit routes.



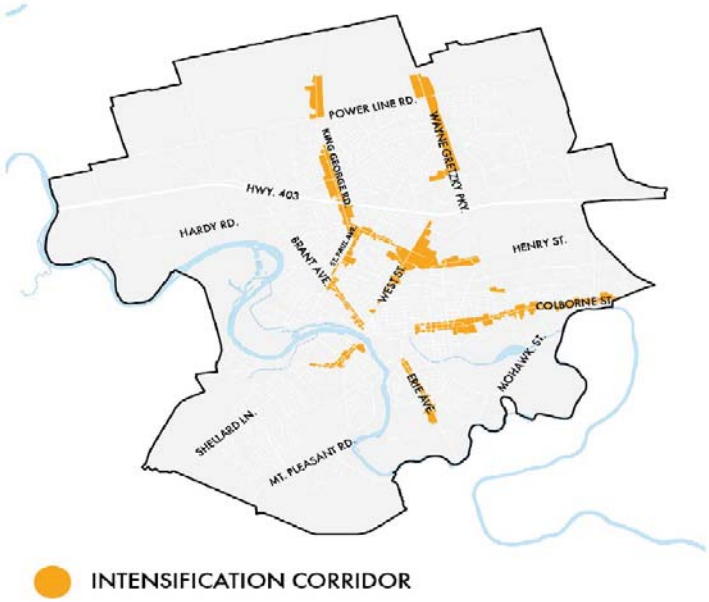
Via Rail Station Gateway Conceptual Model

Built form intensification should be balanced with new public open spaces

Context-appropriate intensification is encouraged within the Via Rail Station Gateway

2.3 INTENSIFICATION CORRIDORS

Brantford's Intensification Corridors Map



Vision

The City of Brantford Official Plan identifies intensification corridors along key arterial roads that function as connective spines for the City, and serve as destinations for their surrounding neighbourhoods. As the City grows, these corridors are intended to become intensified, vibrant, mixed use areas that are pedestrian and transit oriented. This includes offering a full range of compatible land uses including retail and service commercial uses, as well as low-rise, mid-rise, and high-rise buildings, and community and institutional uses. Intensification corridors are intended to be flexible and responsive to land use pattern changes and demands, and should permit a broad range of uses at different scales and densities depending on location.

Key Directions

Located throughout the City, these connective spines not only link different parts of the City to one another, but also each have a different character with varied uses. The unique character of each of the City's corridors will help to inform how these areas will re-urbanize or intensify and evolve in the future. It is important that any new development, redevelopment, residential intensification or infill project transition to appropriately fit within the evolving context of each corridor, while balancing the needs of the adjacent neighbourhoods and the surrounding community. Based on the existing character and context of the City's corridors, the following key directions provide design guidance for the type of development that is encouraged within each intensification corridor.

Conceptual diagrams are included for each corridor, highlighting direction for the following key areas:

Mixed Use Building Nodes: Located at key intersections, these nodes are first priority areas for the development of mid- to high-rise mixed use buildings.

Mixed Use Areas: These areas are intended to provide for a mix of intensified uses and built form including retail, commercial, and residential buildings.

Mid/High-Rise Residential Areas: Mid- to high-rise residential growth is encouraged to intensify these areas, and should respect existing residential built form through appropriate transitions, setbacks, etc. These areas should be reserved solely for intensified residential development.

Precedent mid-rise mixed use corridor intensification

2.3.1 King George Rd. Corridor

King George Rd. Corridor Boundary Map

The King George Road Corridor serves an essential commercial function for the City. This wide auto-oriented corridor is currently characterized by large low-rise, stand-alone retail establishments and multi-unit plazas, surrounded by large front and side-yard surface parking lots. The boulevards along King George Road are narrow, with few street trees, providing many opportunities for enhanced landscaping and improved pedestrian realm amenities. Along the corridor, there are a few segments where low-rise dwellings are located, and these areas should be preserved for residential functions.

There is opportunity for intensification through the redevelopment of existing commercial sites, structures, and over-abundant parking lot areas within the identified mixed use areas. New development and intensification should be in the form of new and renovated commercial buildings, restaurants, and retail plazas to preserve the commercial function of the area. New mid- to high-rise residential buildings should be located within these areas where large commercial lot depths exist and back onto existing neighbourhoods. As identified, mixed use mid- to high-rise buildings should be directed to the intersections of King George and Tollgate Road/Fairview Drive, Dunsdon/Oxford Street, and Kent Road.

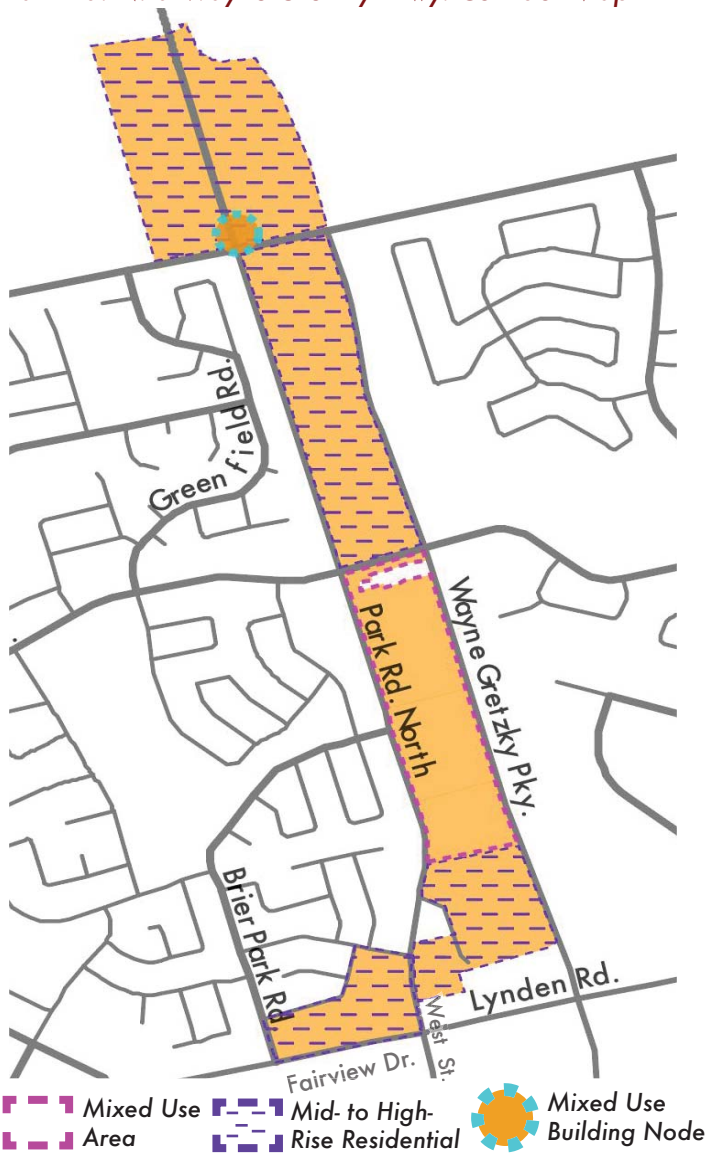
New development, along this corridor, especially along the mixed use areas and within the mixed use building nodes, should be pedestrian-friendly, in order to create a safe and comfortable public realm supportive of walking, transit use, and cycling.

Dunsdon and Oxford St.

Kent and King George Rd.

2.3.2 Park Rd. North and Wayne Gretzky Pkwy. Corridors

Park Rd. N. & Wayne Gretzky Pkwy. Corridor Map



The Wayne Gretzky Parkway and West Street/Park Road North Intensification Corridors, north of Fairview Drive/Lynden Park Road, currently provide a mix of housing including townhouses and multiple mid- and high-rise apartment buildings, as well as a few large individual service and commercial uses with separate parking lots.

This area is envisioned to continue to evolve into a high density residential corridor, mixed with additional infill commercial and office uses within the identified mixed use area. Large vacant lots in between current uses create opportunities for this evolution to be accommodated effectively. Residential development should be in the form of mid-rise townhouse blocks, and where positioned appropriately, mid-rise and high-rise buildings. Development should be active transportation and transit friendly. As the City's greenfield area evolves, higher density mixed use buildings are envisioned at the intersection of Park Road North and Powerline Road, as identified.

Park Rd. N. mid- and high-rise apartment buildings

Park Rd. N. retail plaza and high-rise development

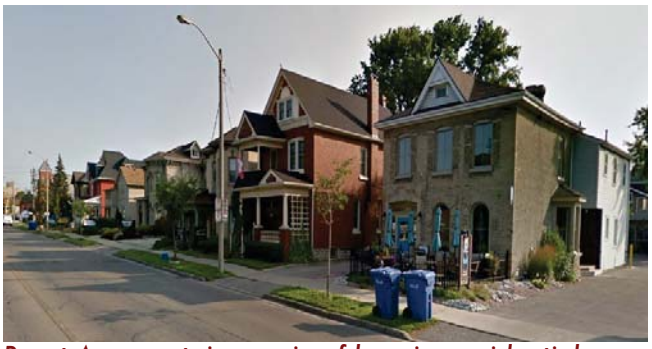
Park Rd. N. and West St. low-rise townhouses

2.3.3 Brant Ave. Corridor

Brant Ave. Corridor Boundary Map

The Brant Avenue Intensification Corridor also contains a Heritage Conservation District. This corridor is currently characterized by existing one, two, and three storey single detached dwellings, mixed with smaller retail businesses, service shops and institutional uses such as schools and churches. Some duplex, triplex, and smaller multi-unit buildings also exist along Brant Avenue, and there is one high rise apartment building located at the nexus of the Brant Avenue corridor and the St. Paul Avenue corridor. Brant Avenue contains a diverse mix of residential and converted dwelling commercial uses along its corridor.

Residential intensification along the Brant Avenue Corridor should be in the form of low-rise infill where appropriate, internal and external renovations to existing buildings, adaptive reuse of buildings, and building additions that are designed to respect the low-rise and heritage character of this area. Converted dwellings are encouraged along the corridor in order to contribute to the vibrant mix of commercial, restaurant, office, and residential uses currently available. Any development within the Brant Avenue Heritage District, which does not directly align with the boundaries of the Brant Avenue Corridor shown, must refer to specific design guidance provided in the Brant Ave Heritage Conservation District Study, and in the case of a conflict, the Heritage Study shall take precedence.



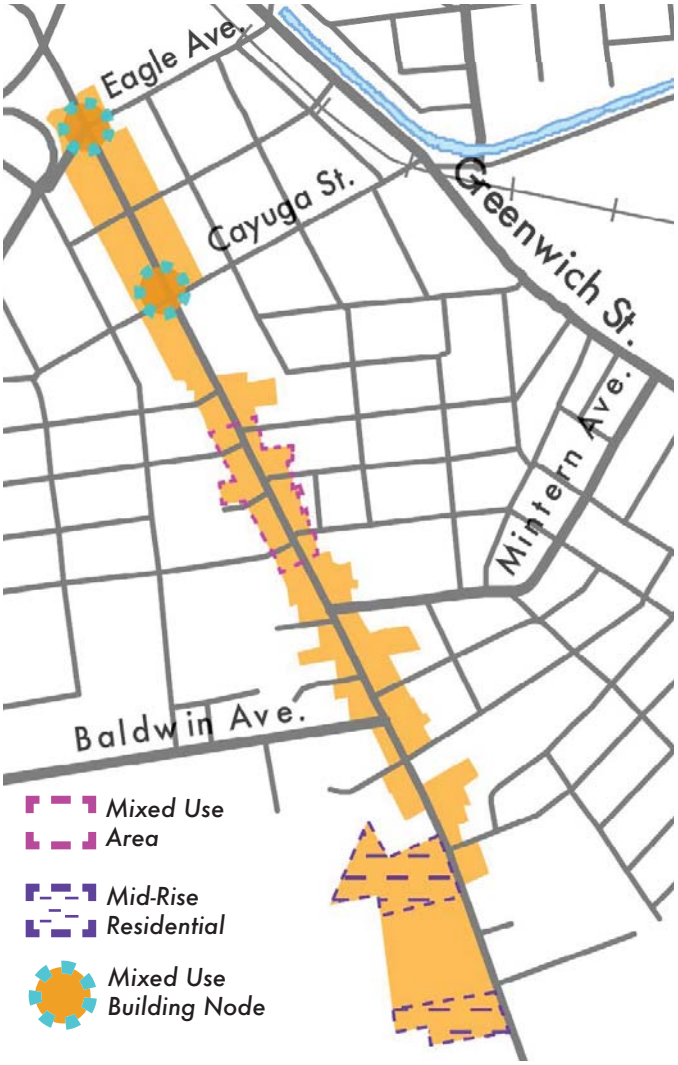
Brant Ave. contains a mix of low-rise residential homes and converted dwellings

Brant Ave. historic single detached dwellings

Brant Ave. and Waterloo St.

2.3.4 Erie Ave. Corridor

Erie Ave. Corridor Boundary Map

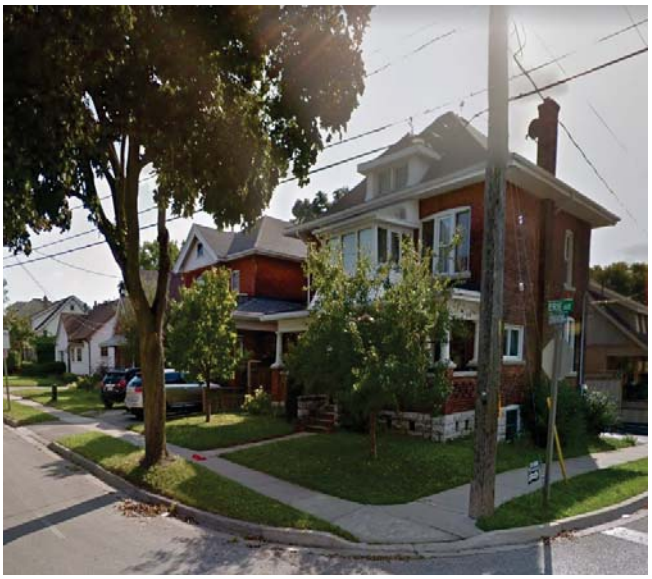


The Erie Avenue Intensification Corridor is currently characterized by existing low-rise single detached dwellings, mixed with smaller retail businesses, service shops, and institutional uses such as schools. Some duplex, triplex, and smaller multi-unit buildings also exist along Erie Avenue.

Where appropriate, residential intensification along Erie Avenue should be in the form of low-rise infill and replacement housing as well as townhouses to respect the residential character of these areas. New residential development should be in the form of mid-rise townhouses and buildings. As this corridor intensifies, mid-rise mixed use buildings are envisioned to be located at the intersections of Erie Avenue and Eagle Avenue, as well as at Cayuga Street, in order to serve the needs of the surrounding community while respecting the residential nature of the neighbourhood.

Appropriate stand alone commercial and retail development mixed with mid-density residential housing is envisioned to continue to develop within the mixed use area between Emilie Street and Salisbury Avenue, while respecting the residential nature of the neighbourhood.

Erie and Eagle Ave.



Erie and Strathcona Ave.

2.3.5 Colborne St. East and West Corridors

Colborne St. West Intensification Corridor Boundary Map

Colborne St. high-rise apartment

Colborne and Mt. Pleasant St.

Colborne and Oak St.

The two intensification corridor areas located along Colborne Street to the west and east of downtown currently accommodate a mix of low- to high-rise residential buildings, including single detached dwellings and townhouses. These residential uses are integrated between open spaces and parks, schools, churches, retail plazas, large commercial and service buildings to serve the surrounding community. While some segments along Colborne Street only currently accommodate residential uses, other sections provide a mix of commercial and retail uses.

Mixed use areas and nodes along different sections of Colborne Street are envisioned to become higher density, vibrant areas that are pedestrian friendly and transit oriented. Along both segments of Colborne Street, opportunities have been identified for the development of mixed use buildings at key intersections where appropriate, in the form of mid to high-rise buildings with active at-grade uses. Mixed use areas along these corridors should continue to accommodate a mix of uses and should develop as intensified areas, accommodating office, retail, or institutional uses where appropriate.

Colborne St. East Intensification Corridor Boundary Map

Large commercial plaza along Colborne St.

Commercial plaza across Colborne St. from low-rise residential homes

Colborne St. mid-rise residential apartment building

Opportunities for intensification and infill are currently available on empty and vacant lots, redevelopment sites, and existing excess parking lot space. In addition to mixed uses, there are currently opportunities for increased mid- to high-rise residential development in the form of townhouses, mid-rise buildings, and high-rise buildings along both ends of Colborne Street, as well as other specific areas that have been identified.

Mid to high-rise residential development is envisioned to intensify these areas and make efficient use of available space, while providing additional residential space in proximity to mixed uses.

2.3.6 St. Paul Ave. and Charing Cross St. Corridors

St. Paul Ave. & Charring Cross St. Corridors Boundary Map

St. Paul Ave. and St. George Rd.

Charring Cross and N. Park St.

Intensification corridor areas along St. Paul Avenue and Charing Cross Street currently accommodate a wide mix of residential dwellings, including single detached, semi-detached, duplexes, triplexes, townhouses as well as mid-rise residential buildings. These residential uses are integrated between open spaces and parks, retail plazas, as well as large commercial and service buildings. Some segments of these two corridors only accommodate residential uses, while others provide commercial intensification opportunities.

Mixed use areas within these corridors should continue to accommodate new and redeveloped stand-alone buildings. Opportunities for this are currently available on empty and vacant lots, redevelopment sites, and existing parking lots. At key intersections of these corridors, opportunities for the development of higher density mixed use buildings are available, and intensified development is encouraged. These mixed use nodes include where Charring Cross Street intersects West Street and North Park Street, as well as where St. Paul Avenue intersects Terrace Hill Street and King George Road.

Higher density residential buildings in the form of townhouses and mid-rise buildings should be accommodated along these corridors where identified, taking into account surrounding development and appropriate transitions, as well as connections to transit and active transportation.

2.3.7 West St. and Henry St. Corridors

West St. and Henry St. Corridors Boundary Map

Henry and West St.

Mid-rise apartment behind low-rise homes on Henry St.

Much like the intensification corridors along Colborne Street, St. Paul Avenue, and Charing Cross Street, the corridors along West Street and Henry Street provide a mix of low-, mid-, and high-rise residential dwellings in the form of single detached, townhouse complexes, and apartment buildings. These residential uses are mixed with low-rise retail, service, office, and industrial uses. New residential development in the form of townhouse dwellings, as well as mid- and high-rise apartments where appropriate, are encouraged along these corridors. There are many areas of vacant land in between lots that provide a valuable opportunity for infill residential development.

As these areas evolve, mid to high-rise mixed use buildings are directed to develop at the intersections of West Street and Charing Cross Street as well as West Street and Elgin Street. The identified mixed use areas should continue to intensify to provide for a range of uses on each site to appropriately serve the surrounding residential areas.

2.4 NEIGHBOURHOOD CENTRES

Brantford's New Neighbourhood Centres Area Map

Vision

Neighbourhood centres are located within the City's Designated Greenfield Area. As new communities and surrounding residential areas are developed, these areas will function as the centres of new neighbourhoods to support the daily needs of surrounding residents. Neighbourhood centres are located in between and adjacent to neighbourhood corridors. The City has identified four different neighbourhood centre areas, all located in the City's northern boundary expansion lands. They are envisioned to evolve into higher density mixed use areas, providing a mix of retail, commercial, office and institutional uses and mixed use residential buildings.

Note. Development within these areas is subject to a Comprehensive Block Plan.

Key Directions

Neighbourhood centres should provide a range of built forms including mid- to high-rise mixed use buildings, as well as new commercial and office businesses including grocery stores, drug stores, local retail, personal services, medical offices and community facilities such as libraries and community centres. The level and type of development within each centre will be different, in order to balance the needs of new adjacent neighbourhoods and surrounding communities.

Site and building development should be planned to be pedestrian friendly in order to encourage active-transportation and transit usage. Based on the planned function of the City's neighbourhood centres, the following key directions provide guidance for the types of development that are expected within each.

