Brampton

SPRINGBROOK COMMUNITY

Block 2 Credit Valley Secondary Plan Area 45
CITY OF BRAMPTON

City Approval Stamp




Community Design Guidelines

Prepared by:
NAK Design Group
and
John G. Williams Limited , Architect

Prepared for:
Springbrook Community Landowners Group

Date: Jan. 2008
City Ref: P20BP.45-2.001

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EXPLANATORY NOTE

The "Springbrook Community: Community Design Guidelines" are comprised of two companion documents (the "Open Space Guidelines" prepared by NAK Design Group and the "Architectural Guidelines" prepared by John G. Williams Limited, Architect). For ease of reference these documents have been combined under a single cover. These two documents are to be read together and represent the approved guidelines required for Stage 2 approval of the Springbrook Block Plan Area 2 in the Credit Valley Secondary Plan.

The text and images contained in these documents are a conceptual representation only, of the intended vision and character of the Springbrook Community. In this regard, they should not be construed or interpreted literally as what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for the marketing of the community.

Where landscape features or elements, such as decorative landscape pillars, fencing, etc, are shown in images in the Architectural Guidelines portion of this document, they should not be construed to represent proposed treatments for such features. For details on proposed landscape elements, the reader is asked to refer to the Open Space section of these Guidelines.

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SECTION A: OPEN SPACE GUIDELINES

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Community Design Guidelines: Open Space Guidelines

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DISCLAIMER

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1.0 INTRODUCTION

As described in the Springbrook Community Block Plan Design Brief (June 2005), the Springbrook Community is a proposed residential community located in the Credit Valley Secondary Planning Area 45 of Brampton. The residential component of the Springbrook Community is anticipated to have approximately 1,925 housing units. The unit-mix will include approximately 1,325 Low Density 1 units, 50 Medium Density units, and 550 Executive Residential units.

This document is submitted in partial fulfillment of the Stage 2 Block Plan approval. The City of Brampton engages a 2-Stage Block Plan approval process. The Stage 1 Block Plan approval includes the development of a Design Brief, which, for this site, is entitled the Springbrook Community Block Plan Design Brief. The Stage 1 Block Plan Design Brief received conditional City approval August 3, 2005. The design principles approved in the Stage 1 Block Plan Design Brief have been applied at a more detailed level in these Guidelines, which represent the Stage 2 Block Plan Detailed Design Plan. The Stage 2 Block Plan Detailed Design Plan incorporates the findings of various technical reports completed since the approval of the Stage 1 Block Plan Design Brief, along with the input received from City staff and stakeholders as part of the first submission (December 2005) of these Guidelines.

This document represent one of the requirements for Stage 2 Block Plan approval and consists of two sections: The Open Space Guidelines, together with the Architectural Design Guidelines prepared by John G. Williams Limited, Architect. The objective of the Guidelines is to demonstrate how the key issues identified in the Stage 1 Block Plan Design Brief can and will be addressed within the context of the site as development proceeds. A series of conceptual plans, photographs, sections, and elevations are used in combination with the document's text to describe manners in which the guidelines could be applied to the site. The author of these Open Space Guidelines (NAK Design Group) acknowledges that the information provided in this section has been coordinated with and is not contradictory to the content of the Architectural Guidelines prepared by John G. Williams Limited, Architect)

It should be noted that all plans, photographs, sections, elevations, and diagrams are conceptual in nature and by no means represent the only manner in which the guidelines outlined in this document could or should be implemented.

Figure 1.0a - Springbrook Community Plan

1.1 COMPLIANCE

Within these Guidelines, three terms are used in reference to the anticipated compliance. These terms are intended to have the following meaning with respect to compliance:

- **May, Encourage, or Recommend** - it is desirable to comply with this Guideline;
- **Should** - it is highly encouraged and requires a convincing reason in order not to comply, in the opinion with the City, with this Guideline;
- **Must, or Shall** - it is mandatory to comply with this Guideline, compliance is required.

These Guidelines shall be followed for the development of individual Draft Plans of Subdivision and Site Plans. **The images and diagrams contained in this document are conceptual in nature and are meant as examples that demonstrate the design intent of the Guidelines. They should not be construed as the end product.**

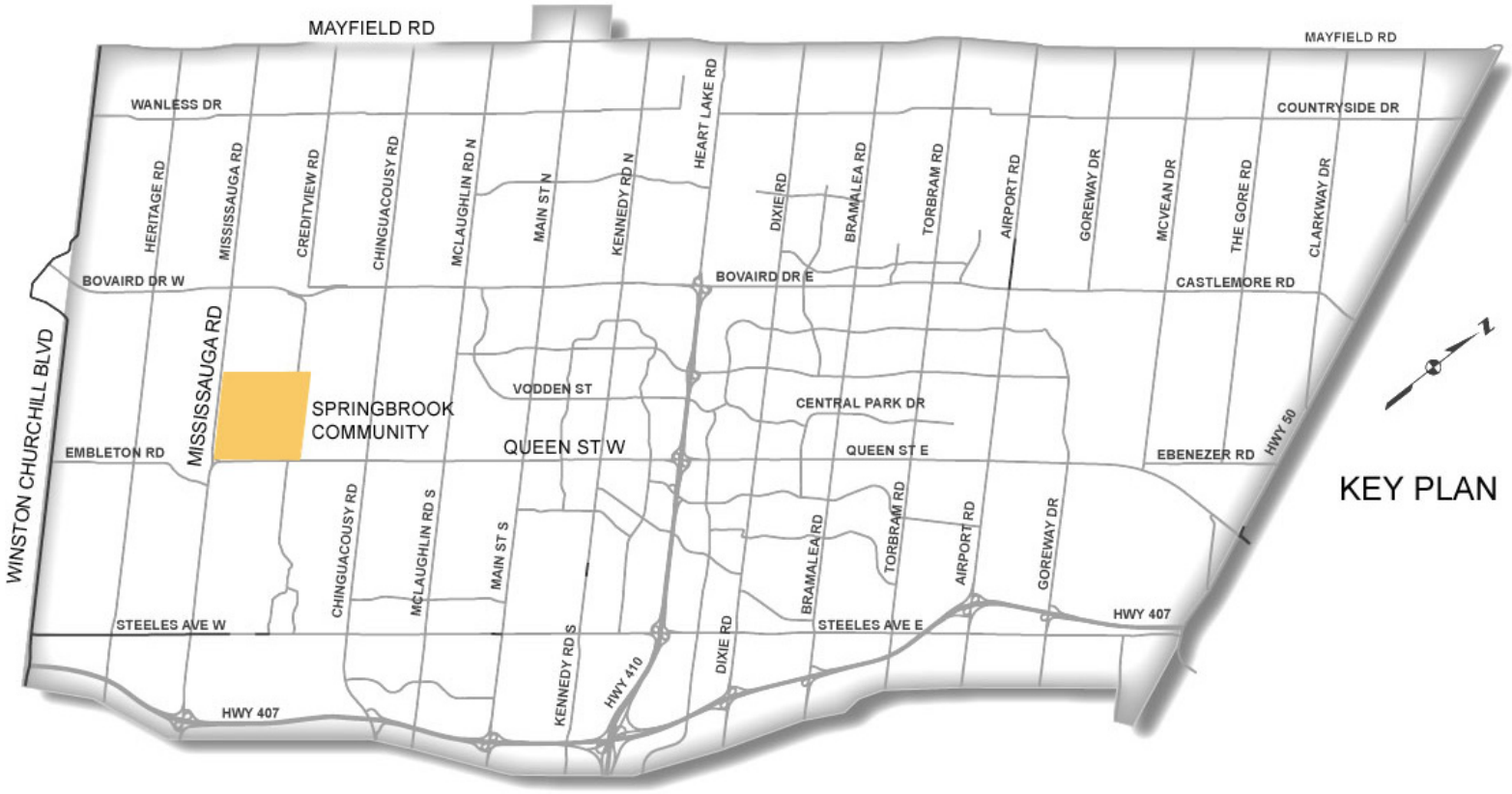


Figure 1.1a - Location Map

1.2 CONTEXT

The Springbrook Community is a proposed residential community containing an upscale executive housing area. The development is comprised of an area of approximately 250 hectares (620 acres) within the Credit Valley Secondary Plan Area 45. The site is bounded by Williams Parkway and proposed residential lands to the north, Mississauga Road and existing agricultural lands to the west, Queen Street West and proposed residential lands to the south, and Springbrook Creek and existing residential lands to the east. Creditview Road bi-sects the eastern portion of the site and the Huttonville Ravine passes north-south through the western portion of the site.

A number of *opportunities + constraints* have been identified based on the existing natural and cultural heritage of the site. These are outlined below.

1.2.1 Opportunities + Constraints - Natural Heritage

Topography

The topography is generally that of a gently sloping field. The design proposes to maintain the existing topography as much as possible, subject to engineering and stormwater management requirements.The 3 major topographic features of the site, namely the Huttonville Ravine, the Springbrook Channel, and the Springbrook Creek, are used in tandem with the cultural heritage as the driving elements of the Block Plan design. These *opportunities* are the basis for the creation of 3 distinct neighbourhoods within the Springbrook Community, and are used as a framework upon which to develop a system of open spaces, streetscapes, gateways, vista blocks, and pathways.

The Huttonville Ravine

The Huttonville Ravine slices north-south between Williams Parkway and Queen Street West on the western portion of the site. The Ravine is a moderately sloping valleyland. The Ravine is seen as an *opportunity* to create a natural division between the eastern and western portions of the site.

The Woodlot

The Woodlot is located in the northwest area of the site, south of Williams Parkway on the east side of the Huttonville Ravine. The Woodlot is seen as an *opportunity* to create a view corridor terminating at the feature, and a focal point within the open space system. A Woodlot edge management strategy may be developed to ensure the edge of the feature is maintained as the Springbrook Community develops.

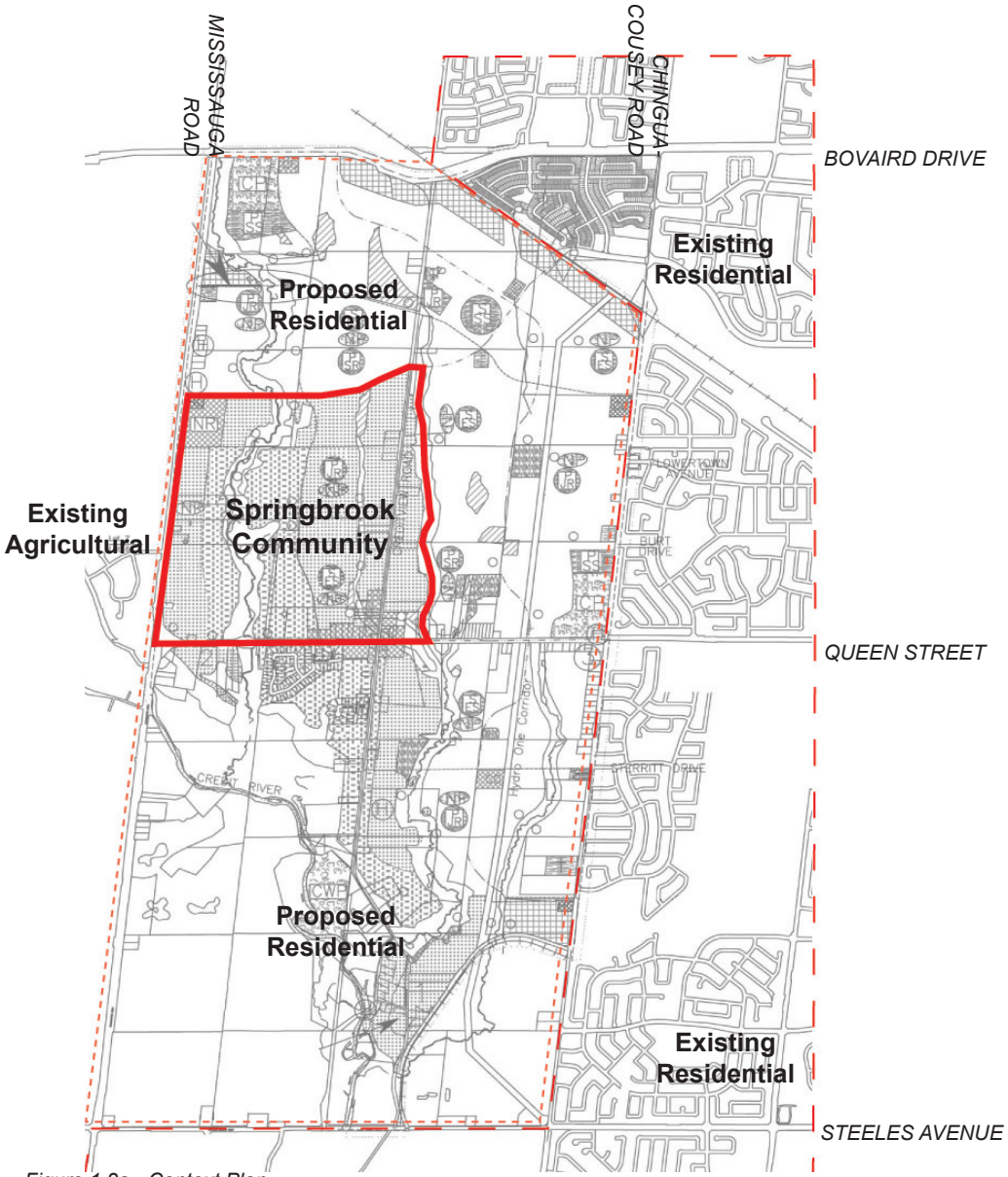


Figure 1.2a - Context Plan

1.2.1 Opportunities + Constraints - Natural Heritage (continued)

The Maple Hedgerows

The Maple Hedgerows are located along both sides of Creditview Road. The Hedgerows provide an *opportunity* to preserve and integrate these features within the streetscape network. A Tree Inventory and Preservation report for Creditview Road has been prepared by Kuntz Forestry Consulting. Based on the recommendations outlined in the report, Creditview Road should be designed as a 'Heritage Corridor', characterized by an updated rural street cross-section, a variety of lotting patterns, and a Landscape Palette to maintain and preserve the integrity of the Hedgerows and capture the rural character envisioned for this corridor.

Springbrook Creek

Springbrook Creek slices north-south between Williams Parkway and Queen Street West on the eastern boundary of the site. The Creek is seen as an *opportunity* to create visual connections through the incorporation of Vista Blocks and Window Streets.

Springbrook Channel

Springbrook Channel slices north-south through the central portion of the site, just south of Williams Parkway and north of the Springbrook Settlement Area. The Channel provides an *opportunity* to create an open link within the proposed Community.

1.2.2 Opportunities + Constraints - Cultural Heritage

The Heritage Buildings

There are 2 listed Heritage Buildings on the site - the Reidon Farmhouse and the William Lefar Farmhouse. Each of these Buildings are seen as *opportunities* to integrate the cultural heritage of the site into the proposed Springbrook Community (See *Section 1.2.3*).

The Springbrook Settlement Area

The Springbrook Settlement Area has been designated as a 'Special Study Area'. The City of Brampton is currently undertaking a separate design study for this area and have recently completed the first phase consisting of the *opportunities + constraints.*

The Arterial Road Edges

The site is bounded by arterial roads. The *contraints* imposed by the anticipated noise, safety, and salt and snow storage maintenance regimes characteristic of these roads is addressed through the incorporation of Window Streets, Pathways, and a salt-tolerant, low maintenace Landscape Palette.

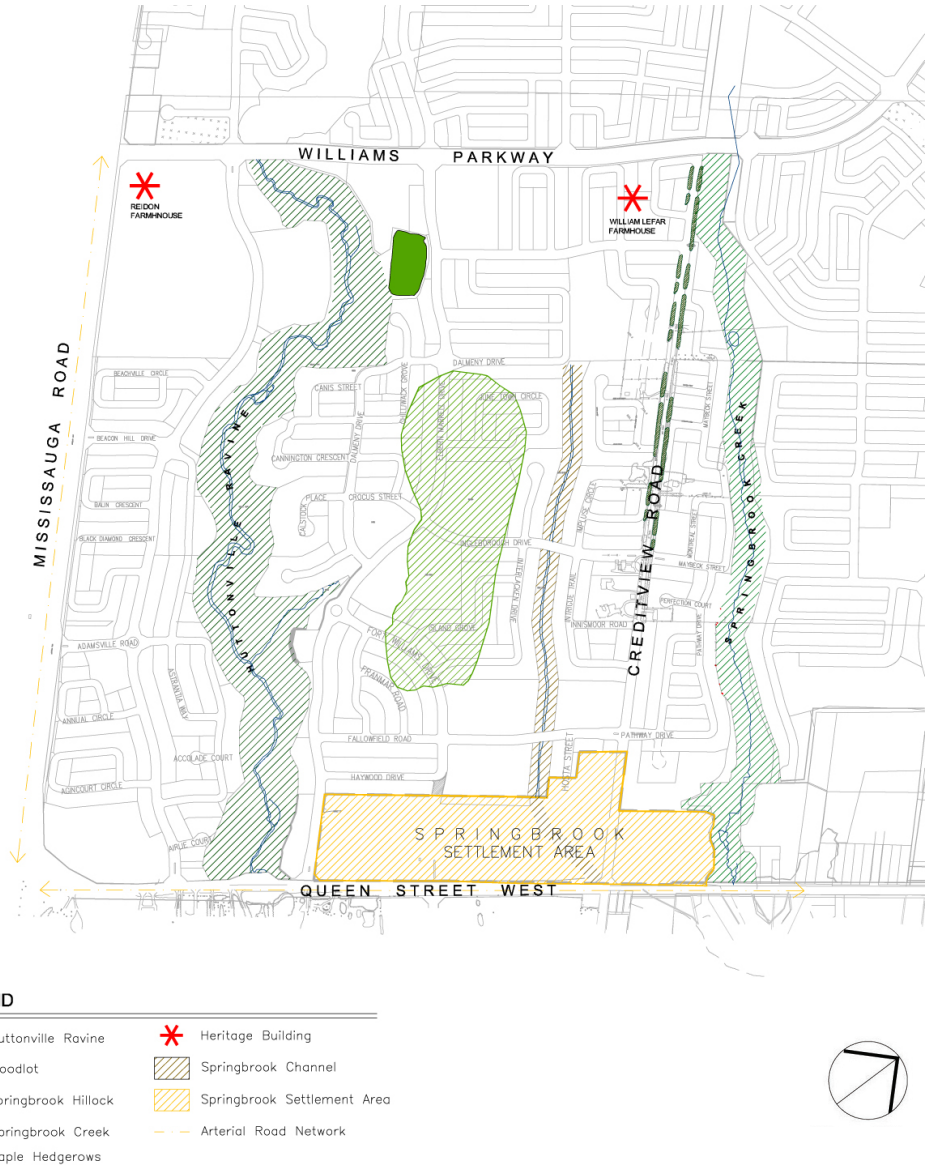


Figure 1.2b - Opportunities and Constraints Plan

1.2.3 Heritage Elements

Heritage elements provide an important link between the past and the present. Their role as focal points, and in helping to establish a 'sense of place', shall be considered in the development of the Springbrook Community. A number of heritage elements have been identified, including:

- The Creditview Road Heritage Streetscape (See *Section 5.3*);
- The Springbrook Settlement Area (currently under-going a separate City-initiated Study); and
- Two significant heritage buildings - the Reidon Farmhouse located in the northwest corner of the community at 9521 Mississauga Road and the William Lefar Farmhouse located at 9512 Creditview Road.

The objective of the Block Plan is to preserve, enhance, and restore the heritage elements where functionally and physically feasible. **Any changes in use to the heritage buildings shall be reviewed by the City of Brampton during subsequent stages of development.**

The following *Guidelines* apply to Heritage Buildings:

- Where functionally and physically feasible, heritage buildings will be retained in situ and integrated into new development areas;
- Sufficient site area should be provided around heritage buildings to ensure that the general character of the landscape features surrounding the building are maintained;
- The street and block pattern should be appropriately designed to accommodate the buildings and reinforce their visual prominence and focal role within the community;
- All development adjacent to, or incorporating a heritage building, must be respectful of the heritage building by having appropriate regard for scale, massing, orientation, setbacks, building material, and design themes and features;
- Where it has been determined that a heritage building may not feasibly remain in its existing location, the building(s) should be relocated to a suitable location within the immediate community in consultation with the City of Brampton Heritage Board;
- The location and siting of re-located heritage buildings should support their prominence and historical role within the community. Priority locations and siting considerations include sites located within view corridors, at view terminii or intersections, at high points in the topography, at other highly visible public areas, adjacent parks or open spaces, on Corner lots, and/or on Gateway lots;
- Where feasible, heritage buildings should be maintained as functional structures within the community. Adaptive re-use of the building (i.e. use of the building for small shops, restaurants, or cafes) is encouraged, subject to compliance with applicable Zoning By-laws; and
- Private ownership of the heritage buildings is preferred.

1.2.3 Heritage Elements (continued)

A. Reidon Farmhouse
9521 Mississauga Road

This large brick farmhouse, once owned by the Reidon family is located on the east side of Mississauga Road, south of Williams Parkway within the proposed commercial block. It has been designated in the Credit Valley Secondary Plan as a significant heritage resource.

The building is a heritage feature which provides an opportunity to link the past and the present. Its potential role as a focal point within the community, helping to establish a 'sense of place' should be considered in the development of the commercial site plan.

It is proposed that the existing farmhouse will be preserved in its current location and possibly integrated into new development as part of the site plan development application. Any future consideration for the relocation of the Reidon heritage home as presently proposed within the overall site plan may be revisited should conditions warrant prior to entering into a site plan agreement for the subject parcel with prior consultation and approval by the City.

B. William Lefar Farmhouse
9512 Creditview Road

This large brick farmhouse is located on the west side of Creditview Road, south of Williams Parkway, is classified as a Class B Heritage Building in the City of Brampton Heritage Register. It is proposed that the Farmhouse be retained in situ on a single lot and visually integrated into the proposed community as a focal point in the following manner:

- The lands to the south of the Lefar Farmhouse have been planned to be a neighbourhood park, providing an attractive and appropriate setting for the house. For a full discussion on the park refer to section 5.5.3), showing the existing Farmhouse in the context of the proposed park design.
- The adjacent open space and road network provides for significant views to the house from the surrounding area.
- Existing trees around the Farmhouse will be preserved and integrated into the design of the park and within the lot area around the Farmhouse to the extent that it is practical to do so.

Figure 1.2c - Reidon Farmhouse - 9521 Mississauga Road

Figure 1.2d - Lefar Farmhouse - 9512 Creditview Road

Figure 1.3a - Existing flat/field topography

Figure 1.3b - Springbrook Creek

Figure 1.3c - 'Ontario Rural' heritage buildings (Reidon Farmhouse & William Lefar Farmhouse

1.3 COMMUNITY VISION

The Springbrook Community is envisioned as an upscale residential area that derives its 'upscale' image by working with the existing natural and cultural heritage of the site in combination with a number of proposed built elements and a colourful landscape palette. The natural topography of the site is used as the basis for the creation of 3 Neighbourhoods within the Springbrook Community. These Neighbourhoods are knit together by a seasonally colourful, low maintenance, drought-tolerant Landscape Palette. The Landscape Palette uses the colour, texture, and form of native grass, wildflower, shrub, and tree species to define and highlight the features of the Community. The Primary, Secondary, and Community Node Gateways will glow red, orange, and yellow with showy native grass, wildflower, and shrub plantings. The Executive Gateways will reflect their upscale character by incorporating regal white and purple native grass, wildflower, and shrub plantings. The Neighbourhood, Community, and Executive Collector Streetscapes will become outdoor enclosures through the planting of deciduous canopy trees. The Local Roads will use built form and vertically oriented deciduous trees to create view corridors and enhance vistas. The Creditview Road Heritage Corridor will incorporate seasonally coloured native tree and shrub species to become a colour-corridor - white in the spring, green in the summer, and red and orange in the fall. As stated in previous documents, the objectives of the Community Vision are:

- To incorporate existing natural features as key elements of the community's fabric and as major components of the open space system;
- To provide access to these natural features through the pattern of adjoining streets, pedestrian trails, Vista Blocks, and the placement of Parks and SWM facilities within their immediate surroundings;
- To develop a system of pedestrian-scaled streets designed to encourage community interaction;
- To create distinct neighbourhoods through a combination of housing forms, streetscapes, open spaces, and focal points;
- To provide an appropriate interface to the existing Springbrook Settlement Area; and
- To incorporate civic design elements within the public areas that promote the Flower City Strategy and help to integrate the new community into the existing City fabric.

These objectives will be achieved by using four Principles to guide the Block Plan design. The four Principles include:

1. Creating Distinct Neighbourhoods (See *Section 2.0*);
2. Incorporating Natural Features (See *Section 3.0*);
3. Creating Pedestrian-Scaled Neighbourhoods (See *Section 4.0*); and
4. Creating Attractive + Green Neighbourhoods (See *Section 5.0*).

The four Principles are used to guide the structuring elements of the Springbrook Block Plan design, described in *Section 1.4*. The Block Plan has been developed to address fundamental City design policies, including the Development Design Guidelines, the Flower City Strategy, the Gateway Beautification Program, the Street Corridor Master Plan, and the Pathways Master Plan. Further development and refinement of the Block Plan's structural elements must be consistent with the objectives outlined in these documents.

1.4 COMMUNITY STRUCTURE

As noted previously, the design of the Springbrook Community is developed around four principles. These principles are used to guide the Community Structure, and are outlined below.

1. Creating Distinct Neighbourhoods

The natural topography and features of the site guides the creation of 3 distinct **Neighbourhoods** - The West Huttonville Ravine Neighbourhood and the East Huttonville Ravine Neighbourhoods, which each incorporate Executive Residential sub-neighbourhoods, and the Springbrook Creek Neighbourhood. The Neighbourhoods are described in *Section 2.0*.

2. Incorporating Natural Features

The existing natural features including the Ravine, the Woodlot, the Springbrook Channel + Creek, and the Maple Hedgerows are used as the framework for the creation of a linked **Open Space System**. This System is used to create focal elements for the neighbourhoods and enhance connectivity between the neighbourhoods and the surrounding City (See *Section 3.0)*.

3. Creating Pedestrian-Scaled Neighbourhoods

Pedestrian-scaled neighbourhoods will be developed by creating visually attractive and walkable Neighbourhoods. **Pathways** and **Window Streets** are used to encourage movement and enclose the pedestrian. **Gateway** features and a distinct **Landscape Palette** are incorporated to provide visual interest and act as a wayfinding device for pedestrians, cyclists, and motorists passing within or through the neighbourhoods (See *Section 4.0*).

4. Providing Attractive + Green Neighbourhoods

Attractive and green neighbourhoods will be created though the addition of a co-ordinated and seasonally coloured, low maintenance, drought-tolerant **Landscape Palette** along the **Streetscapes** and within the **Stormwater Management** and **Park** facilities. The Landscape Palette will use various species to create a sense of arrival, act as a way-finding device, highlight views, and address the interface with adjacent communities (See *Section 5.0*).

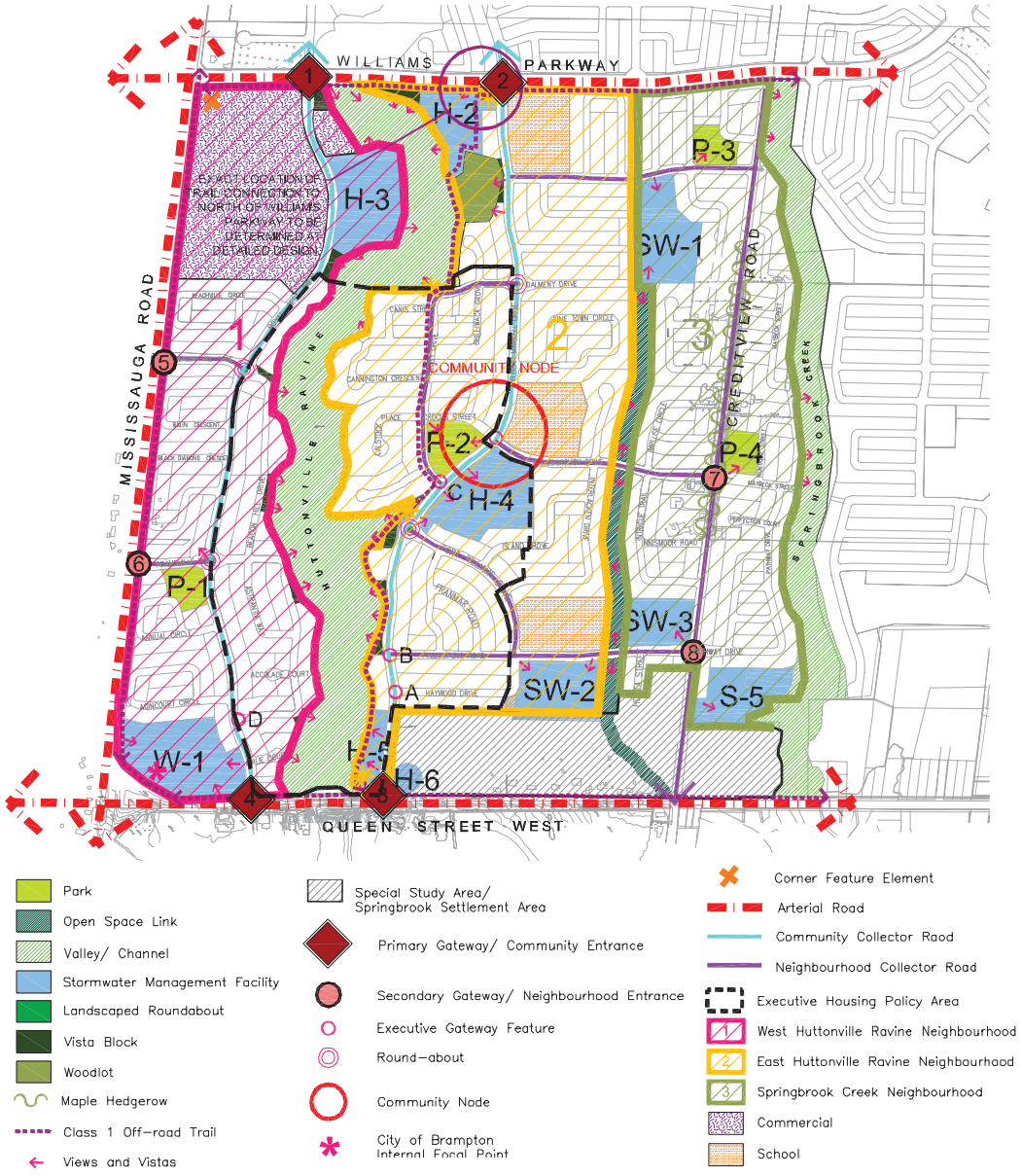


Figure 1.4a - Community Structure Plan

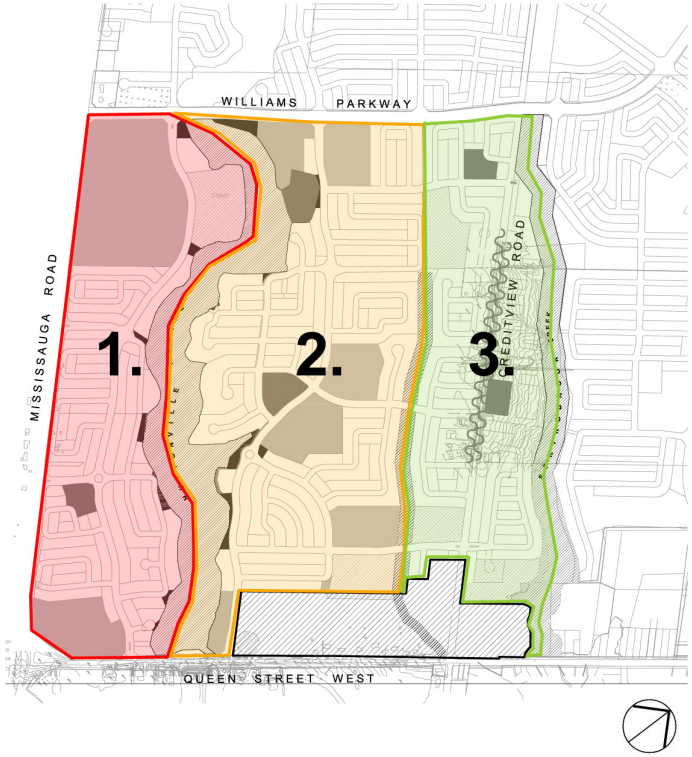


Figure 2.0a - Location of the Neighbourhoods - West Huttonville Ravine Neighbourhood (1), East Huttonville Ravine Neighbourhood (2), and the Springbrook Creek Neighbourhood (3).

2.0 CREATING DISTINCT NEIGHBOURHOODS

The Springbrook Community Block Plan proposes 3 distinct neighbourhoods. As noted previously, these neighbourhoods are created using the natural topography and features of the site as a framework. The 3 main natural features on the site - the Huttonville Ravine, the Springbrook Channel, and the Springbrook Creek - are used as the boundaries for the 3 neighbourhoods. The character of each of the neighbourhoods is described below.

THE WEST HUTTONVILLE RAVINE NEIGHBOURHOOD (1)

The West Huttonville Ravine Neighbourhood is located on the western portion of the site, between Mississauga Road and the Huttonville Ravine. The Neighbourhood is envisioned to have an ultimate build-out of approximately 500 units, which are a combination of 280 Low Density units, 170 Executive Residential units, 50 Medium Density units, and approximately 400,000 square feet of Neighbourhood Commercial. *(For further discussion of the commercial site, refer to Section B: Architectural Guidelines, Section 7.1 of these guidelines)*

The neighbourhood is envisioned as an area that maintains and enhances the natural function of the Huttonville Ravine. An Executive Residential sub-neighbourhood is incorporated adjacent the Ravine, which is characterized by larger lots, upscale built form, a modified rural cross-section, and enhanced gateway features at the entrance and exitways to the area. As outlined in *Section 3.0, 4.0, and 5.0*, the structural elements draw on, maintain, and in some cases enhance the natural and cultural function of the Ravine.

THE EAST HUTTONVILLE RAVINE NEIGHBOURHOOD (2)

The East Huttonville Ravine Neighbourhood is located in the middle portion of the site, with the Huttonville Ravine to the west and the Springbrook Channel to the east. The Neighbourhood is envisioned to have an ultimate build-out of approximately 845 units, which are a combination of 465 Low Density units, and 380 Executive Residential units, and three School Blocks.

The neighbourhood is envisioned as an area that engages the existing views to the Huttonville Ravine and the Springbrook Channel by creating new vistas, view corridors, pathways, and focal points. An Executive Residential sub-neighbourhood is incorporated adjacent the Ravine, which is characterized by larger lots, upscale built form, a modified rural cross-section, and enhanced gateway features at the entrance and exitways to the area. The structural elements used to achieve this objective are outlined in *Section 3.0, 4.0, and 5.0*.

THE SPRINGBROOK CREEK NEIGHBOURHOOD (3)

The Springbrook Creek Neighbourhood is located on the eastern portion of the site, between the Springbrook Channel on the west and the Springbrook Creek on the east. The Neighbourhood is envisioned to have an ultimate build-out of approximately 580 units, which are comprised exclusively of Low Density 1 units.

The neighbourhood is envisioned as an area that maintains and enhances the natural function of the Springbrook Creek and the Creditview Road Heritage Corridor and its associated Maple Hedgerows and Heritage Buildings. As outlined in *Section 3.0, 4.0, and 5.0*, the structural elements draw on, maintain, and in some cases enhance the natural and cultural function of Springbrook Creek, the Maple Hedgerows, and the Heritage Buildings.

Intended Character of Woodlot Buffer

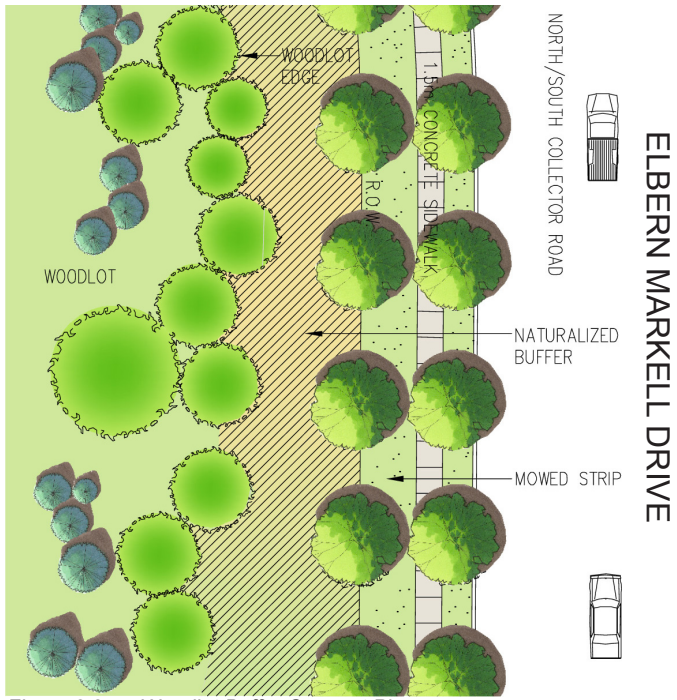


Figure 3.2a - Woodlot Buffer Concept Plan

3.0 INCORPORATING NATURAL FEATURES

The Block Plan uses the existing Natural Features as an opportunity to create a linked Open Space System. To ensure that the natural features are able to withstand the pressures they will experience as the neighbourhoods transition from agricultural fields to a residential community, the following structural elements are encouraged:

3.1 Valleyland Edge Enhancement

Valleyland edge enhancement should be implemented beside the Ravine. Enhancement could include planting and/or regeneration strategies that respond to the naturalized or urban interfaces between the Ravine and the proposed Community.

3.2 The Open Space System

The Open Space System (See *Figure 3.2b*) has been developed to retain and enhance the significant natural features of the site. Opportunities are provided for physical and visual connections to natural features by way of the Open Space System. The Open Space System is intended to provide a variety of passive and active recreational uses through the provision of a range of naturalized and more urban open spaces. The naturalized Open Space features are outlined below.

3.2.1 The Woodlot

The existing Woodlot located at the northeast corner of the Huttonville Ravine and Williams Parkway will be preserved and incorporated into the Open Space System as a focal feature.

The following *Guidelines* apply to the Woodlot:

1. A Woodlot Management Plan outlining a preservation strategy is required as a condition of Draft Plan Approval and should include options to enhance the natural community structure, maintain the Woodlot drainage regime, preserve habitat and species, and explore Woodlot edge management alternatives;
2. A 5.0m wide Woodlot buffer will be provided around the Woodlot, measured from the dripline of the trees. No grading may occur in the buffer;
3. A minimum one meter mowed strip should be maintained between the Streetscape Sidewalk and the Woodlot, provided it does not encroach on the naturalized buffer;
4. Pedestrian pathways within the Woodlot should avoid sensitive areas, minimize soil compaction and disruption to wildlife and vegetation, and provide an enjoyable trail experience and connection within the neighbourhood;
5. Entrances to the Woodlot should be clearly established.
6. Signage should be provided that encourages users to stay on trails and pathways to prevent littering, and minimize the negative impacts to the Woodlot's understorey vegetation;
7. The Ravine Pathway will be co-ordinated with any walkways or trails proposed within the Woodlot.

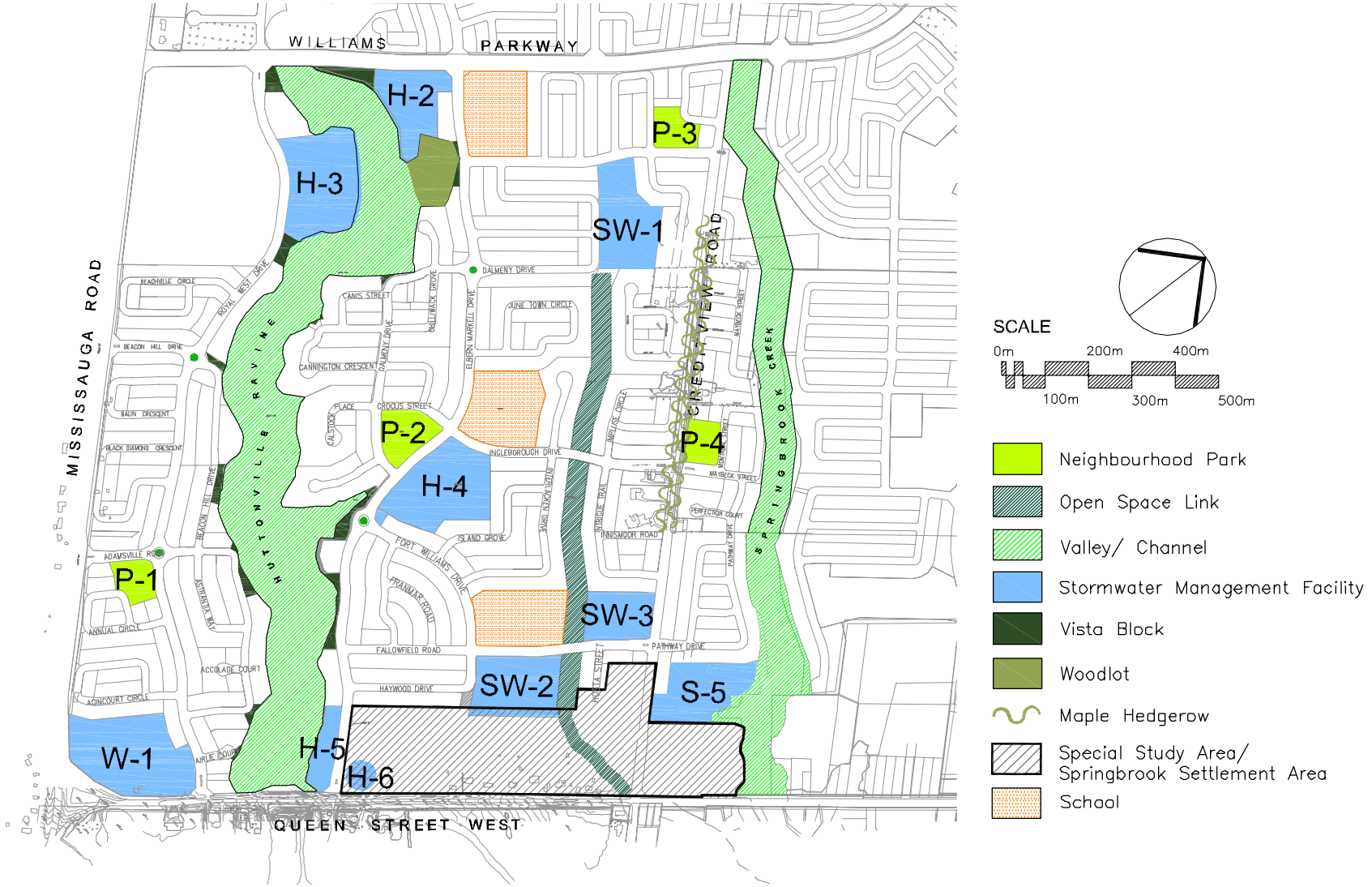


Figure 3.2b - The Open Space System

INCORPORATING NATURAL FEATURES

Figure 3.2c - Intended Character of Vista Block adjacent Ravine

3.2.2 Vista Blocks

Vista Blocks are proposed along the edges of the Ravine and the Stormwater Management (SWM) facilities to provide views to these features. The Vista Blocks should be developed to enhance viewing opportunities into the Ravine and SWM features, accommodate informal seating, and provide resting spots along Pathways and sidewalks. Refer to Section 5.4: The Executive Residential Area for vista block design guidelines.

3.2.3 The Maple Hedgerows

The existing Maple Hedgerows located on both sides of Creditview Road will be preserved and incorporated into the Open Space System. The Hedgerows will be incorporated within the Creditview Road Heritage Streetscape (See *Section 5.2.2*). To ensure that the Hedgerows are preserved as the neighbourhood moves from an agricultural area to a residential community, the following must be considered.

The following *Guidelines* apply to the Maple Hedgerows:

1. The developer will work with the City to intensify and preserve the Hedgerows as per the recommendations in the Tree Inventory and Preservation Report prepared by Kuntz Forestry Consulting.
2 A tree management program will be incorporated.
3. Buffer blocks will include existing trees and pathways.
4. No utilities will be placed within the Creditview Road R.O.W. with the exception of lighting.

3.2.4 The Springbrook Channel

The Springbrook Channel runs through the centre of the site. This natural feature will be incorporated as an open link. Stormwater Management facilities (See *Section 5.1*) are incorporated adjacent the feature.

3.2.5 The Springbrook Creek Watercourse

The existing Springbrook Creek Watercourse forms the eastern boundary of the site. This natural feature will be incorporated as an element of the 'borrowed landscape'. The Watercourse provides a strong visual amenity within the Springbrook Creek Neighbourhood. Various urban design techniques, including the incorporation of Window Streets (See *Section 4.3*), and Stormwater Management facilities (See *Section 5.1*) adjacent the feature are used to highlight these views as visual amenities for the proposed Community.

4.0 CREATING PEDESTRIAN-SCALED NEIGHBOURHOODS

To develop pedestrian-scale Neighbourhoods within the Springbrook Community, certain amenities should be provided. To create comfortable, walkable, and safe Neighbourhoods for pedestrians and cyclists to traverse, 4 structural elements are provided - Pathways (See below), Streetscapes (See *Section 5.0*), Gateways (See below), and Window Streets (See below).

4.1 The Pathways

Pathways to accommodate both pedestrians and cyclists have been provided throughout the plan within the Open Space and Streetscape Systems. Continuous, accessible, and safe movement through the community will be encouraged along public sidewalks, pathways through natural features, and walkways within parks and SWM facilities. The Guidelines for these Pathways are outlined below.

4.1.1 The Queen Street W. + the Mississauga Road Pathways

The City of Brampton's Pathways Master Plan proposes paths along the north side of Queen Street West and on the east side of Mississauga Road. The proposed Queen Street West Pathway runs along the southern boundary of the site, between Mississauga Road to the west, and the Springbrook Settlement Area to the east. The proposed Mississauga Road Pathway runs along the western boundary of the site, between the northern and southern boundaries of the neighbourhood.

The objectives of the Pathways, proposed to be Class 1 Off-Road Multi-Use Paths, are to provide pedestrian Pathways that facilitate the continuity of the City and Community Wide Pathway Network, enhance the continuity of the City's Open Space System, and provide a recreational use feature within the neighbourhood. **The conceptual location and alignment of the Pathways are outlined in this document. The actual location and alignment will be detailed as part of concurrent Pathway Studies.**

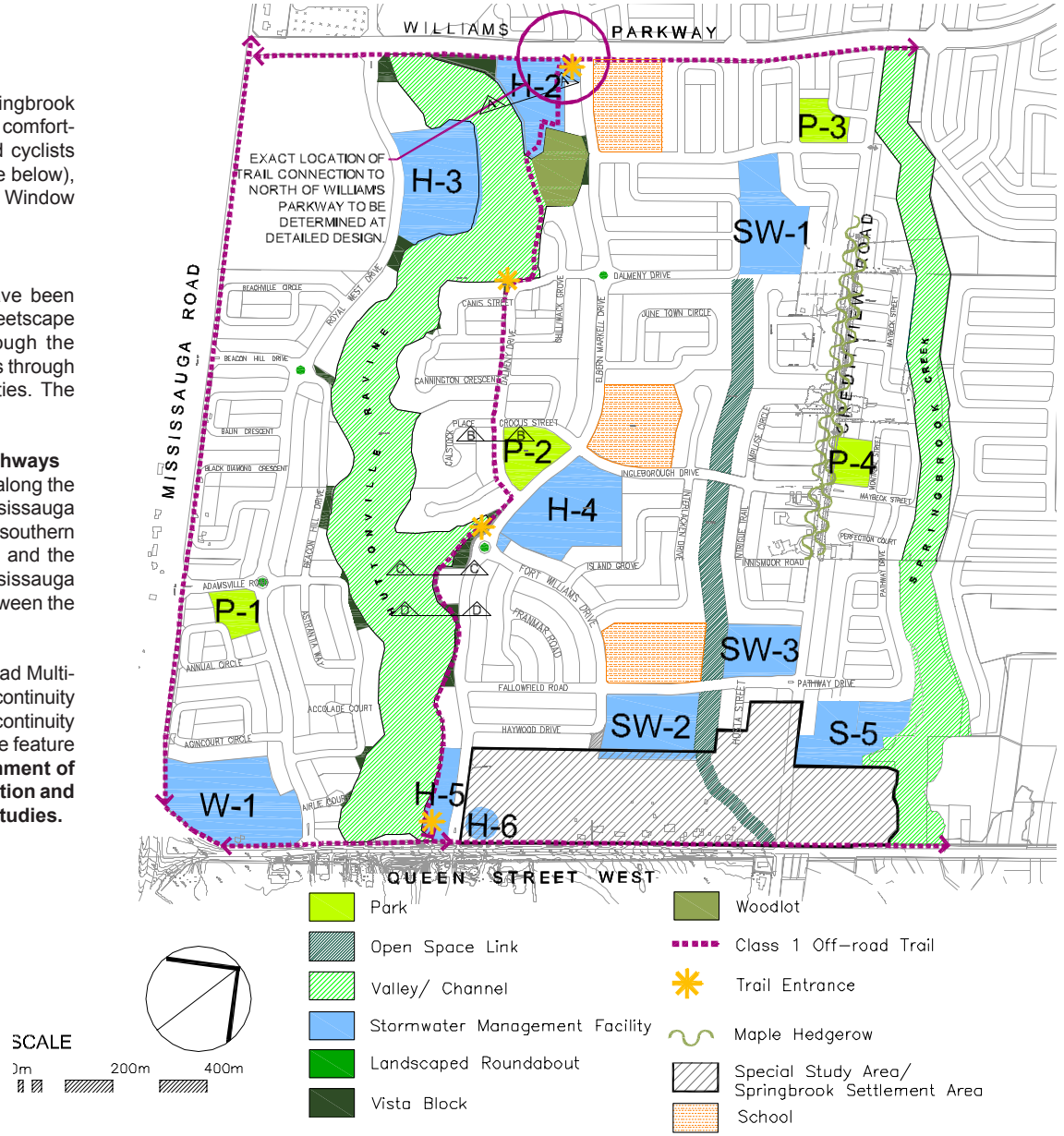


Figure 4.1a - Conceptual Pathway Routes

CREATING PEDESTRIAN-SCALED NEIGHBOURHOODS

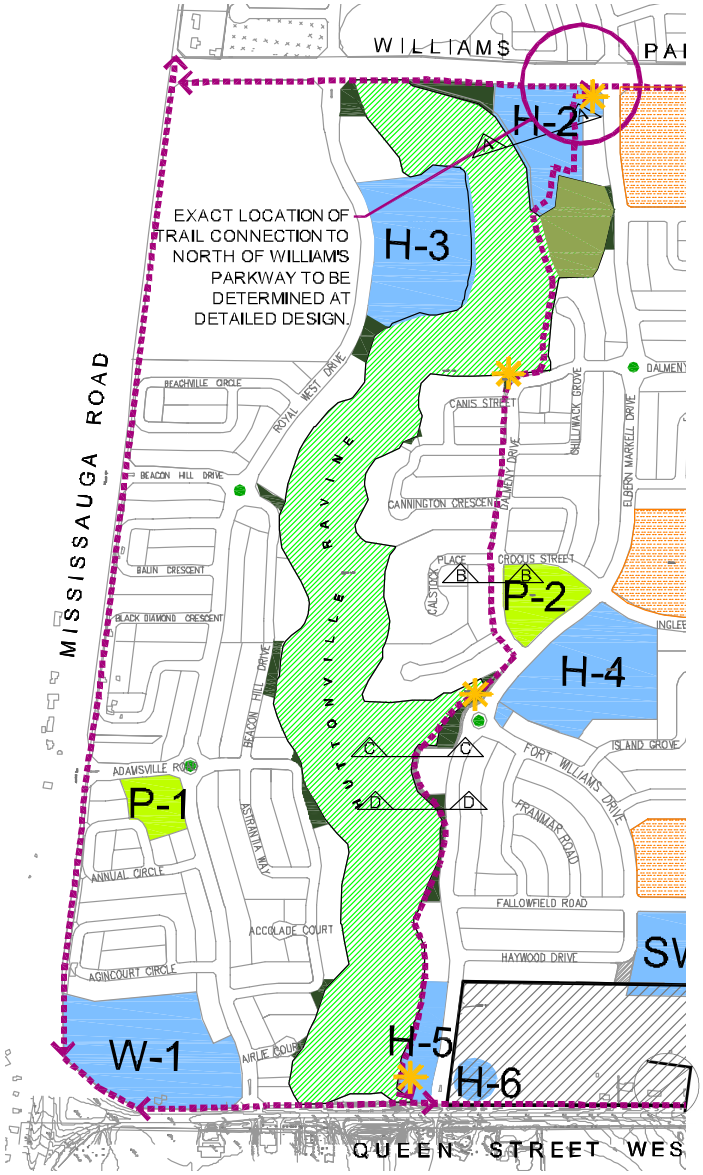


Figure 4.1b - Ravine Pathway Master Plan

The following *Guidelines* apply to the Queen Street West and Mississauga Road Pathways:

1. The Path location have been identified in consultation with the City and CVC and is in general keeping with that identified in the City's Pathways Masterplan.
2. Pathways and sidewalks within the Neighbourhood should be connected to proposed and future pathways in proposed Parks, Vista Blocks, the Woodlot, and SWM facilities.

4.1.2 The Ravine Pathway

The City of Brampton's Pathways Master Plan proposes a pathway within the Huttonville Ravine. The proposed Ravine Pathway runs between the northern and southern boundaries of the Springbrook Community. The objectives of the Ravine Pathway, a proposed Class 1 Off-Road Multi-Use Path, are to provide a pedestrian Pathway that facilitates the continuity of the City and Community Wide Pathway Network, enhance the continuity of the City's Open Space System, and provide a recreational use feature within the neighbourhood. A conceptual location and alignment of the Pathway has been identified in consultation with City staff and is indicated in Figure 4.1b. The final location and alignment will be determined and detailed as part of a concurrent Pathway Study. However, the walkway will be built at or near the east top of bank since it is not feasible to construct it in the valley.

The following *Guidelines* apply to the Ravine Pathway:

1. The Path location should be in keeping with the conceptual Pathway route shown in *Figure 4.1a*;
2. The Path route will include a threefold Pathway-character hierarchy (See *Figure 4.1c*);
3. The Path should be connected to proposed walkways in proposed Parks, Vista Blocks, the Woodlot, and SWM facilities;
4. The design of Path entrances at proposed street intersections may be enhanced with decorative paving, seating, signage, and ornamental planting;
5. The design of Path entrances should be combined with Vista Blocks;
6. Planting shall be incorporated adjacent the Pathway where it abuts rear-yards (i.e. within the rear-yard buffer) for the purposes of screening to the satisfaction of the City.

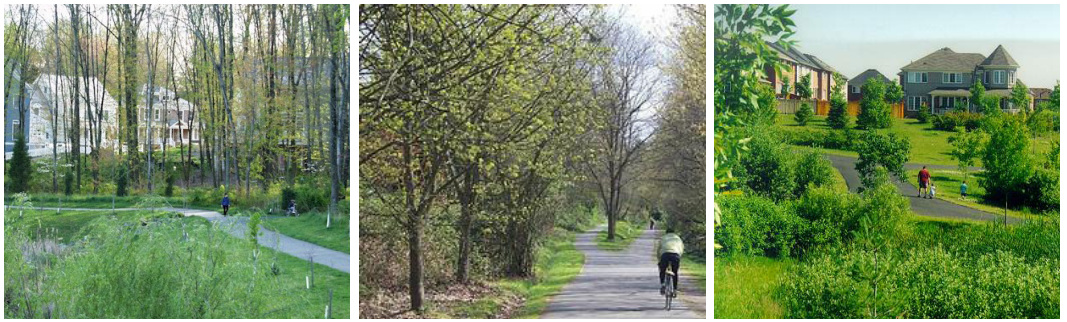


Figure 4.1c - Ravine Pathway conditions adjacent the Ravine, the Woodlot, and SWM facilities, respectively

4.1.2 The Ravine Pathway (continued)

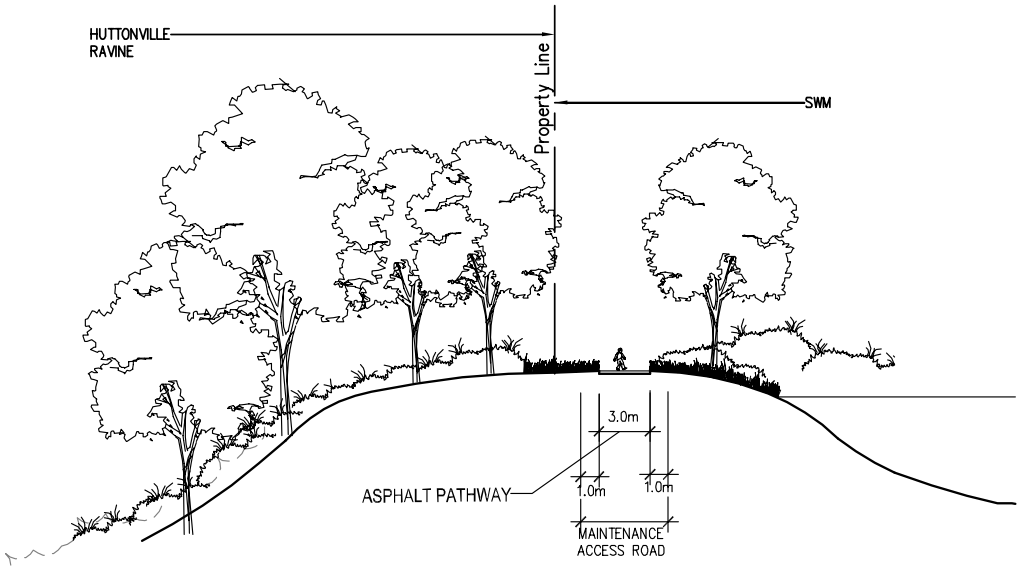


Figure 4.1d - Ravine Pathway adjacent SWM Facility (Section A-A in Figure 4.1b)

This figure represents proposed alternative ROWs that are not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed.

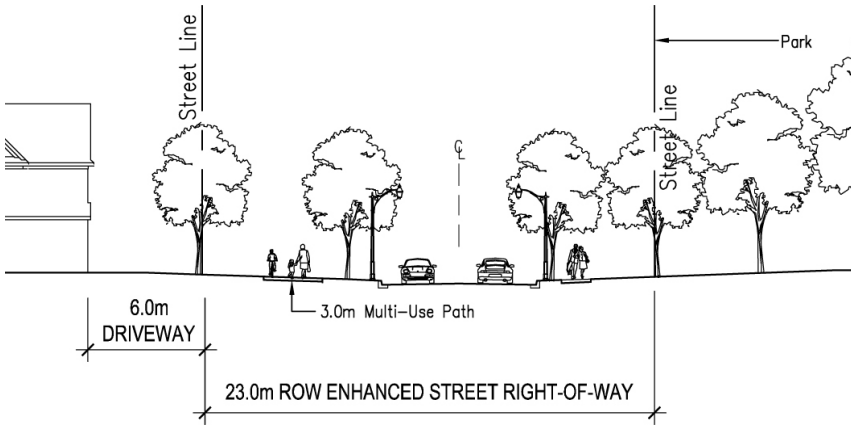


Figure 4.1e - Pathway within street right-of-way (Section B-B in Figure 4.1b)
Front Yard Condition

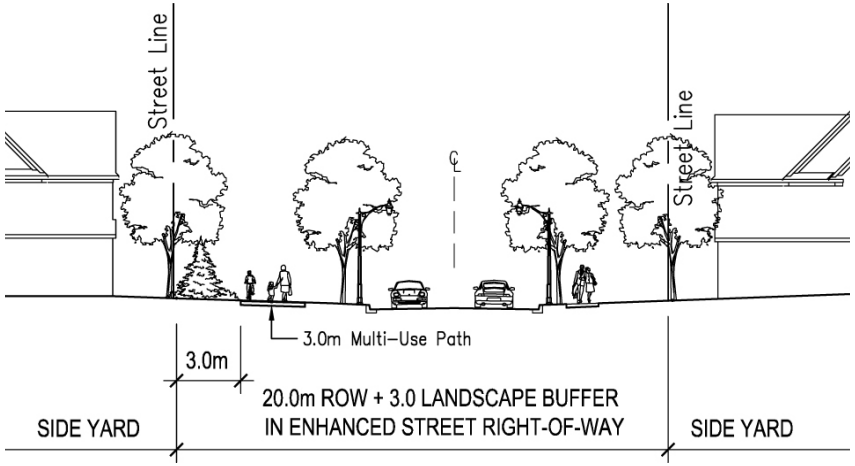


Figure 4.1f - Pathway within street right-of-way Sideyard Condition

4.1.2 The Ravine Pathway (continued)

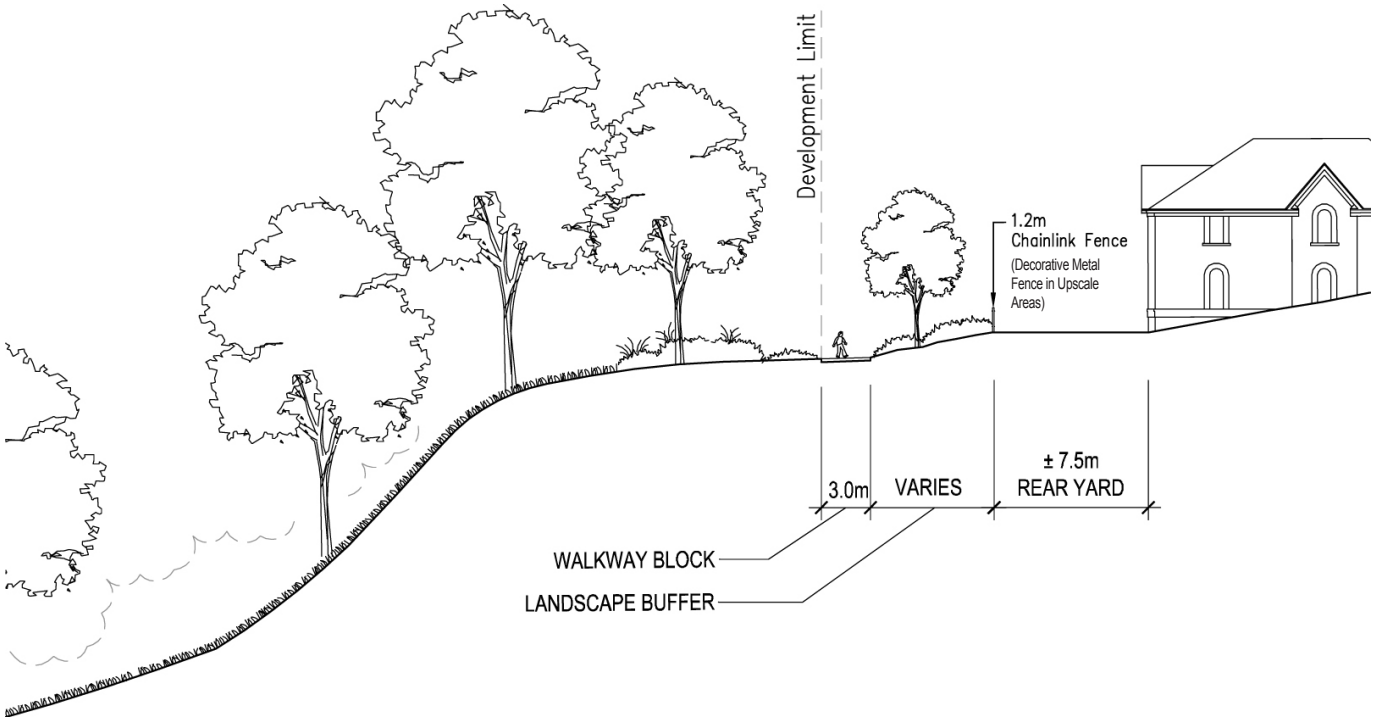


Figure 4.1g - Ravine Pathway adjacent to rear lots (Section C-C in Figure 4.1b)

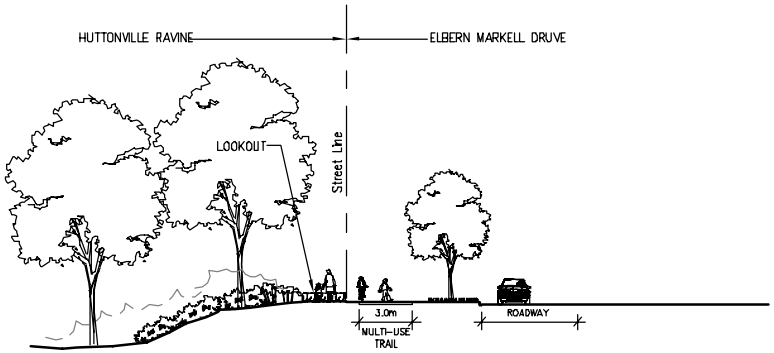


Figure 4.1h - Ravine Pathway adjacent to Valleyland and Vista Block (Pathway and grading to the satisfaction of the City and CVC) (Section D-D in Figure 4.1b)

4.2 The Gateways

A hierarchy of Gateway Features are proposed to articulate the major transitions within and/or entrances to the Springbrook Community (See Figure 4.2a). These features will provide visual landmarks in these prominent locations within the community and enhance the sense of arrival, reinforce community identity, and assist in wayfinding. As such these features may consist of a combination of hard and soft landscape elements located and arranged either at the adjacent corners and/or within a raised centre median. In support of the City's Flower City Strategy flowers and flowering plants will be included at these locations and irrigation provided to maintain them. These features include:

- Primary Gateways, located along Williams Parkway and Queen Street, the north and south boundary roads of the community;
- Secondary Gateways, located along Mississauga Road and Creditview Road;
- Executive Gateways, associated with the Executive Housing Area and located at a few key intersections along the north-south collector road, east of the Huttonville Ravine, and also at an intersection along Royal West Drive, west of the Huttonville Ravine;
- Roundabouts (Traffic Turning Circles), located at a few key intersections along the north-south collector road, east and west of the Huttonville Ravine (see section 5.3 – Executive Residential Area);
- A Community Node, located a the most prominent intersection of the north-south collector road on the east side of the Huttonville Ravine, and anchored by predominately community uses; and
- A City of Brampton 'Internal Focal Point', located in the vicinity of Mississauga Road and Queen Street, within the proposed stormwater management pond.

The approved Community Design Guidelines for Block 1 & 3 show a 'Primary Entry Feature' at the northeast corner of the intersection of Mississauga Road and Williams Parkway consisting of hard and soft landscape elements. A feature element, whether composed of similar elements or whether articulated with built form and landscaping, will be provided at the northwest corner of the Royal West commercial block. Consideration shall be given to the design so that both corner features work in harmony when viewed and the conceptual design will be determined through approval of the Commercial Design Brief.

The following pages describe the design concepts proposed for each of these features.

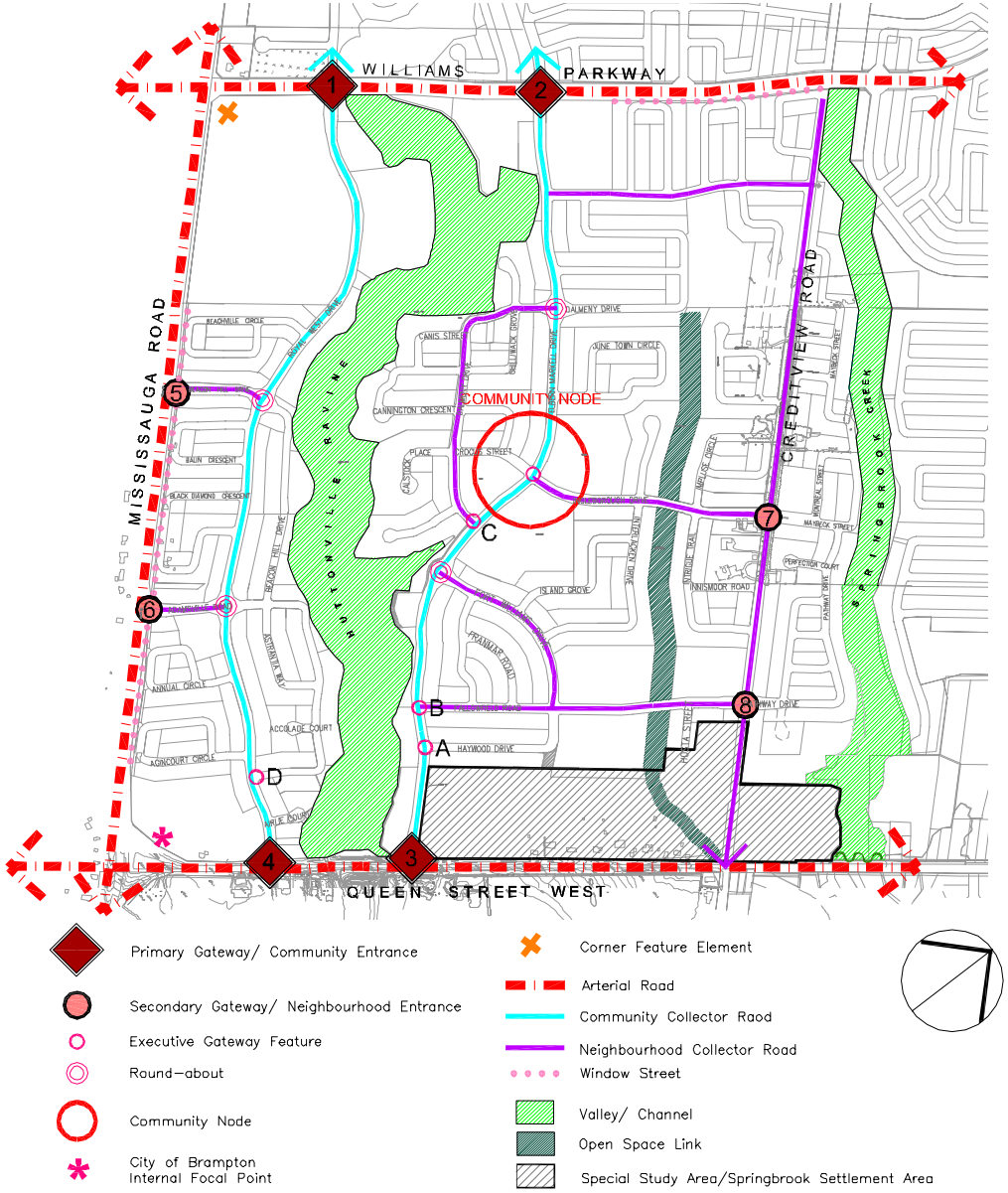


Figure 4.2a - Concept Plan of Gateway locations

4.2.1 Primary Gateways

Primary Gateways are identified as the intersections of the two north-south collector roads with Williams Parkway at the north and Queen Street at the south. The Features are intended to mark the main north and south entrances to the community by incorporating a brightly coloured palette of flowers and/or flowering plants. The Primary Gateway features will consist of a 3.0m wide or 5.0m wide raised centre median incorporating decorative paving, a combination of a low sign wall with tall coloumns and trellis structure and, if space permits, ornamental planting.

The following Guidelines apply to adjacent corners:

1. Adjacent buildings (i.e. School, Commercial) should be sited and designed to support the role of the intersection as a Gateway (See Architectural Design Guidelines);
2. A combination of shrubs, grasses, and flowering species should be incorporated to promote the Brampton's Flower City Strategy;
3. Native plant species are encouraged;
4. Planting within adjacent open space blocks shall be similarly coordinated.

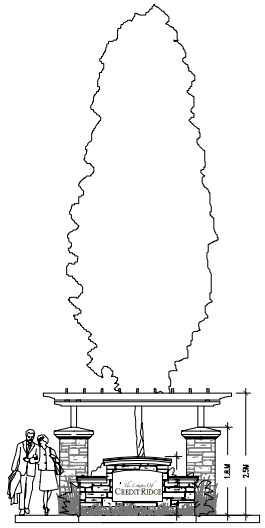


Figure 4.2c - Concept Front Elevation A-A Typical Primary Gateway Feature

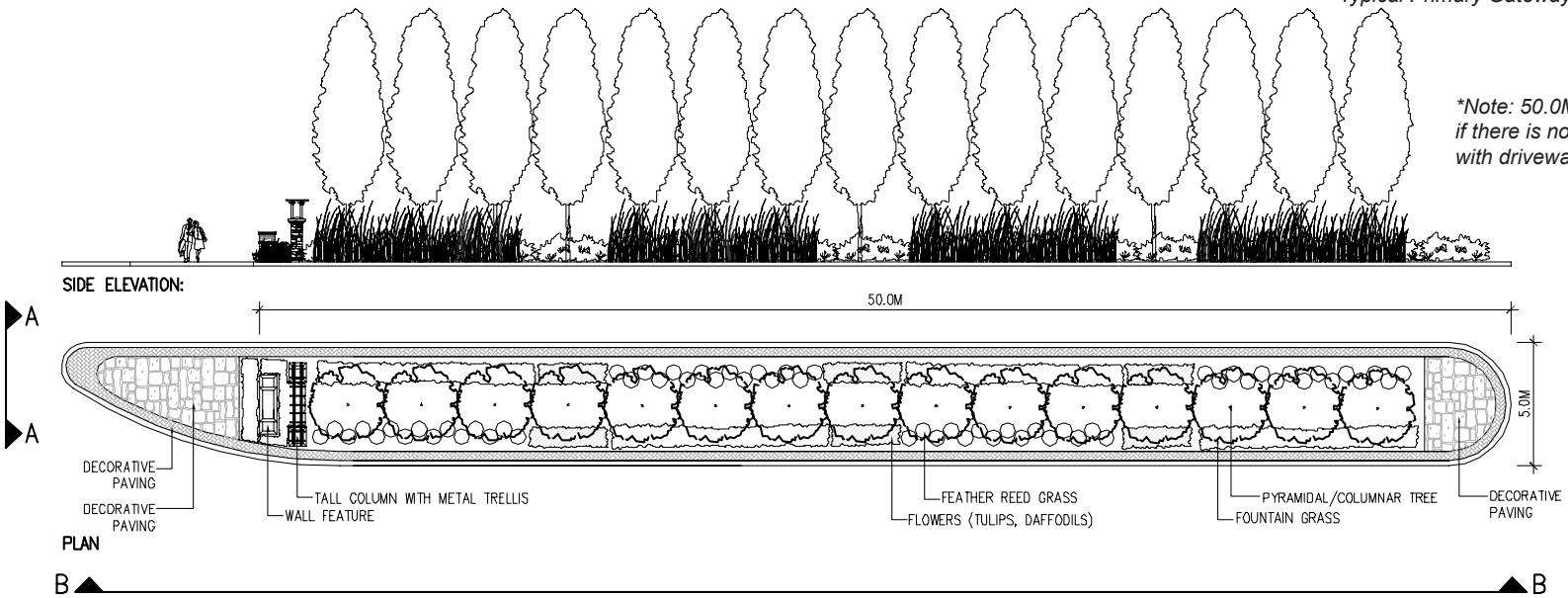


Figure 4.2b - Concept Plan and Side Elevation B-B - Typical Primary Gateway Feature

4.2.1 Primary Gateways (...continued)

NOTE: The figure represents a proposed alternative ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed. Dedicated entry feature blocks may be required to accomodate landscaping and this shall be determined at the plan review stage.

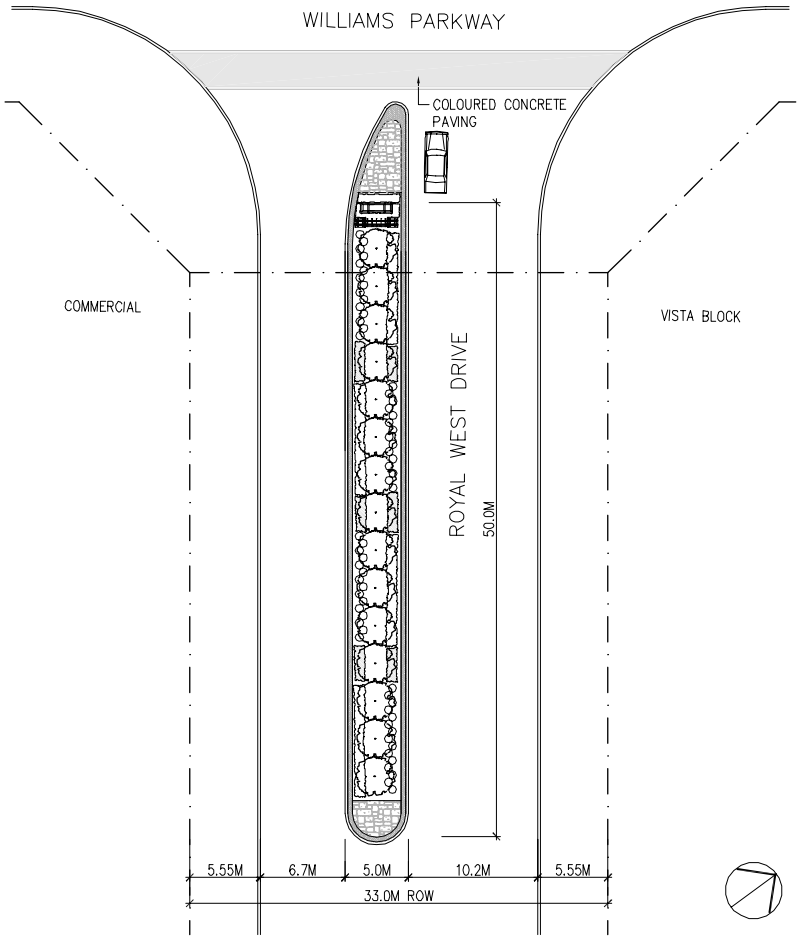


Figure 4.2d - Concept Plan of Primary Gateway Feature #1 (Williams Parkway & Royal West Drive)

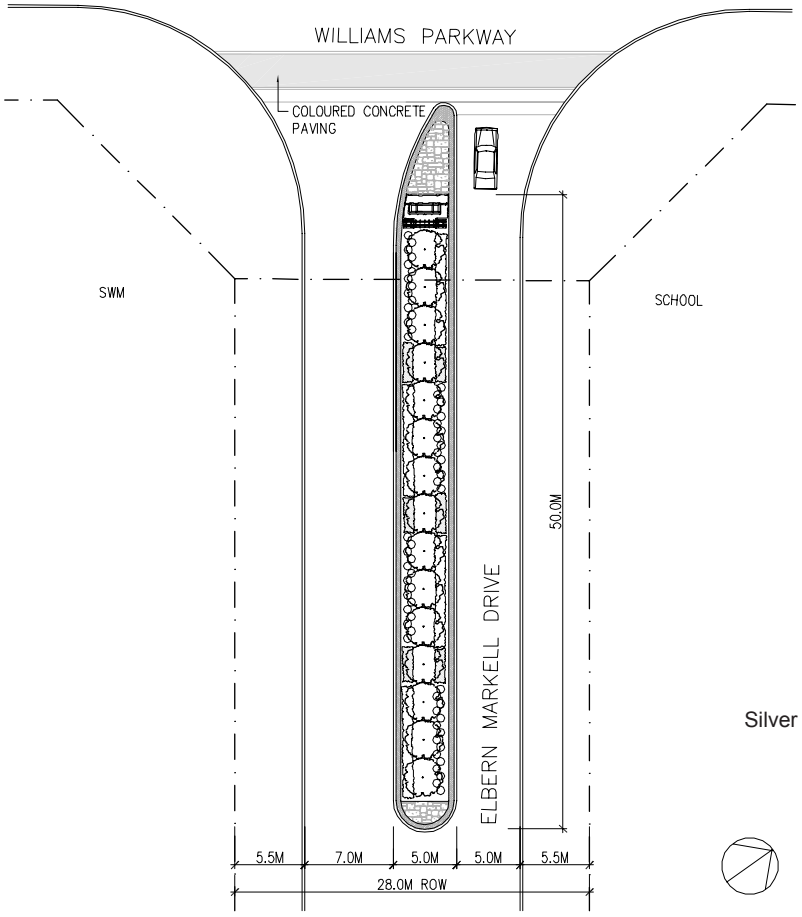


Figure 4.2e - Concept Plan of Primary Gateway Feature #2 (Williams Parkway & Elbern Markell Drive)


'Autumn Joy'


Fountain Grass


Feather Reed Grass


Silver Feather Reed Grass


Columnar Oak

4.2.1 Primary Gateways (...continued)

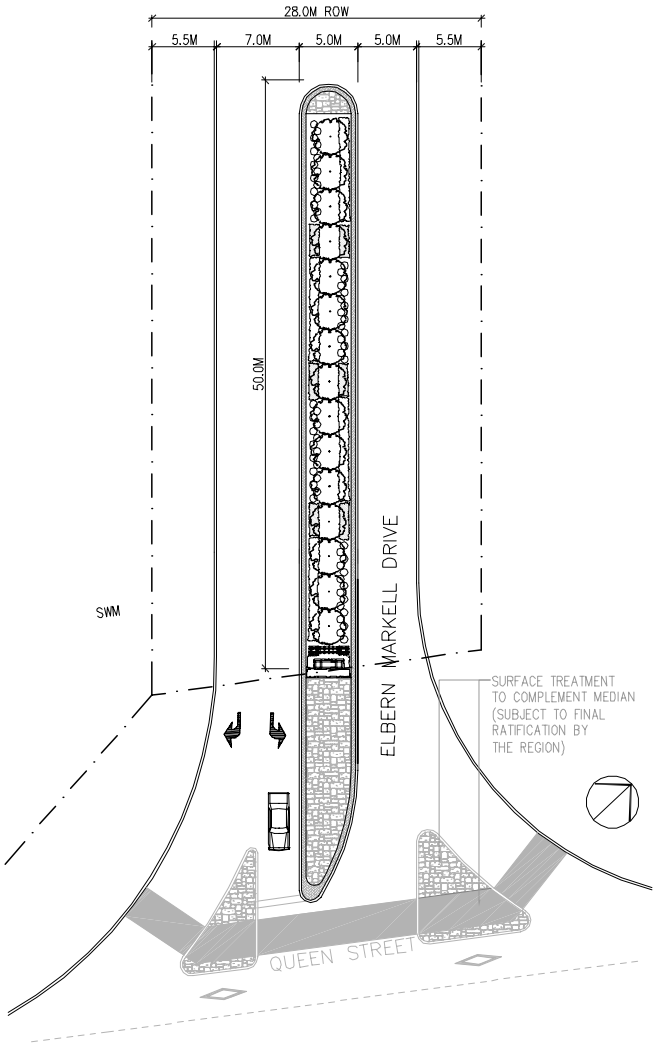


Figure 4.2f - Concept Plan of Primary Gateway Feature #3 (Queen Street West & Elbern Markell Drive)

NOTE: The figure represents a proposed alternative ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed. Dedicated entry feature blocks may be required to accomodate landscaping and this shall be determined at the plan review stage.