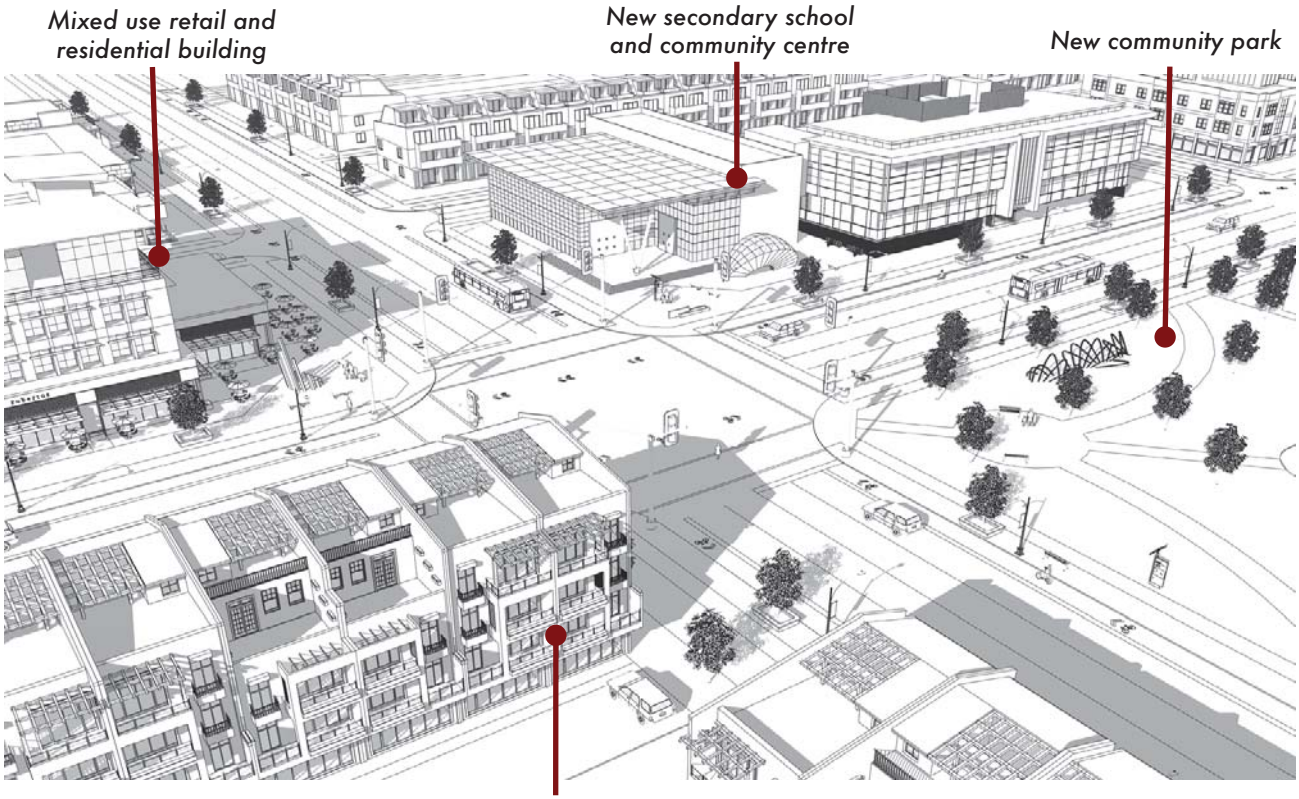
A Balmoral Dr. and Powerline Rd. Centre

The Balmoral Drive and Powerline Road Neighbourhood Centre is envisioned to provide service and commercial uses to surrounding neighbourhoods as they evolve within the City's north-western greenfield area. This neighbourhood centre is located adjacent to areas planned for Prestige Employment uses and residential uses, and should accommodate commercial and service uses to serve these surrounding uses.

Precedent commercial plaza fronting key intersection / Oakville, ON.

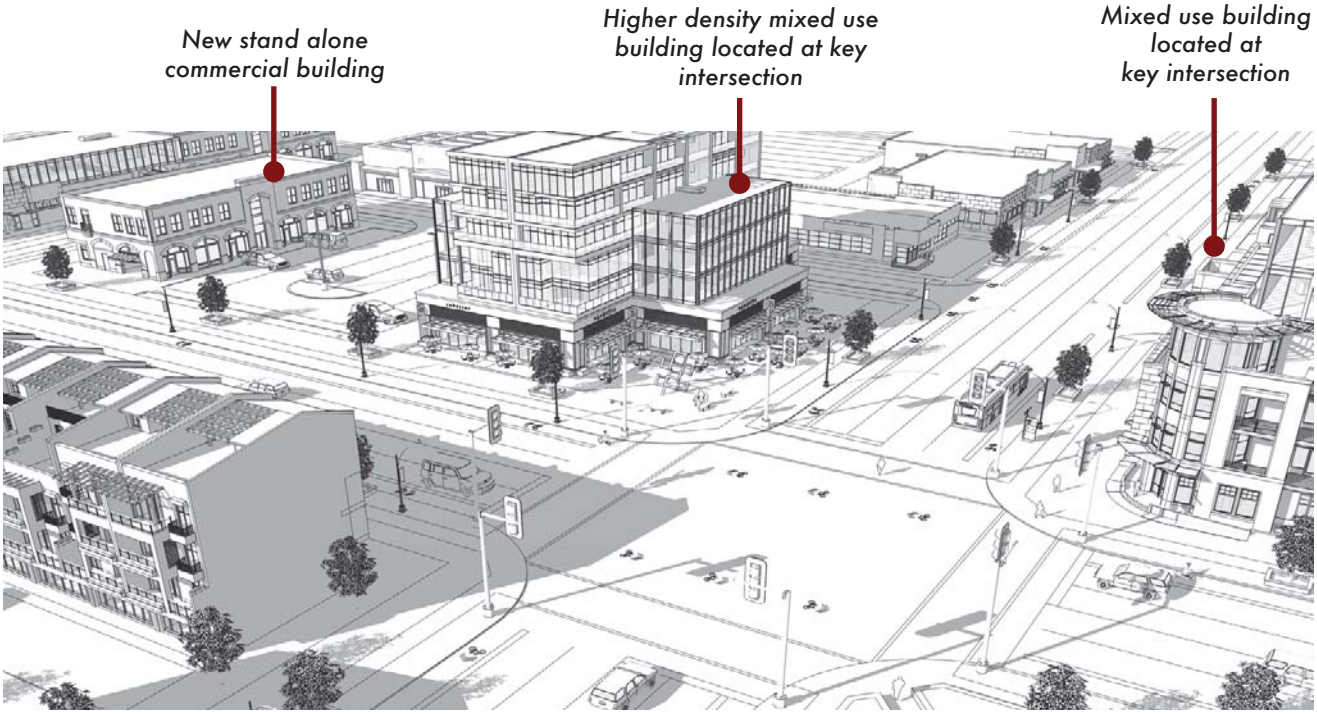
B Centre Between King George Rd. and Park Rd. N.

The neighbourhood centre located north of Powerline Road, in between the King George Road and Park Road North intensification corridors, should be developed to accommodate significant greenfield area growth and density. As a centralized neighbourhood centre, mid- to high-rise mixed use residential buildings, community facilities, and institutional uses such as schools, libraries and community centres are directed to this area and along its adjacent neighbourhood corridor.



C Centre North of Brantwood Park Dr.

The neighbourhood centre located north of Brantwood Park Drive should develop to serve the needs of existing and future neighbourhood areas, and provide an extension of the commercial uses currently present along the King George Road Corridor. Development within this centre is envisioned to include mid-rise mixed use buildings, complimented by new commercial, retail, and service uses. Higher density residential buildings are also encouraged in this centre, providing walkable access to the amenities provided.



D Lynden Rd. and Garden Ave.

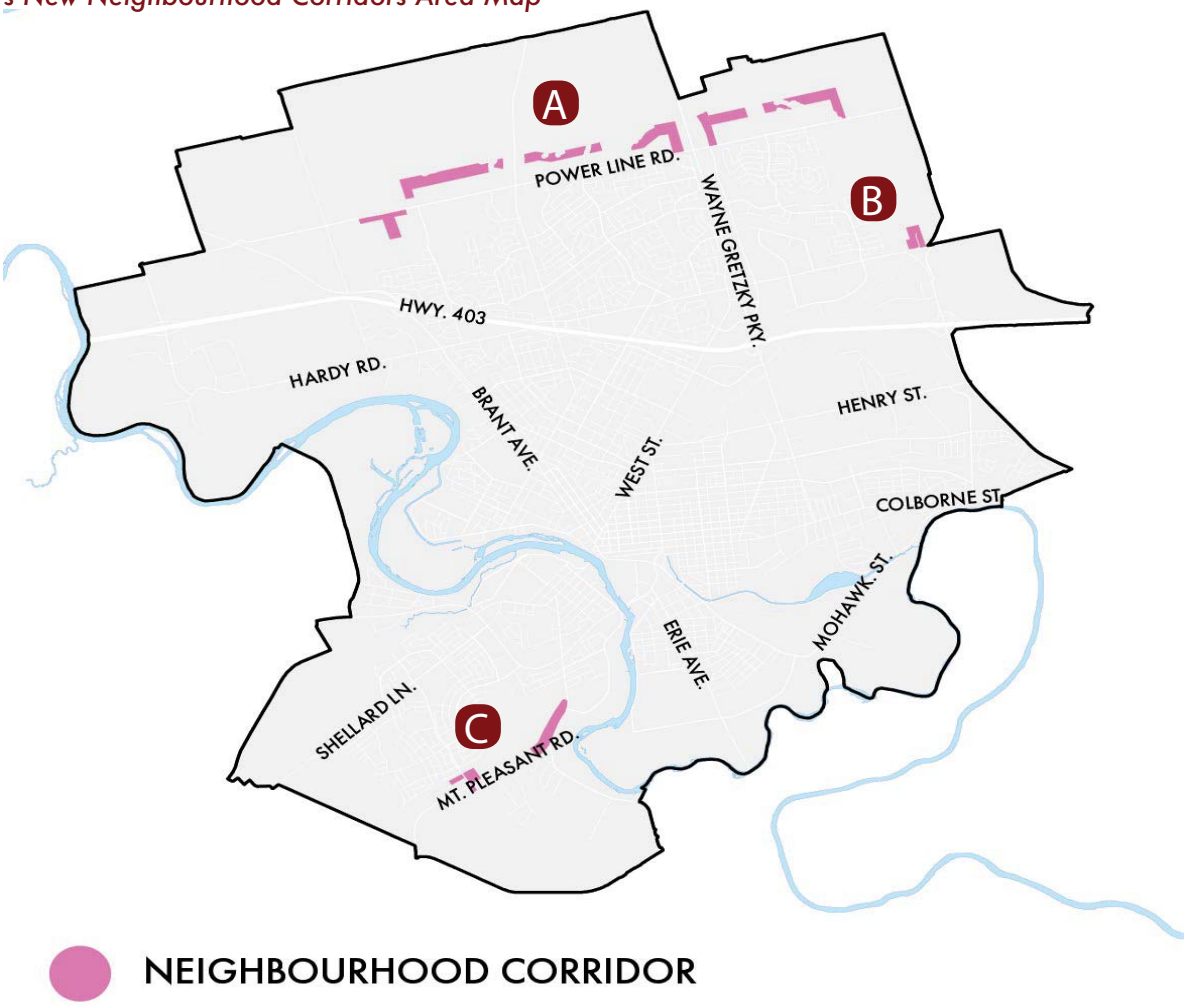
The Lynden Road and Garden Avenue Neighbourhood Centre is located adjacent to an existing low-rise residential neighbourhood and across Lynden Road from a future Prestige Employment area, which is envisioned to evolve as uses expand into the City's eastern greenfield area.

As an extension of the commercial function and higher density residential uses provided along Lynden Road, this neighbourhood centre is envisioned to provide additional retail, service, and office development to serve existing and future neighbourhoods surrounding the centre and compliment future employment uses within the Prestige Employment area of the City located south of Lynden Road.

Precedent retail/office development / Waterloo, ON.

2.5 NEIGHBOURHOOD CORRIDORS

Brantford's New Neighbourhood Corridors Area Map



Vision

Similar to Brantford's intensification corridors in the Built-Up Area, neighbourhood corridors within the City's greenfield area will connect neighbourhood centres, and are envisioned to evolve into intensified mixed use areas, offering a range of compatible land uses including service and commercial uses, as well as higher density residential buildings than the surrounding residential neighbourhoods. They will function as connective spines for new neighbourhood areas within the City's greenfield area.

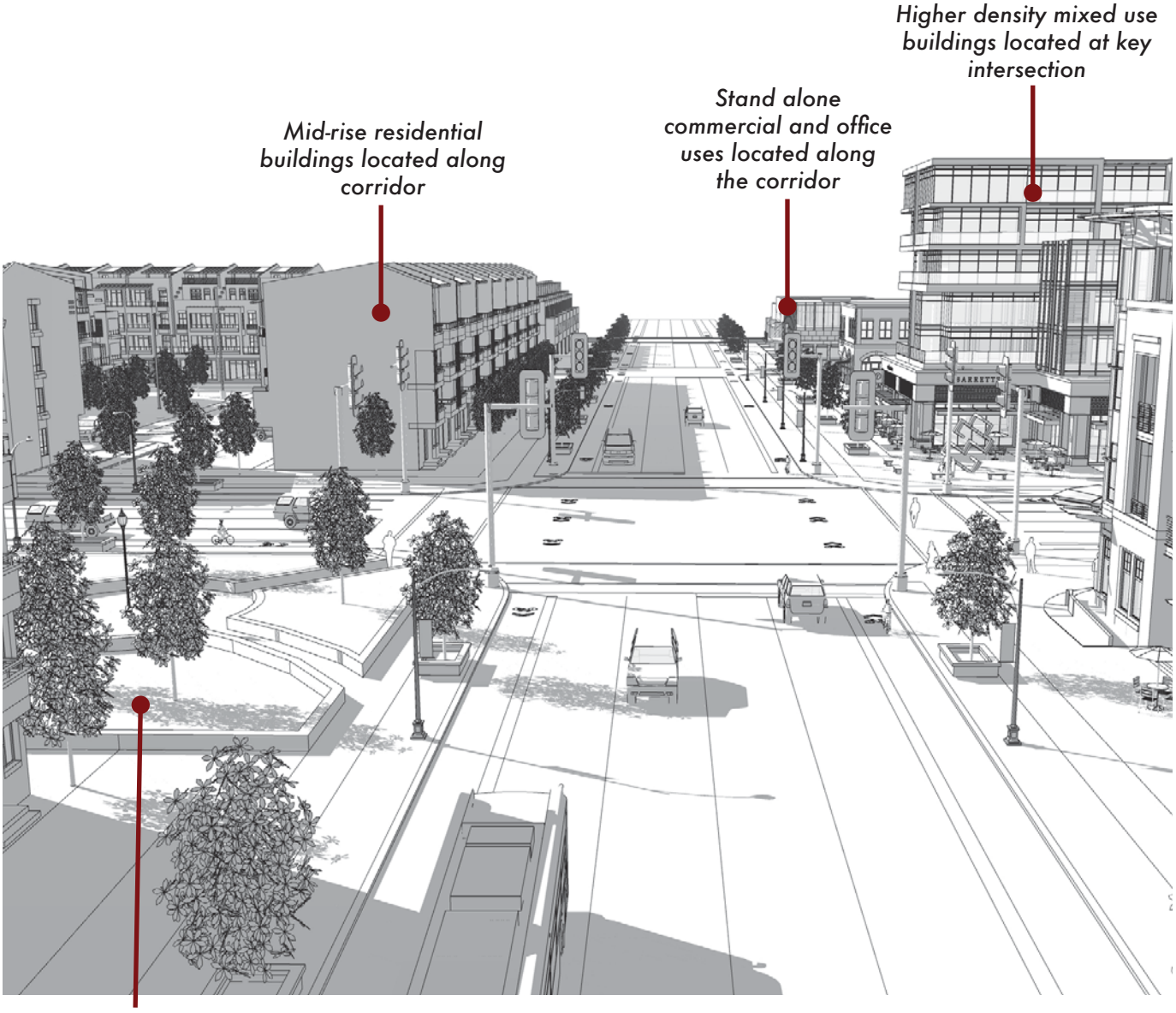
Key Directions

As the City expands, neighbourhood corridors are envisioned to provide an extension of the higher density commercial and residential uses provided within the City's neighbourhood centres and intensification corridors.
Mid- to high-rise multi-unit housing along these corridors is encouraged. Residential development should comprise of a full range of townhouses, mid-rise, and high-rise buildings.

A Corridor North of Powerline Rd.

The City's longest neighbourhood corridor located north of Powerline Road connects three neighbourhood centres together and should be developed to accommodate additional growth needed to compliment these centres and the City's new neighbourhoods as greenfield development occurs. This includes higher density residential development in the form of mid-rise residential buildings where appropriate, as well as low- and mid-rise townhouses.

In addition to this, retail, service, and office uses, as well as institutional uses where appropriate, should be accommodated along this corridor as well. Mixed use buildings are encouraged to develop at key major intersections along this corridor.



B Lynden Rd. and Garden Ave. Corridor

The Lynden Road and Garden Avenue Corridor is located adjacent to a neighborhood centre and should be developed to act as a gateway for future neighbourhood and low-rise residential development to the north. This includes the provision of denser residential uses such as townhouses and mid-rise buildings, along with small commercial and retail services to serve future residents.

Precedent mid-rise residential building / Markham, ON.

C Mount Pleasant Rd. Corridor

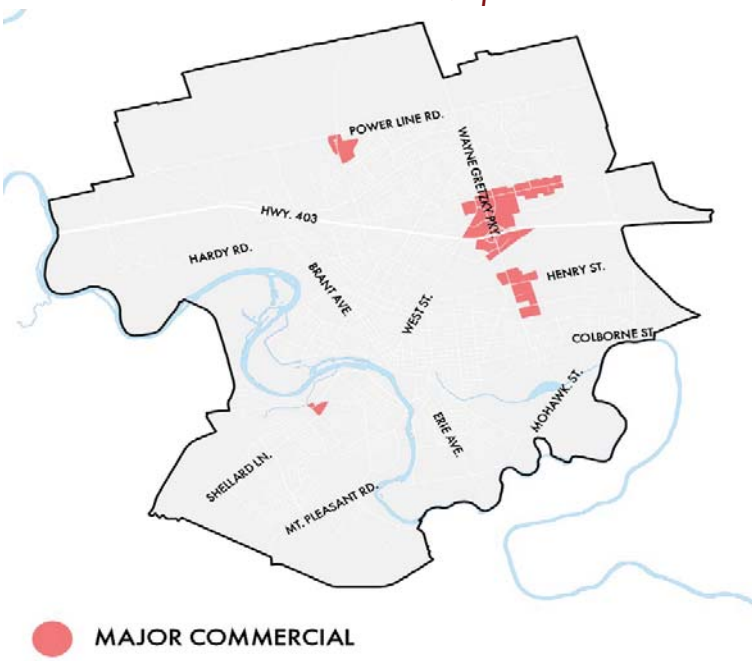
The neighbourhood corridors along this area of Mount Pleasant Road in Tutela Heights should be designed to serve the City's existing neighbourhood areas and expanding greenfield residential areas, while providing for greater density in residential uses such as townhouses and mid-rise buildings up to 4 storeys where appropriate.

The denser, mixed use developments should be provided at the corner of main intersections, which includes where Mount Pleasant Road intersects Gilkinson Street, Tutela Heights Road, and Conklin Road. All other residential development should be appropriately incorporated through infill or redevelopment with respect to the existing low-rise and open space character of the area.

Precedent mid-rise townhouse and mixed use developments in established neighbourhood areas

2.6 MAJOR COMMERCIAL CENTRES

Brantford's Commercial Centres Map



Vision

As key destinations within the City, major commercial centres are envisioned to evolve into areas that accommodate a range of office, residential, cultural, entertainment, and community uses and facilities. Over time, these centres are intended to become intensified, mixed use areas that are pedestrian friendly and supportive of existing and planned transit systems. Buildings and sites within these major commercial centres may develop as comprehensively planned centres with a mixture of uses, consisting of individual or multi-unit buildings.

Key Directions

Brantford has four major commercial centre areas throughout the City all currently serviced by transit, the largest being the area between Lynden Road/Fairview Drive, Wayne Gretzky Parkway, and Highway 403, where Lynden Park Mall is located. These centres all serve an essential commercial function for the City, located along wide auto-oriented corridors and characterized by large, stand-alone retail establishments, restaurants, grocery stores, banks, auto-focused uses, and multi-unit plazas. Commercial built form in these centres is currently surrounded by large surface parking lots.

There is opportunity for the redevelopment of existing sites and structures, as well as intensification on over abundant parking lot areas. New development and intensification should accommodate a mix of uses in the form of service, commercial and retail buildings, offices, recreational and entertainment uses, as well as residential developments and mixed use buildings as the area evolves over time at key intersections and high activity areas.

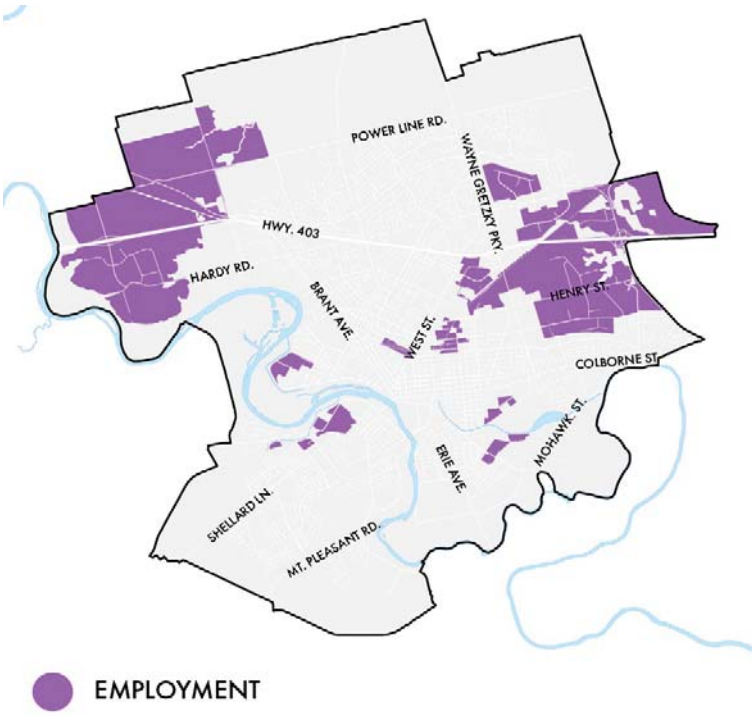
When considering intensified residential uses, current site context and adjacent uses should be taken into consideration. Measures should also be taken to protect pedestrian safety through landscape buffers and outdoor amenities, as well as appropriately screened parking spaces or structures.

Lynden Park Mall and surrounding area

New infill retail and service buildings should frame streets and provide pedestrian routes / Waterloo, ON.

2.7 EMPLOYMENT AREAS

Brantford's Employment Areas Map



Vision

Brantford's employment areas should provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment and ancillary uses.

Brantford accommodates both general employment and prestige employment areas throughout the City. These areas are envisioned to become self sustaining places that are able to accommodate the day-to-day lives of workers through the provision of efficient access to transit, parks and open spaces, landscaping and a vibrant public realm.

Key Directions

Intensified development within the City's employment areas is encouraged. Development should be planned to exhibit a high standard of built form, building design, architectural detail, landscaping, and signage. These areas should be designed as a neighbourhood, with a sense of place that will attract businesses and employees through access to transit and active transportation, infrastructure, landscaping and park areas.

Wescast Industries Inc.

Brantford Medical Centre

Henry Street Employment Area

2.8 MAJOR INSTITUTIONAL

Brantford's Major Institutional Areas Map

Pauline Johnson Collegiate & Vocational School

Vision

The City's major institutional areas include uses of a City-wide or regional scale, such as secondary schools, post-secondary educational facilities, hospitals, police stations, communal housing and large-scale places of worship. These areas and uses are intended to be integrated into the City fabric, and form a critical part of complete communities, often acting as landmarks in the community.

Key Directions

Major institutional areas should be designed to contribute to the public realm and to be distinct from other buildings, while respecting the scale and character of the surrounding neighbourhood through a high standard of architectural design and landscape features.

Brantford General Hospital

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3 PUBLIC REALM GUIDELINES

The City's public realm includes streets and blocks, boulevards, public open spaces, public art, natural heritage, and other outdoor places within the City that anyone is able to access. The public realm should be viewed in the context of the uses of adjacent buildings and their location in a wider network of public and private spaces.

The tone of the public realm is set by the design of spaces themselves, the buildings enclose and define a space, and determine how people use and interact with a space. Within new areas of the City, the creation of efficient and safe streets and blocks is key to success. In other areas where intensification is planned or is occurring, streetscape or boulevard design, along with appropriate building heights, uses and placement of buildings and structures will be vital in creating a successful and vibrant public realm.

3.1 STREETS AND BLOCKS

Well-connected streets and blocks designed to support a mix of uses are important elements of Brantford's Urban Structure, and make it possible for people to comfortably walk, bike, or take transit to where they live, work, and play. The development of streets and blocks within the City will vary depending on context, and the limitations of existing block depths impacting development may differ between various intensification areas such as major commercial areas and intensification corridors.

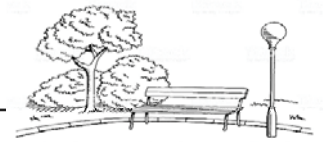
The creation of new streets and blocks within designated greenfield areas will also follow a different pattern of development. While their development may be slightly different in areas across the City, the objective remains the same: to achieve the creation of walkable streets that are supportive of transit and active transportation.

Guidelines:

1. A well connected network of streets and blocks is encouraged to reduce congestion, improve public transit and emergency vehicle access, and promote walking and cycling by providing multiple and convenient routes.
2. To improve and maximize connectivity for pedestrians, cyclists, and vehicles, new streets should be based on a continuous grid/modified grid pattern that responds to natural heritage features or open spaces, built heritage, and existing street conditions.
3. Streets and blocks should be aligned to ensure building orientation can maximize solar gain and use of active and passive solar energy.
4. A variety of block and lot sizes should be provided to accommodate diversity in uses and the built form, and to enhance visual interest along the streetscape.

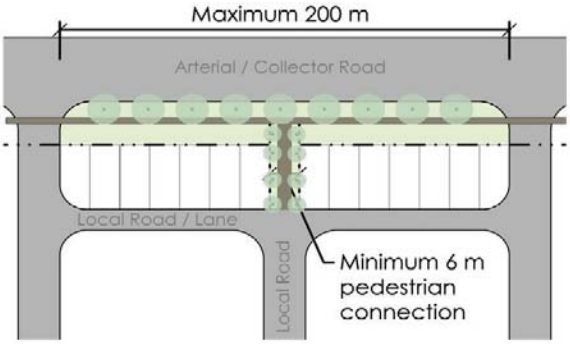
A well connected grid network of rectangular blocks is encouraged / Downtown Brantford

Neighbourhoods should incorporate a grid and laneway network with rectangular shaped blocks to encourage passive surveillance and pedestrian activity / Cornell, Markham, ON.



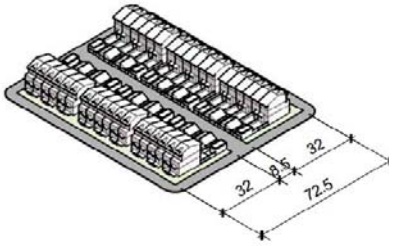
Block Guidelines:

1. Block lengths should generally not exceed 200 metres along Intensification and Neighbourhood Corridors. Where a block extends beyond 150 metres, a mid-block pedestrian connection should be provided in the form of a 6 to 10 metre walkway, parkette, or Privately-Owned Publicly Accessible Spaces (POPS).
2. Blocks depths should be designed to allow for appropriate built form, adequate setbacks, outdoor amenity space, service and parking, and transitions.
3. For designated greenfield areas, low-rise development blocks should generally be a minimum of 70 metres deep.
4. Mid-rise development blocks that accommodate a mid-rise building and transitional built form to the rear of the block should generally be 80 - 90 metres deep.
5. High-rise development blocks that accommodate a high-rise building and transitional built form to the rear of the block should generally be 90+ metres deep.
6. For areas of intensification within the City such as Major Commercial areas and Lower Downtown, organize new commercial buildings and plazas to promote the future redevelopment of a mixed use urban area. This should involve the introduction of an internal street and block pattern into large sites to facilitate intensification over time in an urban way.

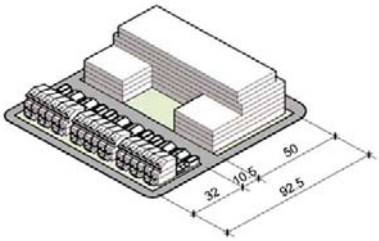


Blocks exceeding 150 metres should provide mid-block pedestrian connections

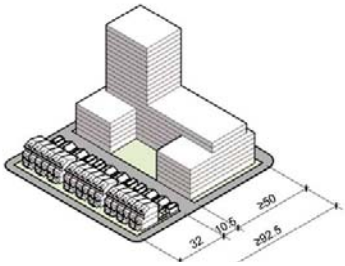
Example low-rise residential building block depths

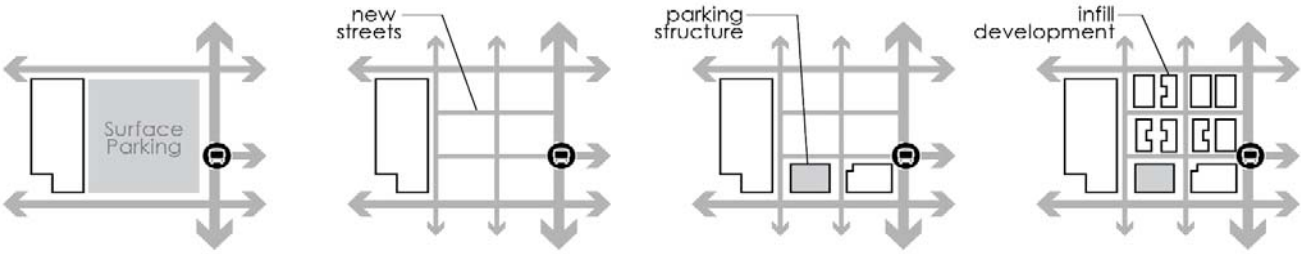


Example mid-rise building block depths where transitional built form is located at the rear



Example high-rise residential block depths with transitional built form located at the rear





As existing sites within the City evolve, a tighter network of streets and blocks is encouraged to foster intensified infill development and support a more urban pedestrian-friendly and transit-oriented area

3.2 BOULEVARD DESIGN

Well-designed boulevards are important to create vibrant and pedestrian-supportive streetscapes, particularly in the City's Downtown, neighbourhood centres and corridors, and intensification corridors where intensification and a significant increase in pedestrian traffic are envisioned.

There are three individual elements within the boulevard:

A Street Furniture and Landscape Area

B Sidewalks

C Transition Area

Individual Boulevard Elements

A Street Furniture and Landscape Area

Street furniture and landscape areas should generally be located between the sidewalk and the street. This area should accommodate street furniture to contribute to the creation of a unique pedestrian oriented streetscape, offering opportunities for rest, social interaction, and casual surveillance, and to encourage public transit, walking, and cycling as viable modes of transportation in Brantford.

Significant landscaping and large, mature street trees should also be provided in this area to enhance the visual and environmental qualities of streets, provide shade and comfort to pedestrians, reduce the urban heat island effect, and provide a buffer between vehicle and pedestrian traffic.

Guidelines:

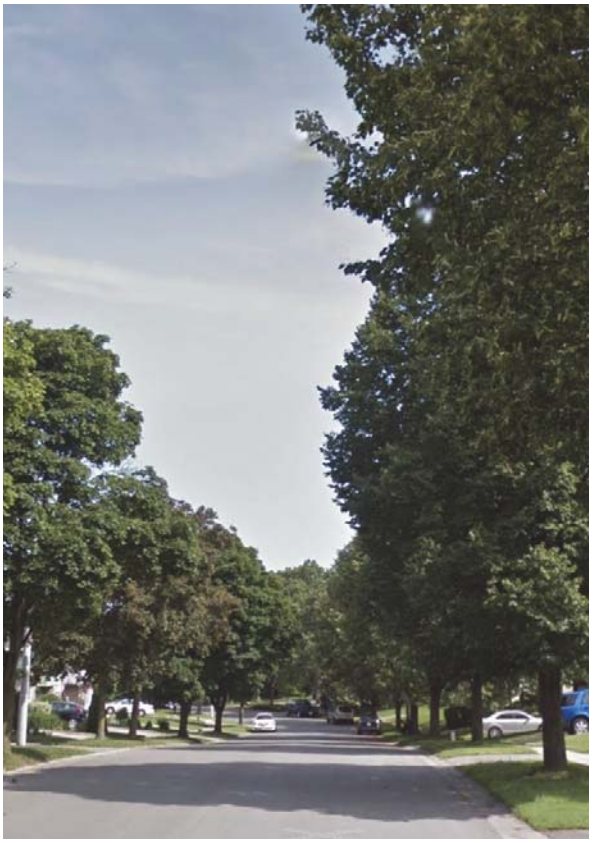
1. Street furnishings, including benches, lighting, waste and recycling receptacles, bicycle parking, and bus shelters, are encouraged to establish a consistent and unified streetscape appearance that is appropriate for the area context. Street furnishings should be clustered for convenience and safety.
2. Bus shelters are encouraged to be located in areas of high pedestrian activity, such as the Downtown and intensification corridors, and should provide basic amenities including weather protection, seating, and route information.
3. Bicycle parking should be provided at regular intervals in areas of high pedestrian activity, such as the Downtown, neighbourhood centres, and intensification corridors, and is encouraged to be sheltered, where feasible, as it makes cycling more viable for daily and year-round use (refer to Section 3.4 Active Transportation).
4. The placement of street furniture, street trees, and other plantings should not obstruct pedestrian or vehicular circulation, underground servicing, or driver sightlines, particularly near intersections and driveways, or impact sidewalk maintenance, particularly snow removal.

Street furnishings should be paired with landscaping to provide a buffer from the road

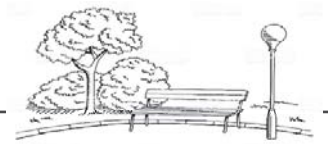
Street furniture, bicycle parking, and street trees should be clustered in areas of high pedestrian activity / George St.

5. Accessibility must be considered in the design and placement of rest areas along exterior paths of travel, in accordance with the Design of Public Spaces Standards.
6. Large street trees and significant landscaping, including planter boxes, are encouraged to enhance the visual and environmental qualities of the street and improve pedestrian comfort and safety. Trees and landscaping must be appropriate to the road classification, as per the Design and Construction Manual.
7. Existing thriving street trees should be preserved, as mature street trees create a greater sense of enclosure along streets.
8. Supplemental street trees should be considered where the existing tree canopy is reaching the end of its life-cycle.
9. As per the Site Plan Manual, street trees and other plantings should be selected from plant species that are non-invasive, are adapted to the local climate and tolerant of urban soil conditions, and can survive with minimum maintenance, irrigation, and use of fertilizer or pesticides. Plantings should also be completely non-toxic and appropriate for use in public areas.
10. Street trees adjacent to public sidewalks should also be selected from species that do not drop large seed pods and debris.
11. Seasonal appeal, especially for the winter months, should be considered for all plantings.
12. A modern roundabout design requires that landscaping be included within the interior circle of the intersection to reduce visual distraction from lower priority areas as well as to provide identification to drivers of the intersection type in all weather and lighting conditions.

Landscaping along the street should enhance the pedestrian experience / Dalhousie St.



Mature street trees should be preserved / Hillcrest Ave., West Brant



B Sidewalks

Public sidewalks should be located adjacent to building frontages, front property lines, or following a Transition Area. Sidewalks are an essential component of a pedestrian-supportive streetscape, providing clear and safe connections for pedestrians to buildings and public spaces.

Guidelines:

1. Accessible sidewalks and/or multi-use paths should be provided on both sides of all streets (as defined in the City's Design and Construction Manual) and should be continuous, including where they cross driveways. Sidewalks should be located such that there is boulevard separation, adequate for the roadway classification, between the sidewalk and the roadway.
2. Wider sidewalks are encouraged in areas of high pedestrian activity, such as the Downtown and intensification corridors.
3. Limited use of feature paving bands constructed of materials other than asphalt, including stamped or decorative concrete, is permitted in accordance with Section 4.1 Accessible Design. These materials should continue across driveways and signalized intersections to indicate pedestrian priority.
4. Sidewalks should remain clear of obstructions at the ground level and overhead, at all times.

Accessible sidewalks should be provided on both sides of the street with adequate boulevard separation / Brantford, ON.

C Transition Areas

The Transition Area should be located between the sidewalk and the building or property line to provide a dedicated area for window shopping, spill-out retail, restaurant patios and café seating, building entrances, and signage.

Guidelines:

1. Transition Areas are encouraged in areas where buildings have retail or other active uses at the ground floor.
2. Special paving, such as stamped or decorative concrete is encouraged to define a Transition Area. Paving materials should be stable, firm, slip-resistant, and durable and should be installed and maintained to prevent trip hazards.
3. Transition Areas may contain private seating areas, planters, signage, temporary retail displays, and other elements that extend active land uses outdoors and create visual interest in the streetscape.
4. The placement of furniture and other elements in this area should not obstruct pedestrian movement on the sidewalk.

Defined transition area containing patio seating, signage, and landscaping / King George Rd.

Transition areas should define building entrances and provide spill-out retail opportunities

3.3 SIGNAGE

Site signage and wayfinding signage should be highly visible and easy to understand without dominating the streetscape. The scale of signage should be appropriate to the intended user and the neighbourhood. The design of signage should be consistent throughout large sites and throughout areas of high pedestrian activity. This section does not apply to traffic signs within the municipal right of way.

Guidelines:

1. The scale, visibility, and design of signage should respond to the surrounding neighbourhood and the intended users. For example, in areas of high pedestrian activity, such as the Downtown and intensification corridors, street signs and advertising signs, should be designed for optimal visibility by pedestrians to be viewed at the speed of pedestrian traffic. Signage that is optimized for pedestrians does not need to be as large as signage that is optimized for vehicular traffic.
2. Signage should have high visual contrast.
3. Signage should provide visual interest and should complement the architecture of a building in its scale, materials, and design.
4. Externally illuminated signage is preferred over internally illuminated, back-lit signs, and electronic messaging centres.
5. On large sites and in areas of high pedestrian activity, a hierarchy of signage should be implemented uniformly including wayfinding and directional signage, information signage, and commercial signage.

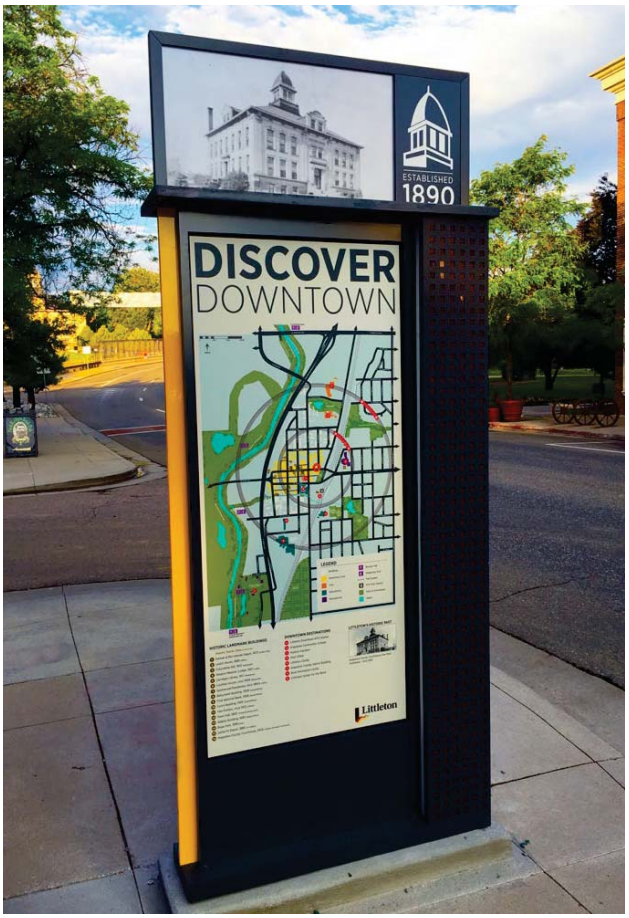
Sign optimized for pedestrians respects the existing character of the corridor / Brant St.