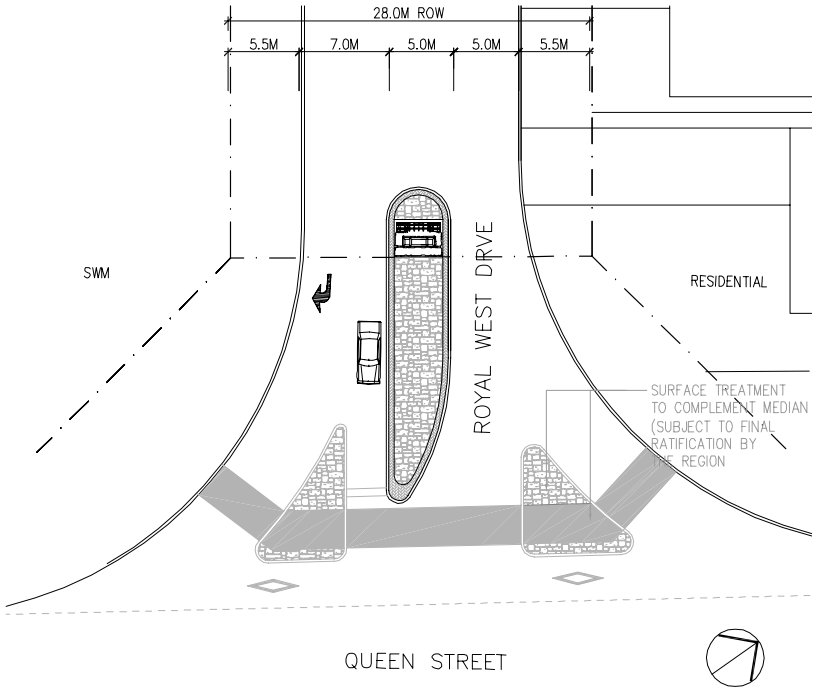


Figure 4.2g - Concept Plan of Primary Gateway Feature #4 (Queen Street West & Royal West Drive)


'Autumn Joy'


Fountain Grass


Feather Reed Grass


Silver Feather Reed Grass


Columnar Oak

CREATING PEDESTRIAN-SCALED NEIGHBOURHOODS

4.2.2 Secondary Gateways

Secondary Gateway features have been identified along Mississauga Road and Creditview Road. These features will consist of a 3.0m wide raised centre median, varying in length, incorporating decorative paving and a low sign wall.

The following Guidelines apply to adjacent corners:

1. Adjacent buildings (i.e Gateway Dwelling, see Architectural Design Guidelines, section 5.2);
2. High quality landscape treatment will also be provided on both sides of the road entrance which may require dedicated entry feature blocks and this shall be determined at the plan review stage.

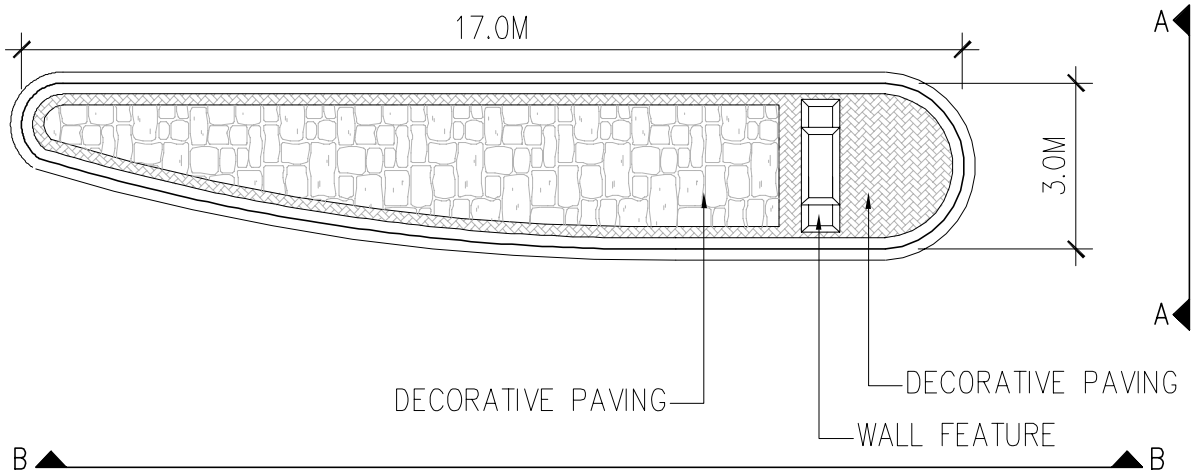


Figure 4.2h - Concept Plan of Typical Secondary Gateway Feature

Figure 4.2i - Concept Elevation of Typical Secondary Gateway Feature

Figure 4.2j - Concept Elevation B-B - Typical Secondary Gateway Feature & Concept Elevation A-A - Front Elevation

4.2.2 Secondary Gateways (...continued)

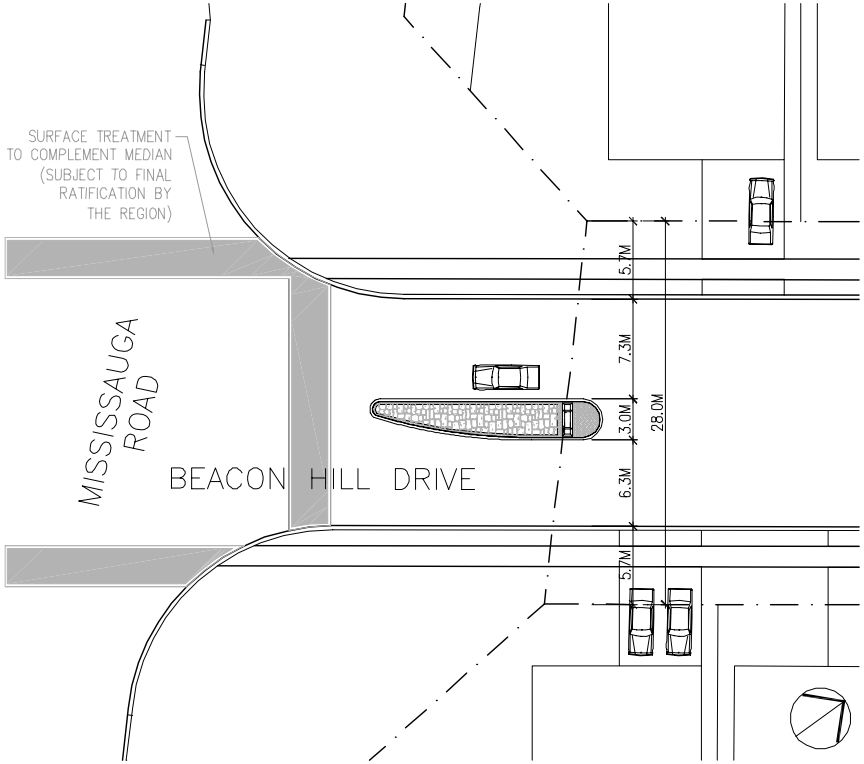


Figure 4.2k - Concept Plan of Secondary Gateway Feature #5 (Mississauga Road & Beacon Hill Drive)

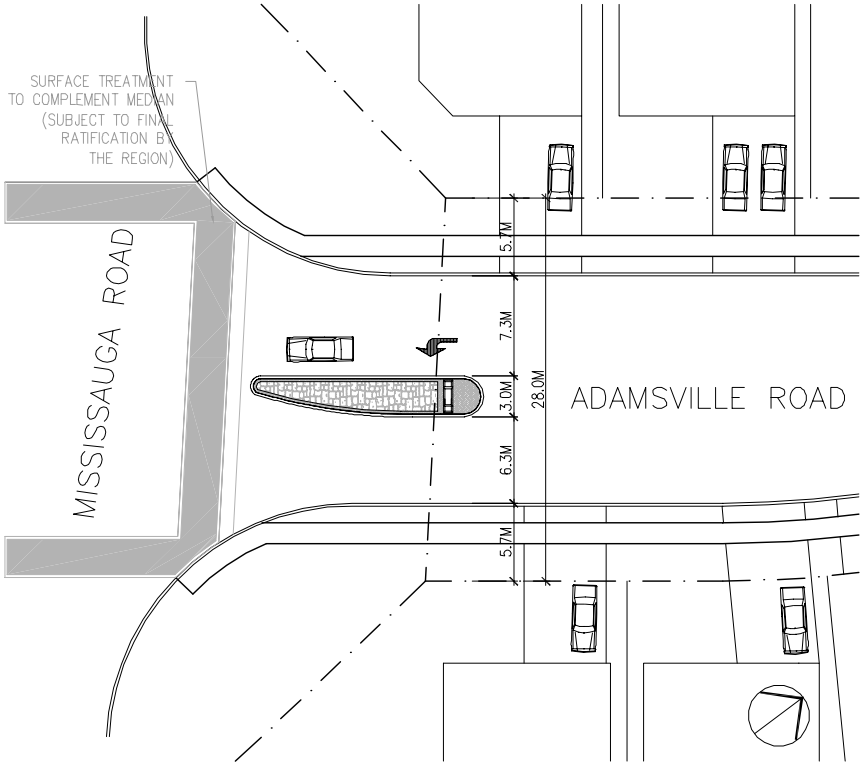


Figure 4.2l - Concept Plan of Secondary Gateway Feature #6 (Mississauga Road & Adamsville Road)

NOTE: The figure represents a proposed alternative ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed. Dedicated entry feature blocks may be required to accomodate landscaping and this shall be determined at the plan review stage.

4.2.2 Secondary Gateways (...continued)

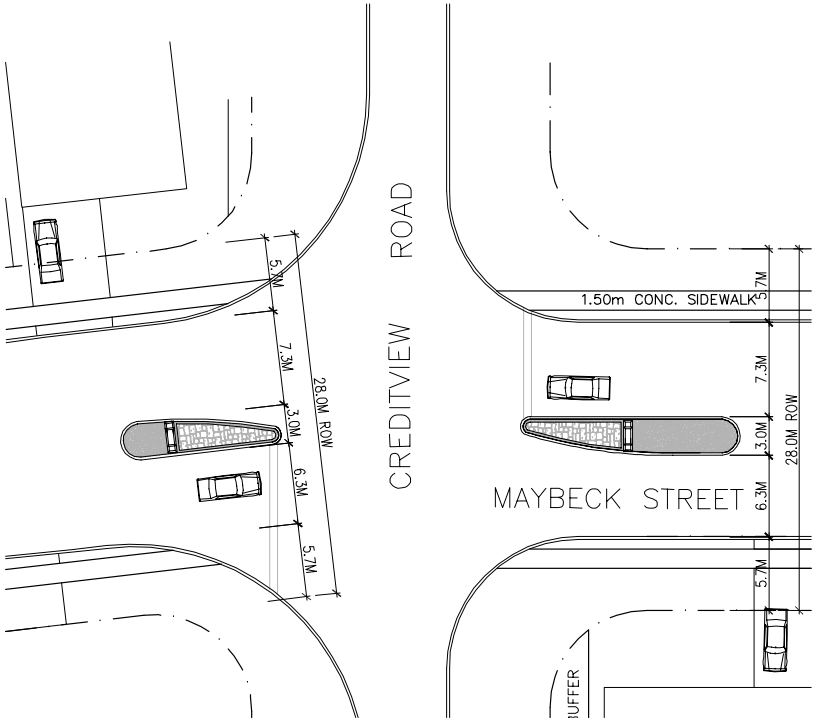


Figure 4.2m - Concept Plan of Secondary Gateway Feature #7 (Creditview Road & Maybeck Street)

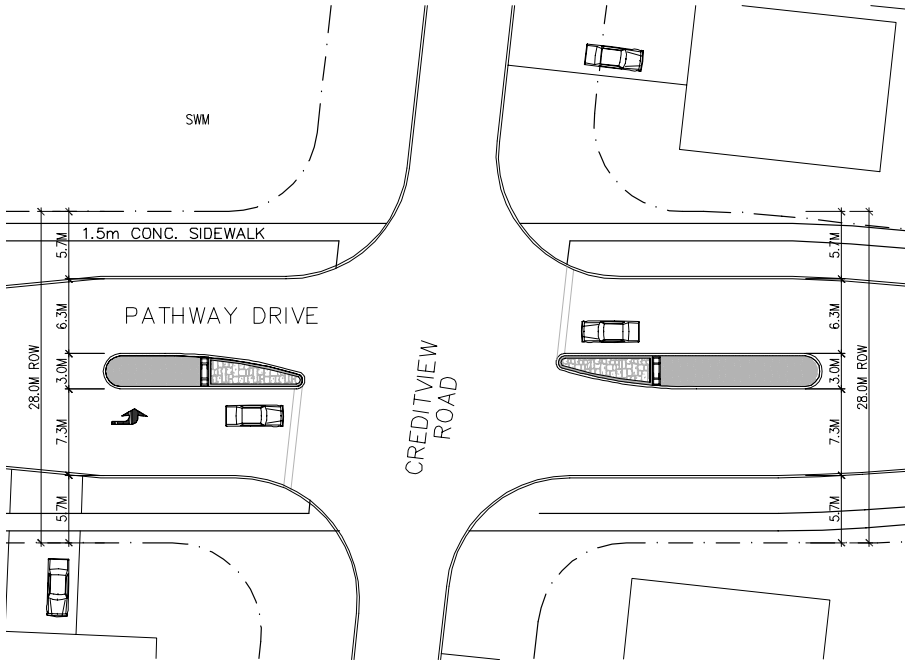


Figure 4.2n - Concept Plan of Secondary Gateway Feature #8 (Creditview Road & Pathway Drive)

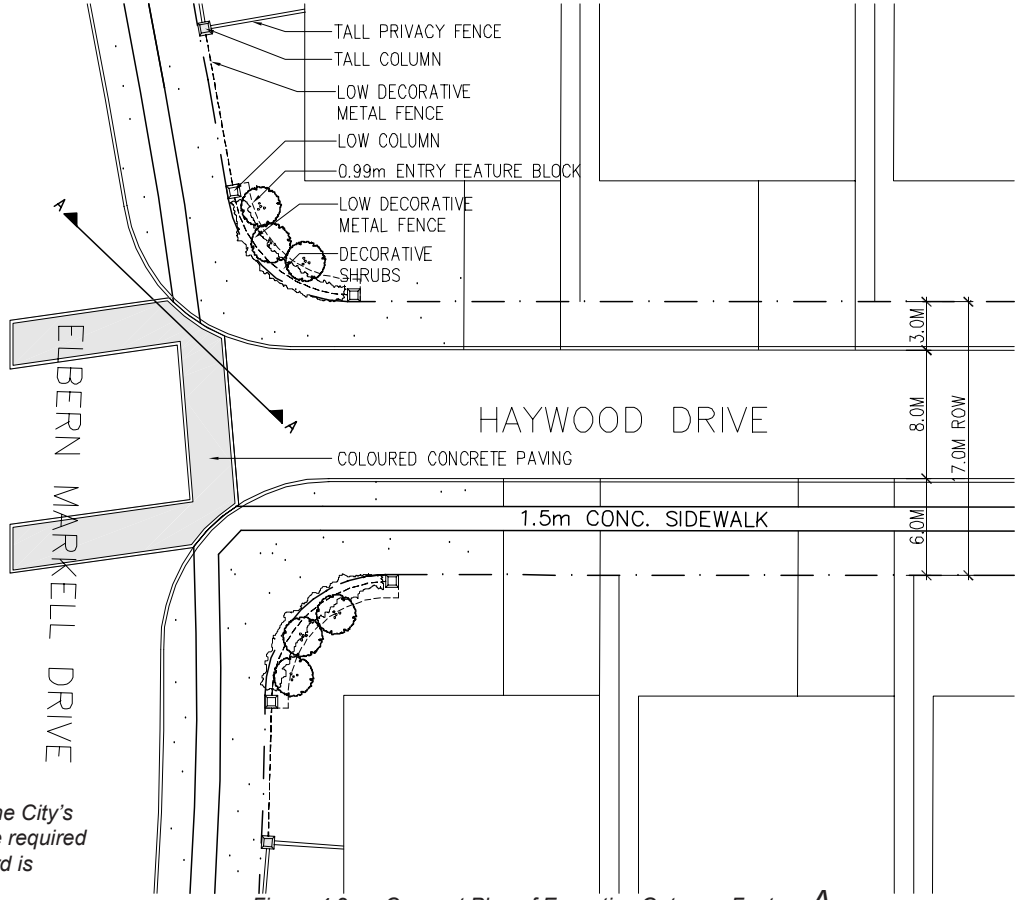
NOTE: The figure represents a proposed alternative ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed. Dedicated entry feature blocks may be required to accomodate landscaping and this shall be determined at the plan review stage.

4.2.3 Executive Gateways

Executive Gateway features have been identified at key entrances to the Executive Residential area from the north-south collector road east of Huttonville Ravine (See Figure 4.2a). These features will consist of low decorative columns, low decorative metal fencing and shrubs located behind the daylight triangle in the adjacent corner lots.

The following Guidelines apply:

1. Shrub planting should be arranged to form a hedge along the property line;
2. Native plant species should be used;
3. Flowers and flowering shrubs should form part of the planting scheme.



NOTE: The figure represents a proposed alternative ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed.

Figure 4.2o - Concept Plan of Executive Gateway Feature A (Elbern Markell Drive & Haywood Drive)

Figure 4.2p - Concept Elevation A-A of Executive Gateway Feature A

4.2.3 Executive Gateways (...continued) *(This design treatment shown in Figure 4.2q also applies to the intersection of Royal West Drive and Adamsville Road)*

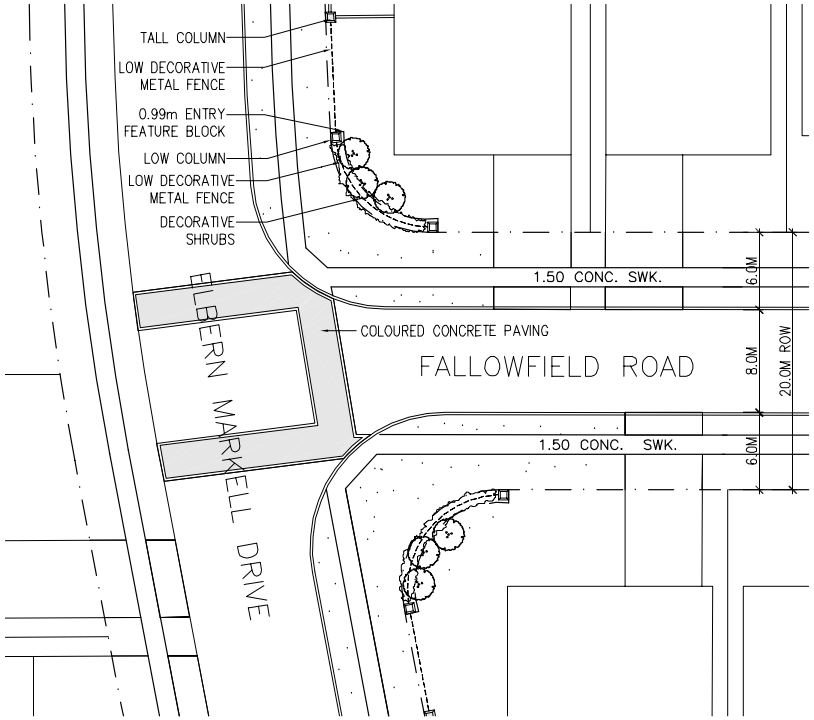


Figure 4.2q - Concept Plan of Executive Gateway Feature B (Elbern Markell Drive & Fallowfield Road)

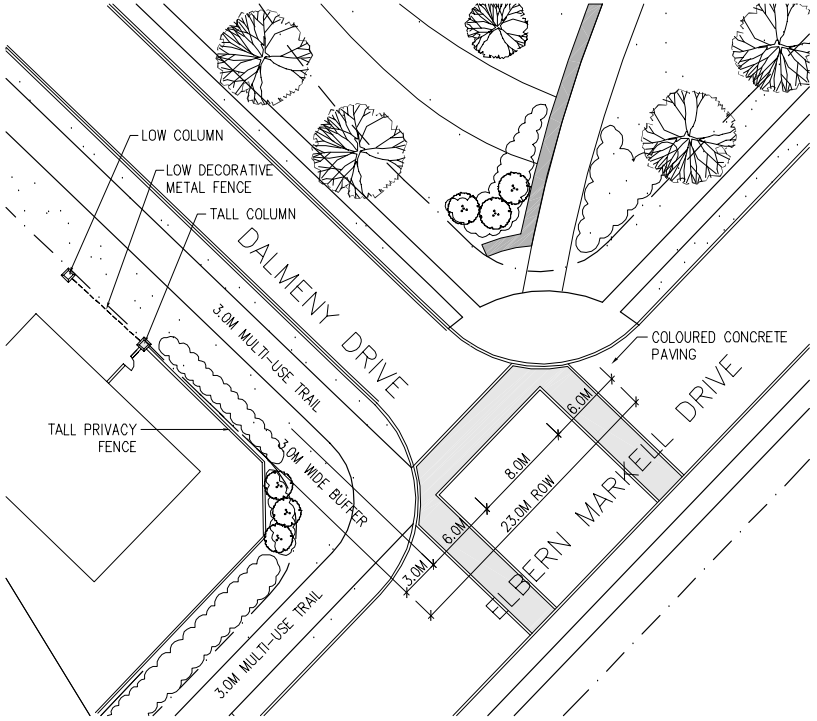
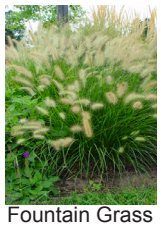
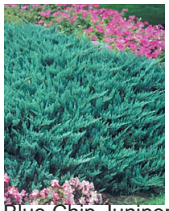


Figure 4.2r- Concept Plan of Executive Gateway Feature C (Elbern Markell Drive & Dalmeny Drive)


Fountain Grass


Blue Chip Juniper


Feather Reed Grass


Silver Feather Reed Grass


Dwarf Burning Bush

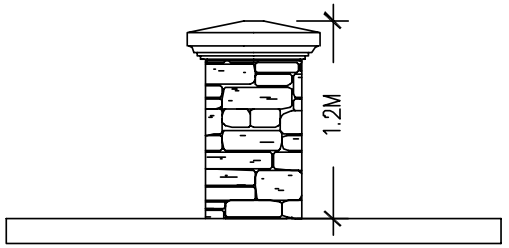
NOTE: The figure represents a proposed alternative ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed. Dedicated entry feature blocks may be required to accomodate landscaping and this shall be determined at the plan review stage.

4.2.4 Community Node

The prominent intersection of the Collector Roads in the middle of the East Huttonville Neighbourhood is proposed to be a Community Node. The features of the Community Node include Landscaped Ornamental Plantings within the adjacent corners and Centre Medians located in the east and west approach to the intersection. These features will consist of 3.0m wide raised centre medians incorporating decorative paving and low decorative columns.

The following Guidelines apply:

1. Siting and design of the school building should reinforce the corner (See Architectural Design Guidelines);
2. Landscaping, including planting, paving and other hard features, within the adjacent school, park and swm blocks corners should be coordinated to present an attractive and strong visual presence at the node;
3. Coordination of planting layout and species selection should unify the intersection;
4. A combination of shrubs, grasses, and flower species should be used to promote the Brampton's Flower City Strategy;
5. Native plant species are encouraged.
6. The adjacent residential corner will be treated as an Executive Gateway feature, see section 4.2.3.
7. Traffic calming elements such as decorative paving within the roadway may be incorporated.



Concept Elevation A-A

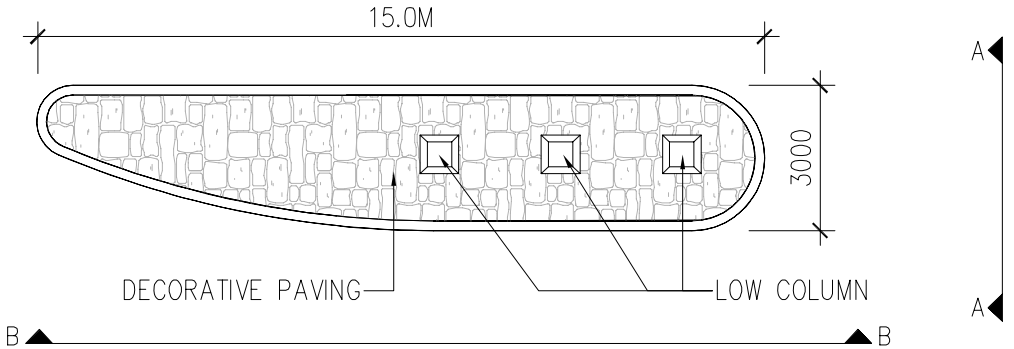


Figure 4.2s - Concept Plan of Typical Executive Gateway Feature

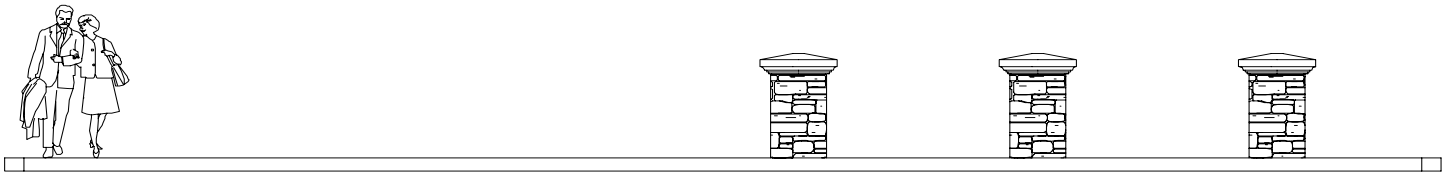


Figure 4.2t - Concept Elevation B-B - Typical Executive Gateway Feature

4.2.4 Community Node (...continued)

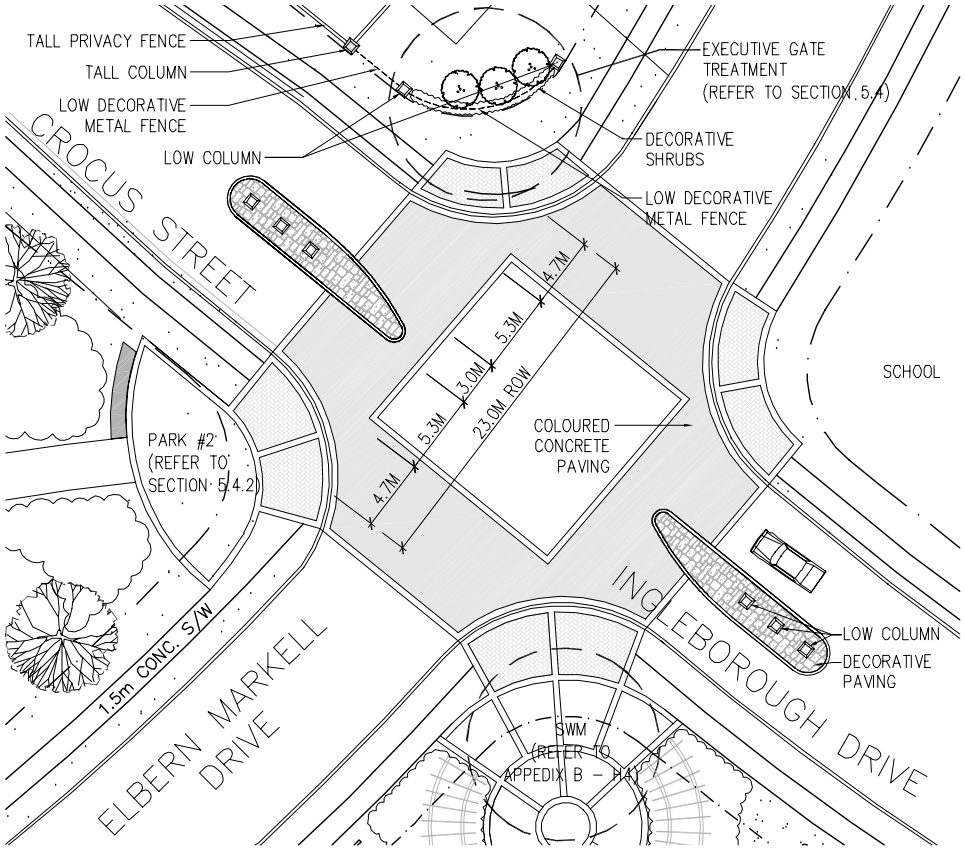
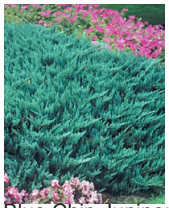


Figure 4.2u- Concept Plan of Community Node (Elbern Markell Drive & Crocus Street/Ingleborough Drive)


Fountain Grass


Blue Chip Juniper


Feather Reed Grass


Silver Feather Reed Grass


Dwarf Burning Bush

Figure 4.2v - Coloured concrete at crosswalks

NOTE: The figure represents a proposed alternative ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed. Dedicated entry feature blocks may be required to accomodate landscaping and this shall be determined at the plan review stage.

4.2.5 Internal Focal Point at Queen Street and Mississauga Road

The intersection of Queen Street and Mississauga Road is identified in the City of Brampton's Gateway Beautification Program as an 'Internal Focal Point'. An Internal Focal Point feature, consisting of a low walls with signage, a planter and ornamental planting, has been located within the block in consultation with City staff. (See Appendix B – SWM Facility Demonstration Plans).

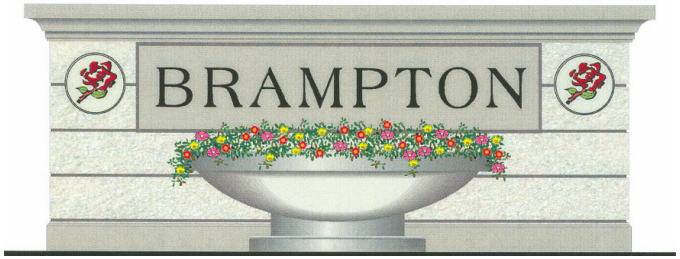


Figure 4.2w - City of Brampton's Gateway Beautification Program - Feature Wall

NOTE: The proposed gateway element is conceptual only. Its design will be ratified through the engineering submission for the adjacent plan and shall have regard for the proposed improvements that the Region of Peel is making to the intersection of Queen Street and Mississauga Road

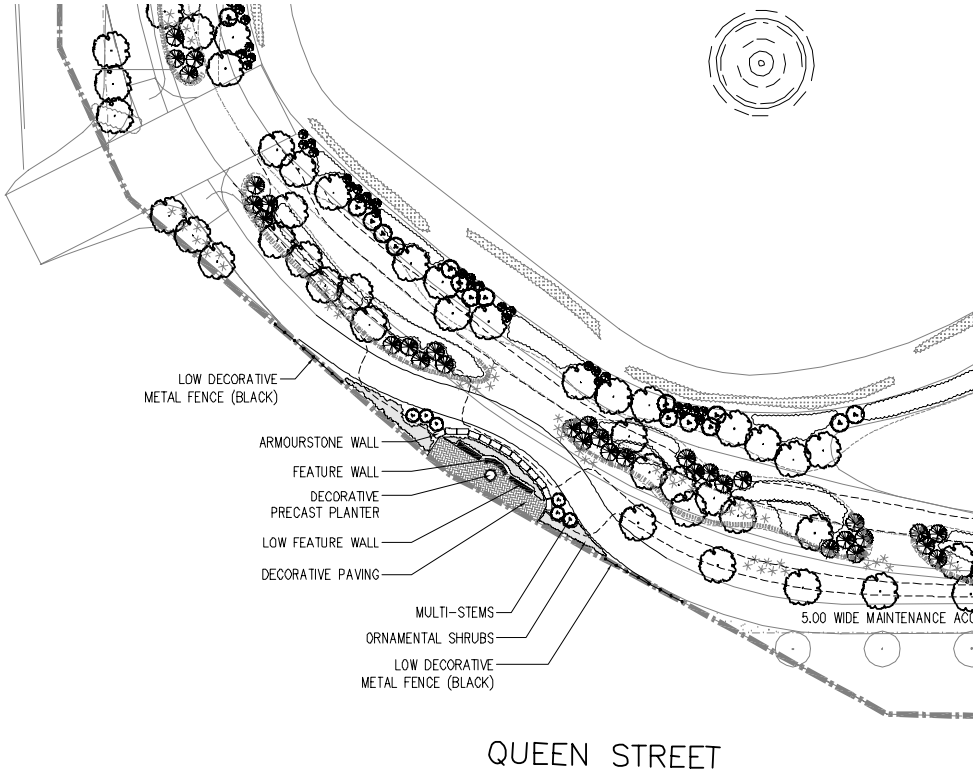


Figure 4.2x - Conceptual Location of Signage at SWM - W1

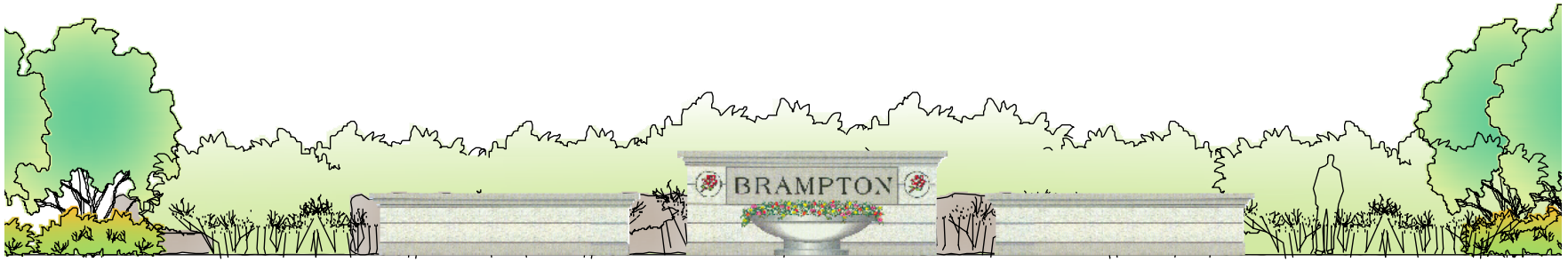


Figure 4.2y - Conceptual Elevation of Internal Focal Point Feature at SWM - W1

CREATING PEDESTRIAN-SCALED NEIGHBOURHOODS

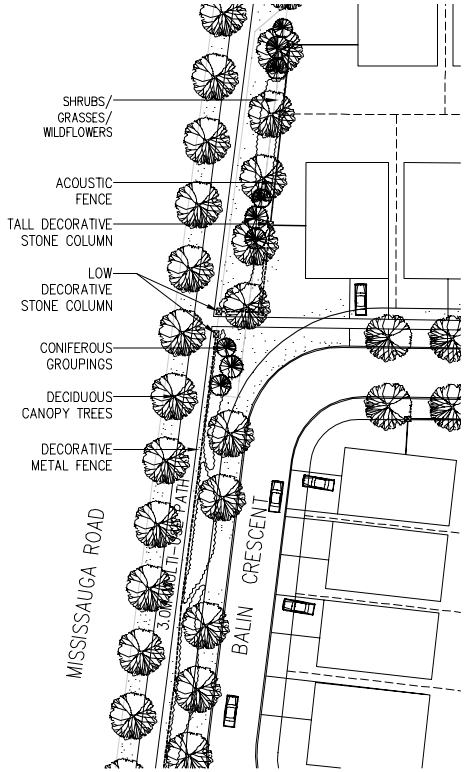


Figure 4.3b - Mississauga Road - Window Street / Flankage Lot Treatment - Concept Plan

4.3 Window Streets

Window Streets (single-loaded local roads) have been provided along Williams Parkway and Mississauga Road as a way to present an attractive edge and open view to and from the proposed community, see Figure 4.2a. Because these edges are important in enhancing community character and identity architectural and landscape design will combine to create a high-quality, coordinated and attractive appearance in these locations, see Architectural Design Guidelines, section 5.3 for a full discussion on 'Community Window Dwellings'. The following guidelines apply:

1. Window streets abutting Mississauga Road will receive decorative wrought iron style metal fencing with stone columns and additional planting with oversized 100mm caliper trees
2. Window streets abutting the north and south side of Williams Parkway will receive decorative metal fencing and stone columns at pedestrian walkways with dense coniferous plantings and ornamental shrubs.

Figure 4.3a - Intended Character of Window Street Outer Boulevard

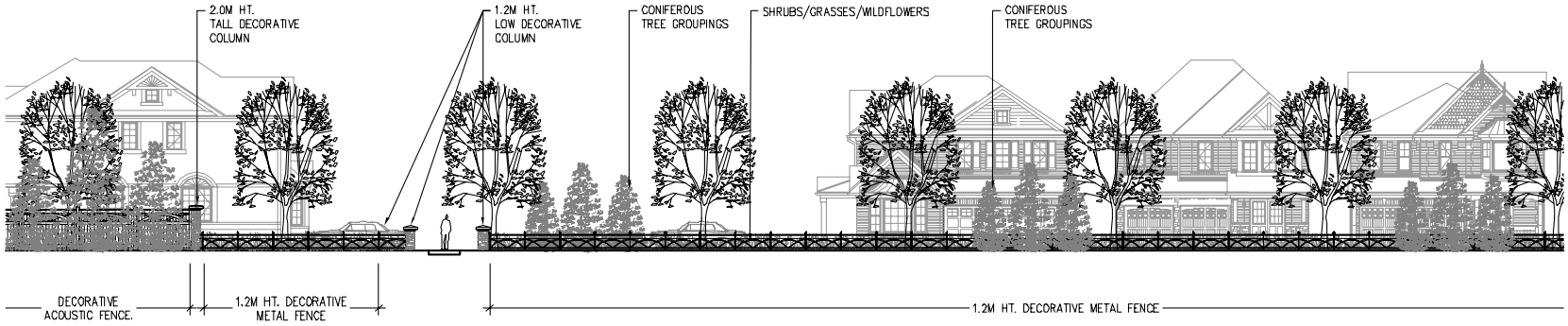


Figure 4.3c - Williams Parkway - Window Street / Flankage Lot Treatment - Concept Elevation


Rhus aromatica


Rudbeckia Goldsturm

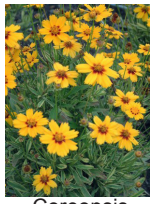

Viburnum


Cornus Racemosa

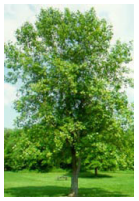

Ilex Verticillata


Sorbaria Sorbifolia


Amelanchier Canadensis


Coreopsis


Red Maple


Tulip Tree

Window Street - Suggested Plant Species

CREATING GREEN + ATTRACTIVE NEIGHBOURHOODS

5.1a - SWM Facilities Key Plan

5.0 CREATING GREEN + ATTRACTIVE NEIGHBOURHOODS

Creating green and attractive neighbourhoods is a key objective of the Springbrook Community, and the City's Vision for Brampton. The following elements should be incorporated to enhance the visual quality of the Community.