Commercial signage optimized for vehicular traffic / King George Rd.

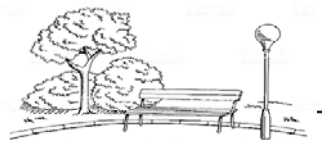
Signage should complement the architecture and character of a building / Dalhousie St.

6. On large sites and in areas of high pedestrian activity, banner signage on light posts is encouraged to create a distinct identity for the site or area.
7. For buildings with multiple commercial units, individual unit signage should have a uniform height and location on the building façade.
8. Educational signage is encouraged to highlight natural heritage features, cultural heritage features, public art, or other special features.
9. A comprehensive wayfinding strategy for the Downtown and other areas of high pedestrian activity is encouraged. Information kiosks should be conveniently located in these areas and should be limited in size to minimize visual impacts while providing adequate space for posting information.
10. Advertising signage should not be included within street furniture with the exception of small, unobtrusive plaques to indicate the source of funding for the furniture, if applicable.
11. Signs should be carefully located to ensure they do not impede pedestrian circulation, sightlines for drivers, views to important features such as the Grand River, or the placement or growth of street trees.
12. Wayfinding and educational signage should be accessible, including providing braille or tactile signage.
13. Signage must comply with the City's Sign Regulations in Chapter 478 of the Municipal Code.

Banner signage helps to define an area and foster a distinct identity / Dalhousie St.



Downtown wayfinding signage should be accommodated within key areas



3.3.1 Wayfinding

Wayfinding elements help orient all users by providing navigational information along paths of travel. Wayfinding should be designed as part of a comprehensive system that complements the building and site design elements and is primarily oriented towards pedestrians and cyclists.

Guidelines:

1. A wayfinding system should be incorporated into the design of large sites, and may include signage, pavement markings, landmark features, kiosks and information boards.
2. Wayfinding signage should be included for all connecting points from the subject site to the larger mobility network including trails, transit stops, bikeways and walkways.
3. Consider ways to make wayfinding elements accessible to a range of users of different languages, abilities and ages.

Laurier Brantford Downtown wayfinding signage

3.4 ACTIVE TRANSPORTATION

The design of all spaces should support walking, cycling and public transit as the preferred modes of transportation. An integrated network of active transportation options and supportive development designs has many benefits, ranging from increasing the health of the community to reducing traffic congestion and sprawl.

All modes of mobility and users should be given equal consideration in the planning, design and construction of new developments to achieve a balanced, pedestrian-oriented approach.

General Guidelines:

1. Active transportation options should be encouraged on all sites and developments to promote alternative modes of transportation and reduced needs for parking.
2. Sites should be designed to facilitate inter-modal connections between the bicycle, pedestrian and transit network.
3. The balance between pedestrians, cyclists, and vehicles should vary based on the context of the street and context of the development. However, sustainable modes (walking, cycling, transit) should be given priority over vehicles wherever feasible.

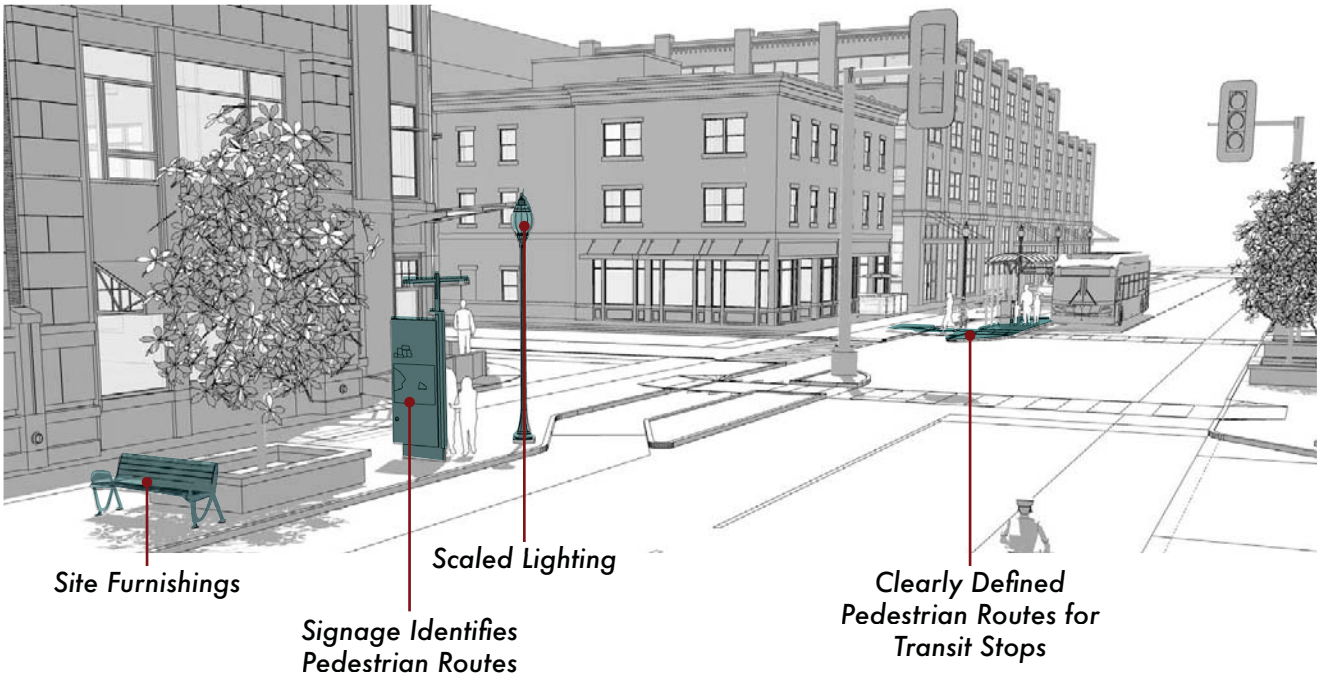
Various forms of active transportation such as walking, cycling, and public transportation should be taken into consideration when developing the street

3.4.1 Pedestrian Circulation

Every person is a pedestrian for a least one point in their journey. Whether it is walking from the parking lot or walking from a bus stop, supportive infrastructure needs to exist for seamless, logical and safe movement throughout a site. Pedestrians should be prioritized through design and development with comfortable spaces and demarcated routes.

Guidelines:

1. Direct, safe, continuous and clearly defined pedestrian routes should be provided between the following locations: building entrances, parking areas, public sidewalks, transit stops, and outdoor amenity areas.
2. Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites and reduce conflicts with vehicles for pedestrians traveling between sites.
3. Identify and emphasize major pedestrian routes through the use of signage, bollards, new sidewalk linkages, pavement marking, trees, appropriately scaled lighting and continuous hard surfaces.
4. Provide site furnishings such as benches at building entrances and amenity areas.
5. Multi-unit residential developments and subdivisions should provide street and pedestrian connections to neighbouring developments or existing infrastructure.
6. Subdivisions and multi-unit residential developments should delineate safe routes for students to walk to schools or common bus stops.
7. A grid or modified grid network of streets with a road hierarchy is to be used in a subdivision to promote/support a variety of mobility modes within a neighbourhood.



3.4.2 Bicycle Circulation and Parking

The accommodation of a bicycle network and convenient bicycle parking is essential to support cycling as a long-term sustainable transportation option.

Trails, Bikeways, and Multi-use Path Circulation Guidelines:

1. Minimize conflict between pedestrian, cyclist and vehicular crossings on site.
2. All sewer grates should be located and designed to provide safe crossing for bicycles.
3. Bicycle ramps are encouraged on outdoor staircases.
4. Active transportation facilities (bike lanes, multi-use paths, etc.) should be considered for all developments and prioritized over on-street parking.
5. Connections should be made to the larger trail or bikeway network where one exists surrounding a proposed development.
6. Trails or multi-use pathways should be provided along significant natural areas where they abut a built-up area or street (either public or private).
7. Trails should accommodate a wide range of users.

The SC Johnson Trail along the Grand River accommodates a wide range of users

Bicycle Parking Guidelines:

1. Bicycle parking should be integrated into all developments and located in highly visible areas near primary building entrances and amenity spaces to deter theft and vandalism.
2. Bicycle parking should be weather-protected/sheltered whenever possible.
3. Bicycle parking should be provided along City streets and close to building entrances.
4. Bicycle racks should allow for both the frame and wheels to be locked. Post-and-ring, or inverted 'u' bicycle parking is preferred.
5. All bicycle parking (indoor and outdoor) should be provided within close proximity to the primary building entrance and at grade.
6. Indoor, secure bicycle parking should be provided in areas of high pedestrian activity and in the following building uses: multi-unit residential, mixed use, commercial, industrial and institutional.
7. Showers and lockers are strongly encouraged to be provided within commercial, industrial and institutional uses in addition to secure bicycle storage.
8. Within parking structures (underground or above), provide secure bicycle parking spaces, storage lockers and bicycle repair stations.
9. Where bicycle parking cannot be accommodated due to limited boulevard space, the use of bicycle corrals is encouraged.

Inverted "U" bicycle parking

Protected bicycle parking should be provided in high pedestrian activity areas and in proximity to transit / Hamilton GO Station

Bicycle parking provided at Wayne Gretzky Sports Centre building entrance

3.5 TRANSIT

The efficiency of existing transit services can be maximized through transit-oriented design and by focusing development around transit stations and stops. All sites should consider inter-modal connections between the bicycle, pedestrian and transit network.

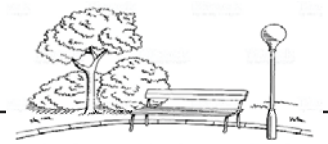
Guidelines:

1. Locate buildings, building entrances and pedestrian walkways and connections close to transit stops to minimize walking distances to transit stops. Locate accessible transit shelters close to major building entrances.
2. Encourage transit facility amenities, such as bike racks, benches, seat walls, lighting, route information, weather protection, wayfinding and landscaping near transit stops and building entrances.
3. Locate transit shelters within public boulevards and in locations to facilitate maintenance practices such as snow clearing.
4. Promote transit shelter designs that enhance streetscape quality and character.
5. Complement and support the transit system through a network of on-road and off-road active transportation facilities to further promote inter-modal and first-mile/last-mile connections (walking, cycling, transit).

Transit-oriented development is encouraged in areas surrounding the Downtown Transit Terminal

Transit shelters should enhance streetscape quality and help to define the character of an area / York Region, ON

Active transportation routes and facilities should be provided in proximity to transit stations

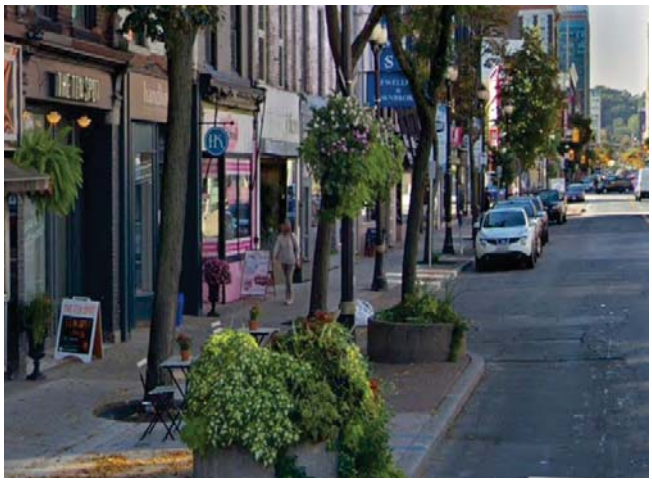


3.6 ON-STREET PARKING

On-street parking provides convenient, short term access to public and private spaces and maybe used to animate the street, reduce vehicle speeds, and serve as a buffer between pedestrians and vehicles.

Guidelines:

1. On-street parking is encouraged where possible consistent with the City's Engineering Standards in the Design and Construction Manual.
2. Accessibility must be considered in the development of new on-street parking spaces and the redevelopment of existing on-street parking spaces, in accordance with the Design of Public Spaces Standards.
3. Parallel on-street parking is preferred over angled or perpendicular parking to minimize the overall width of the roadway and optimize sightlines.
4. Where on-street parking is permitted, the preferred treatment is a parking bay which includes a curb-extension (bump-out) at the beginning and end.
5. Curb extensions (bump outs) should be landscaped with street trees or low level ground cover, except when located within intersection approaches, and should be designed to withstand the elements and physical wear and to accommodate snow loading. Curb extensions should also include bollards with a reflective surface for visibility to drivers at all levels of daylight.
6. Where appropriate, permeable paving for on-street parking should be considered as a low impact development measure for stormwater management and to visually enhance the street edge. In determining whether permeable paving is appropriate, consideration should be had for the potential impacts of chloride from road salting on groundwater and natural heritage features.
7. In the Downtown and other appropriate areas, the temporary use of on-street parking for restaurant patios or bicycle parking is encouraged, subject to City of Brantford approval.



Landscaped curb extension / Hamilton, On.

Accessible parking bay / Colborne St.

3.7 LIGHTING

Pedestrian-scaled lighting enhances safety and visibility of streets, sidewalks, trails, parks, signage, and other elements of the public realm.

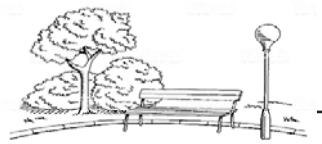
Guidelines:

1. Street lighting shall be provided in accordance with the RP-08 Roadway Lighting Guidelines, published by the Illuminating Engineering Society. The required illumination levels for sidewalks and roadways must meet the RP-08 specifications based on the designed roadway type.
2. All lighting design should take into account trees, landscaping, and sidewalk and trail accessibility.
3. Lighting should be designed and located to prioritize energy efficiency and minimize impacts of light pollution including avoiding light trespassing into private yards and brightening the night sky. New technologies, such as LED lighting, are required.
4. The design of street light fixtures should be consistent with the City's Engineering Standards in the Design and Construction Manual and generally be compatible with the following types:

Acorn decorative fixtures should be placed within the Downtown

Lantern decorative fixtures are encouraged within West Brant

Cobra head light fixtures are appropriate for typical installs



3.8 PUBLIC ART

Public Art enhances the public realm and contributes to the character, culture, and history of the City. It should be accessible and encourage community interaction to foster local pride and promote creativity. The following guidelines apply to the City's Public Art collection, as well as Public Art on private property. Amendments to the City's Public Art Collection are recommended by the Public Art Subcommittee of the Brantford Cultural Advisory Committee.

Guidelines:

1. Public Art is encouraged in highly visible and publicly accessible locations including parks and open spaces, along trails, and throughout the Downtown, intensification corridors, and neighbourhood centres and corridors, particularly on prominent streets.
2. Public Art pieces should be durable and easily maintained.
3. Public Art could be place-specific and explore opportunities to celebrate historic and cultural events of local, national, and international significance.
4. Public Art should be physically, visually, and audibly accessible.
5. Public Art pieces that are interactive or integrated as part of site furnishings or other infrastructure are encouraged.
6. Landscaping that complements and enhances Public Art pieces is encouraged.
7. Temporary Public Art pieces are encouraged in open pedestrian spaces.
8. Public Art on municipal property must comply with the Public Arts Policy (CORPORATE 035).
9. Public Art in the form of murals must comply with Schedule C of Chapter 478 of the Municipal Code (Sign Regulations).

Dave Hind, "Meg's Pause," Glenhyrst Gardens. Collection of Glenhyrst Art Gallery of Brant

"La Landscape de Kanata" Sign, Brantford Public Library Main Branch

Heather Vollans, "Hope," St. Andrews Park. Collection of the City of Brantford

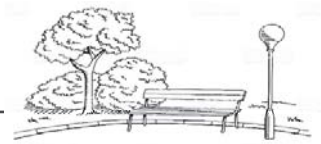
3.9 NATURAL HERITAGE FEATURES, PARKS, OPEN SPACES, MULTI-USE TRAILS AND THE WATERFRONT

Brantford has an extensive network of natural heritage features, parks, open spaces, multi-use trails, which is comprised of lands abutting the Grand River, its tributaries, canals, and Mohawk Lake. These areas are an important element to the quality of life in Brantford and contribute to the community as a valuable resource. The design of parks and open spaces are intended to provide for a comprehensive and connected system of parks and trails that encourage recreation opportunities and enhance the general enjoyment of communities.

Where new development occurs adjacent to these areas, it should leverage this relationship by providing strong visual and physical links to these features, while protecting and enhancing natural heritage features. Development adjacent to the waterfront is also subject to the City's Waterfront Master Plan. Comprehensive Block Plans for new areas will require Parks and Open Space Master Plans to be provided in accordance with the City's Comprehensive Block Plan Terms of Reference and Parks and Recreation Master Plan.

Guidelines:

1. Development should be appropriately set back from the waterfront and existing natural heritage features to preserve and protect them, and shall adhere to any setbacks defined by an Environmental Impact Study (EIS).
2. Natural heritage features should be adequately buffered through the appropriate placement of roads, infrastructure, and buildings, indigenous and ecologically complementary plantings, and fencing. Lighting should not be directed towards natural heritage features.
3. Landscaping that protects, supports, enhances, or extends natural heritage features into a site is encouraged. Where feasible, new development should incorporate linkages between natural heritage features and linkages to the waterfront to protect, enhance, and restore the natural heritage system and its ecological functions.
4. Development adjacent to natural heritage features should maintain natural drainage networks to retain functional surface drainage and watercourses and to support stormwater management infrastructure such as stormwater management ponds.
5. Where appropriate, development adjacent to natural heritage features should limit impermeable surfaces and integrate low impact development measures to filter and clean stormwater runoff before it enters natural heritage features. In determining whether these measures are appropriate, consideration should be had for the potential impacts of chloride from road salting on groundwater and natural heritage.
6. Maximize views and awareness of natural heritage features and the waterfront through the appropriate placement of roads and the location, height, and orientation of buildings and arrangement of windows, balconies, and porches. Single loaded roads defining the edge of natural heritage features and the waterfront are encouraged.



7. Where common amenity areas are required for new developments, they must be provided in addition to passive recreation areas within natural heritage features.
8. Backlotting is strongly discouraged, however where it is unavoidable due to issues such as significant grading, buildings shall be made to front or look onto natural heritage features, parks, open spaces, multi-use trails, and the waterfront.
9. Parks and open spaces are focal points for neighbourhoods. To maximize public access, views, and safety, the majority of the perimeter of parks and open spaces should be bounded by streets and buildings. Entrances should be oriented to address and frame parks and open spaces and encourage pedestrian safety by enhancing visibility between drivers, cyclists, and pedestrians.
10. Buildings should be massed to maintain maximum sun exposure onto active park spaces such as sports fields and playgrounds. A Sun/Shadow Analysis may be required as part of a complete development application.
11. Development adjacent to a multi-use trail should provide a clearly visible, direct access to the trail and should allow for public easements where necessary to ensure trail connectivity.

To avoid backlotting, buildings should be made to front open spaces, parks, and natural features

Public access to open spaces should be maximized through trail connectivity and the avoidance of backlotting / Markham, ON.

Development adjacent to natural heritage features and the waterfront should maximize views, provide appropriate buffers, and accommodate landscaping elements that incorporate linkages

4 PRIVATE REALM GUIDELINES

The private realm shapes the quality of the public realm and buildings, and helps to define the character of different areas within the City. It is critical that buildings and sites exhibit the highest quality of design through the use of high-quality building materials, best landscape architecture practices, and varied yet complementary, architectural and landscape elements.