5.1 Stormwater Management Facilities

Generally, the design for the Springbrook Community locates stormwater management (SWM) facilities within the vicinity of existing valleylands, and/or in response to the natural drainage patterns of the site (See Figure 5.1a).

The following Guidelines apply to Focal SWM Facilities:

1. A naturalized approach to the design and planting of the SWM facilities should be adopted;
2. Where the SWM facility abuts a road, landscaping should be planted in a more urban manner to provide an appropriate transition from the SWM facility to the streetscape;
3. The road edge should include a regularly spaced double row of deciduous canopy trees. The location and spacing should be coordinated with the trees in the street right-of-way;
4. The road edge may include planted areas of shrubs;
5. A pedestrian viewing / seating area shall be provided between the road and the pond edge and combined with pathway entrances;
6. Viewing / seating / pathway entrance areas should be enhanced through the use of decorative paving, seating, signage and ornamental planting;
7. If utility structures are to be placed in the SWM facility, they should be screened from view through planting, and fencing where necessary;
8. Maintenance paths may be developed to serve the additional function of pedestrian trails;
9. Pedestrian trails should be designed to connect with existing or proposed trails;
10. Views into the SWM Facility should be promoted through the arrangement of landscaped plantings.

Figure 5.1b - Intended Character of Vista Block overlooking SWM Facility

Figure 5.1c - Intended Character SWM Facilities

Figure 5.1d - Intended Character of Focal SWM Facility entrance

Figure 5.1e - Intended Character of South-east Focal SWM Facility

5.1 Stormwater Management Facilities (...continued)

For Focal SWMs or those located within the Executive Housing Area the following additional elements shall be provided:

1. A fountain within ponds W-1, H-2 and H-4;
2. A decorative trellis structure located in the viewing /seating area within ponds W-1, H-2, H-4 and H-5, as well as enhanced paving areas.
3. An additional bench located in the viewing / seating area;
4. Ornamental and flowering shrubs and/or perennials located in key areas along the street edge or prominent corner.

Concept Plans for all SWM Ponds may be found in Appendix B.

Trees

Black Willow

White Spruce

Eastern White Cedar

Shrubs

Red Osier Dogwood

Common Chokecherry

Witch Hazel

Aquatic Plants

Common Arrow-head

Bottlebrush Sedge

Broadleaf Cattail

5.2 Streetscapes

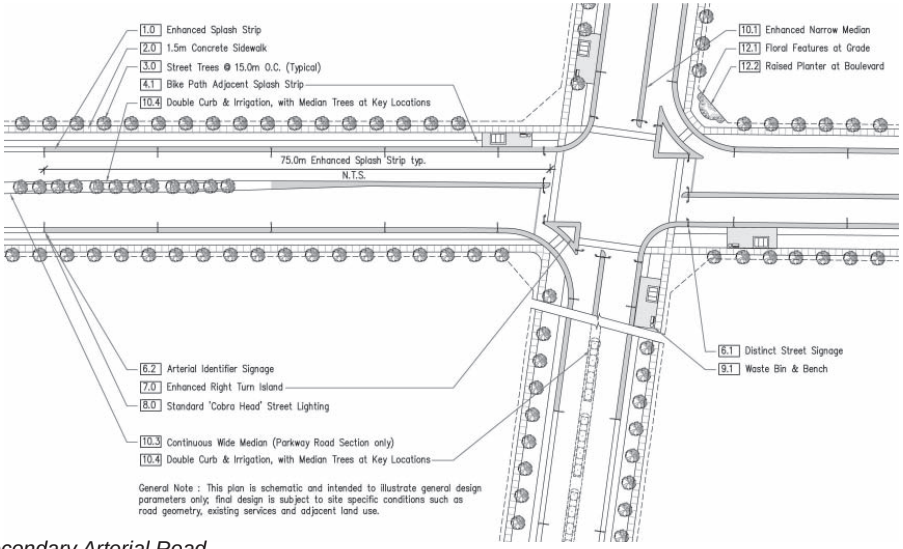
Springbrook Community interfaces with Queen Street, Mississauga Road and William's Parkway, which are identified in the City of Brampton's Street Corridor Master Plan as important streets. Proposed landscape and streetscape treatment (including Window Streets) have been designed with consideration for the recommendations found in the Master Plan report. The following summarizes the design vision for these arterial roads:

a) Queen Street – Primary/Main Street (Figure 5.2a Image #2)
- Special importance including a civic or ceremonial function
- Same streetscape enhancements recommended for the Primary Arterial Roads, in addition, they will receive the following features:
  - Decorative lighting fixtures at arterial intersections
  - Continuous coloured, impressed concrete splash strips and medians
  - Decorative, enlarged cross walks at arterial intersections· Continuous, planted medians, subject to left turn lane requirements
  - To bring a high level of transit service to Brampton's residents and businesses, Corridor design and streetscape enhancements for Queen Street will be coordinated with all the requirements of the AcceleRide program.

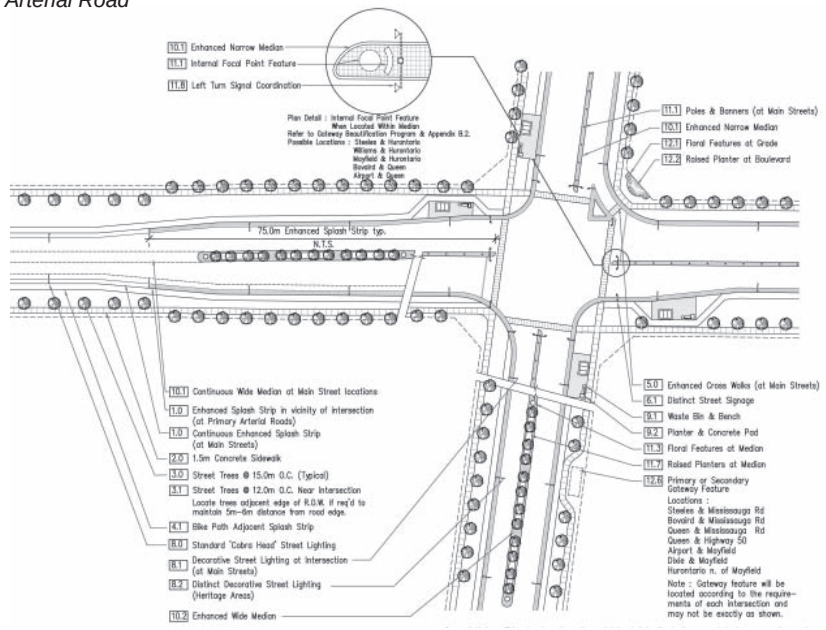
b) Mississauga Road – Primary Arterial Road (Figure 5.2a Image #2)
- Streetscape enhancements include the following:
  - Coloured impressed concrete splash strips should extend 75m beyond the intersection in each direction

c) William's Parkway – Secondary Arterial Road (Figure 5.2a Image #1)
- Streetscape enhancements include the following:
  - Coloured, impressed concrete splash strips should extend 75m maximum beyond the intersection.

Figure 5.2a are the relevant design concept plans found in the Street Corridor Master Plan.



#1 Secondary Arterial Road



#2 Primary/Mainstreet, Primary Arterial Road

Figure 5.2a - Streetscape Enhancements

5.2 Streetscapes (...continued)

5.2.1 Streetscape Planting - Theming Plan

The Springbrook Community uses a hierarchy of streetscape design to articulate Streetscape typologies. Street tree planting has been established to generate three different characters within the community. (See Figure 5.2b). The Neighbourhood and Community Collector Road streetscapes are intended to focus the pedestrian's view within the pedestrian realm. Large deciduous canopy trees are encouraged to facilitate pedestrian enjoyment through canopy enclosure adjacent these larger right-of-ways. Within the Executive Housing Areas local roads shall be planted with 100mm calliper street trees to highlight the 'upscale' character of this area. In addition a second row of 100mm caliper deciduous canopy trees will be planted behind the street line, within the private front yard, on both sides of the road along Royal West Drive, to the southern limit of SWM H-3, along Elbern Markell Drive, along Fort Williams Drive and Haywood Drive. Proposed streetscaping along the Creditview Road Heritage Character Corridor is intended to complement the existing Maple Hedgerow and includes 150mm calliper Sugar Maples planted in line with the existing trees.

A conceptual theming plan for streetscape planting is shown on figure 5.2b.

Coarse Texture Canopy Trees may include:
- Norway Maple Var.
- Red Maple
- Sugar Maple
- European Linden
- Bur Oak
- White Oak
- Red Oak
- Turkish Hazel (not on boulevards, buffers only)
- Japanese Lilac

Fine Texture Canopy Trees may include:
- 'Shademaster' Honeylocust
- Cork Tree
- Ginkgo
- Ornamental Pear
- Ironwood
- Homestead Elm

5.2b - Theming Plan for Streetscape Planting

5.2.2 Neighbourhood + Community Collector + Executive Collector Road Streetscapes

Collector Road Streetscapes are located throughout the community, and function as the main automotive circulation routes within the Neighbourhoods. Collector Road Streetscapes are comprised of 3 elements - the Tree Line, Street Lights, and the Sidewalk, as discussed below.

The following *Guidelines* apply to the Tree Lines:

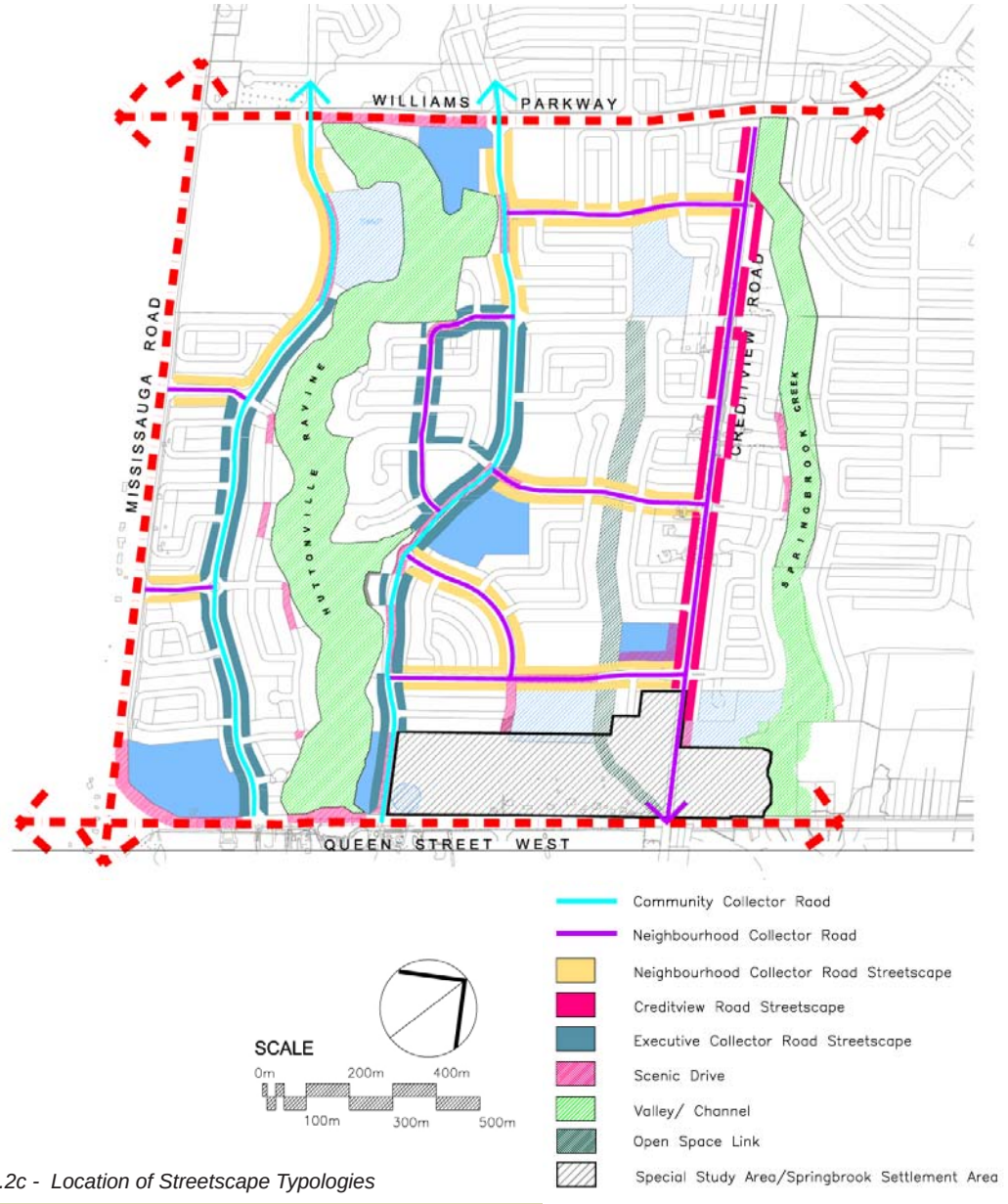
1. Located adjacent all Collector Roads, within the public right-of-way;
2. The Boulevard should be a width sufficient enough to allow for the efficient placement and maintenance of above and below grade elements including trees, street lights, utilities, and fire hydrants;
3. A single tree line of deciduous canopy trees shall be planted within the Boulevard on Neighbourhood + Community Collector Roads;
4. Large 100mm caliper deciduous canopy trees shall be planted within the Boulevard on Executive Roads;
5. Trees shall be placed at 15.0 metre intervals;
6. Sight lines should be considered in the location of trees planted at intersections.

The following *Guidelines* apply to Street Lights:

1. Street lighting design should be consistent and coordinated along Collector Roads;
2. Street light placement should be coordinated with the placement of street trees;
3. Street lighting shall be designed to City of Brampton standards;
4. Decorative lighting shall be incorporated within executive areas.

The following *Guidelines* apply to sidewalks:

1. Sidewalks are recommended to be a minimum of 1.5 metres in width, except where otherwise noted in these Guidelines;
2. Sidewalks should typically be concrete and should be continuous across major public intersections and private driveways;
3. Feature paving at crosswalks should be considered at Gateways. (See Fig. 4.2v and 5.2e)
4. Curb ramps should provide barrier-free transition between the sidewalk and the roadway at all street corners in accordance with Municipal engineering standards;
5. See *Section 4.1.1* for Guidelines regarding Queen Street West and Mississauga Road Pathways



5.2c - Location of Streetscape Typologies

CREATING GREEN + ATTRACTIVE NEIGHBOURHOODS

Figure 5.3a- Existing Maple Hedgerows on Creditview Road

5.3 Creditview Road Heritage Streetscape

Creditview Road will be developed as a heritage character corridor, integrating the existing Sugar Maple Hedgerows within the proposed street right-of-way.
The following Guidelines apply to the Creditview Road Heritage Streetscape:

A Concept Plan for Creditview Road may be found in Figure 5.3b
The final configuration for Creditview Road will be a rural street cross-section. A 4.8m wide buffer will be provided on the west side of the road from William's Parkway to Innismoor Road and on the east side from Innismoor Road to the northern limit of the Denford property, excluding the Special Study Area and any privately owned (hold-out) properties. Sidewalks to be located on both sides of the road within the buffer provided. Existing trees to remain have been identified. New infill trees of minimum 150mm caliper will be planted at a similar spacing (approximately 5.0m to 6.0m on center). A tumbled paver path from the 'front' door connecting to the asphalt pathway will be provided for all direct frontage lots. In addition, fencing along this street shall be designed and arranged to unify and enhance this street. This includes the following concepts:

Sideyard Condition: (Refer to Figure 5.3e)
1. 1.8m high decorative wood privacy fence enclosing the private rear yard of adjacent lots;
2. Low decorative wood fence (of superior quality and construction) located from the privacy fence to the front door walkway, along the property line;
3. Hedging and/or shrubs along the exterior sideyard property line;
4. Vines planted in front of the 1.8m high privacy fence;
5. Decorative wood pedestrian gate at each walkway to the front door (if located along the exterior sideyard elevation.

Front Yard Condition: (Refer to Figure 5.3f)
1. Low stone piers located at every other property line where it meets the street line;
2. Low decorative wood fence (of superior quality and construction) located intermittently along the property line;
3. Hedging and/or shrubs where no fence is located;
4. Decorative wood pedestrian gate at each walkway to the front door.

Window Street Condition: (Refer to Figure 5.3c)
1. A row of deciduous canopy trees in the local road boulevard;
2. A continuous shrub bed within the local road right-of-way;
3. Low decorative stone columns marking pedestrian walkway connections.

Except for direct frontage lots to the south, all new servicing/utilities to be provided internal to the subdivision and clear of the dripline of trees to be preserved along Creditview Road. Above ground hydro and pole light services will be designed and coordinated to ensure compatibility with the heritage character of Creditview Road and limit impacts to the existing tree canopy.

NOTE: This figure represents a proposed alternative road ROW that is not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed.

Figure 5.3b- Creditview Road Streetscape Concept Plan

5.3 Creditview Road Heritage Streetscape (...continued)

NOTE: These figures represent proposed alternative ROW's that are not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed.

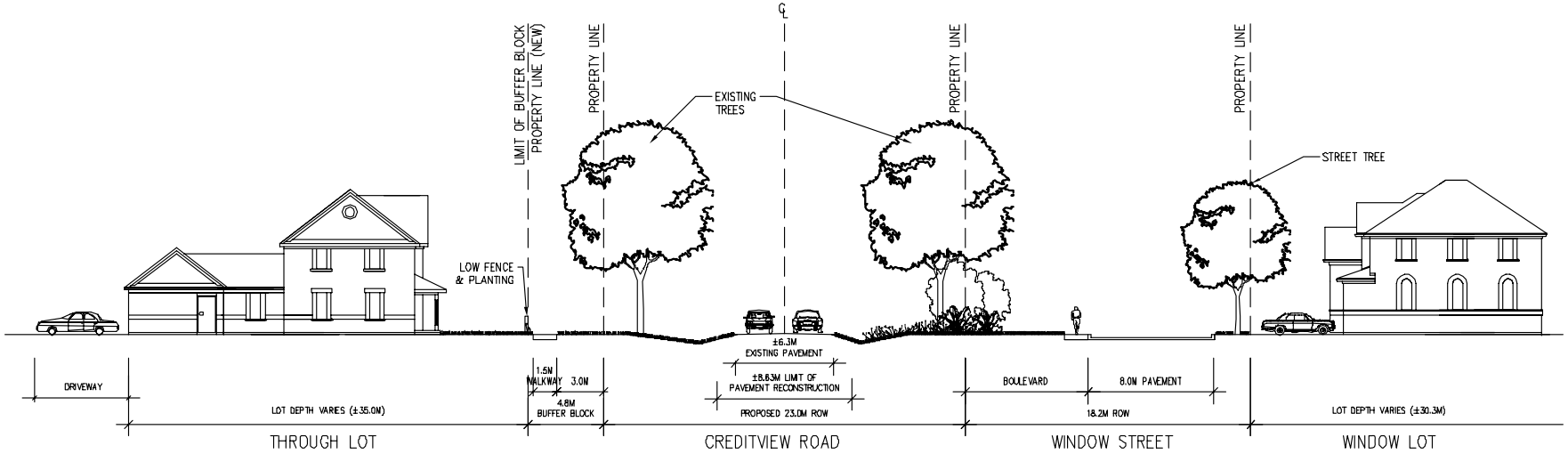


Figure 5.3c - Creditview Road Streetscape Section a-a through Heritage Corridor (Window Street Condition)


Serviceberry


Daylilies


Fountain Grass


Grey Dogwood


False Spirea


Hypericum Pot O' Gold


Mugho Pine


Annabelle Hydrangea


Red Maple


Sugar Maple

5.3 Creditview Road Heritage Streetscape (...continued)

NOTE: These figures represent proposed alternative ROW's that are not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed.

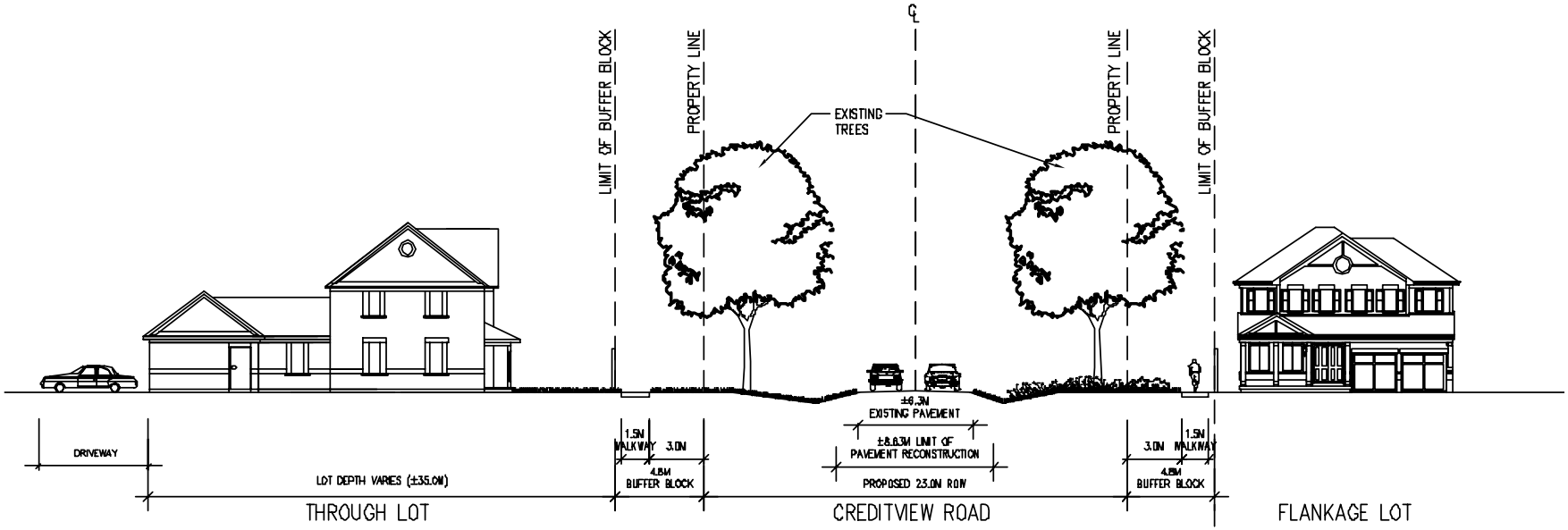


Figure 5.3d - Creditview Road Streetscape Section b-b (Through Lot and Flankage Lot)


Serviceberry


Daylilies


Fountain Grass


Grey Dogwood


False Spirea


Hypericum Pot O' Gold


Mugho Pine


Annabelle Hydrangea


Red Maple


Sugar Maple

5.3 Creditview Road Heritage Streetscape (...continued)

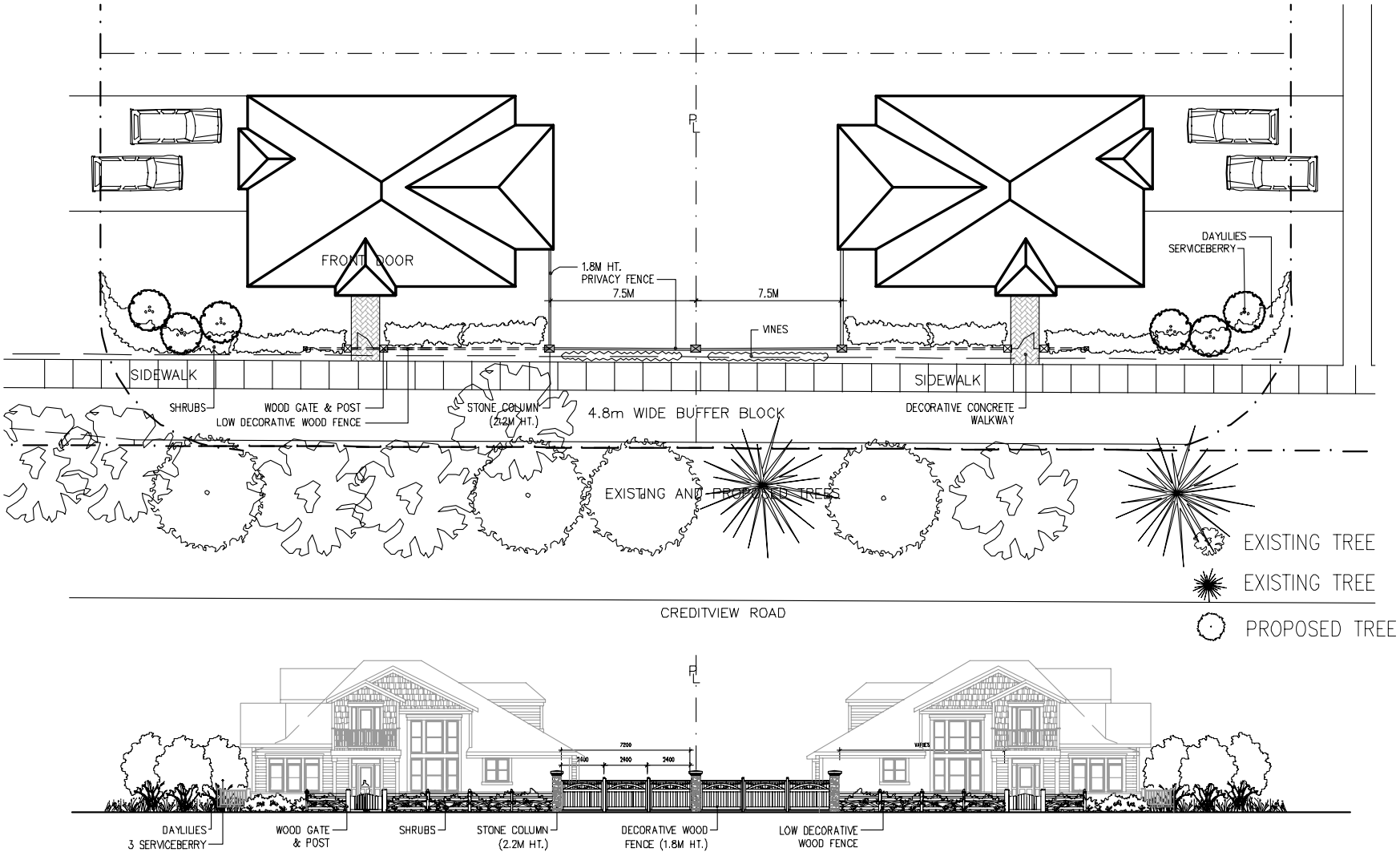


Figure 5.3e - Creditview Road Streetscape Sideyard Condition (Plan and Elevation c-c)

5.3 Creditview Road Heritage Streetscape (...continued)

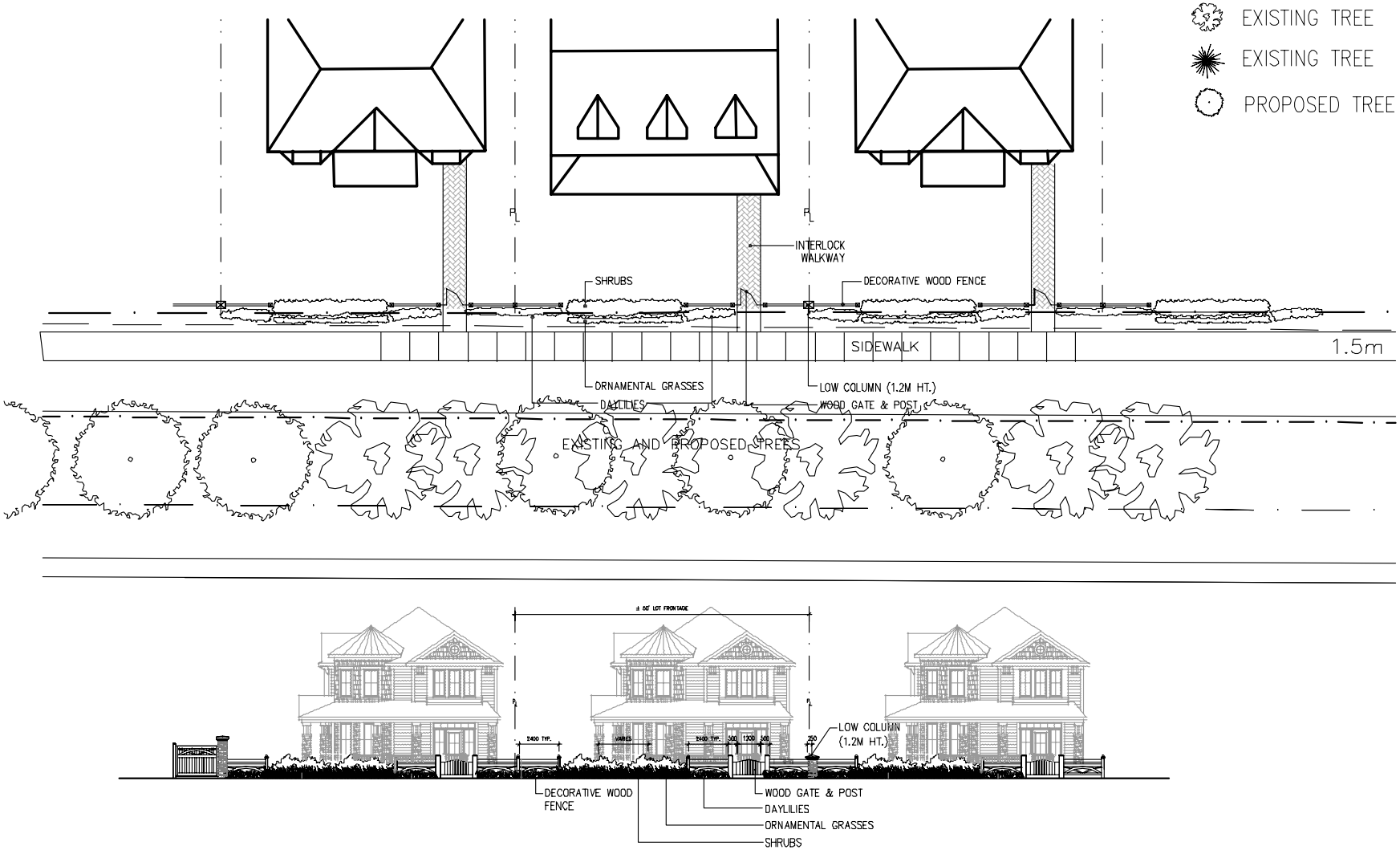


Figure 5.3f - Creditview Road Streetscape Front Yard Condition (Plan and Elevation d-d)

5.4 The Executive Residential Area

Within the Springbrook Community the Credit Valley Secondary Plan identifies an Upscale Executive Housing Area defined generally as the lands on both sides of the Huttonville Ravine, bounded by the two north-south collector roads and from Queen Street at the south to where the valley bends at the north, refer to Figure 5.4a. The Upscale Executive Neighbourhood in anticipated to have approximately 550 units. The design of these areas has been undertaken with primary consideration for creating a high-quality appearance both in the public and private realms and for distinguishing these areas from other areas within the community as 'special' areas as envisioned in the City of Brampton's Design Workbook for Upscale Executive Special Policy Areas.

For a discussion on built form refer to the Architectural Design Guidelines, Section 6.3.

The following guidelines shall apply to the design of the public realm elements:

1. Streetscapes for collector roads or primary roads associated with the Upscale Executive Housing Area should be developed to include:
   - Large caliper (100mm cal.) street trees on both sides of the road and a second row of trees planted in the private property (spacing coordinated with street tree placement);
   - Landscaped roundabouts at key intersections along the north south collector roads (including planting and decorative paving);
   - Decorative paving shall be used for all pedestrian crosswalks;
   - Decorative street lights (as per City decorative standard);
2. Corner lot fencing should incorporate upgraded design elements;
3. Key entry points to the Executive Residential Area shall be enhanced by the provision of Executive Gateway Features (See Section 4.2.3) located in the adjacent corner lots;
   - The executive gateway features will include low decorative piers, decorative metal fencing and ornamental planting;
   - Decorative coloured concrete pedestrian crossings should be provided in these locations;
4. Community Mailboxes should be located at side lots where possible, however, in the event they cannot be, they may be located in an adjacent vista block or stormwater pond with heightened landscape treatments such as a decorative canopy and landscaping provided.
   - Community mailboxes should be designed with decorative bases and trellis structures;
5. Decorative street signs based on the City's Wayfinding and Signage Study.

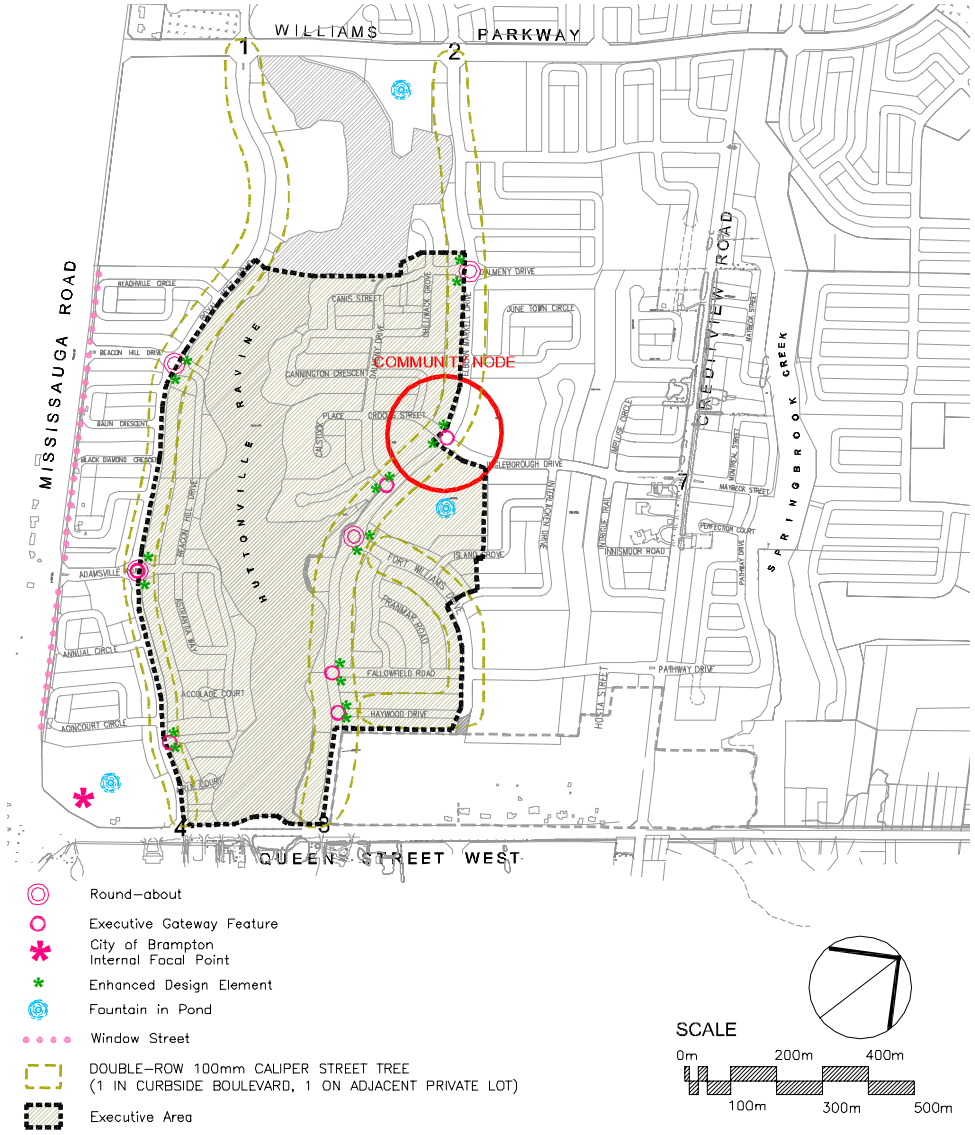


Figure 5.4a - Key Plan of Executive Area Upgrade Elements

Figure 5.3a- Concept Plan of Vista Block Look-out

5.4 The Executive Residential Area (...continued)

5. Throughout the Upscale Executive Housing Area Vista Blocks have been provided adjacent to Huttonville Ravine and stormwater management ponds to provide opportunities for viewing of these features. Vista Blocks should be designed to include:
   • A decorative paved seating area with benches and armourstone;
   • Naturalized planting;
   • Ornamental planting at the street edge;
   • Decorative metal fencing in lieu of chainlink fence at residential lots visible from public realm
6. Stormwater Management Blocks should include upgraded pedestrian look-outs / seating areas (including additional planting, additional seating, a trellis structure, a fountain in the pond);
7. Window Streets should be designed with upgraded landscape elements including:
   • Decorative metal fencing;
   • Low stone piers;
   • Fully landscaped boulevard;
8. Parks should be designed to include upgraded features such as:
   • Low feature walls/seating;
   • Pedestrian entrance features;
   • Decorative shade structure enhancements;
   • Decorative paving / pedestrian seating areas;
   • Flower displays
9. Decorative Metal Fencing should be provided in executive areas along stormwater management ponds and at vista blocks.

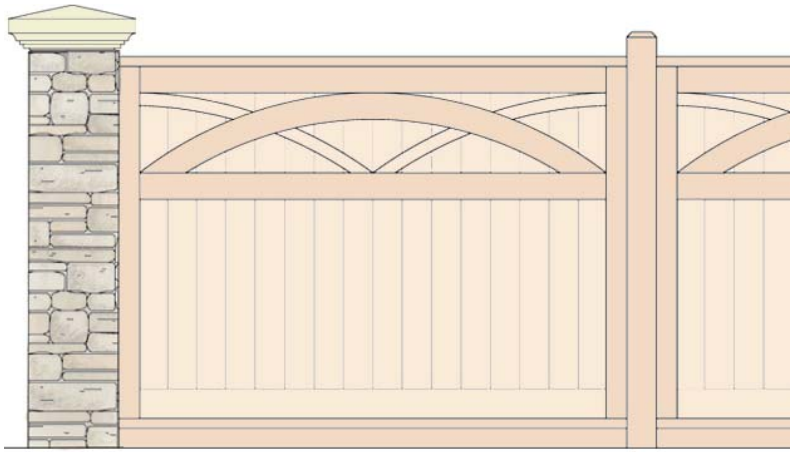


Figure 5.4b - Decorative Fence Panel Detail

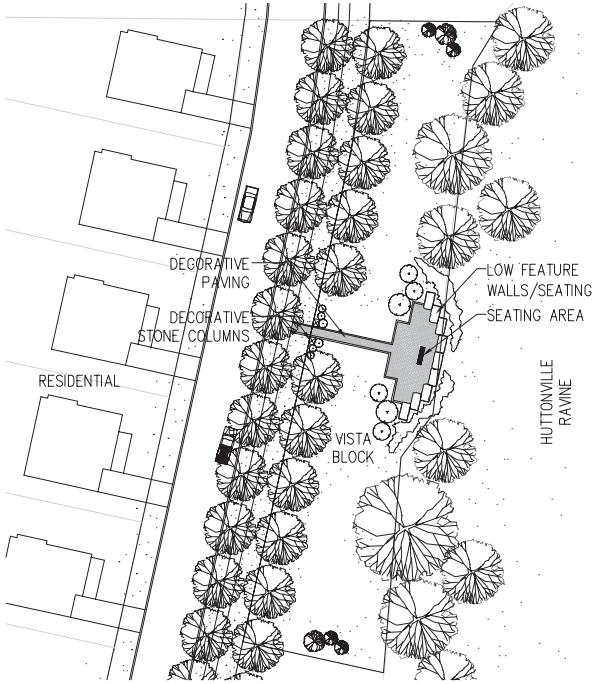


Figure 5.4c- Concept Plan of Vista Block Look-out

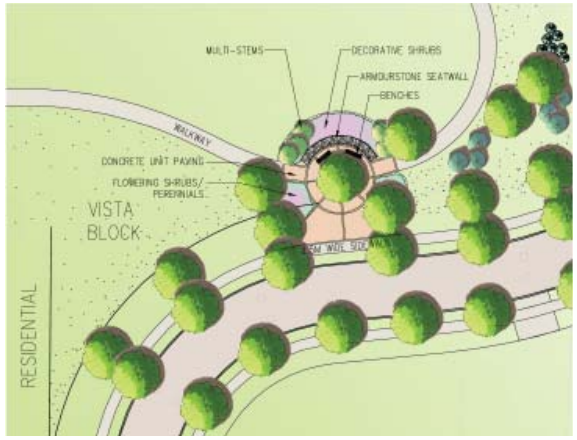
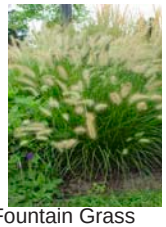


Figure 5.4d - Vista Block Typical Entry Demonstration Plan

5.4 The Executive Residential Area (continued)

NOTE: These figures represent proposed alternative ROW's (roundabouts) that are not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed.


Fountain Grass


Feather Reed Grass


Viburnum


Serviceberry


Rosa Rugosa


Amelanchier


'Autumn Joy'


Honey locust


Colorado Spruce

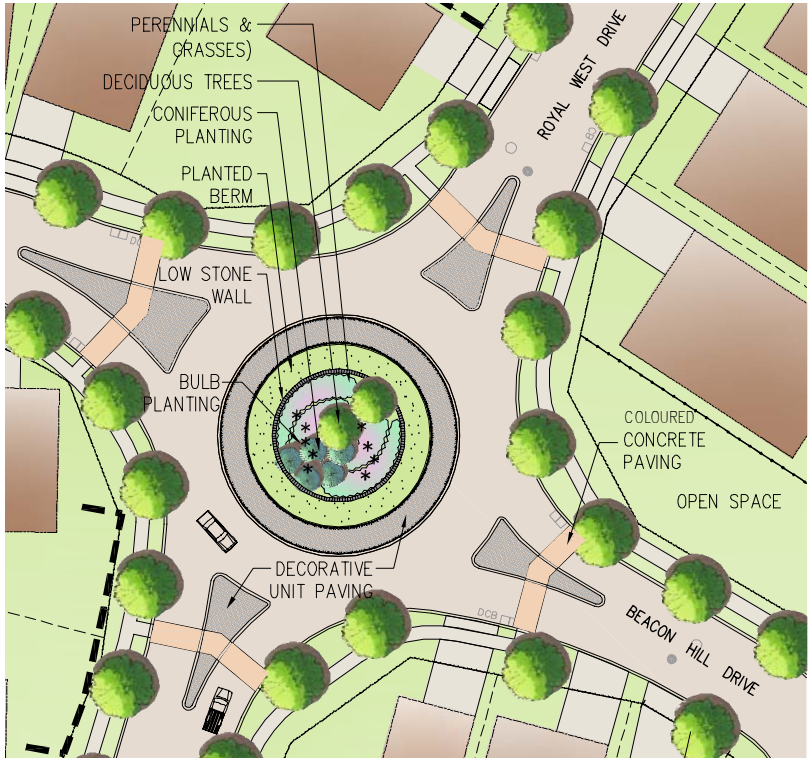


Figure 5.4e - Concept Plan of Typical Executive Roundabout

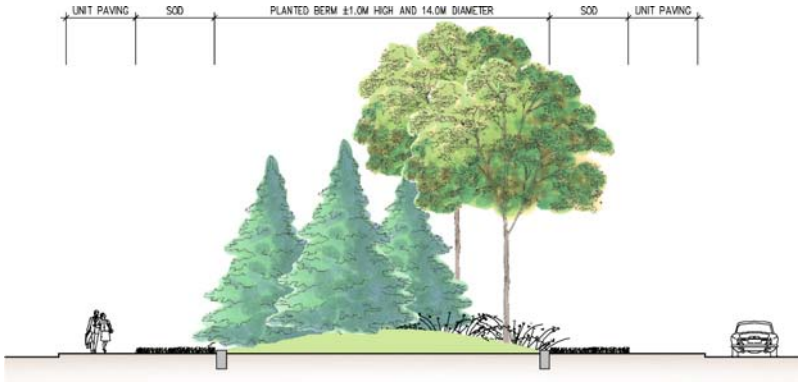


Figure 5.4f Concept Elevation of Executive Roundabout intersection

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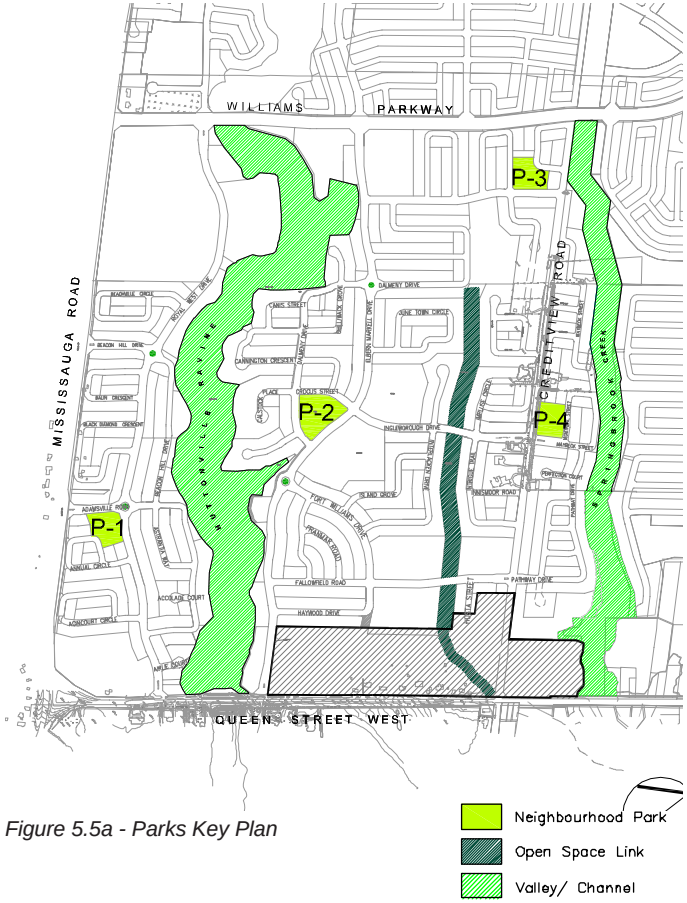


Figure 5.5a - Parks Key Plan

5.5 Parks

Parks are provided as urban green nodes within the Community. The Parks proposed within the Community are all Neighbourhood-scale Parks, and are intergrated into the Open Space System described in *Section 3.2*, and shown in *Figure 5.5a*.

The following *Guidelines* apply to Parks:

1. The street and lotting pattern surrounding Neighbourhood Parks shall be designed to enhance the Park's focal role within the neighbourhood. Built form adjacent to Parks should be designed to provide attractive 'edges' to these spaces (See *Architectural Design Guidelines*);
2. Street trees should be coordinated on both sides of the street with respect to species type and spacing;
3. Within the Park, a second row of trees should be planted behind the Streetscape Tree Line. These should be species with a similar form to those used along the Streetscape, and spaced in coordination with the Streetscape Tree Line;
4. Entrances should be provided in accessible locations and connected to the Streetscape Sidewalk;
5. Entrances may be enhanced through the provision of furniture, landscaped plantings, entrance features, and/or signage;
6. Park features may be provided and should be located in areas with high pedestrian traffic;
7. Opportunities for incorporating flower displays should be considered, particularly at key locations; around the perimeter of the Park and at Park entrances in keeping with the Flower City Strategy;
8. The Park's identity may be enhanced through the design of Park features, planting themes and/or distinct architectural elements.

Figure 5.5b - Character of Parks adjacent local roads

Figure 5.5c- Intended Character of Park Streetscape

CREATING GREEN + ATTRACTIVE NEIGHBOURHOODS

5.5.1 Neighbourhood Park #1

Park #1 is located in West Huttonville Ravine Neighbourhood, at the intersection of the north south collector road and Street B (from Mississauga Road). It is also located adjacent to the executive housing area and will provide a gateway to this neighbourhood.

Guidelines:

- Park entrances shall be provided from both road frontages and linked to a pedestrian pathway.
- A formal streetscape treatment is recommended along the street frontages. This should include the following:
  - One row of canopy trees along the street line
  - One row of canopy trees along the street within the curbside boulevard
  - Street edge canopy trees should be spaced according to City of Brampton standards.
- Visibility into the park shall be balanced with children's safety. This may be achieved through a combination of gentle berming and low planting.
- Low decorative columns may be used to mark entrances and the street edge.
- Low feature walls, a recurring element for all parks, may be used as seatwalls, define space or accommodate park signage.
- Open play areas shall be provided.
- Canopy trees shall be provided for shade,
- A park gazebo should be provided and located as a focal element.

Figure 5.5.1 - Neighbourhood Park #1 Concept Plan

** Note:*
Park Design is conceptual in nature and is subject to detailed design review.

Daffodils

Common Winterberry

Winterberry Holly

Red Oak

Burning Bush

White Redbud

White Persian Lilac

5.5.2 Neighbourhood Park #2

Park # 2 is located within the East Huttonville Ravine Neighbourhood and centrally within the block at the Community Node. Its focal location, relative size and adjacency to other community facilities make this the most prominent park both functionally and visually.

Guidelines:
The following *Guidelines* apply to the Central Park (in addition to the above *Guidelines*):

- The design should incorporate elements that draw the character and identity of the 3 neighbourhoods together.
- In addition to accommodating the City's programmed facilities, the Park shall provide opportunities for social interaction, informal gathering, and events through the inclusion of gardens, a pedestrian plaza, public art, and/or a covered pavilion or an informal stage.
- Formal entrances should be provided along the collector road.
  - Signage and low feature wall at the north entrance
- A formal streetscape treatment is recommended along the street frontages. This should include the following:
  - One row of canopy trees along the street line
  - One row of canopy trees along the street within the curbside boulevard
  - Street edge canopy trees should be spaced according to City of Brampton standards.
- A children's play area shall be provided and supported by:
  - Grass berms for informal seating
  - Benches
  - Canopy trees to provide shade
  - Pedestrian pathways
- A park gazebo should be provided and located as a focal element.
- A small paved area may be created for gathering.
- Open play areas shall be provided.
- The collector road frontage shall be enhanced with a small seating area, strolling path, low feature walls and shrub and flower beds.
- The low feature wall is a recurring element for all parks and may be used for seating, signage, to define space or retain berms.

** Note:*
Park Design is conceptual in nature and is subject to detailed design review.

Figure 5.5.2 - Central Neighbourhood Park #2 Concept Plan


Witch Hazel


Tulips


Dayliles


Showy Goldenrod


Forsythia


Honeylocust

5.5.3 Neighbourhood Park #3

Park #3 is located within the Springbrook Creek Neighbourhood, adjacent to one of the heritage sites within the community - The William Lefar Farmhouse. Its design will focus on vistas to the heritage building and creating a 'garden' setting within the park.

Guidelines:

- The configuration and location of this park will likely generate varied pedestrian movement. The pathways within the park should respond to some of these anticipated desire lines. The concept plan provided, refer to Figure 5.4.3, shows one example of this pattern.
- A formal entrance shall be provided at the southwest corner of the park. This entrance may be enhanced by the addition of a low feature wall/column, signage and planting.
- A formal streetscape treatment is recommended along the street frontages. This should include the following:
  - One row of canopy trees along the street line
  - One row of canopy trees along the street within the curbside boulevard
  - Street edge canopy trees should be spaced according to City of Brampton standards.
- A children's play area shall be provided and supported by:
  - A low feature seatwall (a recurring design element for parks)
  - Benches
  - Canopy trees to provide shade
  - Pedestrian pathways
- A rose garden may be created at the north end of the park, in the foreground of the neighbouring heritage building. The rose garden will include pathways and benches, which will pick up design elements from the William Lefar Farmhouse.
- A naturalized butterfly garden may be created adjacent to the children's play area as another place of interest within the park.
- Open play areas shall be provided.

** Note:*
Park Design is conceptual in nature and is subject to detailed design review.

Figure 5.5.3 - Neighbourhood Park #3 Concept Plan


Rosa Rugosa


Syringa Isabella


Butterfly Bush


Aristocrat Flowering Pear

5.5.4 Neighbourhood Park #4

Park #4 is also located within the Springbrook Creek Neighbourhood. However, this park is located along Creditview Road - The Heritage Character Corridor. Its design should therefore focus on enhancing the street zone and incorporating heritage elements.

Guidelines:

- The formal entrance to the park should be from the southeast corner or along Creditview Road.
- A formal streetscape treatment is recommended along the street frontages. This should include the following:
  - One row of canopy trees along the street line
  - One row of canopy trees along the street within the curbside boulevard
  - Street edge canopy trees should be spaced according to City of Brampton standards.
- Along the Creditview Road frontage maple trees should be planted to encourage the establishment of a maple hedgerow.
- A children's play area shall be provided and supported by:
  - A low feature seatwall (a recurring design element for parks)
  - Benches
  - Canopy trees to provide shade
  - Pedestrian pathways
- A traditional/heritage style gazebo or arbor should be provided as te park focal point. Design cues may be borrowed from the Williarm Lefar Farmhouse or the Patrick McClure Farmhouse.
- Open play areas shall be provided.

** Note:*
Park Design is conceptual in nature and is subject to detailed design review.

Figure 5.5.4 - Neighbourhood Park #4 Concept Plan


Potentilla Tangerine


'John Clayton' Honeysuckle


Rudbeckia Goldstrum


Hydrangea


Elderberry


Feather Reed Grass


Grey Dogwood


Red Maple

CREATING GREEN + ATTRACTIVE NEIGHBOURHOODS

Figure 5.7a - Intended Character of larger Community Mailboxes

Figure 5.7b - Intended Character of Community Mailboxes in Executive Areas

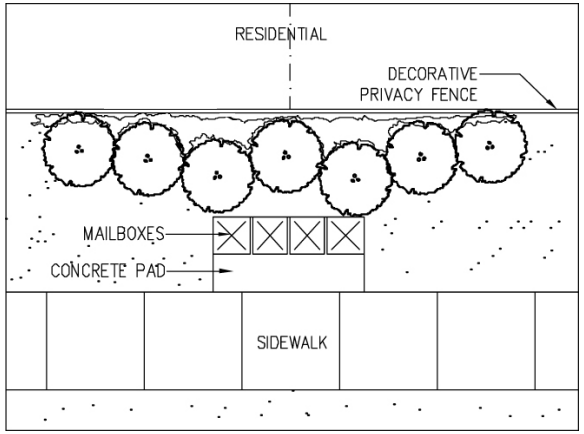


Figure 5.7c - Preferred Location for Community Mailboxes

5.6 School Blocks

The following *Guidelines* apply to School Blocks:

1. School building(s) should be sited and designed to create an attractive and strong presence at the street corner and to reinforce their role as a focal point within the neighbourhood;
2. Vehicular circulation, drop-off, and parking areas should be designed to minimize conflict with pedestrian circulation routes;
3. Pedestrian connections from the sidewalk and circulation within the site should consider safety and efficient movement;
4. A range of multi-use outdoor play areas that accommodate recreation, social activities, and teaching should be provided;
5. Landscaping within the school block should focus on low maintenance, naturalized gardens that may be used for interpretive purposes while enhancing the natural environment;
6. Landscaping along the street edge should be coordinated with the Streetscape Tree Line. For more detailed guidelines, refer to Section 7.2 of Section B: Architectural Guidelines.

5.7 Streetscape Elements

The following Streetscape Elements shall be incorporated as residential development proceeds. Elements include: Fencing, and Community Mailboxes. These elements shall be integrated within the Streetscape in a consistent manner, as discussed below.

The following *Guidelines* apply to Fencing:

1. Fencing design(s) should be coordinated throughout the community;
2. Fence design(s) may incorporate community or neighbourhood design elements;
3. For flankage lots located along Window Streets, wood acoustic fencing shall be installed along the side yard lot line. This fencing may incorporate upgraded decorative components consistent with community or neighbourhood design elements;
4. For reverse frontage lots, wood acoustic fencing shall be installed along the rear yard lot line;
5. For residential lots abutting Open Spaces, a 1.2m high black vinyl chainlink fence shall be installed along those affected side and rear lot lines.
6. For window streets, a low decorative fence shall be installed along the the common street line with arterial roads (See Section 4.3)

The following *Guidelines* apply to Community Mailboxes:

1. Mailboxes will not be located adjacent to Parks, SWM facilities, or Pathway entrances in non-upscale areas;
2. The location and extent of community mailboxes shall be determined in consultation with Canada Post and the City of Brampton;
3. Community mailboxes shall be placed in centrally located areas;
4. Mailboxes are encouraged to be located between the sidewalk and the sideyard fencing;
5. Where mailboxes are located between the sidewalk and the sideyard fencing, landscaping may be introduced against the fence in the form of a hedge and/or grouped shrubs.

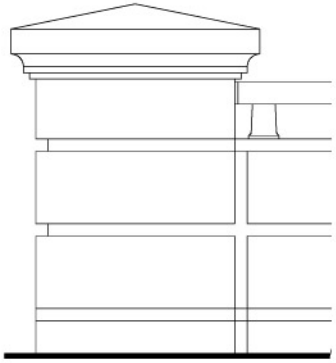


Figure 5.8a - Bridge End Pier Elevation

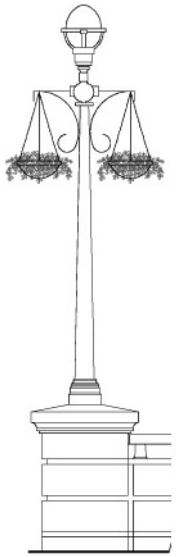


Figure 5.8b - Bridge End Pier Elevation with light standard and floral baskets

5.8 Bridges and Overpasses

Bridges and overpasses are visually important elements of the arterial system of Springbrook Community. Their appearance contributes to the quality of the streetscape and their design should strive for uniformity of appearance, a recognizable sense of style and sense of human scale.

The following guidelines apply to the design of bridges, overpasses and guide rails:

1. Bridge design should include poured-in-place piers and wing walls, detailed with false horizontal joints or reveals as shown. Precast pier cap design should be according to the Brampton standard coping detail. End piers should have a formed recess in the street-facing elevation to receive a plaque with the Brampton rose or other appropriate City-approved logo. The continuous tubular metal railing between the piers should be painted in a consistent colour.

2. An alternate design is shown for featured locations, with piers having decorative light standard and floral baskets.

3. Bridge and overpass soffits that are exposed to public view should be designed accordingly, having an attractive appearance and well-finished materials, consistent with the design and material finishes of street-facing sides.

4. The MTO standard box beam guide rail is recommended where guide rails are absolutely necessary along arterial roads. The continuous horizontal railing should be painted the same colour proposed for the metal railing and decorative metal work of the bridges and overpasses. Vertical supports should be painted in a white or pale grey, complementary to the value of the colour proposed for the metal railing and decorative metal work.

Figure 5.8c - Intended character of Bridge design, end pier, and box beam guide rail

5.9 Accessibility

Barrier free access to services and amenities is essential to achieving a truly vibrant City. The City has established the Accessibility Advisory Committee, and implemented the Accessibility Technical Standards to ensure that all residents of Brampton can live in a barrier free environment, including full access to all City buildings. With the public sector taking the lead, the City shall promote barrier free access to private sector buildings and facilities as well as enforce the Ontario Building Code related to the provision of barrier free access.

All City of Brampton facilities shall be designed and improved in accordance with the City of Brampton Accessibility Technical Standards, including but not limited to fire stations and public recreation facilities.

The City shall ensure that all new public buildings are accessible to persons with disabilities and ensure that existing public and private buildings are adapted to be accessible, in accordance with the Ontario Building Code and the City of Brampton Accessibility Technical Standards.

The City shall encourage the use of the International Symbol of Access for all institutional and public buildings and structures to identify them as buildings that are accessible to persons with disabilities.

The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of health care facilities, places of worship, libraries, day care centres, and police stations.

The builders within the Spring brook Community are committed to offering accessible housing as an option in their sales portfolio. Sale information will be made available to perspective home purchasers informing them that accessible features and design are available.

6.0 DESIGN REVIEW AND APPROVAL

6.1 Detailed Design Submission

As part of the engineering submissions submitted for each respective draft plan, there will be a landscape submission that will provide requisite details consistent with the concepts, images, and details provided in the Approved Community Design Guidelines.

6.2 Monitoring for Compliance

Developer shall employ a Control Landscape Architect to conduct drive-by site inspections to monitor that development is in keeping with these Design Guidelines and the approved Plans. Any visible deficiencies or deviations in construction from the approved plans and drawings will be reported and noted for immediate rectification.

FOR NON-EXECUTIVE / TRANSITIONAL AREAS

APPENDIX A- CAPITAL COST RESPONSIBILITY

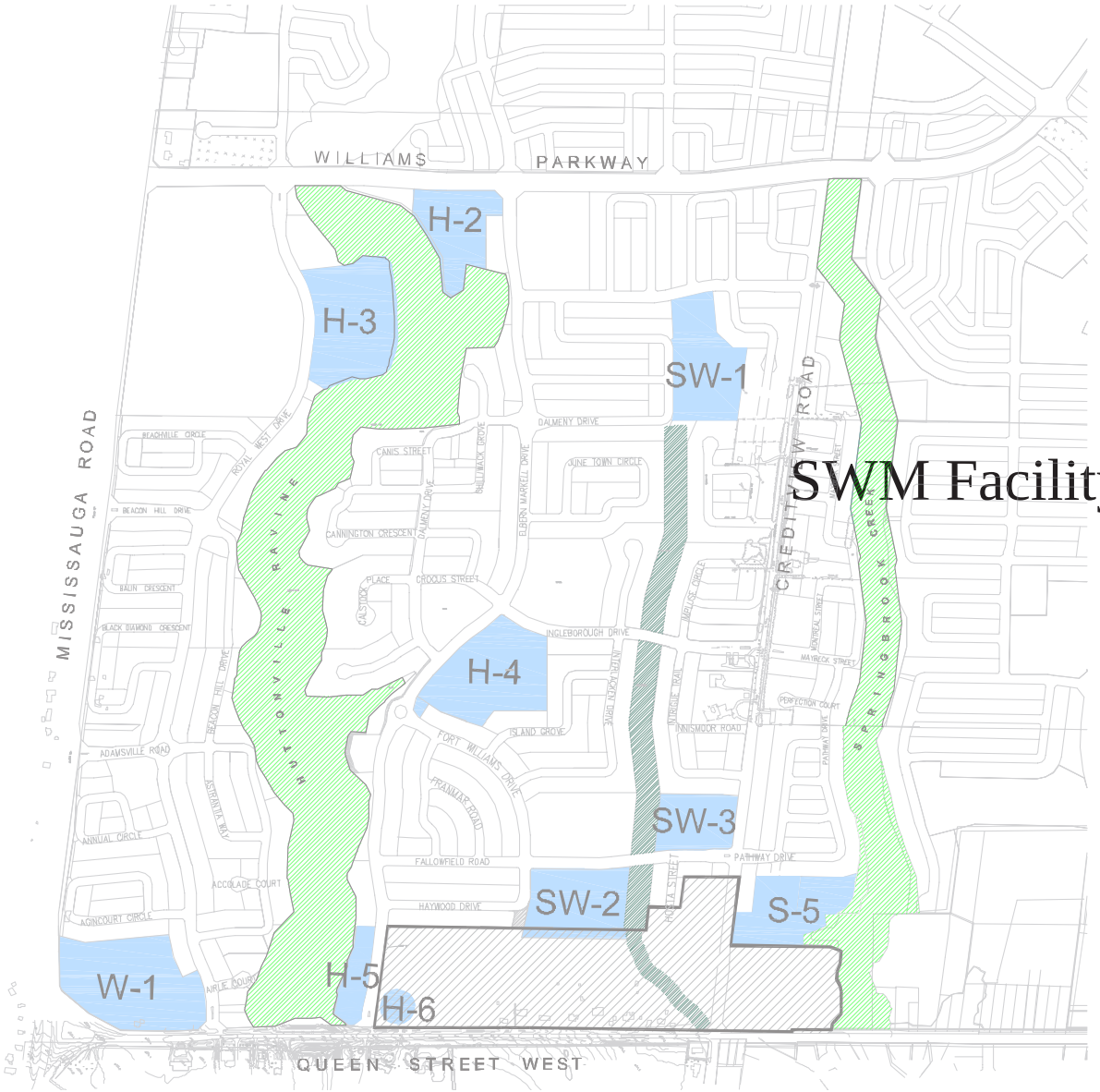
	Capital Cost City Responsibility (DC funded)	Capital Cost Developer Responsibility (Developer funded)
STREET TREES		
• 75mm cal. 15.0m O.C. average; any upgrades to size (150mm diameter at Creditview Road) or density; topsoil and sod within regional and municipal road right-of-ways.		■
BUFFER BLOCKS - 100% planted		
• Planting to City of Brampton standards, any upgrades to species, sizes or densities.		■
• Acoustic fence and masonry pillars.		■
• Fencing at window streets - low decorative fencing, pedestrian connection upgrades.		■
ENTRY ELEMENTS / FEATURES (PRIMARY & SECONDARY FEATURES, COMMUNITY NODE)		
• Decorative masonry elements and signage, planting, water service and irrigation at corners.		■
• Entry median, paving, planting, irrigation where required.		■
COMMUNITY MAILBOX AREAS		
• Hard surfacing, topsoil, sod and any planting.		■
STREET LIGHTING		
• Decorative pole and fixture (City Standard decorative light)		■
VISTA BLOCKS / OPEN SPACE BLOCKS		
• Topsoil, sod, shrub and tree planting.		■
• Hard surfaces, decorative paving, site furniture (benches, waste receptacles, railings, signage, retaining walls, etc.).		■
• Decorative columns and / or structures.		■
PARK BLOCKS		
• Grading, topsoil, sodding and tree planting.	■	
• Walkways, hard surfaces only with shade structures	■	
• Drainage system, storm lines.	■	
• Signage and furniture.	■	
• Playground to standards and approval of the City.	■	
• Planting (size, densities).	■	
• Shade structures in Park #4 only.	■	
• Pathway within existing DC service level	■	
• Pathways exceeding DC service level		■
• Decorative paving		■
VALLEYLANDS		
• Topsoil, seeding, planting restoration of areas disturbed by construction.		■
• Rear lot chainlink fencing.		■
• Rear lot retaining fencing (if required).		■
• Planting within 6.0m landscape buffer at rear lots.		■
• Top of bank plantings.		■
• Valleyland plantings to begin re-vegetation/re-establishment of woody vegetation.	■	
• Asphalt trails, lighting (if required), landscape restoration, benches / waste receptacles.	■	
PEDESTRIAN PATHWAY (Including asphalt paving, bridges, walkway lighting and planting)		
• Pathway within existing DC service level	■	
• Pathways exceeding existing DC service level		■

APPENDIX A- CAPITAL COST RESPONSIBILITY

	Capital Cost City Responsibility (DC funded)	Capital Cost Developer Responsibility (Developer funded)
STORMWATER MANAGEMENT FACILITY		
• Topsoil, seeding, sodding, aquatic and woody shrub and tree planting, per City of Brampton standards.		
• Signage as per City of Brampton standards.		
• Look-outs, where opportunities occur.		
• Planting in excess of City of Brampton standard sizes and densities.		

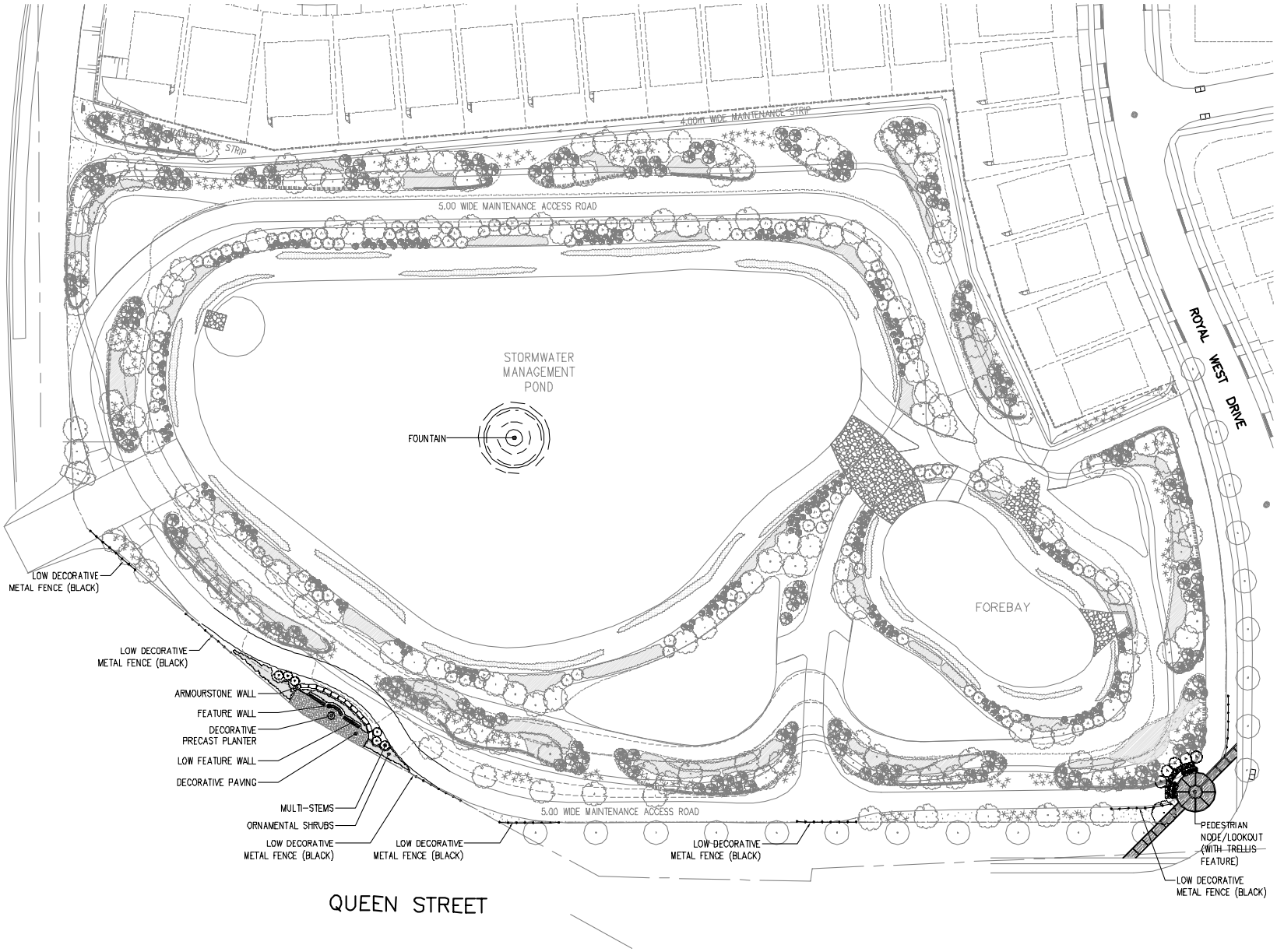
FOR EXECUTIVE AREAS ONLY

EXECUTIVE AREA		
Streetscape		
• Landscaped, irrigated roundabouts.		
• Executive features and entry medians.		
• Upgraded corner lot fencing.		
• Decorative street lights.		
• Decorative roadway paving at pedestrian crossings.		
• Upgraded pedestrian look-outs at vista blocks		
• Enhanced planting and fencing at community mailbox locations		
• Large caliper deciduous street trees (100mm diameter trees on both sides of street throughout)		
• Coloured concrete crossings at all intersections		
• 2nd row of street trees on property line along north-south collector roads and Fort Williams & Haywood Drive.		
• Decorative street signs		
Park Enhancements		
• Feature walls / seatwalls		
• Decorative paving areas		
• Park entrance features and decorative paving		
• Shade structure in parks 1 & 2.		
Stormwater Management Pond Enhancements		
• Upgraded Lookout (decorative paving, shade structure, armourstone, flower beds, seating, fountain in pond)		
• Fountains in SWMs # W-1, H-2 and H-4.		
• Decorative fencing along Missisauga Road and Queen Street frontages for SWM # W-1.		
Fencing		
• Visible decorative black metal fencing in these executive area locations:		
- along SWM pond where it interfaces with residential areas;		
- in vista blocks;		
- along rear frontages adjacent to pathways		
• Enhanced fencing and planting along window streets abutting Mississauga Road and Williams Parkway		

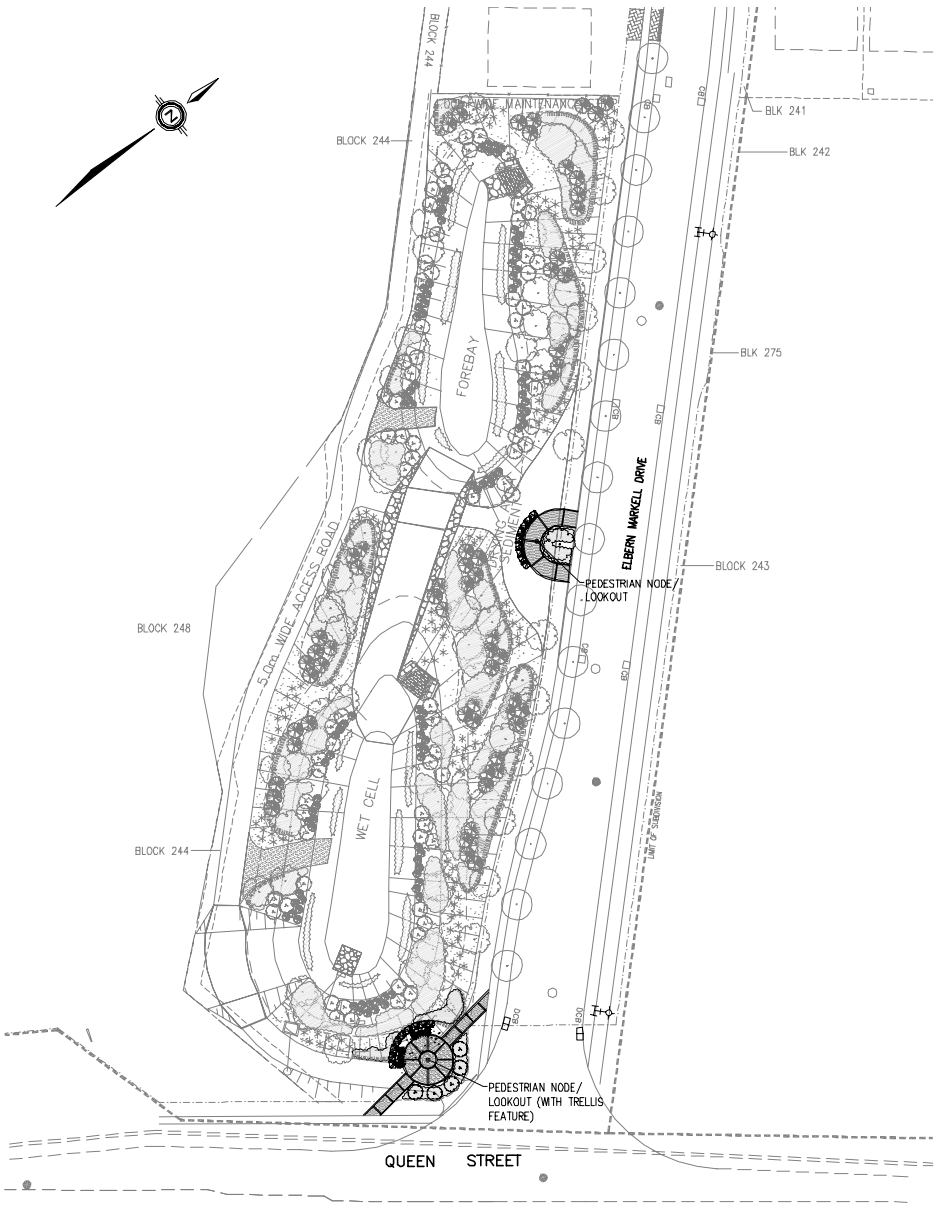


APPENDIX B -
SWM Facility Demonstration Plans

FOCAL SWM - W1


4.00m WIDE MAINTENANCE STRIP
4.00m WIDE MAINTENANCE STRIP
5.00 WIDE MAINTENANCE ACCESS ROAD
STORMWATER MANAGEMENT POND
FOUNTAIN
ROYAL WEST DRIVE
FOREBAY
LOW DECORATIVE METAL FENCE (BLACK)
LOW DECORATIVE METAL FENCE (BLACK)
ARMOURSTONE WALL
FEATURE WALL
DECORATIVE PRECAST PLANTER
LOW FEATURE WALL
DECORATIVE PAVING
MULTI-STEMS
ORNAMENTAL SHRUBS
LOW DECORATIVE METAL FENCE (BLACK)
LOW DECORATIVE METAL FENCE (BLACK)
5.00 WIDE MAINTENANCE ACCESS ROAD
LOW-DECORATIVE METAL FENCE (BLACK)
PEDESTRIAN NODE/LOOKOUT (WITH TRELLIS FEATURE)
LOW DECORATIVE METAL FENCE (BLACK)
QUEEN STREET

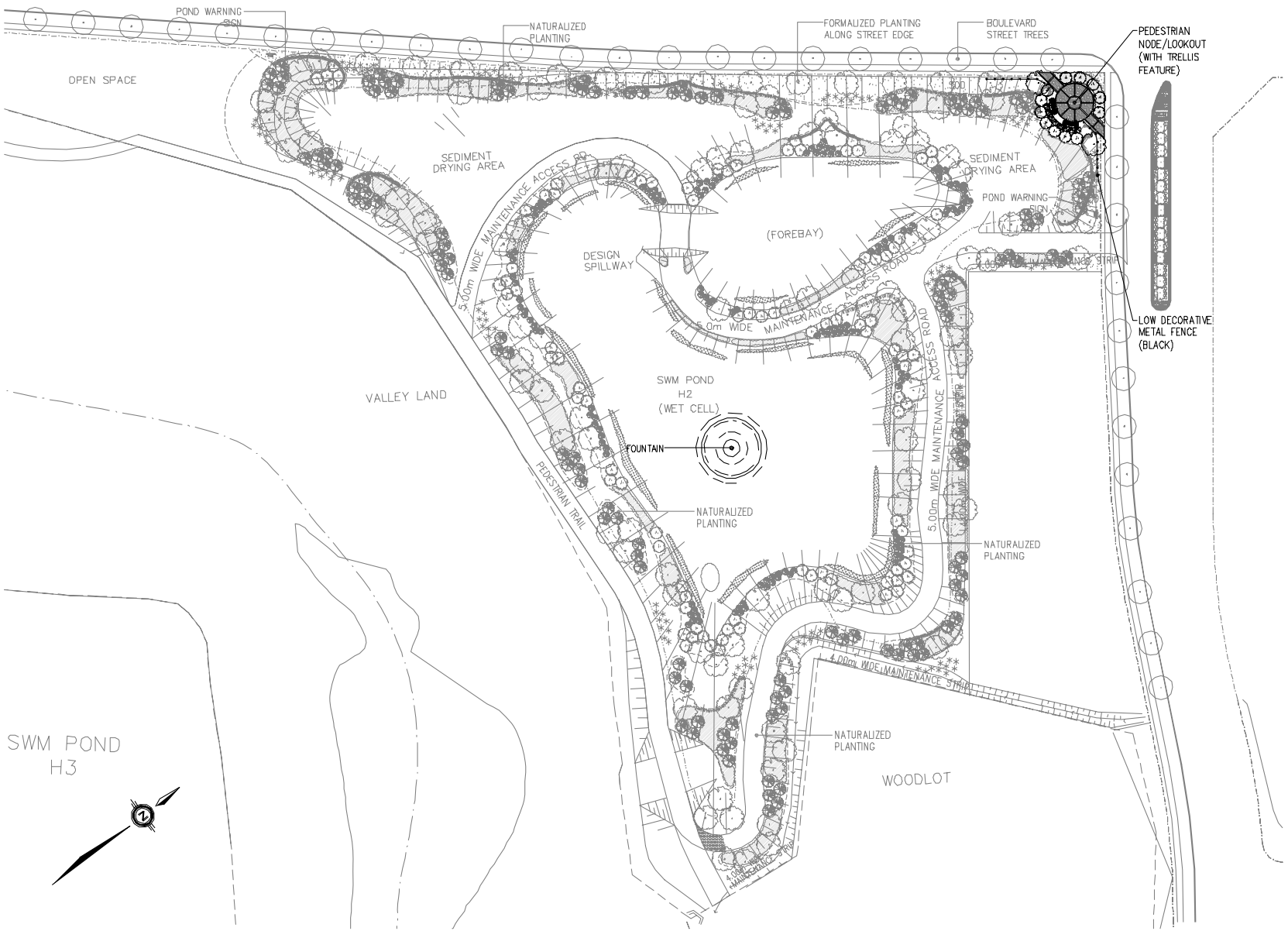
FOCAL SWM - H5


BLOCK 244
BLOCK 244
BLK 241
BLK 242
BLK 275
FOREBAY
ELBERN MARKELL DRIVE
BLOCK 243
PEDESTRIAN NODE/ LOOKOUT
BLOCK 248
5.0m WIDE ACCESS ROAD
WET CELL
BLOCK 244
PEDESTRIAN NODE/ LOOKOUT (WITH TRELLIS FEATURE)
QUEEN STREET