This section provides direction on how individual buildings and sites should be developed, with guidelines applicable to all uses. Application of the guidelines within this section will ensure new development and redevelopment is designed to be functional, safe, aesthetically pleasing, and compatible with the planned and existing scale and character of neighbourhoods and elements of the City's Urban Structure. These guidelines should be applied in addition to the other applicable design guidelines, policies, standards, and regulations pertaining to site and building design that are provided in other Provincial and Municipal design documents listed in **Appendix B.**

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4.1 ACCESSIBLE DESIGN

All buildings and sites must be designed to maximize accessibility by removing and preventing barriers for persons with disabilities.

Guidelines:

1. Principal building entrances must be highly visible and accessible. They must be located at the same grade as the public sidewalk or onsite pedestrian walkway, or a ramp of a feasible slope must be provided that does not impede other pedestrian circulation.
2. Existing building entrances that are not accessible should display directional signage to identify the barrier-free path of travel leading to the nearest accessible building entrance, which should be located in a desirable area, away from or screened from waste management and loading areas.
3. Where existing buildings have entrances that require a step up, business owners are encouraged to have temporary ramps, such as the StopGap ramp or something similar, available for customers to use when needed.
4. Accessible parking spaces should be located in close proximity to the accessible primary building entrance and should be connected to the entrance with an accessible pedestrian walkway that does not require the user to cross vehicular circulation routes.
5. Retrofitting existing buildings and/or street fronts to improve accessibility is encouraged.
6. Furnishings such as benches and garbage and recycling receptacles must be accessible.
7. Outdoor amenity areas and patios, including ground coverings, furnishings, lighting, and children's play equipment, must be accessible.

Accessible building entrances include feasible slopes and the use of tactile warning trips

Accessible parking should be provided in proximity to an accessible and sloped building entrance

8. Signage should have high visual contrast.
9. Pedestrian walkways should be designed and located to provide direct, barrier-free, predictable, and safe access to and from public sidewalks, transit stops, amenity areas, building entrances, parking areas, and parks, open spaces, and trails.
10. Pedestrian walkways must be free of abrupt changes in grade and should be constructed of stable, firm, slip-resistant, and durable surfaces that are clearly distinguished from vehicular paths of travel.
11. The use of pavers within pedestrian walkways should be limited. Where pavers are used, they must be installed and maintained to prevent heaving and trip hazards.
12. Pedestrian walkways should be continuous where they cross vehicular paths of travel. The use of Urban Braille including tactile warning strips and variations in paving materials, colours, or textures, and signage warning both pedestrians and vehicles of crossings are encouraged.
13. Landscaping, signage, ramps, door swings, and other furnishings such as benches, garbage and recycling receptacles, and bicycle racks, should not obstruct pedestrian walkways.
14. Trees that drop large seed pods and debris should not overhang or be positioned near accessible pedestrian walkways.

Tactile warning strips and slopes should be provided at pedestrian cross walks defined with distinct paving

4.2 SUSTAINABLE DESIGN

Development should incorporate sustainable design features to conserve energy and resources, reduce greenhouse gas emissions and the urban heat island effect, prevent flooding, and protect drinking water supply.

Guidelines:

1. Development should support walking, cycling, and public transit as preferred modes of transportation. Strategies to encourage the use of sustainable modes of transportation are described in Section 3.4 Active Transportation and Section 3.5 Transit which include providing safe and convenient access to bicycle racks, bus shelters, and pedestrian walkways, and eliminating the oversupply of parking.
2. The use of renewable energy sources, such as solar, wind, and geothermal energy, is encouraged.
3. Low impact development measures for stormwater management are encouraged to filter, absorb, and/or store stormwater runoff, such as bioswales, rain gardens, permeable paving, rain barrels, and green roofs.
4. Impermeable surfaces should be limited. Strategies to reduce impermeable surfaces include shared driveways and parking areas and permeable paving for driveways and parking areas.
5. Green roofs are encouraged to be accommodated on rooftops and building stepbacks. Where green roofs cannot be accommodated due to outdoor amenity spaces, landscaping such as potted plants is encouraged for stormwater retention.
6. To aid in water conservation, landscaping is encouraged to be selected from drought-tolerant plant species and species requiring minimal water consumption.

Elementary School Bioswale / Richmond Hill, ON.

Laurier Brantford YMCA Green Roof

Permeable Parking Lot / Huron Natural Area, Kitchener, ON.

7. Areas with naturalized vegetation and existing landscaping, such as healthy mature trees, should be retained. Development should be designed around these features, where possible.
8. Low impact irrigation methods are encouraged such as the use of captured rainwater (e.g., rain barrels that designed to complement the character of the neighbourhood or are screened or located away from street view), recycled water, air-conditioning condensate, or foundation drain water.
9. The functional use of plant material in new developments is encouraged to create pleasant microclimates that allow for energy conservation by incorporating deciduous trees and shrubs that shade windows from summer sun and that allow sunlight to enter during the winter.
10. Buildings and paved areas are encouraged to be constructed of recycled materials with recycled-content, and locally sourced materials to reduce environmental impact.
11. New developments should be designed to minimize the urban heat island effect by using high-albedo building and paving materials, such as cool asphalt shingles and solar reflective paints and coatings, and by planting trees and other landscaping in hard surfaced areas, especially parking areas.
12. The design, construction, and operation of buildings that use green building practices and adopt energy and water use efficient practices, including those that meet the Leadership in Energy and Environmental Design (LEED) rating system, are encouraged.
13. Road salt stored outdoors must be contained within a bin or other appropriate enclosure that prevents environmental impact, particularly impact to source water supply. Open outdoor salt storage is not permitted.

Existing mature trees and vegetation should be retained and new plant materials in development are encouraged / Chestnut Ave.

Development should incorporate trees, plantings, and landscaped areas to encourage pleasant microclimates and minimize the heat island effect

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

4.3 OFF-STREET PARKING

Where off-street vehicle parking is required, the visibility of the parking area should not be visible from the road. Off-street parking should also include bicycle parking to promote cycling as a viable mode of transportation.

General Guidelines:

1. Off-street parking areas are encouraged to be located below grade.
2. Parking should be provided in accordance with the minimum requirements of the Zoning By-law. To promote the use of alternative modes of transportation, the provision of a surplus of parking is discouraged. Reasonable reductions to the parking requirements of the Zoning By-law may be considered through a Minor Variance or Zoning By-law Amendment application or through the City's Cash-in-Lieu of Parking By-law with the provision of appropriate transportation demand management measures.
3. Shared parking facilities are encouraged where possible.
4. Bicycle parking and/or storage facilities should be provided for all multi-residential, mixed use, commercial, institutional, and industrial buildings to encourage cycling as a viable alternative mode of transportation. It should be sheltered, where feasible, and located near building entrances where visual surveillance can be maximized. See Section 3.4.2 Bicycle Circulation and Parking.
5. Preferential parking for energy efficient vehicles, carpooling, car share services, and vehicle charging stations are encouraged.

Parking for high rise residential buildings should be located below grade / Wellington St.

Shared parking should be appropriately screened and is encouraged for mixed use buildings and mid to high rise buildings / Colborne St. E.

6. Conflicts between vehicles and pedestrians should be minimized through the arrangement of parking, service, and drop off areas, signage, and clear delineation of a safe pedestrian right of way through the provision of trees and landscaping, bollards, lighting, physical separation (e.g. curb), special paving, such as concrete, stamped concrete, or paver banding, painted lines of asphalt, or other elements. The use of painted lines on asphalt to delineate pedestrian walkways is encouraged. Driveway access should be clearly and easily identifiable from the public street including using features such as directional signage. It should not obstruct pedestrian traffic and is encouraged to be provided from secondary streets at the side and rear of buildings and away from main pedestrian entrances.
7. Shared driveways that access more than one site are encouraged where possible to minimize the number of driveways onto the road network and reduce the amount of impermeable surfaces and number of pedestrian-driver conflict points.
8. Where pay parking machines are provided, they must be accessible.

Surface parking and pathway orientation should be arranged to delineate clear pedestrian pathways, vehicle routes, and accessible parking, and accommodate landscaping, lighting, physical separations and painted lines / Markham, ON.

4.3.1 Structured Parking

Below grade structured parking is generally preferred. Where below grade parking is not a viable option due to environmental concerns, above grade structured parking may be considered. Structured parking should be incorporated into new buildings to maintain a positive urban environment and an efficient use of land.

Guidelines:

1. When an above grade parking structure fronts onto a street or public space it should be developed with an active at-grade use (e.g., retail) and an attractive façade that animates the streetscape and enhances pedestrian safety.
2. Parked vehicles within an above grade structure should be screened from view at the sidewalk level. The use of art and decorative screening is encouraged.
3. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets, or other highly visible locations. The use of lighting, pathways and surface treatments will ensure pedestrian comfort and safety.
4. The incline of ramps should not exceed acceptable slopes in accordance with the Site Plan Manual.
5. Structured parking should provide sufficient internal circulation that allows vehicles to exit in a forward motion.
6. Gated/locked access should be located within the site to ensure that waiting vehicles do not impact the municipal roadway.
7. Pedestrian access to multiple levels should be provided separate from vehicular access and should incorporate an open design that enhances safety and visibility to the public street.
8. The use of electronic available space indicators is encouraged at entrances and within the structure.

Parking structures should provide active at-grade uses and provide public art opportunities / Kitchener, ON.

Above grade parking should screened and at-grade parking should not be visible / St. Catharines, ON.

Structures fronting public streets and spaces should integrate within their surroundings / Waterloo, ON.

4.3.2 Surface Parking

Where off-street parking areas are provided as surface parking, they should be designed to minimize visual impact on the streetscape and environmental impact from stormwater runoff.

Guidelines:

1. Where off-street parking is provided as surface parking, it should not be located in the front yard. However, for industrial buildings, visitor and accessible parking may be located in the front yard, provided it is limited to a single row and proper screening is provided.
2. A surface parking area should generally not be located between the building and adjacent natural heritage features, parks, or open spaces, including the waterfront.
3. When adjacent to the street, public sidewalk, natural heritage features, parks, open spaces, or adjacent residential areas, surface parking areas should incorporate screening such as landscaping, low fencing, or other architectural features to minimize the visual impact of surface parking and to provide a buffer between vehicles and pedestrians.
4. Surface parking areas should include lighting, substantial landscaping, and special paving, such as concrete, stamped concrete, or paver banding, to break up expanses of parking and to provide clear, safe, and continuous pedestrian connections. Islands and medians are encouraged to accommodate both landscaping and walkways.
5. Landscaping should include a diverse mix of plantings that are appropriate for the climate and site conditions (e.g., road salt, snow load, heat, litter, etc.) and are able to adapt and thrive in high traffic areas.
6. The amount of landscaping should be proportionate to the overall size of the surface parking area.
7. Trees, permeable paving or other low impact development measures are encouraged in surface parking areas in accordance with Section 4.2 Sustainable Design to provide shade and filter and absorb stormwater runoff.

Surface lots should provide lighting, pedestrian routes, landscaping and street furniture / Burlington, ON.

4.4 BUILDING ORIENTATION AND SITE LAYOUT

The relationship of buildings to one another and to streets and public spaces influences an area's character, the experience of pedestrians on the street, and the quality of interior spaces. Buildings should frame streets and public spaces and preserve desirable views.

Guidelines:

1. Buildings should be oriented to front, face, and feature the public street, with front doors, windows, and entry features visible from and oriented to the street to encourage sustainable modes of transportation. On corner sites, buildings should be designed to frame both the primary and secondary streets, with an entrance door angled to be viewed from multiple streets, and to encourage pedestrian connections directly to the intersection, without impeding visibility sightlines of all users at the intersection.
2. Pedestrian walkways should provide clear, accessible, and safe access from main building entrances to public sidewalks, within on-site parking areas, and to common amenity areas. Pedestrian walkways should be clearly differentiated from vehicular paths of travel using distinctive paving patterns and materials, such as concrete, stamped concrete, or paver banding, with physical separation (e.g. curb) encouraged to promote pedestrian safety and assist in orientation and contribute to the aesthetics of a site.
3. Where common outdoor amenity areas, including semi-private open spaces, are provided on site, they should be accessible and located away from busy streets and parking areas or screened with landscaping and/or architectural features. They should also be located to maximize sun exposure and to be in view of occupied indoor areas.
4. Buildings should be oriented to feature adjacent public spaces, with compatible site elements such as outdoor amenity areas located adjacent to public spaces.
5. Driveway access is preferred via the lower classification of roadway.

Accessible and safe paths should be reinforced by paving, landscaping, and grade separation

Buildings should be oriented to face and feature public streets / Dalhousie St.

4.5 MATERIALS AND ARTICULATION

The aesthetic qualities of a site, including paving, furnishings, and landscaping, and of a building, including its façade, materials, roof line, windows, access points, and other architectural details, are integral to the appearance and function of buildings and the preservation of neighbourhood character.

Guidelines:

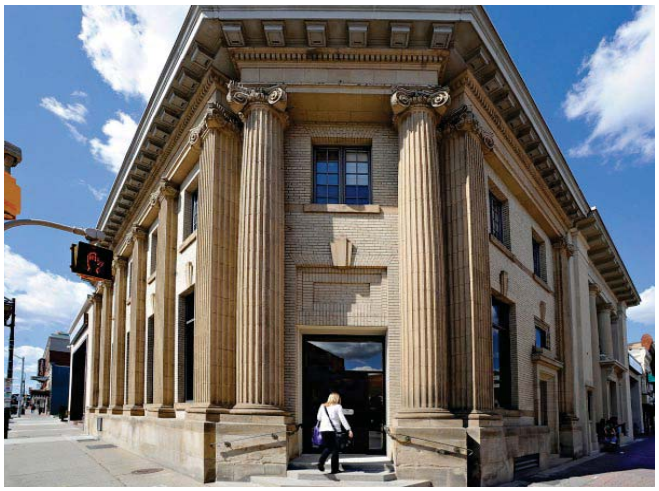
1. Building façades should be articulated to create visual interest along the street with colour and material variations, windows, changes in roof line, projecting and recessing wall surfaces, lighting and signage, and other architectural elements and detailing such as cornices, dormers, columns, and pilasters. These elements should be chosen to respond to the surrounding context and respect the character of the neighbourhood.
2. Side and rear façades visible from the street or other public areas should have windows, materials, and other architectural details consistent in character and quality with the front façade.
3. All façades that overlook streets and public areas should include a substantial amount of windows that are proportionate to the size of the façade.
4. Windows should generally allow for visual penetration into and out of a building. False windows, heavily tinted windows, or windows that are covered by signage, photos, or advertising are discouraged.
5. New buildings and additions and alterations to existing buildings should utilize high quality building materials, such as brick, stone, and wood, chosen for their functional and aesthetic qualities, their compatibility with adjacent development, and their energy and maintenance efficiency. Materials such as synthetic siding, stucco, mirrored or heavily tinted glass panels, and unadorned concrete block are discouraged, especially where visible from streets and public spaces.

George St., Downtown Brantford

Downtown Hamilton, ON.

6. The façades of large buildings should be designed to express individual commercial or residential units or provide for the appearance of smaller units through distinct architectural detailing, including entrance and window design, projecting and recessing wall surfaces, changes in roof line, signage, lighting, and landscaping.
7. The focal nature and visibility of corner lots and other lots sited at the end of view corridors (e.g., at a "T" intersection, elbow roads, roundabouts) should be emphasized through architectural elements such as bay windows or corner windows, projections, recesses, turrets, wrap-around porches, patios, entry features, or special materials.
8. The main building entrance should be clearly visible from the street(s) and articulated using materials, colours, lighting, landscaping, and signage.
9. In areas of high pedestrian activity, such as the Downtown, intensification corridors, and neighbourhood centres and corridors, buildings should incorporate architectural details to provide weather protection and add visual interest to building façades such as vestibules, recessed entrances, covered walkways, canopies, and awnings. These details should not encroach into the municipal right of way.

Distinct architectural unit detailing provides visual interest to large buildings / Port Credit, ON.



Corner buildings provide valuable opportunities to implement distinct architectural elements

Variation in decorative elements, signage, street furniture and entrances enhance the public realm

10. In areas of high pedestrian activity, decorative elements appropriate to the road classification, such as potted plants and planter boxes, lighting, architectural features, and public seating are encouraged to enhance the building frontage at the pedestrian scale. These elements must be predictably located and detectable by a white cane.
11. Rooftop outdoor amenity spaces for private or common use are encouraged, where appropriate. Screening with landscaping and/or architectural features should be provided to limit overlook on surrounding development and protect privacy.
12. Finished materials should extend to all sides of buildings, including building projections and mechanical penthouses.
13. All utility equipment, rooftop mechanical equipment, and hydro transformers should be incorporated into the design of a building or located away from public view (e.g., locate utility metres on the interior side yard façade). If this is not possible, equipment should be screened from all street views using landscaping or architectural screening such as recessed walls, parapets, or architectural enclosures constructed of materials that are complementary to the main building.
14. Paved areas and site furnishings, such as children's play equipment, decorative features, and seating, should be accessible and manufactured from high quality, durable materials that are equal in quality and appearance with those of the buildings on site.
15. Landscaping should be used to enhance the site and the streetscape. It should be integrated with the design of the building and consistent with the rhythm or configuration of the building.
16. Landscaping is encouraged to be provided in large, continuous planting beds that are carefully planned with signage to avoid conflicts.
17. Trees and other plantings should be selected from plant species that are non-invasive, are adapted to the local climate, and can survive with minimum maintenance, irrigation, and use of fertilizer or pesticides. In areas accessed by the public, plantings should also be completely non-toxic.

4.6 WASTE MANAGEMENT, LOADING & OUTDOOR STORAGE AREAS

Waste management areas, including garbage and organics disposal and recycling, loading spaces and docks, as well as outdoor storage areas that accompany industrial buildings should be screened from public view.

Guidelines:

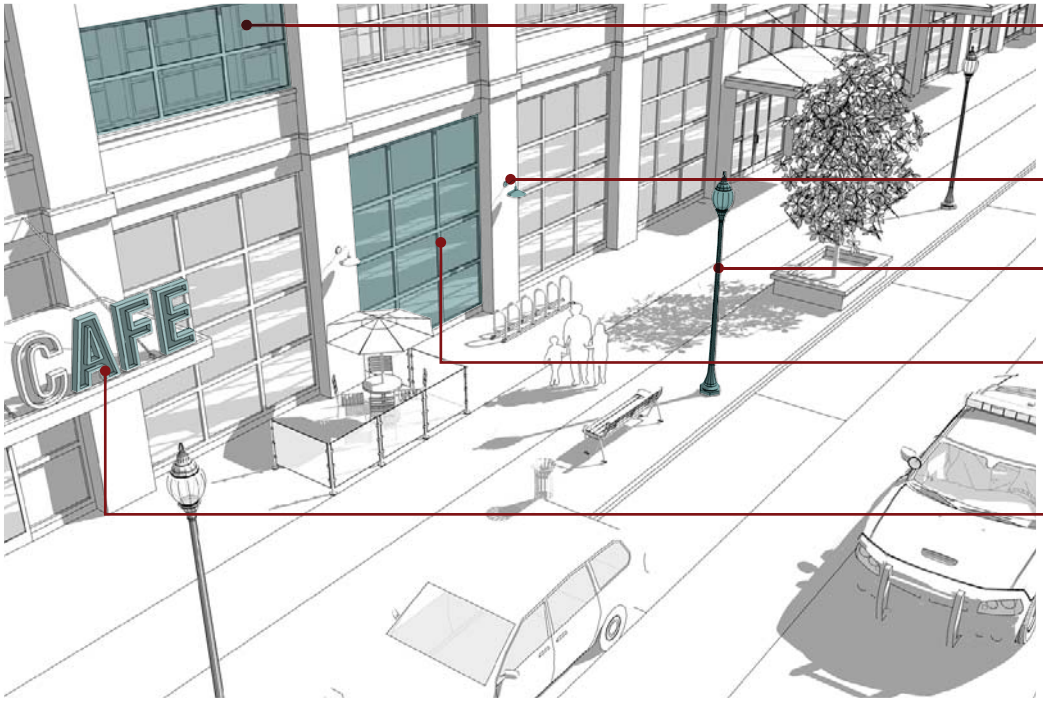
1. Waste management areas, loading areas, and outdoor storage areas should be screened from public view and residential areas by locating them at the side or rear of buildings and behind wing walls. Where this is not possible, they should be screened with walls, fencing, berming, landscaping, or other architectural features that are consistent in materials and details with the character of the site as a whole. Loading should not impact the operation of public streets.
2. Overhead doors for waste management and loading should not be located on a building wall adjacent to a street unless screened by another building.
3. The preferred location for areas for garbage, organics, and recycling storage is within buildings. Where this is not possible, garbage, organics, and recycling should be contained within an enclosure designed to be complementary to the main building. Chain link fencing is not appropriate for servicing enclosures.
4. Garbage, organics, and recycling storage areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.
5. Waste management and loading areas should have adequate space for maneuvering to allow for efficient operation and to ensure vehicle movements do not conflict with adjacent streets, parking areas, site entrance, building entrance, cycling facilities or pedestrian walkways.
6. The City of Brantford does not currently offer an organics collection program; however, backyard composters and private organics collection is encouraged.