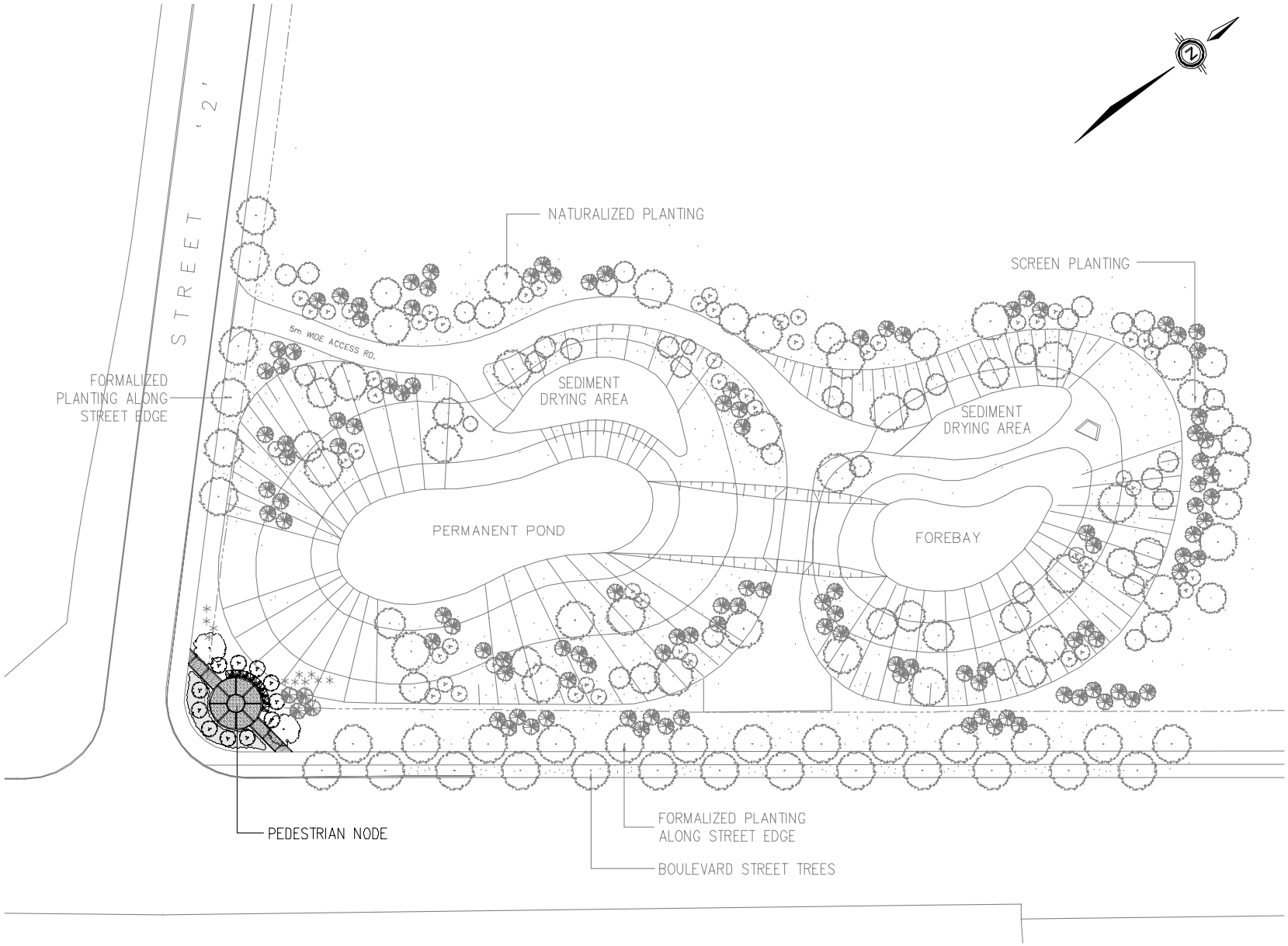
FOCAL SWM - H4


ISLAND GROVE
ISLAND GROVE
FORT WILLIAMS
SEDIMENT DRYING AREA
NATURALIZED PLANTING
5.0m WIDE ACCESS ROAD
POND WARNING SIGN
BOULEVARD STREET TREES
FOUNTAIN
(WET CELL)
SEDIMENT DRYING AREA
FORMALIZED PLANTING ALONG STREET EDGE
SOD
NATURALIZED PLANTING
INGLEBOROUGH DRIVE
NATURALIZED PLANTING
5.0m MAINTENANCE ACCESS ROAD
(FOREBAY)
SOD
LOW DECORATIVE METAL FENCE (BLACK)
5.0m WIDE ACCESS ROAD
SOD
SOD
SOD
SOD
PEDESTRIAN NODE/LOOKOUT (WITH TRELLIS FEATURE)
POND WARNING SIGN
BOULEVARD STREET TREES
FORMALIZED PLANTING ALONG STREET EDGE
NATURALIZED PLANTING
POND WARNING SIGN
ELBERN MARKELL DRIVE

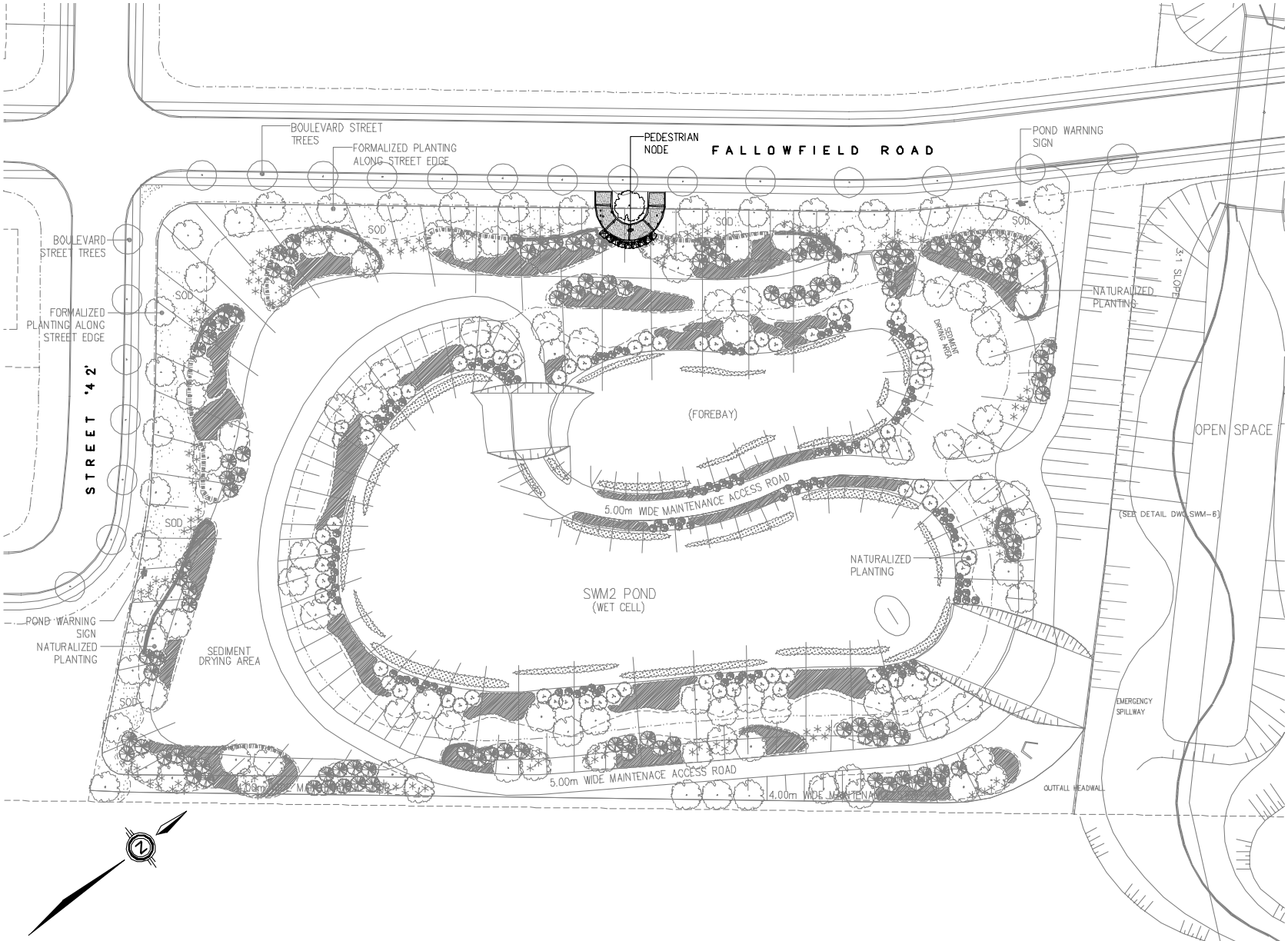
FOCAL SWM - H2


POND WARNING SIGN
NATURALIZED PLANTING
FORMALIZED PLANTING ALONG STREET EDGE
BOULEVARD STREET TREES
PEDESTRIAN NODE/LOOKOUT (WITH TRELLIS FEATURE)
OPEN SPACE
SEDIMENT DRYING AREA
5.00m WIDE MAINTENANCE ACCESS RD
(FOREBAY)
DESIGN SPILLWAY
SEDIMENT DRYING AREA
POND WARNING SIGN
4.00m WIDE MAINTENANCE STRIP
5.00m WIDE MAINTENANCE ACCESS ROAD
LOW DECORATIVE METAL FENCE (BLACK)
VALLEY LAND
SWM POND H2 (WET CELL)
FOUNTAIN
PEDESTRIAN TRAIL
NATURALIZED PLANTING
NATURALIZED PLANTING
4.00m WIDE MAINTENANCE STRIP
NATURALIZED PLANTING
WOODLOT
SWM POND H3

NATURALIZED SWM - H6



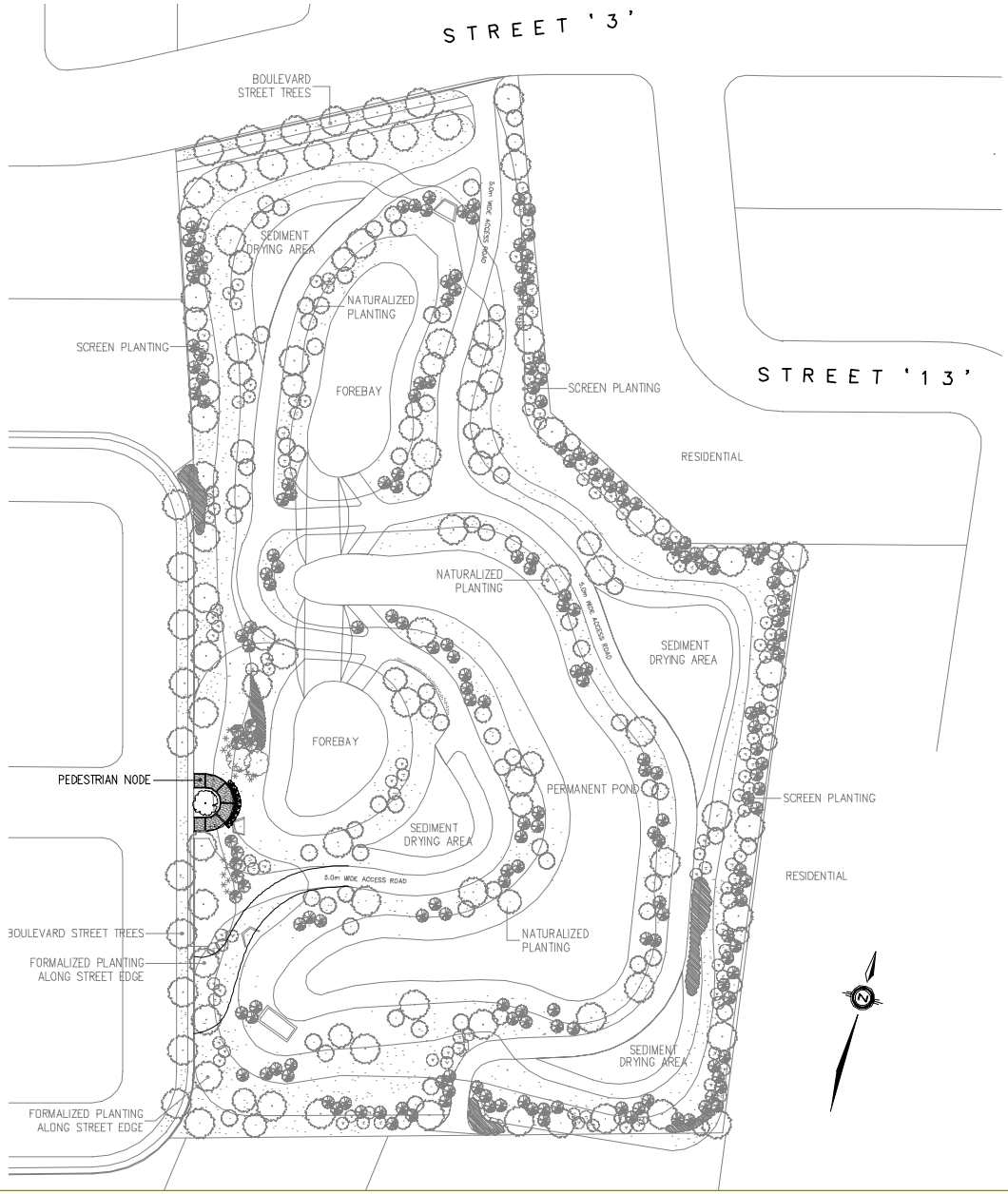
NATURALIZED SWM - SW2



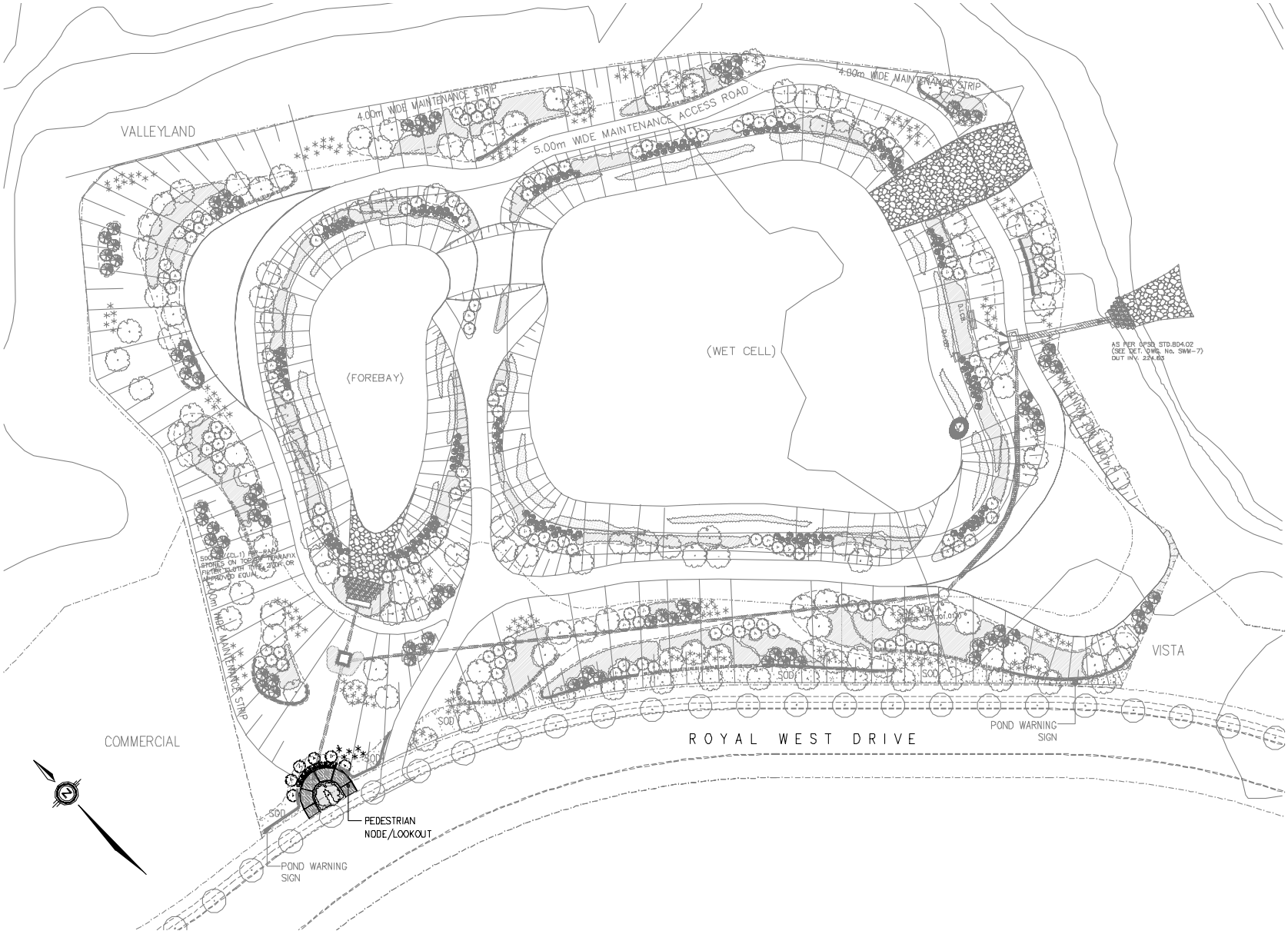
NATURALIZED SWM - S5

NATURALIZED SWM -SW3

NATURALIZED SWM - SW1



NATURALIZED SWM - H3



SECTION B: ARCHITECTURAL GUIDELINES

SPRINGBROOK COMMUNITY

Block 2 Credit Valley Secondary Plan Area 45
CITY OF BRAMPTON

City Approval Stamp




Community Design Guidelines: Architectural Guidelines

Prepared by:
John G. Williams Limited, Architect
Prepared for:
Springbrook Community Landowners Group

Date: Jan. 2008
City Ref: P20BP.45-2.001
Our Ref: W-1136

FLOWER CITY
BRAMPTON.CA

DISCLAIMER

The text and images contained in this document are a conceptual representation only, of the intended vision and character of the Springbrook Community. In this regard, they should not be construed or interpreted literally as what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for the marketing of the community.

TABLE OF CONTENTS

1. INTRODUCTION

These Architectural Guidelines, together with the Open Space Guidelines (prepared by NAK Design Group) form the Community Design Guidelines for the Springbrook Community. The Architectural Guidelines focus primarily on design elements within the private realm, while the Landscape Guidelines provide criteria for design elements within the public realm. The integration of good urban design principles, including planning, architectural and landscaping initiatives, will ensure that the Springbrook Community develops as a healthy, attractive and livable community with an upscale identity.

It is noted that all plans, photographs, elevations and diagrams contained within these Architectural Guidelines are conceptual in nature and by no means represent the only manner in which the guidelines outlined in this document could or should be implemented.

Where landscape features or elements, such as decorative landscape pillars, fencing, etc, are shown in images in the Architectural Guidelines portion of this document, they should not be construed to represent proposed treatments for such features. For details on proposed landscape elements, the reader is asked to refer to the Open Space section of these Guidelines.

The author of these Architectural Guidelines (John G. Williams Limited, Architect) acknowledges that the information provided in this document has been coordinated with and is not contradictory to the content of the Open Space Guidelines prepared by NAK Design Group.

1.1 Purpose of the Guidelines

The purpose of the Architectural Guidelines is to build upon key structuring elements and design principles found in the *Springbrook Community Block Plan Report, June 2005* (prepared by NAK Design Group, Glen Schnarr & Associates Inc. & John G. Williams Limited, Architect) by establishing detailed architectural design and site planning criteria to guide built form development.

The Springbrook Community is envisioned as a high quality community which contains a significant area designated for Executive Housing as well as other Special Areas which require unique architectural design considerations. These Architectural Guidelines have been organized to identify:

- Design criteria that applies to all housing in the community.
- Additional design criteria that applies to Executive Housing and Special Character Areas within the community.
- An "Architectural Control Matrix" is found at the end of the document. It provides a general comparison of requirements between the various residential areas within the Springbrook Community.

These Architectural Guidelines should be read in conjunction with the following documents:

- *Credit Valley Secondary Plan (OP93-197)*
- *Springbrook Community Block Plan*
- *Springbrook Community Design Guidelines : Open Space Guidelines* (NAK Design Group)
- *Design Workbook for Brampton's Upscale Executive Special Policy Areas*
- *City of Brampton - Flower City Strategy*
- *City of Brampton - Development Design Guidelines*
- *All applicable zoning by-laws*

1.2 Role of the Design Control Architect

The role of the Design Control Architect (John G. Williams Limited, Architect) is to review the builder's submissions in a fair and timely manner and to ensure building designs are appropriate and in general compliance with the Springbrook Architectural Guidelines.

The design review process is summarized as follows:

- Orientation meeting with the Builder or Developer and municipal staff.
- Model design review and approval.
- Siting review and approval.
- Regular site monitoring for compliance.

To ensure the City plays a greater role in overseeing the architectural control process, regular meetings between the Control Architect and the City will occur together with regular progress reports to Brampton Community Design staff.

This is particularly important for Executive Housing and Special Character Areas within the community where both the image and character of the City and the design expectations of the community are at stake. Housing in these areas will require a collaborative review by both the Design Control Architect and City urban design staff prior to architectural control approvals.

Refer to *Sec. 8 - Design Review and Approval Process* for more information.

1.3 Compliance

Performance standards and design objectives within these guidelines are in addition to requirements of the Zoning By-law, Conditions of Draft Approval, Subdivision Agreements and all other applicable agreements and legislation. Approvals by the Control Architect do not release the builder from complying with the requirements of the City of Brampton, the Project Engineer or any other approval authority. It is the builder's complete responsibility to verify conformance with all required authorities. Developers and builders are required to comply with these Guidelines throughout the design, marketing and construction processes.

Only those dwelling designs which have been given approval by the Design Control Architect shall be offered for sale and built.

These guidelines and their interpretation by the Design Control Architect are not intended to discourage design creativity or innovation. Proposed designs which are not in total compliance with the guidelines will be considered by the Design Control Architect, based on their merits, and may be approved where the spirit and intent of the guidelines is maintained.

Within these Guidelines, certain terms are used in reference to the anticipated compliance. These terms are intended to have the following meaning with respect to compliance:

- *May, Encourage or Recommend* - it is desirable to comply with this Guideline.
- *Should* - it is highly encouraged and requires a convincing reason in order to not comply, in the opinion of the City, with this Guiideline.
- *Must, Will or Shall* - it is mandatory to comply with this Guideline, compliance is required.

The images and diagrams contained in this document are conceptual in nature and are meant as examples that demonstrate the design intent of the Guidelines. They should not be construed as the final product.

These guidelines are for the use of the original residential builder; subsequent homeowners are not bound by this document and are free to alter the dwelling provided the design and construction are in compliance with all other authorities having jurisdiction.

The Builder, Developer and/or Control Architect shall not be responsible for modifications to the dwelling and/or lot made by the homeowner.

1.4 Objectives of the Guidelines

- To establish architectural design criteria consistent with the objectives of the *Springbrook Community Block Plan Report*.
- To promote high quality architecture and streetscapes, balancing consistency and variety with quality features and materials.
- To provide specific design criteria for special areas within the Springbrook Community including: Executive Residential Areas, Low Density 1 Residential Areas, Creditview Road Heritage Character Area, Commercial Uses, Live/Work Units, etc.
- To ensure an appropriate design interface is achieved between Executive Residential and Low Density Residential 1 areas, particularly along the main streets and bordering focal public spaces.
- To encourage safe, pedestrian-friendly streetscapes by promoting the principles of CPTED (Crime Prevention Through Environmental Design).
- To establish design requirements for dwellings in prominent locations (Priority Lots such as gateway, corner, park or window lots).
- To diminish the visual impact of garages within the streetscape.
- To establish requirements for the appropriate siting of dwellings according to type, size, style and location within the community.

- To assist builders and their designers in preparation of dwelling designs and to encourage compatibility of dwelling designs among different builders within the community.
- To establish procedures for:
  - submission, review and approval of building designs;
  - monitoring construction for compliance with the Guidelines;
  - dispute resolution.

1.5 Location and Community Context

The Springbrook Community is a residential community with a range of supporting land uses including commercial, institutional and open space, comprising approximately 250 hectares (620 acres) within the Credit Valley Secondary Plan (sub-area 2) in the City of Brampton. The site is bounded by Mississauga Road to the west, Springbrook Creek to the east, Williams Parkway to the north and Queen Street West to the south (see Fig. 1.5a).

South of the Springbrook Community is a recently constructed executive residential neighbourhood, (Lionhead Estates and the Lionhead Golf Course). To the east and north, future residential development has been approved by the City of Brampton (CVSP Sub-Areas 1&3). To the southeast, future residential development has been proposed (CVSP Sub-Area 5). To the west of Mississauga Road is the rural community of Huttonville and agricultural lands.

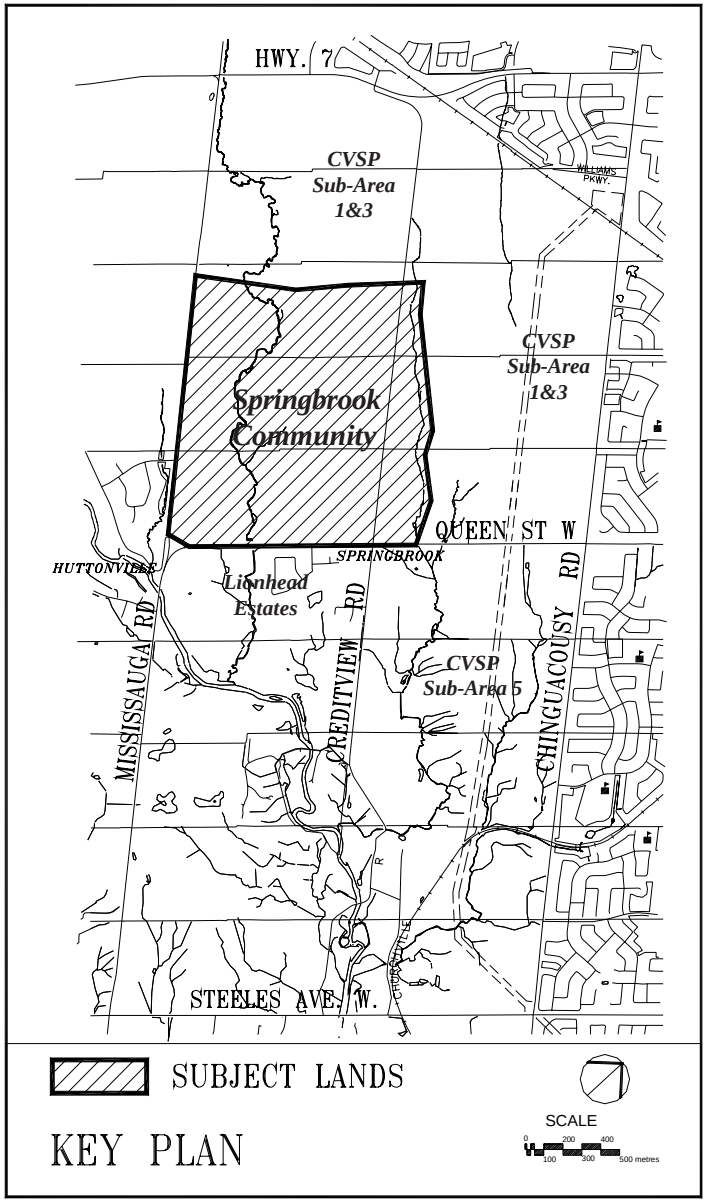


Figure 1.5a - Location of Springbrook Community

1.6 Community Structure / Block Plan

The Block Plan for the Springbrook Community (see fig. 1.6a) has embodied a number of key design features and planning principles which will contribute to its development as a high quality community, including:

- The integration of natural and heritage features into the community's basic structure.
- The development of distinct pedestrian-scaled neighbourhoods within the community that are connected by the street pattern or visually / thematically connected through the design of streetscapes and open space.
- The focal location of neighbourhood parks, schools and other plan elements and features.
- The integration and enhancement of views to natural features through the provision of vista blocks, the development of single-loaded scenic drives and the placement of land use elements adjacent to the valley corridors.
- The design and placement of stormwater management ponds as features within the community.
- The identification of prominent streets where enhanced streetscape treatments will be implemented.
- The identification of key locations within the community where enhanced architecture will be required to support the street zone, provide landmark elements in prominent places and reinforce the community's character.
- The interconnected system of pedestrian routes that include the sidewalks within street right-of-way, stormwater management facilities and valleylands.
- The design of enhanced streetscape and architectural elements to promote the upscale housing area.
- The development of Creditview Road as a 'heritage character' corridor with distinctive lotting, built form and streetscape solutions that enhance and preserve the unique rural character and the existing trees of this road.
- For further details, refer to the *Springbrook Community Block Plan (Block 2 Credit Valley Secondary Plan Area 45).*

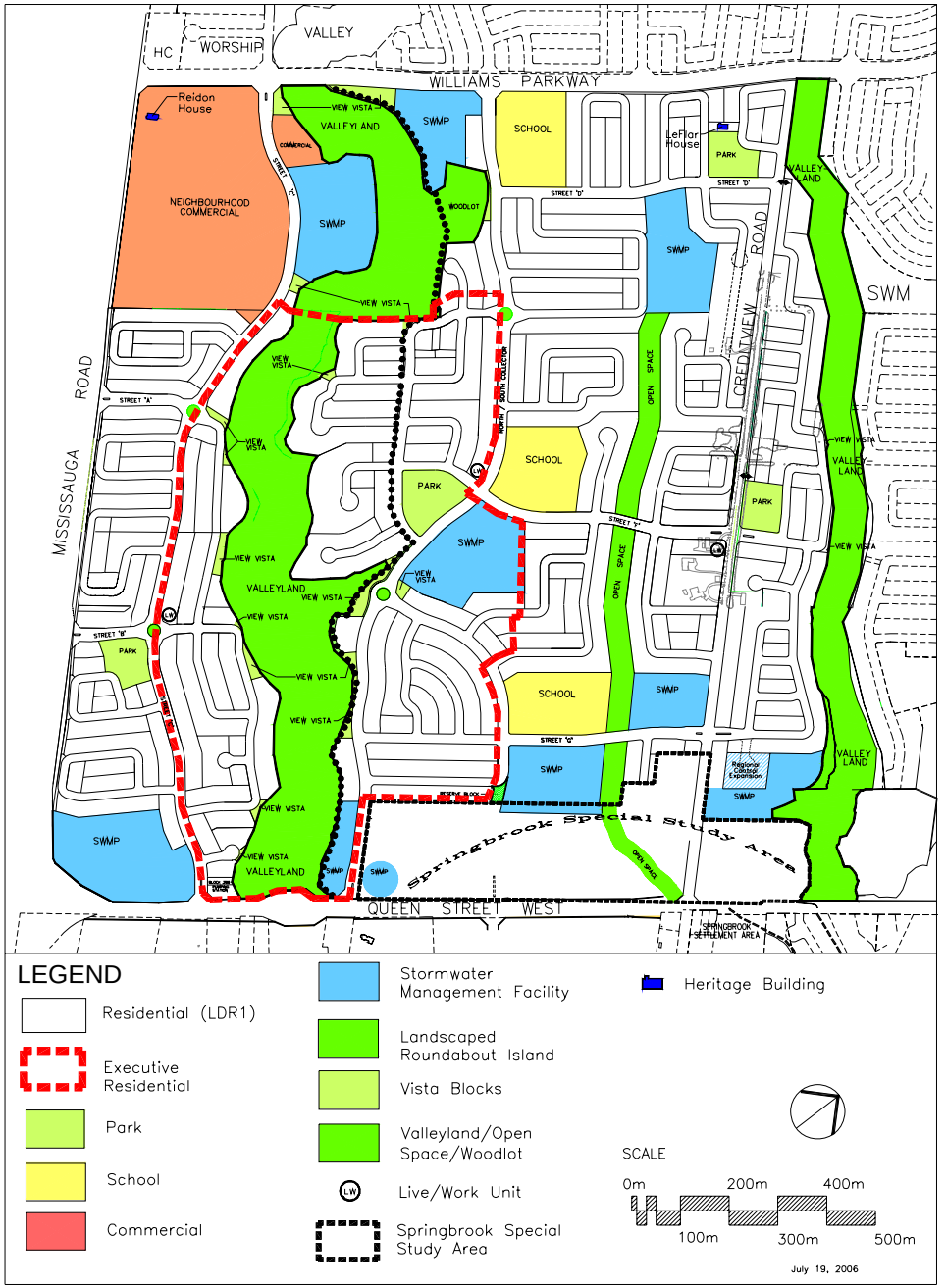


Figure 1.6a - Springbrook Community Block Plan

1.7 Community Design Vision

Springbrook Community is envisioned as an attractive upscale residential community which derives its 'upscale' image through the coordinated approach in the design of its structural components:

• *Streetscape* • *Open Space* • *Community Features* • *Residential and Non-Residential Forms* • *Natural Physical Setting / Heritage Features* •

A selection of upscale traditional architectural styles derived from the classical periods of architecture (Georgian, Tudor, Victorian, French Eclectic, etc.) will be promoted to generate visually appealing streetscapes. Neighbourhoods and special areas within the community shall be designed to develop their own individual identities and to promote a sense of place. Buildings shall be designed to respond to their location within the community through the use of appropriate architectural style, orientation, massing, articulation, materials and detailing. The use of high quality, low-maintenance building materials is mandatory throughout the community. Buildings shall be sited to establish well-defined street edges and foster safe, pedestrian-friendly and harmonious streetscapes. Additionally, all dwellings within the community shall provide street-facing façades designed to reduce the prominence of the garage.

Figure 1.7a - Conceptual Image of Residential Streetscape

Figure 1.7c - Conceptual Image of Open Space

Figure 1.7e - Heritage Building (LeFlar Farmhouse)

Figure 1.7b - Conceptual Image of Non-Residential Buildings

Figure 1.7d - Conceptual Image of Community Focal Point (Park)

Figure 1.7f - Conceptual Image of Creditview Road Dwelling

1.8 Special Areas

Special Areas found within the Springbrook Community will help distinguish this community from other new developments in Brampton and contribute to its upscale identity. These include:

- *Huttonville Creek*, characterized by its steep banks, mature vegetation and numerous vantage points and vistas, will provide a unique setting of natural beauty for the Springbrook Community.
- *Executive Housing Areas* located on either side of the Huttonville Ravine, together with the streetscapes leading to it, shall represent the upscale design vision for the Springbrook Community.
- *Primary Streetscapes* within the community shall be designed to express an upscale identity and to visually link the community's nieghbourhoods together.
- *Creditview Road* with its mature hedgerow and 'old country lane' character will be enhanced by limiting driveway access, preserving the mature trees and providing heritage-based architecture.
- *Existing dwellings*, including two heritage buildings and several existing estate homes, will be retained and integrated into the community design and will set the tone for nearby residential design quality.
- *Live/Work Units* will be located strategically at special corner nodes within the community. They will be designed to accommodate future commercial/office uses on the main floor with residential above and are intended to provide a local convenience amenity to community residents.
- *The Springbrook Settlement Area* at the intersection of Queen Street West and Creditview Road is envisioned to redevelop as a mixed-use, heritage-inspired hamlet forming a central node within the Credit Valley Secondary Plan area. The Springbrook Settlement Area has been designated a Special Study Area, requiring a separate study. It is not subject to these Architectural Guidelines.

Refer to Section 6.0 for built form requirements for Special Areas. The design criteria for Special Areas will be in addition to the architectural controls stated within Section 2.0, 3.0, 4.0 and 5.0.

1.9 Brampton's Civic Design Initiatives

1.9.1 Flower City Strategy

In an effort to recapture Brampton's identity as Canada's Floral City and to enhance the sense of place among its residents, the City of Brampton is encouraging design initiatives which help rediscover its former Flowertown heritage. Opportunities to incorporate principles of Brampton's *"Flower City Strategy"* will be encouraged to further enhance the image of the Springbrook Community, not only within the public realm, but also in the design of individual dwellings.

The design of public buildings can also assist in expressing the Brampton's floral goals. For example, through the strategic placement of glass, schools could provide a floral display area within the building visible from the street.

Within the community there will be two small bridges required to cross the drainage channel; large bridges occur external to the community on Williams Parkway and Queen Street West. These landmark features provide a sense of place within the community and an opportunity to express Brampton's *"Flower City Strategy"*. This may be achieved through:

Figure 1.9a - Expression of Brampton's "Flower City Strategy" in Residential Development

- branding the bridge with the community or City logo and using similar materials and colours as the community gateway features;
- provision of floral planters;
- provision of banner poles on light standards;
- use of colours consistent with the City's design vision (i.e. blue);
- details for this will be developed in conjunction with the City;
- high quality home designs as a backdrop to the bridge.
- refer to Fig. 1.9b;

Figure 1.9b - Expression of Brampton's "Flower City Strategy" through Design of Bridges

1.9.2 Design Workbook for Upscale Executive Special Policy Areas

A large portion of the Springbrook Community has been identified as Upscale Executive Housing (Special Policy Area 2) and designated Executive Residential within the 'Credit Valley Secondary Plan'. These lands are located on either side of the Huttonville Ravine as shown in Figure 1.6a. The balance of the residential lands within the community are designated Low Density 1 Residential and will act as a transition between the Executive Residential and the conventional areas surrounding the Springbrook Community.

The 'Credit Valley Secondary Plan' states *"..Low Density 1 Residential areas together with Executive Residential shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan...."*. Therefore, the standard design criteria contained in these Architectural Design Guidelines for Low Density 1 Residential areas are more stringent than for a conventional community. Additional design criteria specifically for Executive Residential areas, Primary Streetscapes Leading to Executive Residential Areas and the Creditview Road Heritage Character Corridor are contained in *Section 6* of these Guidelines.

Within these Architectural Design Guidelines, the built form and architectural design requirements of the *"Design Workbook for Brampton's Upscale Executive Special Policy Areas"* have been addressed. Builders and developers within the Springbrook Community shall be familiar with the objectives and requirements of Brampton's *"Design Workbook for Brampton's Upscale Executive Special Policy Areas"*.

1.9.3 Development Design Guidelines

The City of Brampton has adopted comprehensive *"Development Design Guidelines"* in an effort to create high quality new communities consistent with Brampton's civic design objectives. Pertinent architectural design criteria contained in Brampton's *"Development Design Guidelines"* (in particular *Section VI - Site Planning and Built Form)* have been incorporated into this document.

Builders and developers within the Springbrook Community shall be familiar with the objectives and requirements of Brampton's *"Development Design Guidelines"*.

1.9.4 Accessibility

Barrier free access to services and amenities is essential to achieving a truly vibrant City. The City has established the Accessibility Advisory Committee, and implemented the Accessibility Technical Standards to ensure that all residents of Brampton can live in a barrier free environment, including full access to all City buildings. With the public sector taking the lead, the City shall promote barrier free access to private sector buildings and facilities as well as enforce the Ontario Building Code related to the provision of barrier free access.

All City of Brampton facilities shall be designed and improved in accordance with the City of Brampton Accessibility Technical Standards, including but not limited to fire stations and public recreation facilities.

The City shall ensure that all new public buildings are accessible to persons with disabilities and ensure that existing public and private buildings are adapted to be accessible, in accordance with the Ontario Building Code and the City of Brampton Accessibility Technical Standards.

The City shall encourage the use of the International Symbol of Access for all institutional and public buildings and structures to identify them as buildings that are accessible to persons with disabilities.

The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of health care facilities,

places of worship, libraries, day care centres, and police stations.

The Builders within the Springbrook Community are committed to offering accessible housing as an option in their sales portfolio. Sale information will be made available to perspective home purchasers informing them that accessible features and design are available.