4.7 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

To reduce the incidence of crime and fear of crime, buildings and sites should be designed in accordance with the Crime Prevention Through Environmental Design (CPTED) strategies: Natural Access Control, Natural Surveillance, and Territorial Reinforcement.

Guidelines:

1. Incorporate a Natural Access Control strategy into the design of sites to decrease opportunities for crime and increase the perception of risk in potential offenders. This includes providing a logical and organized design to restrict, encourage, and safely direct movement of people and vehicles into, out of, and within a site in a controlled manner.
2. Incorporate a Natural Surveillance strategy into the design of buildings and sites to maximize visibility and the opportunity for observation of offenders through the placement and design of physical and social features. This includes the placement of gathering spaces/points of interest, lighting, parking, walkways, security stations, fencing, landscaping, signage, and other physical obstructions, as well as the building orientation, location of entrances/exits, and placement of windows.
3. Incorporate a Territorial Reinforcement strategy into the design of sites to create or extend a sphere of territorial influence that is perceptible to potential offenders. This can include using landscaping, pavement designs, gateway treatments, signs, and fences to define property lines and create clear distinctions between public and private spaces.



Large Windows at Upper Levels Promote Casual Supervision of Street

Well Illuminated Building Exterior

Pedestrian Scaled Lighting on Street

Large Windows At-Grade Promote Surveillance At Street

Clear Building Signage

5 BUILT FORM GUIDELINES

Built form refers to the function, shape and configuration of buildings as well as their relationship to streets and open spaces. Built form should be designed to frame streets and open spaces, preserve desirable views, and create attractive streetscapes.

Additions and renovations to existing buildings and infill development should be consistent with, or complementary to, the character of the surrounding neighbourhood in terms of building height, massing, articulation, and materials. Built form should also be located on a site to ensure appropriate transitions such as setbacks and stepbacks are used to reduce the impact of mid- and high-rise buildings adjacent to low-rise buildings and elements of the public realm.

5.1 LOW-RISE RESIDENTIAL BUILDINGS

Low-rise residential buildings are 3 storeys or less in height. This includes single detached, semi-detached, duplexes, triplexes, and townhouses. The design of low-rise buildings should be compatible with the adjacent neighbourhood and foster a high quality pedestrian friendly public realm.

General Low-Rise Guidelines:

1. Design dwellings to create a safe, comfortable, accessible, vibrant, and attractive public realm and pedestrian environment, incorporating high-quality materials and leading-edge construction methods.
2. Contribute to an attractive and active, pedestrian supportive streetscape with a well-defined street edge, created through an appropriate relationship between the dwelling and the street.
3. Dwellings should be designed and sited to maximize views of streets, parks and open spaces, and natural heritage features.
4. Backlotting of residential dwellings onto public streets, multi-use pathways and trails, parks, natural heritage features, and the Grand River shall be avoided. Alternatives such as rear laneways, single loaded streets, and double fronted lots are encouraged. Where backlotting is unavoidable the façade facing the feature such as a park, trail, or watercourse should be designed to be of the same or higher level quality as the front façade.
5. Townhouses facing major roads such as arterials or major collectors should be accessed by rear lanes off a public street, designed per City standards. Driveways fronting on major roads will not be permitted.

Dwellings should be designed to create an attractive and well-defined street edge / Lincoln Ave.

6. Dwellings located interior to a block or not on an arterial or major collector should front onto streets, and where possible, driveways should be paired.
7. In the case of through lots, the primary dwelling façade should face the higher order road. Garages on the secondary street may be visually dominant but should ensure the main door facing the secondary street is visible and the dwelling includes high quality materials on all façades visible from all streets, including glazing, architectural features, and landscaping to contribute to a pedestrian oriented streetscape.
8. The front door of a dwelling should be fully visible from the street or public area such as a park or walkway.
9. If a front entrance cannot be located at grade, the door should generally be no more than 1.5 metres (3 steps) above grade and any front door located more than 3 metres (6 steps) above grade is strongly discouraged.
10. A generous amount of fenestration facing public areas should be incorporated into dwelling designs to foster natural surveillance.
11. Walkways on a lot should be located to provide clear and direct pedestrian routes and, where possible, linkages between the front entrance and the sidewalk and/or driveway should be provided.
12. Large front porches are encouraged to promote interactive outdoor spaces and help with the creation of safe neighbourhoods.

Front entrances should front the street and be fully visible, located at grade or at height of approximately 1.5 metres above grade / Chestnut Ave.

Walkways and large front porches should be provided to encourage pedestrian activity and safety within neighbourhoods / Dufferin Ave.

13. Garage projection within the streetscape should be limited, providing for better visibility of the street from within the dwelling.
14. Attached garages should be set behind or flush with the front façade of the principal dwelling, or on the side façade where feasible. Entry features such as porches or other architectural elements should be provided to reduce the visual dominance of an attached garage. Garages should generally not dominate the streetscape. Detached garages should be located in the rear or side yards.
15. Double car garages should have single doors separated by a masonry column. Garages with more than two doors should be stepped or staggered to minimize the impact on the streetscape.
16. Driveway widths are to be no wider than the permitted width of the garage to increase the boulevard space for street trees and for on-street parking, and to minimize the amount of impermeable surfaces in front yards.
17. Paired driveways are encouraged to increase the boulevard space for street trees and on street parking. Where driveways are paired, a landscape strip is encouraged between driveways to break up large areas of paving.
18. Reverse grade driveways and entrances below the grade of a dwelling are not permitted.
19. Utilities such as gas and hydro, and heating/ventilation equipment, particularly air conditioning units, should be hidden from the street and public view.

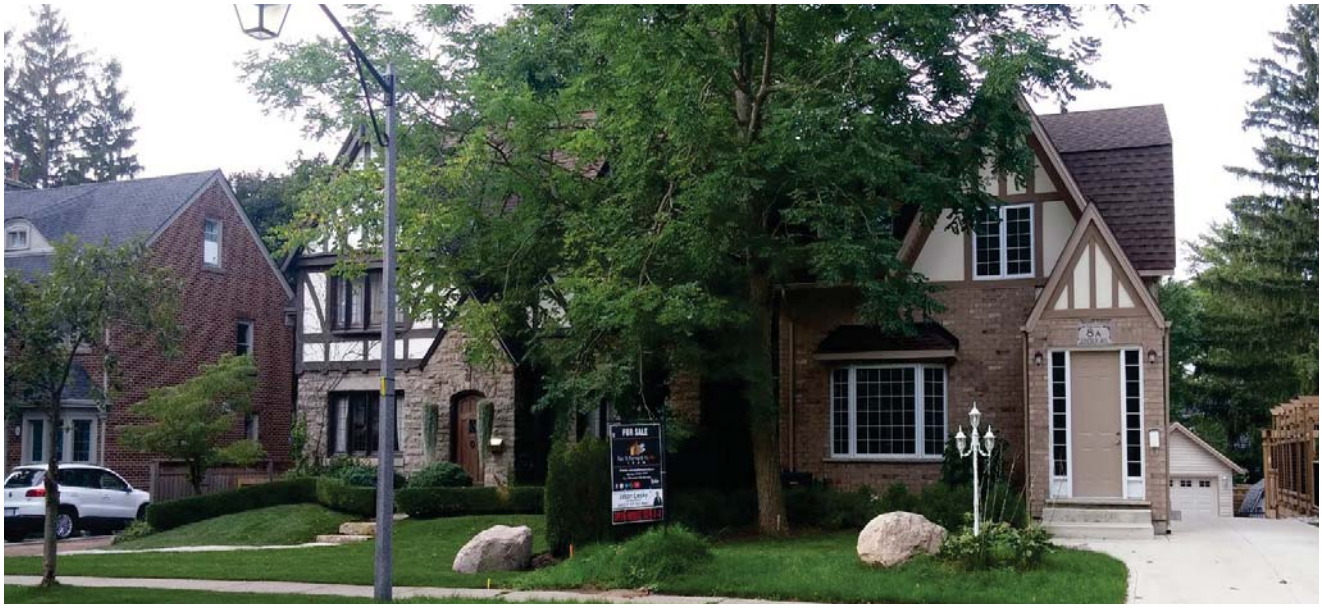
Garage setbacks paired with additional architectural elements such as porches are encouraged to reduce the visual dominance of attached garages and vehicles / Carroll Ln.

5.1.1 Infill Low-Rise

In addition to the general low-rise residential guidelines, the following guidelines will help ensure compatible infill low-rise development in Brantford's residential areas.

Infill Low-Rise Guidelines:

1. Design dwellings and additions to ensure compatibility with the architectural characteristics of the surrounding neighbourhood.
2. New residential dwellings and alterations to existing residential dwellings should incorporate materials and architectural features (e.g. windows, dormers, roofs, etc.) that are consistent in character and quality of detail and complementary to the existing dwelling or adjacent dwellings.
3. Setbacks and frontages should be consistent with adjacent and neighbouring properties and maintain the rhythm along the streetscape.
4. The height and roof pitch of a new home or addition should be compatible with the general scale and shapes of surrounding houses. New dwellings should be no higher than the highest dwelling on the same block, and no lower than the lowest dwelling on the same block, subject to the applicable Zoning By-law regulations.
5. The height of the front entrance of a dwelling should be located at a height that is compatible with the height of front entrances of neighbouring dwellings.
6. The design and detailing of the main entrance should be consistent with the architectural style of the dwelling.



New infill dwellings should be designed to be compatible with their existing neighbourhood and adjacent properties, providing consistent setbacks and frontages to adjacent properties, appropriate heights roof and entrance heights / Lincoln Ave.

5.1.2 New Low-Rise

In addition to the general low-rise residential guidelines, the following guidelines shall apply to new low-rise dwellings where greater than three buildings are developed or planned as part of a subdivision.

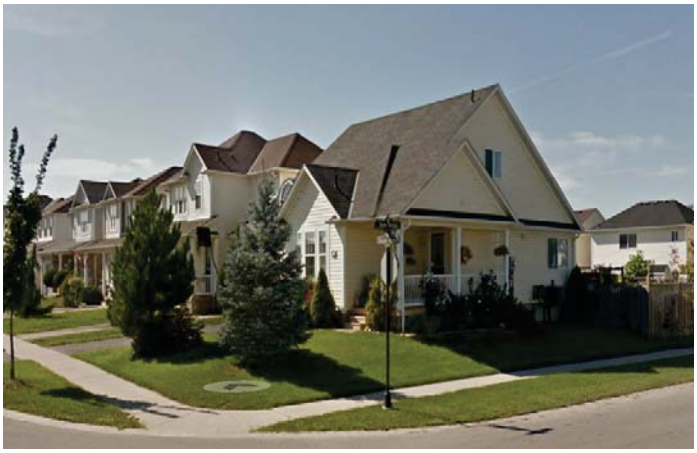
New Low-Rise Guidelines:

1. Individual dwellings should combine to create a visual harmony when sited collectively with other dwellings within the streetscape. This can be done by the use of complementary, but not identical, exterior materials, colours, and architectural elements.
2. A variety of architectural expressions and elevation treatments should be included to provide visual diversity within the streetscape.
3. Each dwelling should have façade detailing consistent with its intended architectural style. For corner units, the flanking side elevation should be given a similar level of architectural detailing as the front elevation.
4. The front façade of the dwelling should directly relate to the street and be designed to visually minimize the garage.
5. Dwellings should be sited to define the street edge. This is typically achieved by placing the habitable portion of the dwelling close to the minimum front yard setback to promote a pedestrian-friendly sense of scale and provide enclosure to the public space of the street.
6. Controlled variation in front yard setbacks is desirable on long, straight street blocks to provide visual interest, where lot depths permit.

Neighbourhoods are enhanced when individual dwellings complement their surroundings while providing distinct architectural expression / Edith Monture Ave.

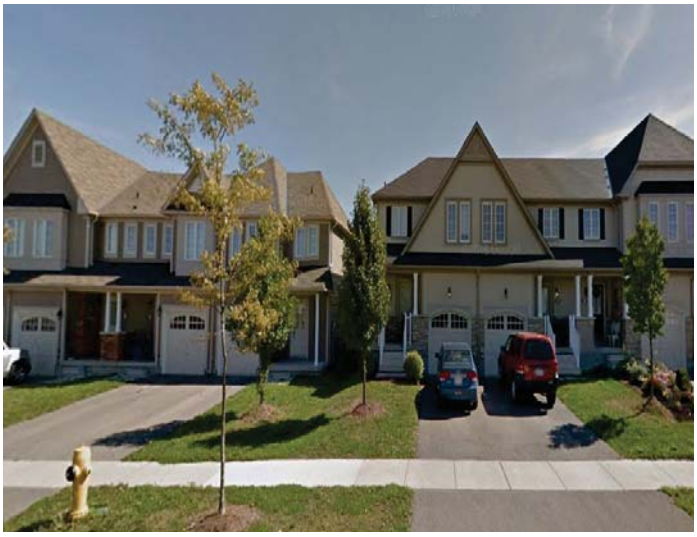
Controlled front yard setback variation provides visual interest on straight street blocks / Jamieson Ct.

7. Setback variations should follow a curving pattern occurring across a grouping of dwellings. Haphazard variation in setbacks should be avoided. Projections into the front yard such as porches and bay windows are encouraged.
8. On corner lots, both street frontages should be addressed in an appropriate and consistent manner through the provision of fenestration, wall/roof line articulation, and architectural detailing. Street-facing elevations should incorporate appropriate massing, wall articulation, roof line variation, windows, doors and porches to avoid blank, uninteresting façades.
9. Building elevations adjacent to or visible from public areas such as parks and open spaces, schools, and corner lots should incorporate adequate massing, proportions, wall openings, and plane variation and should avoid large, blank façades.
10. Ensure townhouses are designed and built to create comfortable living conditions by providing access to sunlight, privacy, natural ventilation and open space.
11. Design the front façade with articulation and a variety in the roof design to break up the massing of townhouse blocks.
12. Driveways for end unit townhouses should be located away from the exterior side wall wherever feasible.
13. Ensure a variety of designs are incorporated between adjacent townhouse blocks within the streetscape.



Dwellings should be sited and articulated to address all street frontages / Stowe Terrace

Townhouses should be developed with a high standard of design and articulation / Duncan Ave.



Complementary variation should be provided between townhouse blocks / Duncan Ave.

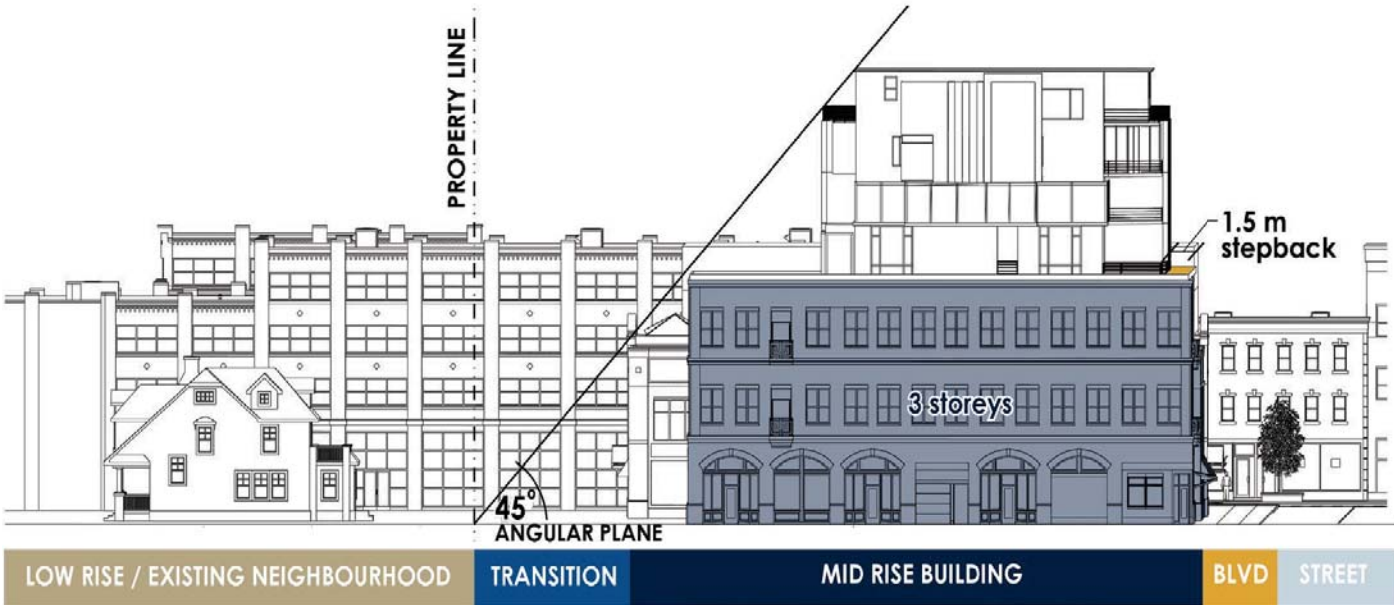
5.2 MID-RISE BUILDINGS

Mid-rise residential buildings are 3 to 6 storeys in height and include apartment buildings and mid-rise townhouses. These generally provide a more intense form of residential development than currently exists in many of Brantford's neighbourhoods. Mid-rise buildings should have a high quality of design and should be compatible with the height and massing of existing development in the surrounding neighbourhood.

Note: For mid-rise buildings with retail at grade, see also Section 5.4 Mixed Use Buildings.

Guidelines:

1. Mid-rise buildings are to be designed to a maximum height of 6-storeys with a minimum 1.5 metre stepback above 3 storeys to ensure the streetwall maintains a human-scale and minimizes shadowing.
2. The length of a building should not exceed 60.0 metres. Buildings longer in length than 60.0 metres should either be broken up physically or visually using step-backs, colour, material variations, and unique building articulation.
3. Apply a variety of design approaches, where appropriate, including: height transitions/ step-backs, increased setbacks, landscaped buffers, separation distance, smaller floorplates, and differing placement and orientation on the lot to minimize shadow, overlook, and privacy issues.
4. Mid-rise buildings with residential units at grade are encouraged to provide a minimum of 3 metres from the property line to accommodate a useable front yard amenity space, where appropriate. This amenity space should be enclosed by low walls, fencing, hedges and landscaping no taller than 1.5 metres.
5. Weather protective design should be provided at grade and at the podium level through canopies, arcades, and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep. Weather-protection elements may encroach in building setbacks and should not encroach into the public right-of-way.