1.10 Heritage Elements

Within the community are a number of existing dwellings which are encouraged for retention, some of which have historical architectural design merit. These buildings, together with other heritage elements within the community, provide an important link between the past and the present, act as focal points within the community and assist in establishing a 'sense of place'.

A number of heritage elements have been identified within the community, including:

- The Creditview Road Heritage Character Corridor. Refer to Section 6.1.
- The Springbrook Settlement Area (currently undergoing a separate City-initiated Study).
- Two significant heritage buildings:
  i) the Reidon Farmhouse at 9521 Mississauga Road - see fig. 1.10a;
  ii) the LeFlar Farmhouse at 9512 Creditview Road - see fig. 1.10b;
- A third building, the Patrick McClure Farmhouse at 9295 Creditview Road, was destroyed by fire in early 2007. The new dwelling to be built on the north side of the park on Creditview Road shall be designed with elements which echo and reflect the architecture of the destroyed Patrick McClure Farmhouse.

Figure 1.10b - Image of Patrick McClure Farmhouse (destroyed by fire in 2007). New Dwelling on north side of park shall take design cues from this building.

The objective of the Block Plan is to preserve, enhance and restore the heritage elements where functionally and physically feasible. Currently all of the heritage buildings are being used for residential purposes. Any change in use to the heritage buildings from their present use shall be reviewed and approved by the City of Brampton. The designation of all standing heritage resources is mandatory by the City.

The following criteria is applicable:

- Where functionally and physically feasible, heritage buildings will be retained in situ and integrated into new development areas.
- Sufficient site area should be provided around heritage buildings to ensure that the general character of the landscape features surrounding the building are maintained.
- The street and block pattern should be appropriately designed to accommodate the buildings and reinforce their visual prominence and focal role within the community.
- Where it is determined that a heritage building may not feasibly remain in its existing location, the building(s) should be relocated to a suitable location within the immediate community in consultation with the City of Brampton Heritage Board.
- The location and siting of re-located heritage buildings should support their prominence and historical role within the community. Priority locations and siting considerations include sites located within view corridors, at view terminii or intersections, at high points in the topography, at other highly visible public areas, adjacent to parks or open spaces, Corner lots, and/or Gateway lots.
- Where feasible, heritage buildings should be maintained as functional structures within the community.
- Private ownership of the heritage buildings is preferred.
- The adaptive re-use of the heritage buildings shall be evaluated on a case by case basis through a Conservation Plan which will address the treatment of the structure and the surrounding landscaping.

i) <u>Reidon Farmhouse - 9521 Mississauga Road</u>

This large brick farmhouse, once owned by the Reidon family, is located on the east side of Mississauga Road, south of Williams Parkway within the proposed commercial block. The Farmhouse was constructed circa 1894. It is currently in good condition, and is being used for residential purposes. The Farmhouse has been designated in the Credit Valley Secondary Plan as a signifi-

cant heritage resource, and is classified as a Class A Heritage Resource in the City of Brampton Heritage Register. The building is in the process of being designated under the Ontario Heritage Act.

- Since the Farmhouse is in no danger remaining where it currently stands, the City has identified that it will remain in situ facing onto Mississauga Road.
- The design integrates the Farmhouse into the Block Plan as a focal point within the northwest commercial portion of the community.
- The design reinforces and enhances the Farmhouse's focal presence on the northwest gateway to the community.
- Prior to the enactment of the Zoning By-law, a Design Brief for the entire commercial block and a Conservation Plan for the house and surrounding property that idicates the proposed future use of the Reidon Farmhouse will be required.
- Based upon its future locational context within the Springbrook Community the following adaptive reuse for the Reidon Farmhouse is preferred: commercial (maintained in situ within the future commercial block).

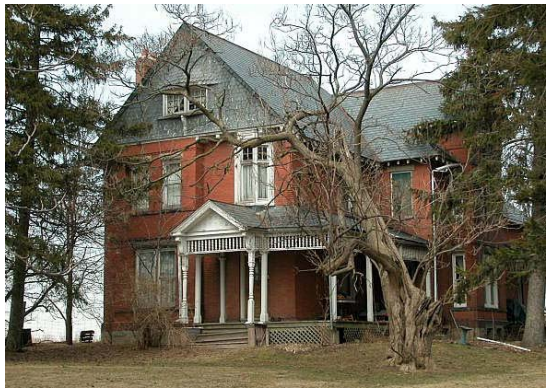


Figure 1.10b - Reidon Farmhouse (9521 Mississauga Rd.)

ii) <u>William Leflar Farmhouse - 9512 Creditview Road</u>

This large brick farmhouse is located on the west side of Creditview Road, south of Williams Parkway. It is classified as a Class B Heritage Building in the City of Brampton Heritage Register. As of March 2005, the Farmhouse is pending designation under the Ontario Heritage Act. Since the Farmhouse is in no danger remaining where it currently stands, the design proposes to retain the Farmhouse in situ. The design integrates the Farmhouse into the Block Plan as a focal point within the northeast section of the community. The design reinforces and enhances the Farmhouse's focal presence within the community as follows:

- The lands to the south of the Lefar Farmhouse have been planned for a neighbourhood park, providing an attractive and appropriate setting for the house.
- The adjacent open space and road network provides for significant views to the house from the surrounding area.
- Existing trees around the Farmhouse will be preserved and integrated into the design of the park and within the lot area around the Farmhouse to the extent that it is practical to do so.
- The developer will ensure that there is sufficient width to the proposed lot to provide adequate setbacks from adjacent development, including the park, to ensure the house has a proper setting and that as many of the existing trees are retained.
- Based upon its future locational context within the Springbrook Community the following adaptive reuse for the William Leflar Farmhouse is preferred: residential (maintained in situ overlooking the park).

Figure 1.10c - LeFlar Farmhouse (9512 Creditview Rd.)

1.11 Development Adjacent to Existing Buildings

In addition to the existing Heritage Buildings, there are also a number of existing dwellings built over the past few decades which will be retained but have no historical architectural design merit.

- All development adjacent to, or incorporating an existing building or a heritage building, must be respectful of the existing building or heritage building by having appropriate regard for scale, massing, orientation, setbacks, building materials, design themes and features.
- Lots adjacent to existing buildings or heritage buildings will be considered Priority Lots. New dwellings shall have elevation upgrades where facing an existing building or heritage building.
- Refer to Section 5.6 (Upgraded Rear & Side Yard Architecture).

2. DESIGN GUIDELINES FOR COMMUNITY STREETSCAPES

The design criteria stated below applies to all new dwellings within the Springbrook Community. Refer to Section 6.0 for additional criteria for Executive Housing and Special Areas within the community.

2.1 Community Safety

To promote a safe, pedestrian-friendly community, the design and siting of buildings shall incorporate principles of CPTED (Crime Prevention Through Environmental Design), including the following:

- De-emphasizing the presence of the garage within the streetscape.
- Providing ample fenestration facing public areas to foster casual surveillance (eyes on the street).
- Providing large, usable front porches, porticos or courtyards to promote interactive outdoor spaces as an interface between private and public realms.
- Ensuring the front door is visible from the street.
- Ensuring all entries to the dwelling are well lit.
- Avoiding entries which are deeply recessed or hidden from the street.

2.2 Street & Building Relationships

A well-defined street edge contributes to the pedestrian-oriented goals of the community (refer to Fig. 2.2a). Attractive streetscapes typically consist of a landscaped boulevard adjacent to a defining edge of private front yards and carefully placed, well-designed dwellings.

- Front yard setbacks should generally be consistent to define the street edge and create a visually ordered streetscape.
- Siting houses close to the minimum required front yard setback is generally recommended unless otherwise stated for Special Areas. For example, lots along Creditview Road may benefit from having variable setbacks, where feasible, in order to enhance the 'heritage character' streetscape. Also, enclaves of large/deep lots may benefit from increased front yard setbacks to create larger front yards.
- Controlled variation in front yard setbacks is desirable on long, straight street blocks, where lot depths permit, to provide visual interest and create relief along the streetscape. Setback variation should follow a curving pattern occuring across a grouping of ~6-8 dwellings in ~0.5m intervals. This will not be required where it negatively impacts the rear yard.
- Haphazard variation in setbacks should be avoided.
- The front façade of the dwelling shall directly relate to the street and shall visually dominate the garage.
- For corner lots, both street frontages shall be addressed in a similar and appropriate manner (refer to Fig. 2.2b and to *Section 5.1 Corner Lot Dwellings*).
- Dwellings should be sited with due regard for the front yard setbacks of adjacent dwellings to preserve consistency in the appearance of the streetscape.
- Projections into the front yard, such as porches, entrance canopies, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape.
- Porch and bay window projections up to 1.8m into the minimum front and flankage yard are permitted. Steps may project beyond the porch but in no case shall they be closer than 1.0m from the street line.

Figure 2.2a - A Well-Defined Street Edge Contributes to the Pedestrian-Oriented Goals of the Community

Figure 2.2b - Corner Buildings Shall Address Both Street Frontages

2.3 Building Types

Housing within the community will be comprised primarily of Single Detached dwellings. Street Townhouses and Semi-Detached dwellings are proposed south of the commercial block in the northwest portion of the community as an appropriate transition between differing land uses. A harmonious variety of house types, architectural styles and elevation treatments will be required to provide visual diversity within the streetscape and to provide a broad range of housing choices to the marketplace.

Non-residential buildings shall be designed to visually complement the residential neighbourhoods and act as landmarks within the community. Refer to Section 7.0.

2.4 Façade Variety & Model Repetition Within the Streetscape

The exterior appearance of new housing will have the greatest impact on the perceived quality of the new community. Attractive, harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity. The visual appeal of streetscapes is enhanced when the arrangement of the dwellings is ordered with respect to model variety, massing, height and repetition within the group.

Figure 2.4a - Façade Variety Within the Streetscape is Required

- Variety of architectural expression among publicly exposed façades shall occur within each street block (see Fig. 2.4a).
- Each model shall have at least two distinctly different elevations (unless it is a custom home). Popular models will require more than two elevations to avoid repetition and monotony within the streetscape.
- Individual buildings shall combine to create visual harmony when sited together within the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours and architectural elements.
- Identical dwelling elevations shall not be permitted directly adjacent or directly opposite one another.
- Identical elevations shall not comprise more than 30% of a street block and should have different exterior material colours. To further promote visual diversity along each street, a minimum of 2 dwellings (or 2 pairs of semis) must occur between identical elevations of the same model (see Fig. 2.4b).
- A maximum of 3 alternative elevations of the same model may be sited adjacent one another (i.e. Model 2 - El. 'A', 'B', 'C').
- There shall be at least 3 different model designs (having a different building footprint and floor plan) within each group of ten dwellings.
- Publicly exposed elevations shall incorporate adequate massing, proportions and wall openings (i.e. window, doors, porches, etc.) to avoid large, blank façades.
- Refer to Section 6.3.3 for more stringent model repetition criteria within Executive Housing Areas.

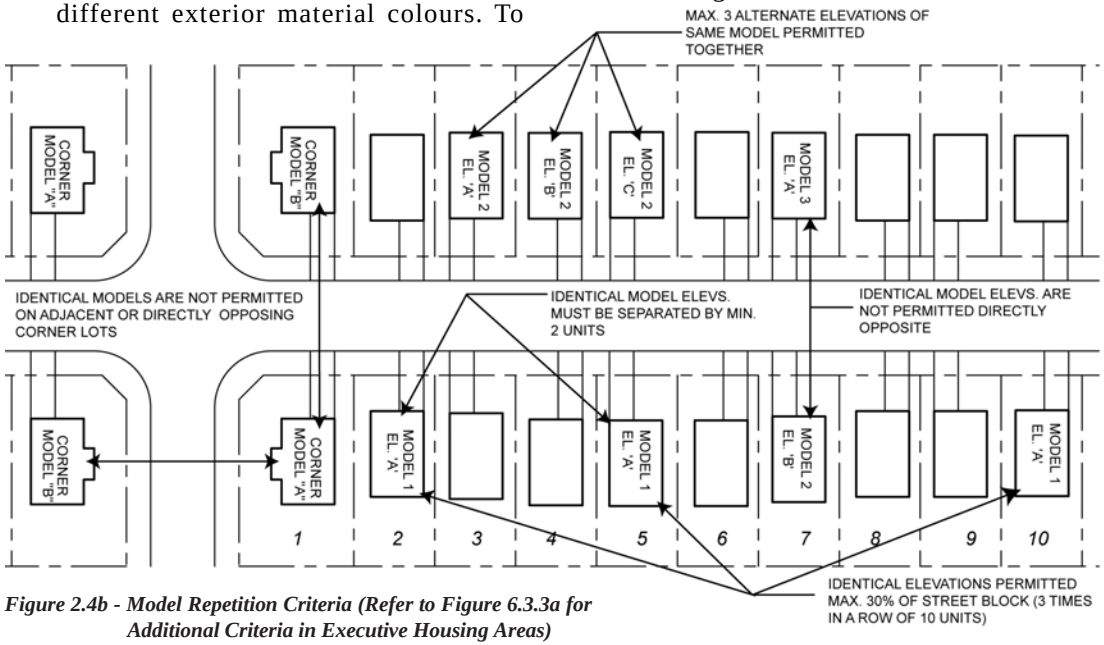


Figure 2.4b - Model Repetition Criteria (Refer to Figure 6.3.3a for Additional Criteria in Executive Housing Areas)

2.5 Dwelling Massing & Clusters

i) Detached and Semi-Detached Dwellings

The arrangement of houses within a street block is a key component in providing an attractive streetscape. The overall impression created by the grouping and massing of dwellings within a block will have a greater visual impact than the detailing of an individual dwelling. The following design objectives shall be observed to ensure harmonious massing within the streetscape:

- Dwellings adjacent or opposite one another must be compatible in massing and height. Extreme variation in massing will not be permitted (see Fig. 2.5a).
- The apparent variation in height and massing between adjacent one and two storey dwelling types shall be minimized in the following ways:
  - Where two storey dwellings are located adjacent bungalows, they shall occur in groupings of at least two adjacent dwellings.
  - Where bungalows, or other lower profile dwellings such as raised bungalows or 1-1/2 storey dwellings are located adjacent two storey dwellings, they shall occur in groupings of at least two adjacent dwellings and their design should include enhancements such as taller, steeper roofs, dormers, side gables or raised front elevations, appropriate to the architectural style of the dwelling, for an effective visual transition between dwelling types.
  - Consideration to the siting of single bungalows may be given, on a limited basis, where massing compatibility with adjacent dwellings can be visually demonstrated.
  - Single bungalows on corner lots or lots adjacent to open space areas are permitted beside 2-storey homes.
- 3-storey dwellings are permitted within the community provided they are designed with appropriate massing, proportions and detailing to minimize the perception of height.
- 3-storey dwellings shall not be sited adjacent to bungalows, raised bungalows or 1-1/2 storey dwellings.
- The use of asymmetrical elevations is preferred for semi-detached dwellings. Refer to Fig. 2.5b.

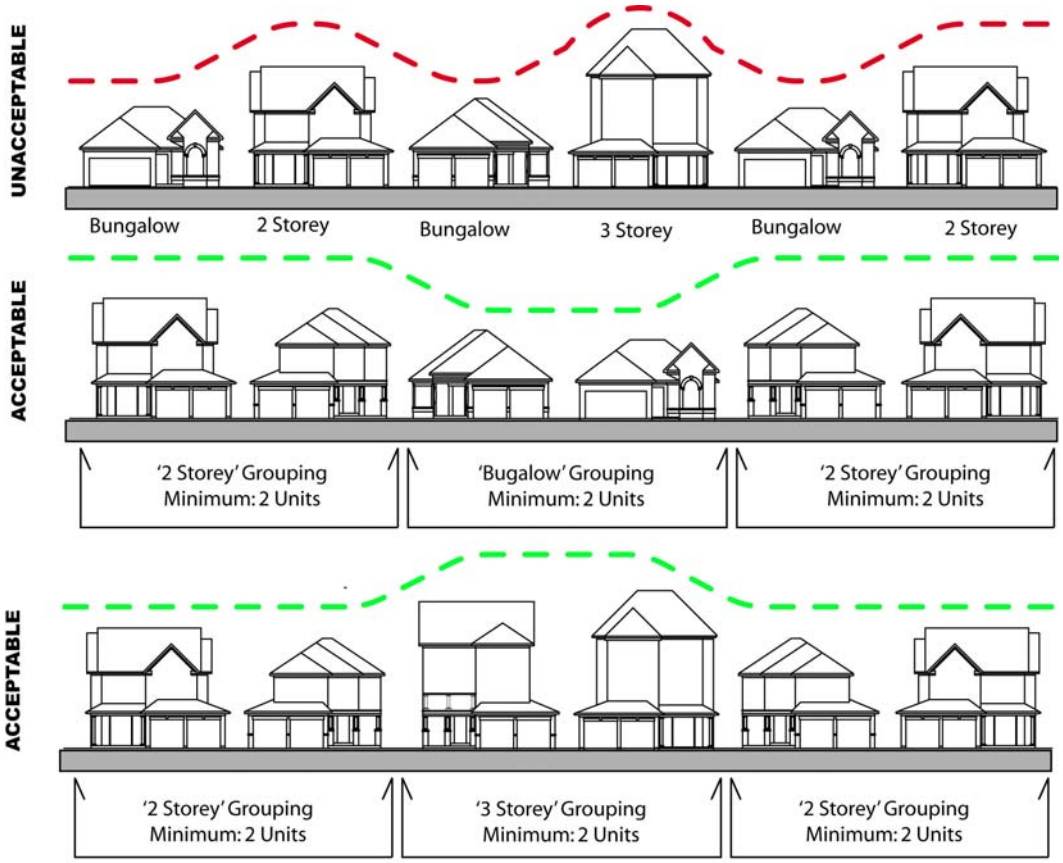


Figure 2.5a - Extreme Variation in Streetscape Massing is Not Permitted

Figure 2.5b - Conceptual Image of Asymmetrical Massing for Semi-Detached Dwelling

ii) Townhouses

Since townhouse blocks are comprised of individual units grouped together into a larger architectural form, the massing and design of each townhouse block rather than the individual units, will be reviewed and approved based upon the design merits of the block.

The following design criteria shall apply for townhouses:

- Evident variety within each townhouse block is required to avoid monotony, however, the mixing of discordant architectural styles within an individual block of townhouses is not permitted.
- The overall streetscape composition along a defined street block (intersection to intersection) shall display massing and design continuity while achieving adequate streetscape variety.
- Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays and gables where appropriate.
- Clustering of townhouse blocks by "bookending" or providing end units having the same distinctive design feature (such as tower features, bay projections, second-storey balconies or other suitable feature) is encouraged. The intention is to create an identifiable sense of place for pedestrians.
- Compatibility in height and massing between adjacent dwellings and dwellings on the opposite side of the street is required.
- Refer to Figure 2.5c for a conceptual image of a townhouse block.

2.6 Driveways

- Driveway locations shall be approved by the City.
- A mix of paired and unpaired driveways should be provided in accordance with City requirements.
- The frequency and width of curb cuts shall be kept to a minimum.
- Adjacent driveways at cul-de-sac and street elbow locations are to be designed to eliminate overlap between the property line and the curb. Landscape strips must separate each driveway at the curb.
- Driveways for dwellings adjacent intersections, transit pads/bus stops, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveways located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- Driveway widths shall not exceed the width of the garage.
- Where 3-car garages are permitted (60 ft. lot frontage or greater), the driveway width should be consistent between the garage and the curb.
- All driveways shall be finished with a hard surface paving material. Where the use of materials other than asphalt is contemplated (i.e. interlock or patterned concrete), the colour shall be a neutral earthtone. Material, style and colour shall be submitted to the Control Architect for review.

*Figure 2.5c - **Conceptual Image of Townhouse Block***

2.7 Streetscape Elements

Streetscape elements occur within the R.O.W. and include but are not limited to street trees, light standards, hydrants, street signs, community mailboxes, transit pads/bus stops, transformers and other street furniture. The builder is required to coordinate dwelling site plans with all streetscape elements located within the street R.O.W., to ensure there are no conflicts between dwelling, driveway, walkway or other dwelling site plan component and streetscape elements. This requirement is the builder's sole responsibility.

The treatment of public realm streetscape components is outlined in the *Springbrook Community - Community Design Guidelines: Open Space Guidelines* prepared by NAK Design Group.

Figure 2.8a - Conceptual Image of Corner Lot Privacy Fencing

2.8 Fencing

- The design of fencing visible from the public realm shall be compatible throughout the community.
- Corner lot fencing shall be provided by the developer/builder for all corner dwellings.
- Corner lot fencing is intended to screen private rear yards otherwise exposed to flanking streets and must be:
  - designed by the developer's consulting landscape architect.
  - consistent with the design, materials and details of other community fencing.
  - in compliance with applicable noise fencing requirements and municipal standards.
  - located within private property.
  - follow the lot line to a point approximately 1500 mm beyond the corner of the dwelling and then return to within 1350 mm of its flanking face to accommodate a gate.
- Where front yard fencing occurs, its design should be :
  - consistent in design and materials with the architectural style of the community.
  - no greater than 900 mm in height.
  - designed to allow for transparency.
  - uniform in appearance throughout the community, unless otherwise stated in the landscape guidelines (i.e. Special Character Area fencing).
- Privacy fencing is encouraged to extend between the side walls of garages on adjacent lots, however, this is not a builder responsibility.
- The builder is completely responsible for ensuring fencing complies with the City of Brampton fencing requirements and by-laws.
- For more information on fencing refer to the *Springbrook Design Guidelines : Open Space Guidelines* prepared by NAK Design Group.

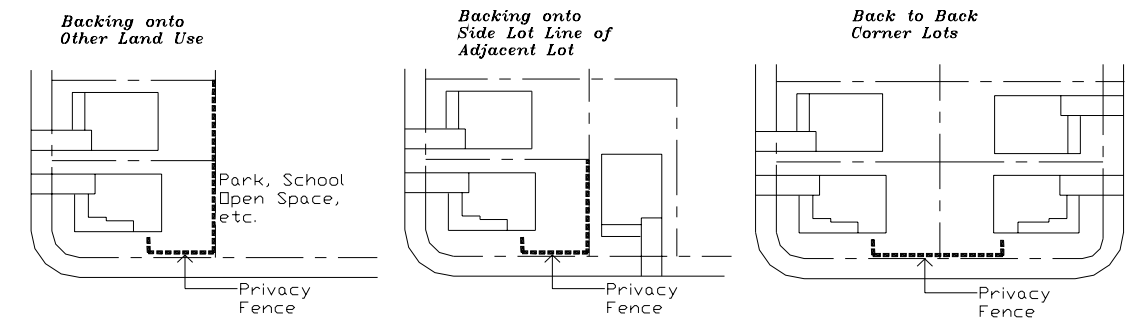


Figure 2.8b - Corner Lot Privacy Fencing Location

2.9 Municipal Address Signage

- A co-ordinated approach to municipal address numbers shall be provided by the builder. The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the community.
- The municipal address shall be located prominently on the front facade of the dwelling.
- Acceptable designs include:
  - Etched masonry plaques set into the wall cladding;
  - Pre-finished plaques set in a bezel;

Figure 2.9a - Conceptual Images of Municipal Address Plaques

3. ARCHITECTURAL DESIGN CRITERIA

The design criteria stated below applies a a baseline standard for all new dwellings within the Springbrook Community. Refer to Section 6.0 for additional design criteria which will be required for Executive Housing and Special Areas within the community.

3.1 Architectural Styles

Selected traditional architectural styles shall be used as design inspiration throughout the Springbrook Community to express an upscale housing image. Appropriate styles for this purpose may be derived from the classical periods of architecture such as, but not limited to:

- Georgian
- Tudor
- Victorian
- Gothic Revival
- French Eclectic
- Arts and Crafts

It is not intended that these Architectural Guidelines impose a rigorous application of these styles. However, they are meant to assist Builders with a suggested design direction for inspiration, design quality, compatibility and consistency. Refer to figures 3.1a and 3.1b for conceptual images of modern adaptations of classical period architectural influences which may be considered for use within the Springbrook Community.

The design of each building should have distinguishing elements characteristic of a single identifiable architectural style. Mixing discordant architectural styles together within a single building is not permitted. Similarly, siting incompatible styles in close proximity to each other shall be avoided. Regardless of the architectural style of the building, however, it is important that a consistent level of design quality is achieved.

A meeting should take place between the builder, the design architect and the control architect, prior to the design of models, to determine which architectural styles are appropriate, given their location within the community.

The use of dwelling designs based upon contemporary/modern architectural styles may be permitted in Low Density 1 Residential areas which are not on Primary Streetscapes. This will be at the discretion of the Design Control Architect.

Refer to Section 6 for further architectural style criteria for housing in Executive Residential areas and the Creditview Road Heritage Character Corridor.

Georgian Influence

Georgian Influence

Gothic Revival Influence

Victorian Influence

Victorian Influence

Arts and Crafts Influence

Tudor Influence

French Eclectic Influence

Figure 3.1a - TRADITION-BASED ARCHITECTURAL INFLUENCES (Conceptual Images Shown Depict Lot Frontages > 15m)

Victorian Influence

Georgian Influence

Georgian Influence

Victorian Influence

French Eclectic Influence

Second Empire (Victorian) Influence

Tudor Influence

Figure 3.1b - TRADITION-BASED ARCHITECTURAL INFLUENCES (Conceptual Images Shown Depict Lot Frontages < 15m)

3.2 Publicly Exposed Elevations

Publicly exposed elevations shall be developed with attention to massing, proportion, materials and details consistent with the architectural style of the dwelling. This will contribute to attractive, high quality streetscapes and to the image of the community as an upscale community. The following design criteria shall be applied:

- Provide façade design variety within the general framework of the architectural styles, materials and colour palettes of the community.
- Complementary architectural details, materials and colours should be used for the design of adjacent and neighbouring dwellings to preserve consistency and visual harmony within the streetscape.
- Front entries shall be designed to reinforce the architectural style and design character of the dwelling. Front entry doors shall be oriented to and visible from the street.
- Window openings shall be generous, with proportions and detailing appropriate to the architectural style of the dwelling, yet with sufficient design variation to contribute to dwelling identity.
- Large blank wall faces shall be avoided where exposed to public view.
- Street-facing garage doors shall not dominate the façade of the dwelling.
- Façade design for priority lot locations such as corner lots, gateway lots or other highly visible elevations shall be given special consideration. *Refer to Section 5 - Design Criteria for Priority Lots.*

Figure 3.2a - All Publicly Exposed Façades Shall Exhibit a High Degree of Design Quality

3.3 Architectural Detailing

- Each dwelling design shall include materials and architectural detailing characteristic to the style of the dwelling on all publicly exposed elevations. Where a dwelling elevation has reduced visibility from the public realm, the level of building detail may be simplified.
- Details appropriate to the architectural style of the dwelling include the following :
  - Masonry (clay brick) : Soldier course banding or lintels, quoined corners, piers and corbelling (brick detailing should project 12 mm beyond the building face).
  - Precast : sills, lintels, keystones, imposts.
  - Stone : Stone accent features such as plinths or projections.
  - Stucco : Molded architectural details such as lintels, cornices, window surrounds, etc.
  - Wood trim : window and door casings, louvers, frieze boards, cornice and other moldings.
- Where a masonry band or plinth occurs on the front elevation, it must return a minimum of ~1200 mm along the sidewall elevations.
- A frieze board or cornice treatment is required on all publicly exposed elevations, returning a minimum of ~1200 mm along the non-exposed sidewall elevations.
- For dwellings on lots with frontage of 15m (50ft) or more, a continuous frieze board or cornice treatment will be required on all elevations of the dwelling. Refer to Section 6.3.13 for further Architectural Detailing requirements for Executive Housing.

3.4 Building Projections

- Visual interest of the dwelling from the street can be enhanced through the use of projecting elements consistent with the architectural style of the dwelling, including: roof extensions, dormers, porticos, chimney projections, bay windows or other projecting elements.
- To avoid monotonous façades, dwelling designs shall avoid large publicly exposed areas of flat building faces devoid of any projecting elements (unless it is a design component of the architectural style - i.e. Georgian or Colonial).

3.5 Main Entrances

The main entrance to the dwelling should convey its importance as both a focal point of the façade and the interface between the private realm of the dwelling and the public realm of the street.

- Main entries to the dwelling shall be directly visible from the street.
- Weather protection at entries should be provided through the use of covered porches, porticos, overhangs or recesses.
- The front entry design and detail shall be consistent with the architectural style of the dwelling. Enhancements to emphasize the entry are encouraged and may include: pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door.
- Natural light in the foyer should be provided through the use of sidelights, transoms, fanlights or door glazing.
- Large concentrations of steps at the front entry are to be avoided.
- Houses should be designed so that front entries do not require more than a few steps up. A relationship of no more than ~1.0m between the main floor and finished grade is desirable to maintain a pedestrian scale. This may require lowering foyers, dispersing steps within the landscape or providing special house designs.

Figure 3.5a - Main Entrances Should Act as the Focal Point of the Home

3.6 Porches / Porticos

Front porches, porticos, courtyards and/or patios help to promote safe, socially interactive and pedestrian-friendly residential streets by providing an outdoor amenity area, shelter from inclement weather, and a linkage between the public and private realm.

- The design of a porch or portico shall be consistent with the architectural style of the dwelling (for example, a wraparound porch is generally consistent with Victorian period architecture but would not be appropriate to Georgian period architecture).
- Porch depths should be at least 1.5m to 1.8m facilitate comfortable seating. The depth of a portico may be reduced to ~0.6m minimum. Refer to Figs. 3.6a and 3.6b indicating the difference between a porch and a portico.
- Front porches may project up to 1.8m into the front or flanking yard.
- The size of the porch/portico and its components (columns, piers, brackets or moldings) shall be proportional to the scale of the dwelling.
- Porch/portico columns should generally be no less than 200 mm square or diameter.
- Porch/portico roofs shall generally be supported on a continuous frieze resting on columns. Their soffits shall be :

Figure 3.6a - Image of Portico

Figure 3.6b - Image of Porch

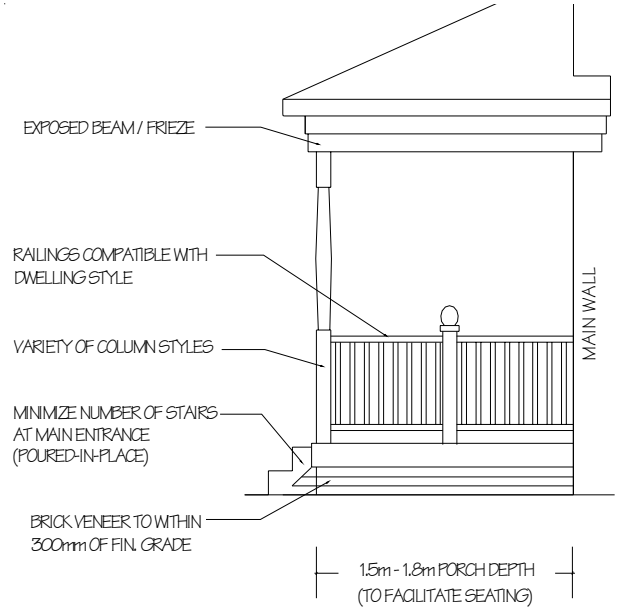


Figure 3.6c - Conceptual Porch Detail

- at least ~150 mm above the top of masonry openings at the building face.
- at least ~100 mm above the bottom edge of the continuous frieze resting on the top of the columns.

- Ground-level wood porch decking is prohibited on front or flanking elevations.
- All ground level front and flanking porches shall have a 100 mm min. concrete porch slab projecting ~25 mm min. beyond the supporting end wall.
- Masonry veneering shall be applied to the front and sides of the porch face to ensure no more than ~250 mm of exposed concrete foundation wall is visible.
- Where more than 2 precast steps are necessary to access the front or flankage porch they shall either be poured-in-place concrete with the exposed sides finished to match the front façade cladding or a precast unit with a masonry veneer ledge on the side (eg. 'Parsons' precast or similar). Refer to Fig. 3.6d.
- Where railings are required, they shall be of traditional design appropriate to the style of the dwelling with pickets between top and bottom rails. The use of pre-finished aluminum, wrought iron, decorative metal or painted wood is preferred; unpainted, pressure-treated wood railings on elevations visible from the public realm are prohibited.
- Builders shall specify railing type on the model working drawings and exterior colour package. The universal use of white metal railings will not be permitted. Railing design and colour shall blend with the architecture and colour pallette of the dwelling.
- The use of vinyl railings is discouraged unless they are of a superior design quality, vareity and styling. The City of Brampton and Control Architect are in the process of evaluating vinyl railing products and their specifications to determine the appropriate quality level of railings envisioned for the Springbrook Community.
- Porches and porticos provide an excellent opportunity to express the City's Flower City Strategy civic design initiatives (see Fig. 3.6e).
- Refer to Section 6.3.8 for further criteria for Executive Housing.

Figure 3.6d - Treatment of Stairs (with Masonry Veneer on Sides)

Figure 3.6e - Porches Provide Good Opportunities to Express Brampton's Flower City Strategy.

3.7 Wall Cladding

The types and styles of main wall cladding materials and colours used for dwellings within the Springbrook Community are critical to its success as an upscale executive community. A high standard of design, detail and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape.

- The choice of wall cladding materials and colours shall be compatible with the architectural style of the dwelling.

Figure 3.7a - Choice of Wall Cladding Shall be Complementary and Reflect the Quality of the Community

- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. False fronting shall be avoided. Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design.
- Changes in materials shall occur according to good design practice, i.e. at changes in plane, at the underside of second storey framing, in line with lintels or sills, etc.
- Where material changes occur, they should define transitions between base, middle and upper portions of the dwelling.

- Stone façades or plinths shall return along the side walls a minimum of ~1200 mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
- The following main wall cladding materials are suitable to express the upscale character of the community:
  - Clay Brick should have heritage-based tones with a smooth or weathered appearance. Calcite brick will not be permitted. Multichromatic and/or rough textured brick should be avoided unless suite to the style of the dwelling.
  - Stone should display heritage styles, colours and textures including limestone, natural stone, cultured stone, and manufactured stone (manufactured stone shall be of a colour, style and texture that closely replicates the appearance of natural stone).
  - The City of Brampton and the Control Architect will be evaluating manufactured stone products and their specifications to determine the appropriate quality level envisioned for upscale areas in the Springbrook Community. In this respect, certain manufactured stone products may not be permitted. This information will be provided as an Addendum within the Appendix of these Guidelines.
  - Stucco in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering;
  - Fibre-Cement Siding (i.e Hardi-Board) either horizontal siding with a shiplap profile or vertical board + batten profile.
- The use of vinyl siding, simulated wood panelling, crezone and/or stucco board as main cladding materials is not permitted and will be restricted to minor detailing such as over dormers or accent areas.
- The use of secondary or accent materials such as stone, stucco, precast or Hardi-Board are encouraged where consistent with the architectural style of the dwelling. Its use shall be complementary to the primary cladding materials.
- Refer to Section 6.3.5 for further wall cladding criteria for Executive Housing.

Brick

Stucco

Brick with Stone

Stucco & Stone

Stone

Fiberous Cement Siding (Hardi-Board)

Figure 3.7b - Some Examples of Wall Cladding Combinations for Housing Within the Springbrook Community

3.8 Exterior Materials & Colours

A visually attractive selection of exterior colours and materials should be chosen for each dwelling as well as for groupings of dwellings within the streetscape. Colour schemes and material selections should be carefully coordinated for visual harmony and for consistency with the architectural style of the dwelling.

- Colour palettes shall be compatible with the architectural style of the dwelling.
- Dwellings adjacent or directly opposite one another shall not have main wall cladding of the same colour. Identical colours shall be separated by a minimum of 2 dwellings. Refer to Section 6.3.4 for further colour criteria for Executive Housing.
- Identical front elevations which occur within a group of dwellings should use a different colour package.
- Street blocks shall have no more than 30% of the dwellings sharing the same colour package.
- The use of an accent colour for brick detailing such as lintels, bands or quoins, shall be used sparingly and shall be complementary to the colour of the main façade brick.
- The roof shingle colour shall complement the colour of the primary wall cladding. The use of light coloured shingles, such as white or light grey, shall be avoided.
- Roof vents shall be prefinished to complement the roof shingle colour.
- Soffits, eavetroughs, frieze boards and fascias should be a single colour for each dwelling.
- All flashings shall be prefinished or painted to match adjacent wall cladding colour or roof.

Typical Exterior Material and Colour Schedule

Pkg. No.	Brick	Stucco	Stone	Siding (Hardi Board)	Siding Trim	Roof Shingles	Raingoods (S/E/F) / Frieze	Entry Door Paint	Garage Door Paint	Trim Paint (Panels/ Louvres/ Frames etc.)	Shutters	Windows	Railings	Flashing	Caulking	Mortar Tint
Man-ufact-uer.																
Pkg #1																
Pkg. #2																
Pkg #3																
Pkg #4																
Pkg. #5																
Pkg. #6																
Pkg. #7																
Pkg. #8																

Figure 3.8a - Example of Typical Exterior Materials & Colour Schedule to be Provided by Each Builder for Review and Approval

3.9 Windows

Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling.

- Window sizes shall be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate.
- All windows shall be thermally-sealed, double-glazed casement, double-hung, single-hung or simulated single-hung type. The use of maintenance-free windows is encouraged.
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.
- Main floor transom windows will be encouraged.
- Basement windows located on front and flanking elevations shall match the main floor windows.
- Sills and lintels shall be consistent with the architectural style of the dwelling.
- Bay windows shall be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling. Bay windows may project up to 1.0m into the front or flanking yard and may include a foundation.
- At siding and stucco finishes, window and door apertures must have a 100 mm min. wide casing.
- Where shutters are used, they should be half the width of the window.
- Window acoustic performance must meet or exceed the noise attenuation requirements of noise reports applicable to the Springbrook Community.
- Refer to Section 6.3.9 for further window design criteria for Executive Housing.

3.10 Dormers

Dormers are often added to the roof form of a building to enable greater headroom and allow natural light in the roof/loft of a building. They can also be used as a decorative, non functional element of the roof form where it is desirable to emulate the appearance of certain architectural styles. These are

Figure 3.9a - Examples of Window Styles

known as 'false dormers' (constructed with black or mirrored glass) and should be used sparingly.

- The main types of dormers (refer to Fig. 3.10a) are:
  - Gable fronted dormer: the front of the dormer rises to a point at the ridge of the dormer roof.
  - Hipped roof dormer: the roof slopes back from front of structure to a point farther back.
  - Arched roof dormer: the roof is arched and typically clad with metal.
  - Inset roof dormer: the front of the dormer is recessed within the roof.
  - Shed dormer: Often used in gable-roofed homes, a shed dormer has a single-planed roof, pitched at a shallower angle than the main roof.
  - Eyebrow roof dormer: smaller, half-round or triangular forms.
  - Wall dormer: locates the window flush with the wall plane above, or more often through, the cornice line.

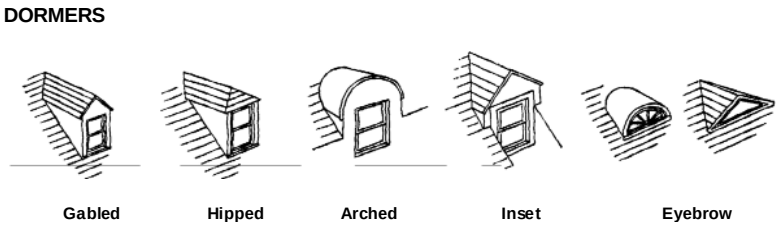


Figure 3.10a - Examples of Dormer Types

- The use of low maintance materials should be used to avoid the dormer becoming unsightly through neglect.
- The size, proportion, shape, design, location and finishes of the dormer should be designed to reflect the architectural style of the dwelling.
- Dormer windows shall be of a similar quality, style and muntin bar configuration of the main windows within the dwelling.

3.11 Roofs

Roofs play a significant role in the massing of the individual dwelling and in the overall built form of a residential development. Roofs shall display the following design criteria:

- A variety of roof types and forms consistent with the architectural style of the dwelling shall be provided and may include gables, hips or ridges set parallel or perpendicular to the street; alternate designs for a given model should have differing roof designs.
- Within the design of a streetscape, attention shall be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Minimum main roof slopes shall be 8:12 pitch (side slopes) / 6:12 (front to back slopes); pitches on side roof slopes, front facing hips, gables, cross gables and dormers should be greater where architecturally appropriate. Certain architectural styles (i.e. Georgian, Italianate or Greek Revival) may benefit from having lower roof slopes than stated above. The use of lower roof slopes will be at the discretion of the Control Architect on an individual basis and will be dependant upon the architectural style of the dwelling.
- Flat main roofs are not permitted, unless they are a component of a mansard roof.
- Roof overhangs shall be a minimum of 150 mm.