6. Design the height of the building incorporating setbacks and stepbacks to ensure no proportion of the building extends into the 45-degree angular plane. This will lessen the impact of the streetwall on the public realm. The 45 degree angular plan is measured at rear property line of any adjacent low-rise residential buildings. Some minor penetrations into the angular plane may be permitted, where it does not impact the light, view and privacy of surrounding low-rise residential uses.
7. Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.
8. Buildings at corner locations should be designed to include highly articulated facades/ elevations along all of the street frontages and the same degree of articulation and detailing on all elevations that face the street.
9. Use architectural elements and expressions such as canopies, doors, windows, lively colours, and the highest quality materials at street level to distinguish the ground level of the building.
10. Incorporate such material as brick, stone, and metal within the lower part of the building.
11. Balconies should be integrated into the building design with inset or Juliette balconies. Projecting balconies should not be within the streetwall to avoid negative impacts to the public realm including additional building massing and shadowing.
12. Building stepbacks or rooftop podiums are encouraged to be designed to accommodate useable outdoor amenity spaces.
13. Roof-top mechanical or telecommunications equipment should be integrated as part of the rooftop design and should not penetrate the required angular planes.
14. All buildings should provide accessible entrances and drop-off areas where required.

5.3 HIGH-RISE BUILDINGS

High-rise residential buildings are greater than 6 storeys in height and will provide a more intense form of residential and mixed use development than currently exists in many of Brantford's neighbourhoods and intensification areas. High-rise buildings should have a high quality of design and should be compatible with the height and massing of adjacent streets and the surrounding neighbourhood context.

Given the vast height range for high rise buildings, the built form may be narrow and tall, described as a point tower or wide and short described as a slab building. A maximum height of 12 storeys is appropriate for a slab building. Anything above 12 storeys should be a point tower. A point tower built form for high rise buildings is a preferred built form, but where slab buildings are accepted by the City, careful attention to the impact of shadow, wind, visual, and the loss of skyview challenges should be considered and mitigated as part of the design.

Note: For high rise buildings with retail at grade see also Section 5.4 Mixed Use Buildings.

Guidelines:

1. High-rise buildings should be located within 250 metres of a transit stop and 500 metres of a school, community services, and/or amenities such as a park.
2. High-rise buildings should front onto a collector and/or arterial, with highest heights located at the intersections of the major streets.
3. The maximum height of the podium of a proposed high-rise (slab or tower) building should be equal to the width of the Right Of Way to a maximum of 6 storeys to provide sufficient enclosure for the street without overwhelming the street.
4. Additional podium height may be appropriate through the provision of stepbacks and architectural articulation, particularly on wider streets and deeper lots.
5. Taller and larger buildings should relate to their neighbouring development and surrounding context with a sensitive transition in scale to adjacent uses, especially to existing and planned low-rise and mid-rise residential buildings, heritage structures, and public spaces.

Buildings should front onto collector and/or arterial streets, with highest heights located at intersections / Mississauga, ON.

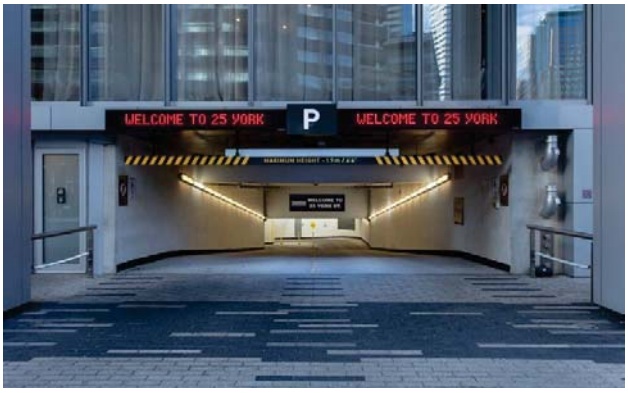
Transition to low-rise should be accommodated through building design, stepbacks, and buffering / Burlington, ON.

6. Apply a 45 degree angular plane from the rear property line of any adjacent low-rise buildings.
7. Design the podium of the proposed high-rise building to respect the existing context of the streetwall through setbacks and architectural articulation. The minimum height of the podium should be 2 storeys.
8. Apply a variety of design approaches, where appropriate, including: height transitions/ step-backs, increased setbacks, landscaped buffers, separation distance, smaller floorplates, and differing placement and orientation of the building on the lot to minimize shadow, overlook and privacy issues.
9. Regardless of the height or form, high-rise buildings should be carefully designed with the quality of a mid-rise buildings and should consist of a podium, a middle and a top.
10. The podium or base is the most critical component of a high-rise building and should be designed to respect the character of existing areas, establish a human scale pedestrian environment, and achieve a built form compatibility and transition.
11. The podium should be designed to fit harmoniously within the existing and planned context. It should respect the scale, proportion, and character of adjacent streets, parks, and public or private open spaces and animate such spaces.
12. Design all sides of the building, particularly the podium, with the highest quality building materials and architectural designs to contribute to character of the overall public realm.
13. Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.

The design of podiums and entrances should enhance the pedestrian and public street environment

Buildings should include well designed and articulated podiums, middle sections, and tops / Toronto, ON.

14. Design parking, servicing, and loading to be incorporated underground. Where these uses cannot be provided internally within the building, they should be located at the rear of the property and designed and screened from the public realm appropriately.
15. Design service areas, ramps, and garbage storage to be screened or located at the rear to minimize impacts on adjacent streets and properties.
16. Telecommunications equipment, rooftop equipment, and elevator shafts from rooftop amenity areas and the public realm should be incorporated as part of the building design or screened mechanical penthouse.
17. High-rise buildings should incorporate Bird Friendly building design in relation to glass and visual markers, such as film, decals, fenestration patterns, angled glass, artwork, and sun shades.
18. Projecting balconies should not be provided in podiums. Inset and/or Juliette balconies are appropriate within the podium.
19. A Sun/Shadow Analysis should be provided with high-rise building applications to ensure:
    a. the height and massing of the podium (not including the tower) provides a minimum of five consecutive hours of sunlight on the opposite side of the street at the equinoxes; and
    b. the height and massing of the podium provides a minimum of five consecutive hours of sunlight over more than 60% of a park or playground area or a public open space at the equinoxes (March 21 and September 21).
20. For high-rise buildings, a wind study may be required for 6 storeys and above and will be required for any building above 11 storeys. Effective wind mitigation measures can include massing, building shape, orientation, lower podiums, corner articulation, landscaping elements, canopies, trellis, and wind screens.



Where possible, parking should be designed to be located below ground

Mechanical penthouses should be screened or incorporated through building design

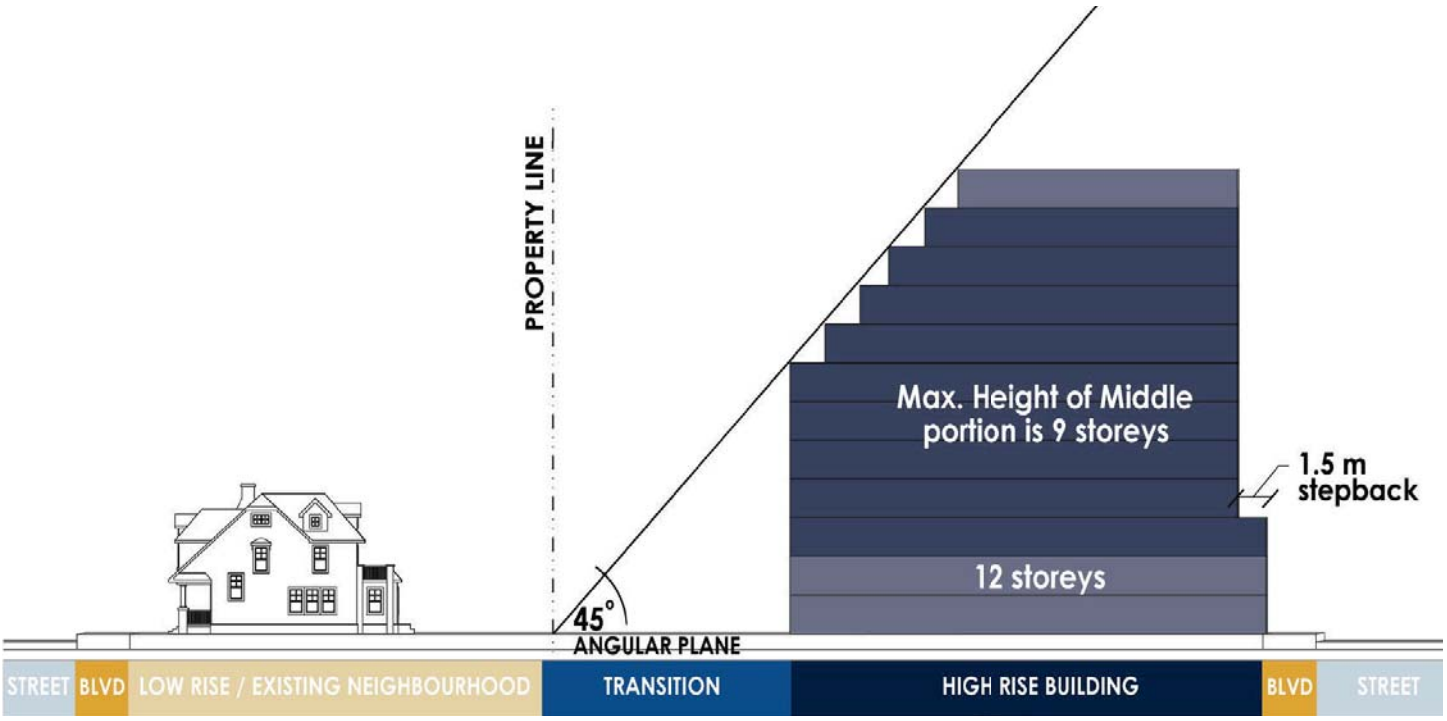
5.3.1 High-Rise Slab Form - Up to 12 Storeys

A slab building may be deemed an appropriate built form for the site if it is: proposed to be oriented along the north-south direction to provide greater opportunities to minimize shadow impacts and allow for better access to natural light; placed to effectively frame the street(s) and public open spaces; and where appropriate, coordinated with point towers to create a balanced grouping of different high-rise types.

A slab building is not appropriate if the proposed building stands alone in the landscape or is part of a group of the same buildings that are randomly positioned or equally spaced without a focal point. In addition to the general high-rise guidelines, the following shall apply.

High-Rise Slab Form Guidelines:

1. The maximum height of a slab building should be 12 storeys or 1.5 times the width of the street it faces whichever is less. A taller building should be designed as a point tower rather than a slab.
2. The separation between a slab building and another slab building should be a minimum of 15 metres.
3. The maximum height of the middle portion of a slab building should be 9 storeys, or equal to the width of the street it faces.
4. When abutting a low-rise residential area at the rear or side, a 45 degree angular plane, measured from appropriate lot lines, should apply to determine the heights of various portions of a slab building



5. The podium and middle of a slab building should contribute to enhancing the existing or planned street wall condition.
6. Where appropriate, articulate the facades of the podium and/or the middle of the building to vertically to break up the overall mass.
7. The top portion of a slab building should open up the sky view and avoid a canyon effect by stepping back from the middle portion of the building and breaking into sections with varied heights and articulation.

Slab buildings should incorporate vertical architectural built form details that break up the overall mass of the structure / Vancouver, BC.

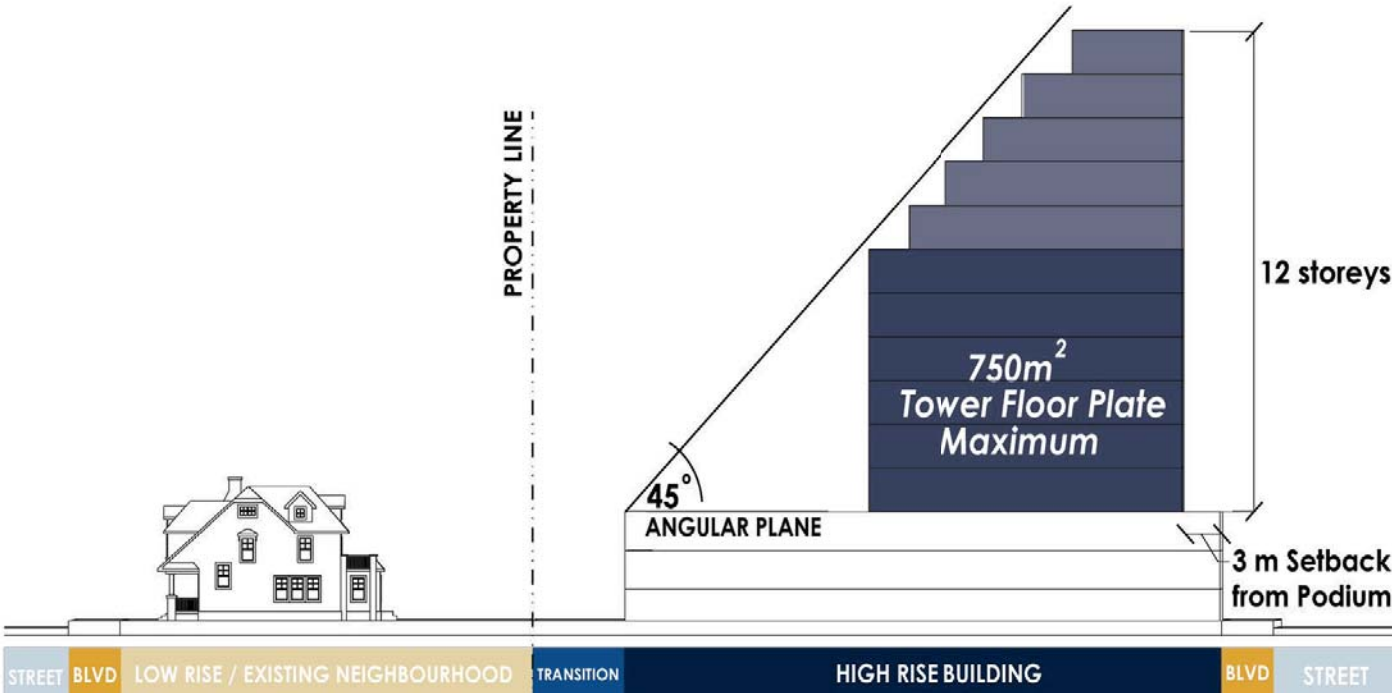
The top portion of a slab building should be feature significant stepbacks and break up sections of the built form with varied heights and articulation / Ottawa, ON.

5.3.2 High-Rise Point Tower Form - Above 13 Storeys

In addition to the general high rise guidelines, the below shall also apply for point tower form:

High-Rise Point Tower Guidelines:

1. A minimum tower separation of 30 metres from another high rise, excluding balconies, should be applied to point tower form High-Rise buildings.
2. Where no high rise building towers currently exist, proposed towers should be set back 15 metres from adjacent property lines to protect for a future 30 metre separation distance (split between each property).
3. Design the tower floor plate of to be a maximum of 750 m2 to ensure maximum light for all units and minimize shadow and wind impacts to the surrounding properties.
4. The tower should be stepped a minimum of 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space.
5. Design high-rise buildings to incorporate materials such as brick, stone and metal to anchor the building.
6. Portions of the podium roof that are not utilized by a tower should be used as outdoor amenity space or green roofs. Consideration should be given to incorporating outdoor play areas as part of the amenity space. Include places for pets and pet runs either at-grade or on a shared rooftop space.
7. Balconies within the tower separation distance should not contribute to a building's massing. They may be inset or extruding, but should be a minimum of 1.5 metres to provide usable outdoor amenity space.



5.4 MIXED USE BUILDINGS

Mixed use buildings containing retail or office at ground level and residential and/or office above should be designed to contribute to a vibrant, pedestrian friendly streetscape with active uses at grade.

Guidelines:

1. A substantial portion of mixed use buildings should front the public road or public open spaces to frame and define these spaces and to create a continuous streetwall.
2. Where there is a consistent pattern of street setbacks, new mixed use buildings should align with their surrounding built form.
3. Mixed use buildings are encouraged to have active uses at the ground level including retail, restaurant, and service commercial uses at the ground floor to engage the public and encourage, and office and residential uses on the upper levels.
4. Where active uses, such as retail uses, are provided on the ground floor, a Transition Area (refer to Section 3.2) is encouraged to be provided for window shopping, spill-out retail, café seating and patios, building entrances, street furniture, signage, etc.
5. The height of the ground floor should be a minimum 4.5m to accommodate retail uses or future conversion to retail uses and to provide sufficient vertical clearance for loading areas.
6. The ground floor should incorporate clear glazing to enhance safety through casual surveillance and allow views to active indoor uses to create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.
7. Outdoor patios are encouraged to be located adjacent to the street to help activate the streetscape, foster social interaction and commercial activity, and bring eyes and safety over the public realm. Patio enclosures should be designed to permit visual transparency.
8. Where residential uses are included above commercial uses or at grade, separate entrances should be provided. Residential entrances should be easily differentiated through the use of recessed entrances, façade materials and colours, the provision of awnings or canopies, and/or signage.

5.5 INSTITUTIONAL BUILDINGS

Institutional buildings form an important aspect of Brantford's identify, often acting as landmarks in the community. They should be designed to contribute to the public realm and to stand out from other buildings, while respecting the scale and character of the surrounding neighbourhood.

Guidelines:

1. Institutional buildings should set a high standard of architectural design and should reflect the scale and character of surrounding neighbourhoods while creating a visually dominant feature in the community.
2. Large scale institutional buildings should be designed as special landmark buildings with high quality design, materials, and finishes. Special landscape features are encouraged to distinguish important landmark institutional buildings at the pedestrian level.
3. Where required, exclusive school bus drop-off areas should be provided on the school site, subject to building design and site plan considerations. School buses should be provided a reserved drop-off area with enhanced safety and free of all other traffic. A road lay-by drop off area for school buses may also be appropriate.
4. Pedestrian access to schools (elementary and secondary) should be provided and prioritized from all directions with design that minimizes conflict with buildings.
5. Where possible, vehicle parking areas should be located along a side of the school that does not front on a street to avoid conflicts between vehicles, buses, pedestrians and cyclists.

Brantford Collegiate Institute reflects the established character of Brant St. through high quality design and provides drop-off areas, pedestrian access, and side yard parking

5.6 COMMERCIAL BUILDINGS AND PLAZAS

Existing commercial buildings and plazas serve an important role, providing for the daily retail and service needs of the City. As Brantford grows and evolves, these buildings, typically located at the rear of properties with surface parking lots fronting the street, are encouraged to redevelop into more urban and pedestrian-friendly sites.

New and redeveloped commercial and mixed use buildings on these sites should be designed to frame the street edge, provide clear pedestrian access, and create gathering spaces such as patios, in order to foster a greater sense of place.

Guidelines:

1. Buildings should frame streets and public open spaces. Organize buildings to frame the pedestrian realm and create an easily navigable walking environment.
2. Position buildings toward key intersections to emphasize the pedestrian realm at corners.
3. Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street. Buildings on corner sites are encouraged to locate their primary entrance at the corner.
4. Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent. Locate active uses at grade, such as restaurants, specialty in-store boutiques and food concessions.

Located towards key intersections, buildings should frame the street and pedestrian realm, with parking provided behind and between buildings with landscaped buffers / Markham, ON.

5. Provide weather protection at building entrances, close to transit stops, and in areas with pedestrian amenities.
6. Where stand alone buildings are adjacent to the street, parking should be located behind or between the buildings. When located between buildings, include a minimum 3 metre landscaped area adjacent to the boulevard. Parking should not be located between the building and the street.
7. Divide large parking areas into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved areas.
8. Design site circulation to minimize conflict between pedestrians and vehicles. This can be achieved by orienting car parking spaces to minimize the number of traffic aisles that pedestrians must cross.
9. Provide site furnishings such as benches, bike racks, and shelters at building entrances and amenity areas.
10. All utility equipment within buildings should be enclosed or screened from both the public street and private properties to the rear, and noise should be attenuated. This includes utility boxes, telecommunication/communication infrastructure, garbage and recycling container storage, loading docks and ramps, and air conditioner compressors.

Over time, existing commercial buildings, plazas, sites, and parking lots should be redeveloped to introduce a more urban and pedestrian friendly environment through the introduction of higher density built form and mixed use buildings, which are encouraged to be oriented towards the street, with clear pedestrian access is designed for the site / Markham, ON.

5.7 EMPLOYMENT BUILDINGS

Employment buildings may include a wide variety of uses, including offices, warehouses, and manufacturing uses. Industrial buildings should be sited to define the street edge and limit nuisance effects from industrial operations. Employment buildings should employ a high quality of design and should facilitate access via active transportation and public transit.

Guidelines:

1. Employment buildings should be sited to limit nuisance effects from industrial operations on adjacent properties, such as illumination, noise, and/or odour.
2. A substantial portion of the building should front the public road at the minimum setback required by the Zoning By-law to create a consistent street edge.
3. Buildings should promote a vibrant and pedestrian-scaled streetscape through the provision of windows at grade level and prominent and sheltered entrances that are connected to the public sidewalk and provide connections to transit stops. The office portion of a building is encouraged to be located closer to the street than the portion of the building used for manufacturing, warehousing, or other industrial use.
4. Distinctive building designs that complement the existing built form are encouraged.
5. All publicly visible façades, including those visible from Highway 403, should be articulated through projections, depressions, columns, texture, vertical and horizontal plane changes, or changes to roof line, in combination with colour and material changes.
6. Long stretches of monotonous building façades or 'blank walls' should be avoided. Building articulation and material and colour changes should be the primary means to create interest on long expanses of walls. Landscaping should be an integral part of the building and site design and can be used to create interest on long expanses of walls, however it should not be relied on solely as a design solution.

Employment buildings with publicly visible facades should be articulated through high quality design

7. Where possible, continuous roof lines should be avoided. Projections, changes in vertical plane, and prominent building elements should be used, particularly at building and site entrances, street intersections, and pedestrian walkways, to help create visual interest along adjacent streetscapes and highways.
8. Gateway employment sites are highly visible sites within employment areas, such as those located along important street corridors, at the end of a view corridor, or adjacent to open space or natural heritage features. Site and buildings at gateways should include entry features, identifiable architectural features, such as towers, enhanced elevation treatments, unique massing or roofing lines, a multi-storey presence, or other prominent architectural forms.
9. Feature planting and focal landscape elements should be provided at major entry points to industrial areas, intersections, and individual site entrances where sightlines of all road users are not impeded.
10. Where possible, stormwater management facilities should be developed as natural landscaped features to provide a positive contribution to the industrial site and the natural environment.
11. Pedestrian walkways should be provided to connect industrial buildings to on-site parking areas and amenity areas, to public sidewalks and transit stops, and to adjacent sites with convenient destinations (e.g., ancillary commercial uses).
12. Outdoor amenity areas, such as courtyards, patios, and seating areas are encouraged and should be provided in desirable areas such as facing public streets or natural heritage features and should be defined by building façades, architectural features, fencing, and/or landscaping.
13. Shared driveway access to multiple properties is encouraged.
14. Sufficient area on-site should be provided for loading/maneuvering/queuing of vehicles requiring access to the site. Loading maneuvers should not occur within the public right of way.

Employment sites should include gateway entry features and landscape elements

5.8 CULTURAL HERITAGE

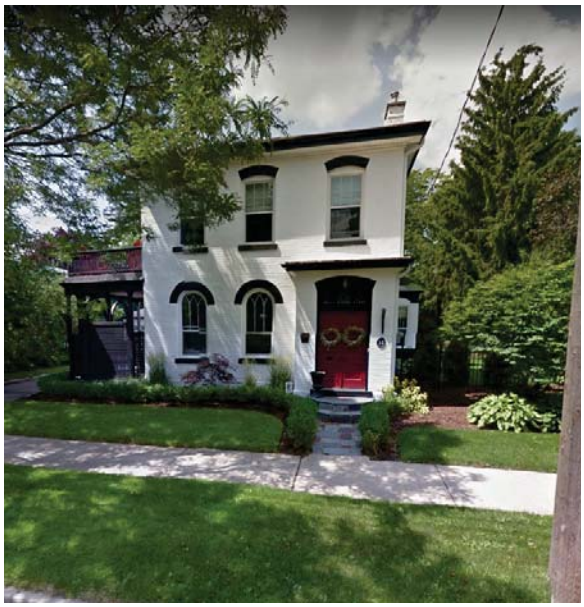
Brantford is rich with cultural heritage resources, including built heritage resources that are individually designated under Part IV of the Ontario Heritage Act or form part of a heritage conservation district and are designated under Part V of the Ontario Heritage Act.

Designated heritage properties should be protected. Where development is proposed, it should serve to conserve and enhance heritage properties and should be consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Ontario Heritage Toolkit, and the Eight Guiding Principles in the Conservation of Historical Properties.

Guidelines:

1. New buildings and additions or alterations to existing buildings within a Heritage Conservation District shall be consistent with the respective Heritage Conservation District Plan or Study.
2. Designated heritage buildings are to be retained and restored. Retaining the façade is not an equivalent substitute to the retention of the whole structure, however it may be considered where it is not possible to retain the whole structure.
3. Where appropriate, designated heritage buildings should be incorporated into new developments through adaptive reuse.
4. Additions or alterations to a designated heritage building should be designed to complement or enhance the original structure in terms of colour, texture, scale, materials, etc.
5. Designated heritage buildings should generally be limited to their existing height to encourage the retention of key features such as cornices and parapets.
6. The original façade materials on designated heritage buildings should not be changed or covered. The key features of building façades (e.g., columns, cornices, windows, doors, etc.) contribute to the articulation of the building and those elements that are

Compatible building addition to historic (non-designated) home / Dufferin Ave.



Alterations should be designed to compliment or enhance the original structure / Dufferin Ave.

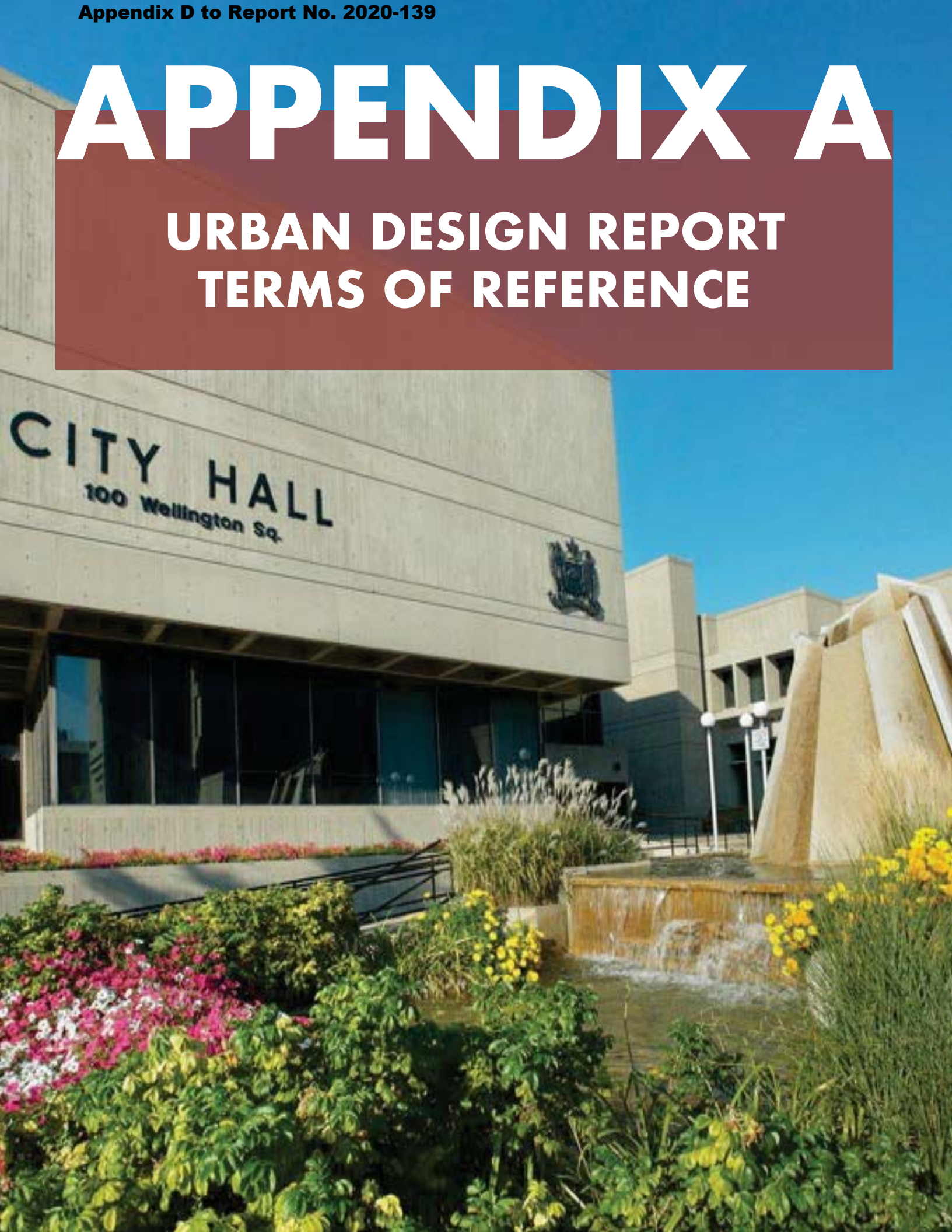
intact should be preserved and those that are damaged should be restored. Their replacement is a last resort.

7. Wherever possible, original windows and doors should be maintained and restored. Strategies to improve their energy efficiency exist and their replacement with modern materials is a last resort.
8. A qualified professional with demonstrated experience in cultural heritage resource evaluation and conservation should to be involved in all additions or alterations to a designated heritage property to ensure the most appropriate heritage conservation and restoration techniques and materials are employed.
9. Development adjacent to heritage properties should be visually and physically compatible with, yet distinguishable from the adjacent heritage property(s).
10. New buildings should be designed with scale, massing, height, window alignment and proportions, roof-lines, entrance locations, ground floor treatment, and building materials that are sympathetic to the character of adjacent designated heritage properties.
11. Where new buildings are taller than adjacent designated heritage buildings, the additional height should be accommodated via a stepback to provide an appropriate transition in scale to adjacent heritage properties and to maintain compatibility with existing street massing.
12. New buildings should include setbacks which are consistent with those of adjacent designated heritage properties.
13. Development adjacent to designated heritage properties should be sensitively integrated by designing signs, lighting, landscape features, and architectural elements that complement the existing building design and landscape theme.
14. Development adjacent to designated heritage properties may require a Heritage Impact Assessment to determine the impacts to heritage resources and recommend mitigative measures.

New development should be compatible, yet distinguishable from adjacent heritage buildings, and any additional height should be accommodated through stepbacks / Guelph and Toronto, ON.

APPENDIX A

URBAN DESIGN REPORT TERMS OF REFERENCE



URBAN DESIGN REPORT TERMS OF REFERENCE

Purpose

An Urban Design Report prepared and signed by a qualified professional may be required to support a development proposal as part of a complete development application, such as an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision/Condominium, and/or Site Plan Control Application. This requirement will be identified by Planning Staff at the Pre-Consultation meeting.

An Urban Design Report is intended to describe and illustrate the proposed design for a development proposal and demonstrate how the design meets the intent of the City's Urban Design Manual and other City design guidelines and policies. The Urban Design Report will provide the design rationale for the building, landscape, and site design elements of the proposed development. The Urban Design Report cannot simply be a description of the proposed development and is not intended to replace the requirement for a Planning Justification Report. Instead, the Urban Design Report should explain why the proposed development represents the optimum design solution.

Planning Staff will use the Urban Design Report to help assess the urban design aspects of development applications to ensure high quality design is achieved in the public and private realm. The City is committed to good urban design that results in a complete, functional, sustainable, and attractive built environment consistent with Brantford's character and vision for the future, as outlined in the City's Official Plan and Urban Design Manual.

The Urban Design Report Terms of Reference has been prepared to standardize the City's expectation for Urban Design Report submissions to allow for efficient preparation and review. The scope and level of detail expected in the Urban Design Report will depend on the scale, site, nature, and complexity of the development proposal.

Components of an Urban Design Report

The following components should be included in an Urban Design Report:

1.0 Existing Site Conditions and Surrounding Context

The Urban Design Report should provide a description and analysis of the site and surrounding context (at least 400 metre radius from the site), noting any attributes and considerations including, but not limited to:

- Existing natural features, topography, and vegetation;
- Existing buildings and structures on the subject site;
- Lot fabric (including frontage and depth);
- Street/block pattern (including block lengths);
- Built form character of the surrounding area;
- Surrounding land uses;

- View and vistas to and from the site;
- Existing or planned landmarks or gateways;
- Existing or planned transportation networks (including vehicular, cycling, pedestrian, transit, etc.); and
- Existing linkages to open space.

Photographs and a context map showing the subject site in relation to the existing neighbourhood should be included.

2.0 Applicable Design Guidelines and Policies

The Urban Design Report should identify relevant urban design guidelines and policies from the following documents that are applicable to the proposed development:

- City of Brantford Official Plan and applicable Secondary/Neighbourhood Plans;
- City of Brantford Urban Design Manual;
- City of Brantford Site Plan Manual; and
- Applicable policies, design guidelines, and design directions for specific areas (e.g., Waterfront Master Plan, Downtown Master Plan, etc.).

3.0 Design Considerations

Using written descriptions, plans, elevations, diagrams, and/or photographs, the Urban Design Report should illustrate the design choices of the proposed building, landscape, and site design and explain how the following design considerations have been addressed:

- Urban Structure;
- Street and block pattern (e.g., connectivity, pedestrian access);
- Lot sizes;
- Building orientation and site layout;
- Built form, height, scale, and massing;
- Building articulation and detailing;
- Building materials;
- Setbacks from adjacent properties and the street;
- Building stepback (if applicable);
- Building transition to adjacent neighbourhoods;
- Accessibility considerations;
- Heritage considerations (if applicable);
- Location of parking (surface or underground), driveways, ramps, drop-off areas;
- Access to transit;
- Bicycle parking/storage;
- Location of servicing, garbage, organics, and recycling storage and collection, and loading areas;
- Streetscape elements (e.g., boulevard design, landscaping, street furniture, public art, signage, lighting, etc.);
- On-site landscaping and buffering; and
- Linkages to semi-private and public spaces (e.g., natural heritage features, parks, multi-use trails, courtyards, and open spaces).

4.0 Project Design Analysis

The Urban Design Report should provide an analysis of the design rationale for the building, landscape, and site design elements of the proposed development and explain why the proposed development represents the optimum design solution. The analysis should include discussion on the following:

- How the design of the proposed development meets the intent of the City's applicable urban design guidelines and policies;
- How the design addresses existing site conditions and constraints such as lot size, grading, or natural heritage features;
- How the design of the proposed development integrates with the existing neighbourhood and enhances its function and aesthetics; and
- How the design of the proposed development will influence and integrate with future development in the neighbourhood.

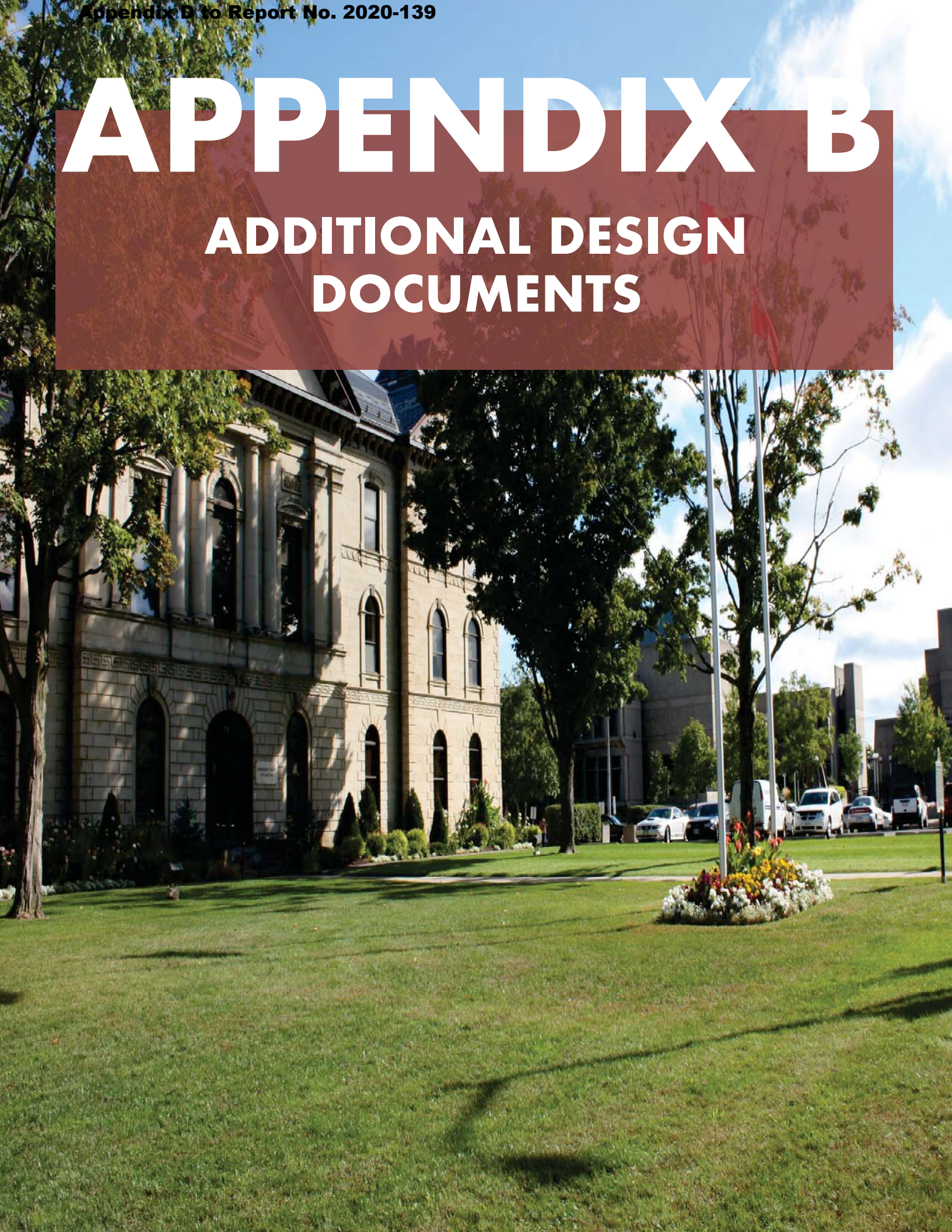
5.0 Submission Requirements

The Urban Design Report should be supported by plans, elevations, diagrams, and/or photographs. Depending on the nature and scale of the development, these could include, but are not limited, to the following:

- Context drawing showing the location of the subject property within the broader community (400 metre radius from the site);
- Site Plan;
- Elevation drawings;
- Floor Plans;
- Landscape Plan;
- Circulation Plan (vehicular and pedestrian);
- 3D coloured perspectives of the site and surrounding area;
- Streetscape elevations (showing existing streetscape);
- Photographs; and
- Sun/shadow analysis drawings.

APPENDIX B

ADDITIONAL DESIGN DOCUMENTS



ADDITIONAL DESIGN DOCUMENTS

Provincial Legislation and Regulations

Accessibility for Ontarians with Disabilities Act (AODA)

Design of Public Spaces (DOPS) Standards

Ontario Building Code

City of Brantford Policies

City of Brantford Official Plan, including West of Conklin Secondary Plan

County of Brant Official Plan (for lands formerly in the County of Brant)

City of Brantford By-laws

City of Brantford Zoning By-law No. 160-90 -

County of Brant Zoning By-law No. 61-16 (for lands formerly in the County of Brant)

Sign Regulations (Chapter 478 of the Municipal Code)

Site Alteration By-law No. 28-2011

City of Brantford Master Plans and Guidelines

Site Plan Manual, including the Northwest Industrial Area Supplemental Site Plan Requirements

Linear and Vertical Design and Construction Manuals

Facility Accessibility Design Standards (FADS)

Parks and Recreation Master Plan

Master Servicing Plan

Transportation Master Plan

Downtown Master Plan

Downtown Streetscape Design Plan

City of Brantford Master Plans and Guidelines Continued

Colborne Street Southside Urban Design Guidelines

Waterfront Master Plan

Victoria Park Square Heritage Conservation District Study

Brant Avenue Heritage Conservation District Study

City of Brantford Age Friendly Strategy