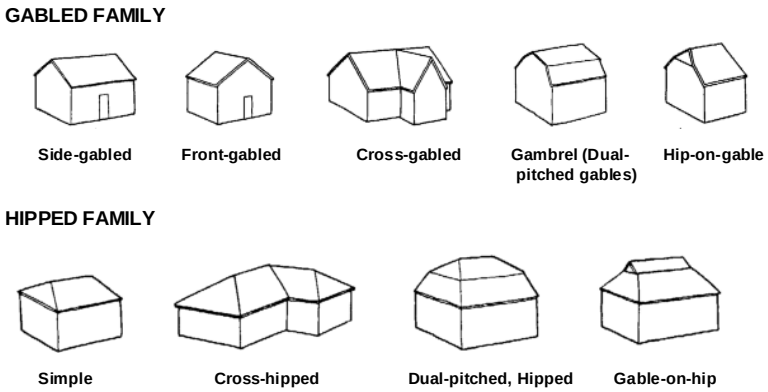


Figure 3.11a - Examples of Roof Types

- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to match the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile (e.g. Velux type).
- Refer to Section 6.3.10 for further roof design criteria for Executive Housing.

3.12 Foundation Walls

- Exposed concrete foundation walls have a negative visual impact and are to be avoided.
- Grading should be coordinated with dwelling foundation design and construction to ensure that generally no more than ~250 mm (10”) of foundation wall is exposed above grade on publicly exposed elevations and ~300 mm (12”) on non-publicly exposed elevations.
- Where sloping grades occur, finished wall materials and foundations shall be stepped accordingly to minimize exposed foundation walls. Special care shall be taken for front and flanking dwelling elevations and elevations exposed to public view to ensure the height of the exposed concrete foundation wall is minimized.
- In low exposure locations where sloping grade occurs, such as interior sideyards between dwellings, it is recognized that exposed foundation wall heights may slightly exceed the ~300mm (12”) target.

- Builders shall advise their site superintendants and foundation forming contractors to strictly comply with this criteria. The Control Architect, in conjunction with the City, will undertake frequent site visits to monitor this matter.
- For Executive Residential Areas a higher standard is required to limit the height of exposed concrete foundation walls. Refer to Section 6.3.6.

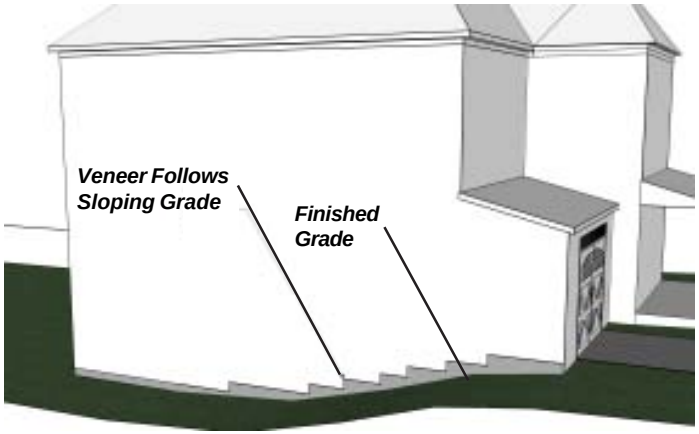


Figure 3.12a - Foundation Wall at Sloping Grade Where Publicly Exposed

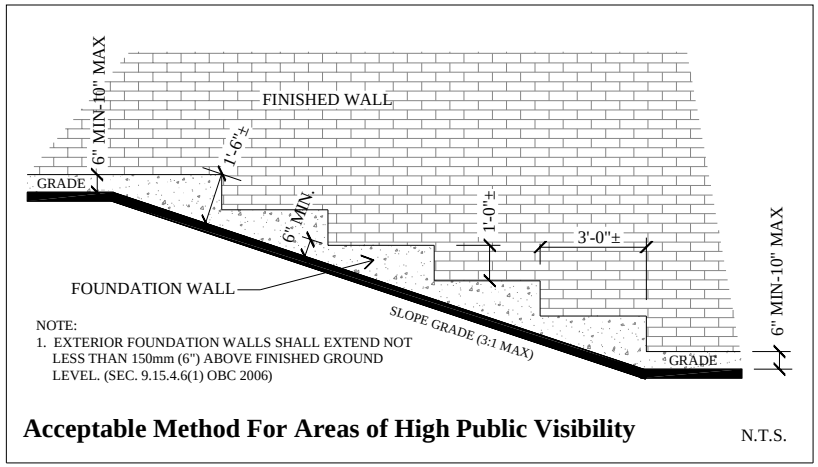


Figure 3.12b - Stepped Foundation Wall Detail for Sloped Grade Conditions

3.13 Adverse Grade Conditions

- Where severely sloping grade conditions occur, the builder shall provide dwelling models which are adapted to suit the site.
- The following are design approaches for reducing the height of elevated front entries and the impact of the large number of exterior steps they require :

- Integrate groups of steps into the front walkway over the length of the front yard.
- Turn steps toward the driveway.
- Provide a dwelling design having a lowered foyer and internal steps up to the main living level.
- Use of a landing area to break-up groupings of stairs.

3.14 Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be located out of direct view from any street, preferably on dwelling wall faces perpendicular to the street, and recessed into the wall wherever possible and permitted. Meter placement shall at all times be in accordance with the requirements of the utility company.
- For corner lot dwellings, utility meters should be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess treated with an architectural surround or otherwise screened architecturally or with landscaping to reduce their visibility from the street.
- Townhouses (interior and flankage units) shall be designed with recessed or screened utility meters, where permitted by the utility company.
- Air conditioning units should be located away from the dwelling's front and/or flanking yard. If this is not possible, it should be screened with landscaping or fencing.

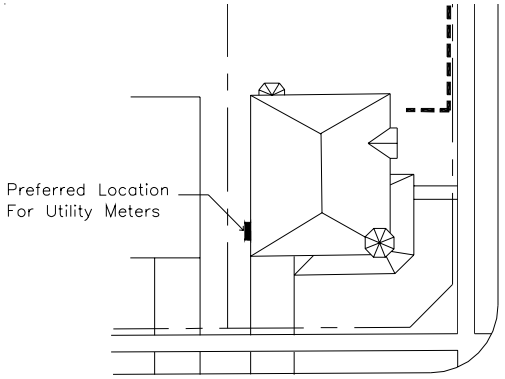


Figure 3.14a - Meter Location for Corner Dwellings

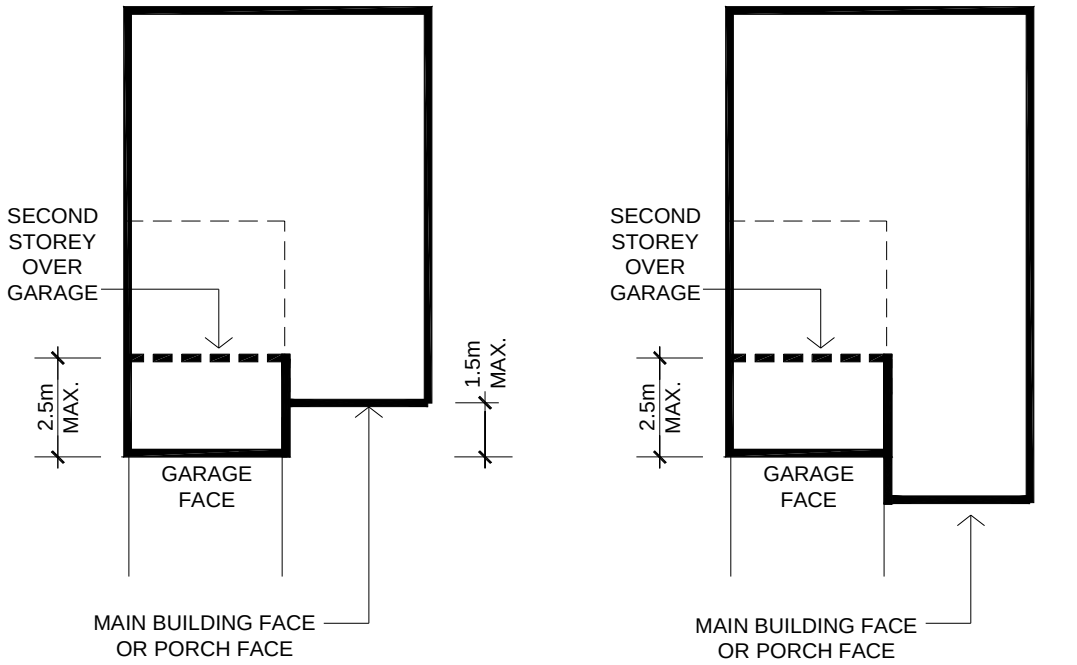
4. Design Guidelines for Garages

The design criteria stated below applies to all new dwellings within the Springbrook Community. Refer to Section 6 for additional criteria for Executive Housing and Special Areas within the community.

4.1 Attached Garages

Guidelines for garage design are intended to ensure that the garage is not a dominant element in the streetscape and that its design harmonizes with the dwelling.

- The design and siting of all garages shall be in accordance with all City zoning requirements.
- Attached garages shall be complementary in terms of character and quality to the principal dwelling.
- For lots widths less 15.0m, the maximum projection of an attached garage is 1.5m max. beyond the ground floor front wall or porch face of the dwelling. Projecting garages will be permitted on up to 60% of a street block, the balance of dwellings on the street block shall not have projecting garages.
- For lot widths of 15.0m or greater, no garage facing the front lot line shall project into the front yard beyond the ground floor front wall or porch face of the dwelling.
- Where a second storey habitable room is located above at least 60% of the garage's width, it shall not be set back more than 2.5m. Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style of the dwelling).
- Minimizing the appearance of street-facing attached garages within the streetscape is a key requirement



- 1.5m MAX. GARAGE PROJECTION IN FRONT OF MAIN BUILDING FACE OR PORCH FACE (Lot Widths less than 15.0m)
- GARAGE FLUSH WITH OR RECESSED BEHIND FRONT OF MAIN BUILDING FACE OR PORCH FACE IS PREFERRED

Figure 4.1a - Garage Projection Criteria for Lot Widths Less Than 15.0m

for all dwelling designs in order to comply with the community design vision for Springbrook. This is achieved in a number of different yet effective ways, such as:

- integrating the garage into the main massing of the house, flush with the main wall;
- locating the garage at the side of the house, recessed behind the main front wall face;
- providing a tandem garage;
- limiting the projection of the garage to a maximum of 1.5m on lots less than 15.0m;
- locating the attached garage away from the street at the side or rear of the dwelling (refer to Section 4.3).

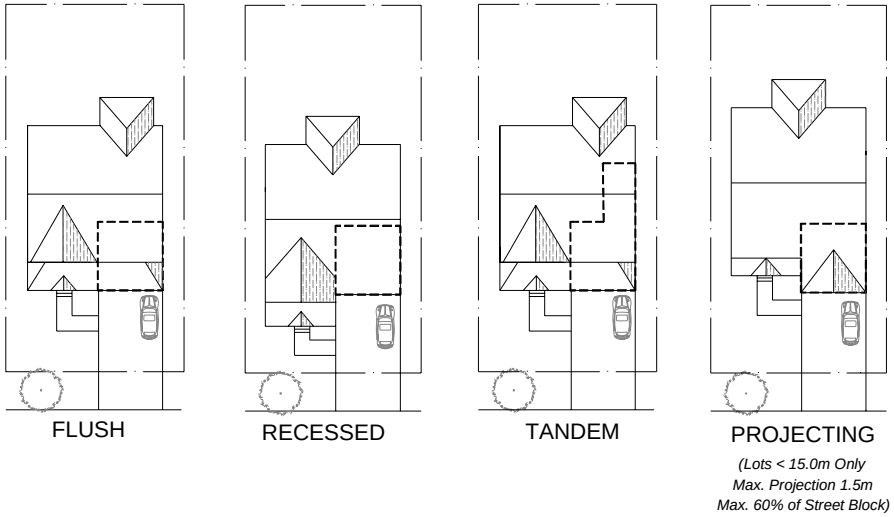


Figure 4.1b - Design Options for Attached Street-Facing Garages

- Semi-Detached and Townhouse dwellings shall be restricted to single garages.
- A variety of lintel (header) treatments appropriate to the architectural style of the dwelling shall be provided above the garage doors.
- Coach lamps should be provided on all garages at the rate of one fixture per garage door. Fixtures can be mounted either beside the garage door or above the garage door, where space permits.

4.2 Garage Doors

- Where the garage is visible to the street, the use of 8'-0" wide single-bay garage doors separated by a masonry pier is preferred. The use of 16'-0" wide double-bay doors may be considered on a limited basis only, based upon the merits of the dwelling design and the garage door style.
- Garage doors shall be paneled, sectional roll-up type with a variety of glazed top panels. Garage doors shall provide well-defined detaling and a realistic simulation of panelled wood doors.
- A variety of garage door styles will be required (see Fig. 4.2a). Each builder shall provide at least 3 different garage door designs to ensure adequate variety within each street block.
- Garage doors must be of a high quality with a demonstrated durability suitable to our northern climate. The City of Brampton and the Control Architect will be evaluating garage door products and their specifications to determine the appropriate quality level of garage doors envisioned for the Springbrook Community. In this respect, certain garage door types may not be permitted. This information will be provided as an Addendum within the Appendix of these Guidelines.
- Builders shall clearly state the garage door style, type, model number and manufacturer on the model working drawings and on the "Exterior Materials & Colour Schedule" for review and approval by the Control Architect.
- Refer to Section 6.3.14 for further garage door design criteria for Executive Residential areas.

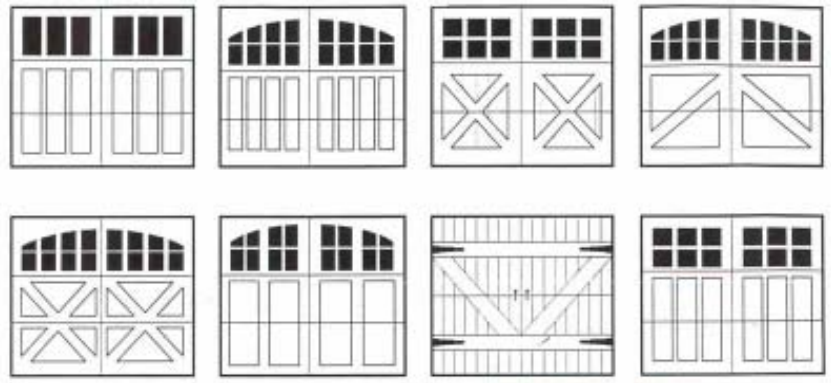


Figure 4.2a - Examples of Upgraded Garage Door Styles

4.3 Rear Yard Garages

Rear yard garages are encouraged within the Springbrook Community as an alternative means of minimizing the negative visual impact of the garage on the streetscape. Rear yard garages may be detached from the dwelling or attached to the rear wall of the dwelling (see Fig 4.2b). The following design criteria applies:

- Rear yard garages are to be of a complementary design quality (same cladding materials and colours) as the principal dwelling. Refer to Fig. 4.3a.
- A 6.0m minimum setback shall be maintained between the garage doors and any portion of the house which overlaps the garage.
- For a rear yard garage facing an interior side lot line a minimum of 6.0m shall be maintained between the garage doors and the side lot line.
- The use of 16'-0" wide double-bay garage doors will be permitted for rear yard garages.
- In order to keep scenic views unobstructed, detached rear yard garages should not be located in the rear yard of ravine or park lots.
- Detached garages on corner lots shall be accessed from the flankage street and will be of increased design quality consistent with the main dwelling.
- Driveways accessing rear yard garages shall be kept to a single lane width. Nothing shall project into this driveway, such as steps, chimneys, wall projections or window wells to ensure a clear access width of 3.5m.

Figure 4.3a - Image of Dwelling With Rear Yard Garage

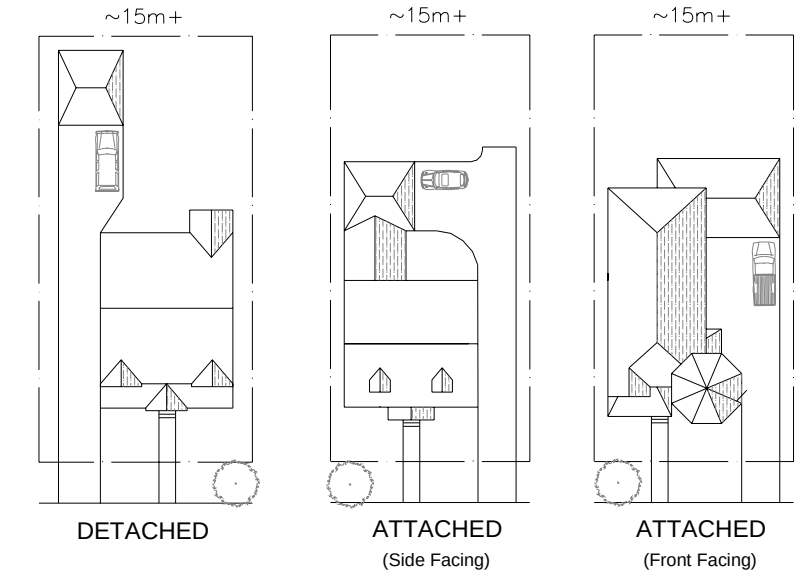


Figure 4.3b - Examples of Detached and Attached Rear Yard Garages

4.4 Criteria for Dropped Garage Conditions

- Dropped garages conditions occur on rear-to-front sloping lots when additional risers at the front entry are required. This can create "top-heavy" garage massing by increasing the expanse between the top of the garage door opening and the underside of the soffit above.
- Where the slab of the garage drops more than 450 mm (1'-6") below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review, shown on the streetscape, and indicated clearly on the site plan.
- Suggested design treatments to reduce the visual impact of the taller garage include:
  - increase the garage door height by 300 mm.
  - lower the garage roof;
  - add a decorative gable louvre or feature;
  - provide additional detailing, such as masonry soldier coursing over lintels, or continuous brick banding.
  - provide a window scaled to the dwelling, above the garage doors;
  - provide wide profile arched lintels over the garage doors;
  - locate light fixtures above garage doors.

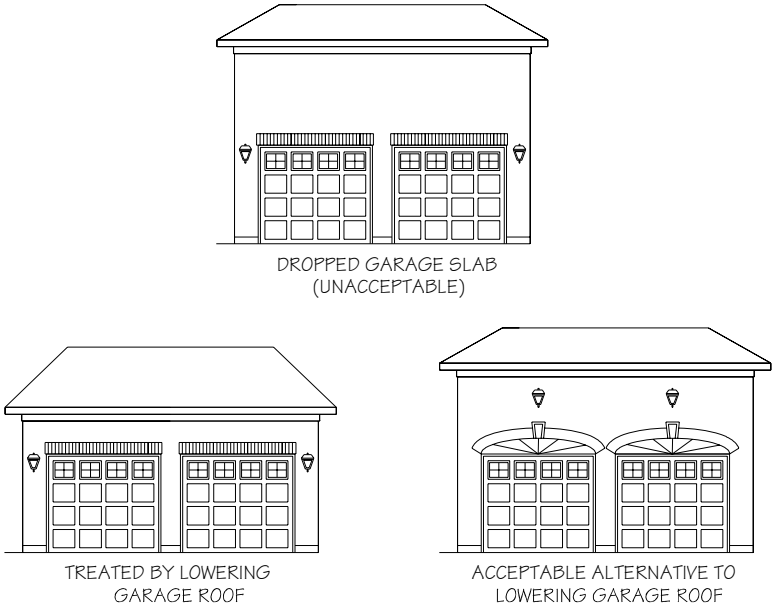


Figure 4.4a - Dropped Garage Condition

5. DESIGN CRITERIA FOR PRIORITY LOTS

Within the various neighbourhoods in the Springbrook Community, certain lots will possess greater significance in the streetscape. Residential lots which occur in visually prominent locations such as corners, 'T' intersections, adjacent to parks or community entry points are referred to as Priority Lots. Dwellings on these lots shall receive particular attention to site planning and to architectural detailing on all publicly exposed elevations to enhance the visual character. This can be achieved through the use of elements characteristic to the architectural style of the dwelling such as bay windows, towers, porches/porticos or stone accents. The enhanced treatment of priority lot dwellings adds detail, variety and interest to the streetscape at appropriate locations.

For the locations of dwellings on Priority Lots, refer to the Priority Lot Location Plan (see Fig. 5.0a). A larger version of the Priority Lot Location Plan has been provided in the Appendix.

The design criteria stated below applies to all new dwellings within the Springbrook Community. Refer to Section 6.0 for additional criteria for Executive Housing and Special Areas within the community.

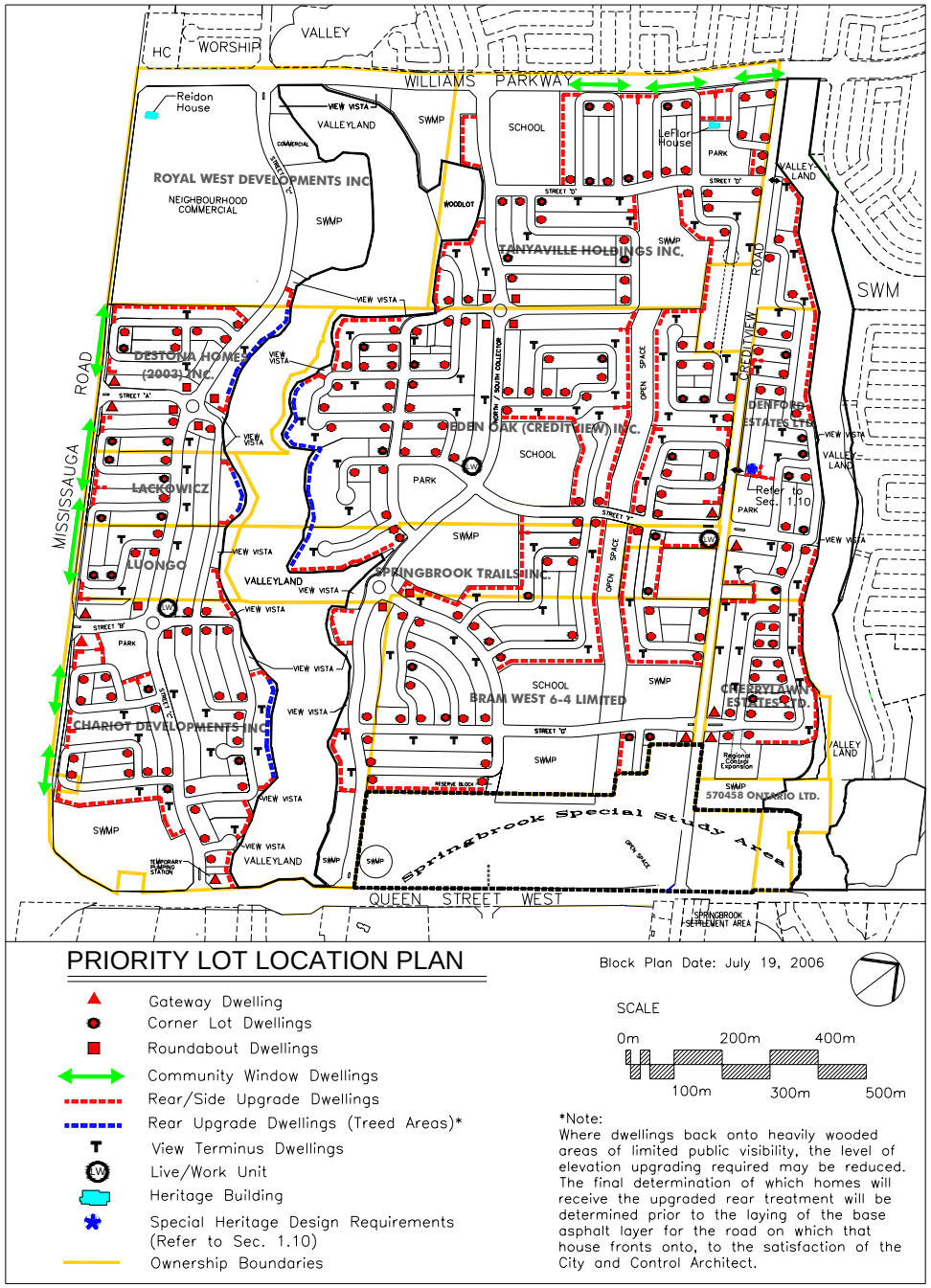


Figure 5.0a - Priority Lot Location Plan

5.1 Corner Lot Dwellings

Corner Lot Dwellings are located at the intersection of two streets and have two façades fully exposed to the public realm. These dwellings play a significant role in setting the architectural image, character and quality of the street. The design of Corner Lot Dwellings should include the following :

- Building setbacks should be close enough to the street to give definition to the street edge at the corner.
- Ground level elements such as porches/porticos, windows, projecting bays and their details, should relate to the pedestrian scale at the street.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- The preferred design for corner lots is to have the main entry to the dwelling located on the long elevation facing the flanking street (flanking main entry).
- An angled main entry facing the daylight triangle (angled main entry) is also acceptable.
- Main entries facing the front lot line or shorter side of the lot (front main entry) are discouraged and may be permitted on a limited basis on low exposure corner lots (such as an interior street elbow lot; not on a Primary Streetscape corner) at the discretion of the Control Architect. Where the dwelling design has the main entrance within the building face at the shorter side of the lot, the design of the flanking face will include a secondary entry, projecting bay or other appropriate architectural feature.
- Corner dwellings on Primary Streetscapes within Executive Residential areas shall have stone accents (i.e. plinth or bay feature at a minimum). Refer to Sec. 6.3.3.

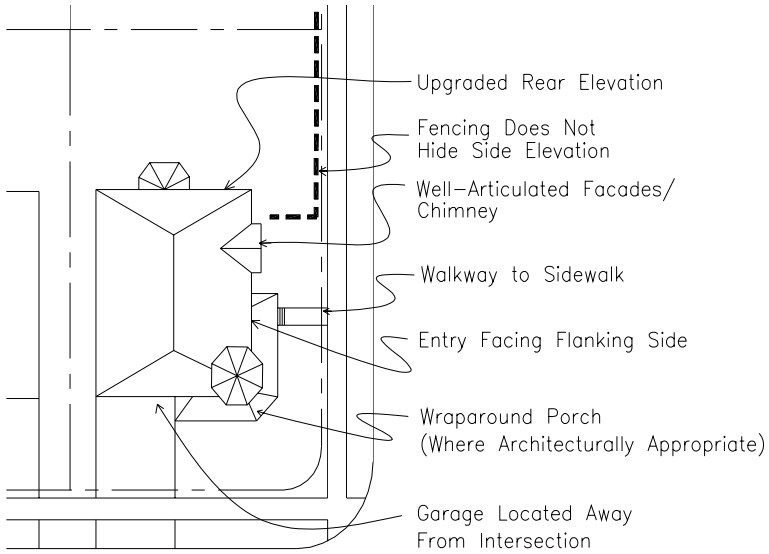


Figure 5.1a - Corner Lot Dwelling - Plan View

Figure 5.1b - Conceptual Example of Corner Lot Dwelling

- Architectural design elements required for Corner Lot Dwellings include:
  - entry portico or porch on the long side of the dwelling or simiar .
  - well proportioned apertures for doors and windows, located to create well balanced elevations.
  - wall projections along the flanking wall face.
  - gables, dormers, eyebrow window or other appropriate elements to enhance the roof form.
  - enhanced rear elevation detailing and windows, equivalent to the street facing elevations.
- Corner dwellings provide an excellent opportunity to introduce a masonry chimney as a design element along the flanking side wall, where appropriate to the architecture of the home. Refer to Sec. 6.3.13 for further details.
- The main entry from the flanking elevation should be connected by a paved walkway to the sidewalk.
- Identical elevations on abutting or directly opposite corner lots are discouraged. However, building designs which have compatible architectural style, massing, elements and details are encouraged on abutting or directly opposite corner lots to provide both harmony and variety to the streetscape.
- A privacy fence shall be provided to screen the rear yard of corner lot dwellings from the street. Where wood privacy fencing is required for corner lot dwellings within Executive Residential areas, a higher quality wood fence with more detailing is required. Refer to Sec. 2.8 for further details.

Figure 5.1d - Corner Lot Dwelling with Front Main Entry (may be permitted on low exposure corners)

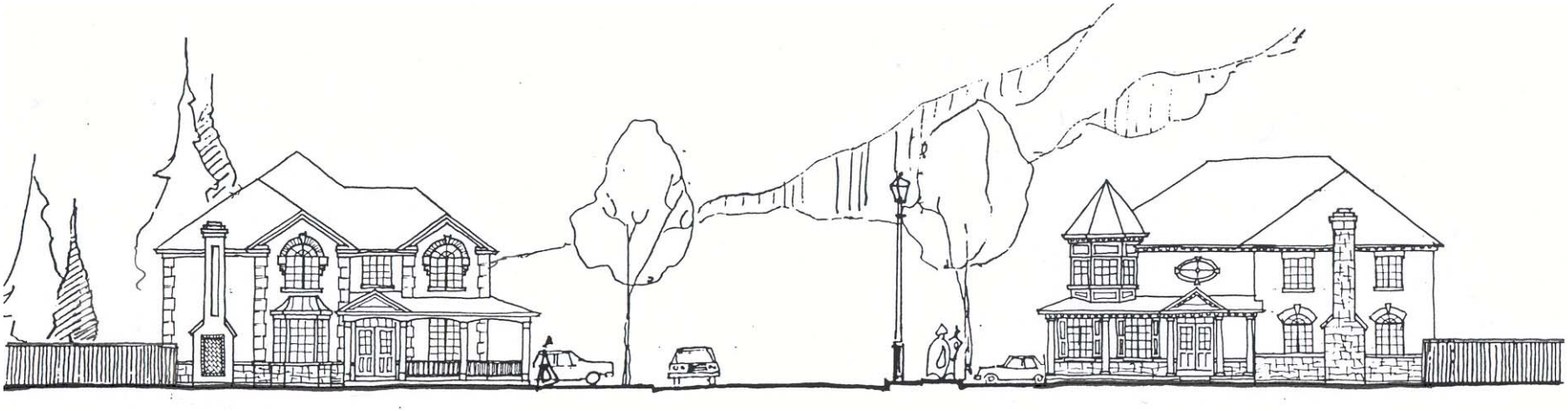


Figure 5.1c - Conceptual Streetscape Image of Corner Lot Dwellings

5.2 Gateway Dwellings

Gateway Dwellings are located at the main points of entry to the community. It is paramount that their design convey the upscale character and design quality of the Springbrook Community to residents, neighbours and visitors. In addition to the design characteristics of Corner Lot Dwellings *(refer to Sec. 5.1)*, the design of Gateway Dwellings shall conform to the following :

- All dwelling elevations exposed to public views shall be of similar upscale character and quality.
- The design of a Gateway Dwelling shall include distinctive built form at the corner such as added height or architectural elements consistent with the dwelling's architectural style. This may include a projecting bay, single storey extension or other design feature.
- All Gateway Dwellings shall be a minimum of 2 storeys.
- The use of stone is required as a primary wall cladding material for all Gateway Dwellings in order to convey an upscale image for the Springbrook Community.
- Detailing should include large, well proportioned windows, shutters, precast details, masonry detailing and/or quoined corners where appropriate to the architectural style of the home.
- Each Gateway Dwelling should incorporate a masonry chimney into its design, where appropriate to the architectural style of the home.
- The main entry should be oriented to the higher order street or to the daylight triangle, unless this conflicts with noise attenuation requirements or with a community entry gateway feature.
- The garage face shall be recessed or flush with the adjoining wall face.
- Porches, projecting bays or other extensions shall not encroach on any adjacent community gateway entry feature.
- Dwelling design, colours or materials shall be consistent with or complementary to any adjacent community gateway entry feature.
- Gateway corner lot fencing or noise attenuation fencing is required to screen rear yard amenity areas. Fencing shall comply with City of Brampton by-laws.
- The use of enhanced landscaping or planting shall be provided at Gateway locations in accordance with the approved Landscape Plan.

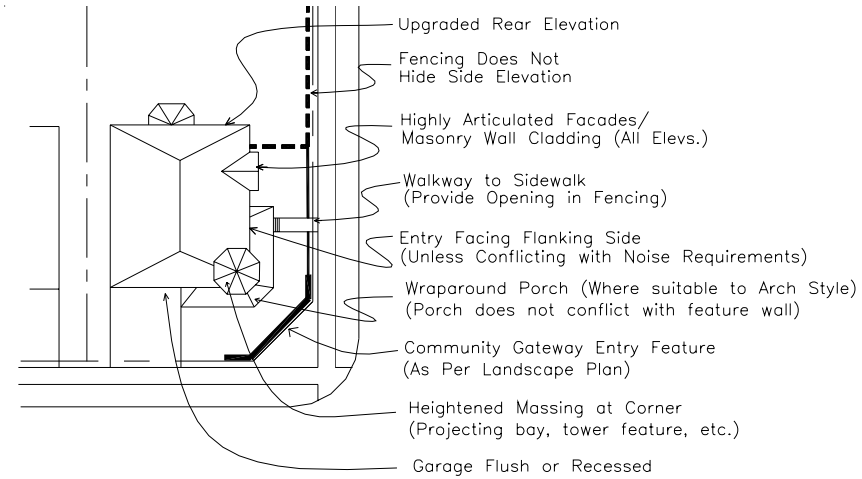


Figure 5.2a - Gateway Dwelling - Plan View

Figure 5.2b - Conceptual Example of Gateway Dwelling

5.3 Community Window Dwellings

Streets which are parallel and adjacent to arterial roads create a framed view into the community and are important in establishing the overall character of the community to residents and passersby. Dwellings in these locations are referred to as Community Window Dwellings.

- These dwellings are highly visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large,well proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- Dwellings with projecting garages will be discouraged.
- The use of upgraded building materials, such as stone or precast detailing is encouraged to reflect the upscale nature of the community.
- Where the window street is a short block of three or four lots facing the arterial road, all dwelling entrances, including those of corner lots should face the arterial road.
- Dwellings which flank onto an arterial road will be considered Community Window Dwellings. The design of these dwellings shall be consistent with the requirements of Corner Lot Dwellings.

Figure 5.3b - Example of Community Window Dwellings

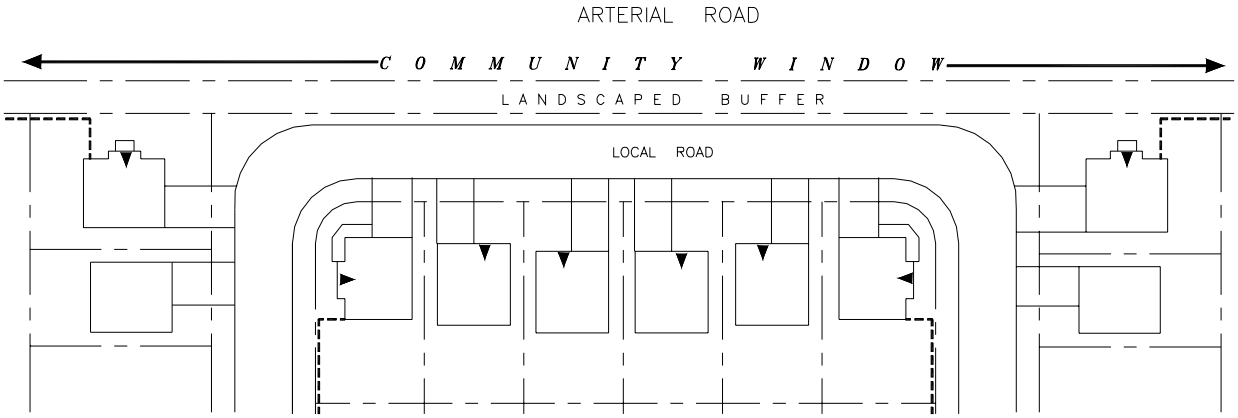


Figure 5.3a - Community Window Dwellings - Plan View

5.4 View Terminus Dwellings

The *Springbrook Community Block Plan* has been designed to enhance the visual experience by preserving views and vistas to natural features and creating view corridors to community features such as parks, stormwater ponds and community buildings. Within the residential areas of the community View Terminus Dwellings typically occur at T-intersections where one road terminates at right angles to another. These dwellings terminate an axial view corridor and should receive enhanced architectural design and landscaping treatment. The dwellings on the corner lots opposite the T-dwelling should frame the view from the street. Guidelines for View Terminus Dwellings are as follows:

- Where lot depths permit, View Terminus Dwellings should have a greater front yard setback than adjacent dwellings.
- Driveways for paired View Terminus Dwellings should be located to the outside of the lots to provide opportunities for increased landscaped treatment, reduce the visual impact of the garages on the axial view and create a stronger architectural image.
- View Terminus Dwellings should have distinctive architectural design and/or detailing to provide appropriate visual interest. This may include: stone accents, bay windows, gables, masonry chimneys, balconies, etc.

Figure 5.4a - View Terminus Dwelling at T-Intersection

5.5 Curved Streets & Elbows

Dwellings on the outside lots of curved streets, street elbows and the end of cul-de-sacs should have design enhancements appropriate to their location, to accent the outside street edge, as follows :

- Provide distinctive architectural design and greater front yard setbacks, where feasible, than for adjacent dwellings.
- Locate driveways to the outside of paired lots, to allow for enhanced front yard landscaping opportunities.
- Where the lots are pie-shaped, utilize the opportunity to locate detached garages within the wider portion of the lot, set well back from the street.
- Where dwelling side elevations are fully exposed to the public realm, their design and materials should be consistent with the front elevation.

Figure 5.5a - Street Elbow Dwelling

5.6 Upgraded Rear & Side Yard Architecture

Where a dwelling's side or rear elevations are exposed to the public realm, they require enhanced design treatment, having detail and quality consistent with the street-facing elevation.

- Enhancement situations include the following:
  - Dwellings backing or flanking onto open space, public walkways, storm water management ponds, parks, schools, existing buildings, institutional or commercial uses.
  - Reverse frontage lots backing or flanking onto a public road.
  - Dwellings on curved streets where stepped setbacks leave sidewalls exposed to public view.
  - Those portions of an elevation (including roof) exposed to public view and located above the limit of solid fencing.
- Enhancements on the exposed elevations include the following :
  - Materials and design treatments used on the front elevation should be continued / carried forward in the design of the exposed rear and/or side elevations to a reasonable extent.
  - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing.
  - Gables, dormers or eye-brow window within the roof.
- Where a long row of rear elevations is exposed, rear façades should include variation in building edge or building setback.
- A maximum of two (2) identical rear elevations will be permitted side by side on publicly exposed lots.
- Where the exposed elevations occur adjacent areas of limited public visibility, such as a heavily treed woodlot, the level of architectural enhancement may be reduced.
- Refer to Section 6.3.11 for additional design criteria for Executive Housing.

Figure 5.6a - Upgraded Rear Architecture (backing onto publicly exposed areas)

Figure 5.6b - Upgraded Side Architecture (flanking onto publicly exposed areas)

5.7 Dwellings Flanking Open Space & Pedestrian Walkways

Dwellings which flank open space, vista blocks or a pedestrian walkways possess similar heightened visibility as housing at corner lot locations. Both the front and exposed side elevations of housing in these locations shall be of equal quality in terms of the architectural materials, amount and proportions of openings and attention to detail. The design of these dwellings shall adequately address the public realm in a manner consistent with the dwellings front facade. In addition to the design enhancements of *Sec. 5.6 Upgraded Rear and Side Yard Architecture* listed above, the design of these dwellings should include the following :

- Entrance / access points to open space features shall be reinforced by the siting of adjacent built form. The siting and articulation of the adjacent building(s) shall reinforce the sense of entry, frame views and provide visual connections to the open space.
- Building projections such as porches, bay windows or masonry chimneys into the side yard adjacent to the open space or walkway provide visual interest. Increased side yard setbacks with encroachments permitted for architectural elements have been provided in these locations.
- The design of these houses should incorporate features that provide emphasis to the corner of the structure and its side elevation, such as corner bay windows, wrap-around porches and/or roof elements.
- Main wall cladding materials shall be consistent on exposed elevations.

Figure 5.7a - Dwelling Flanking Open Space Vista Block

5.8 Roundabout Dwellings

Landscaped Roundabouts have been employed in the design of the community and will act as focal points within Springbrook. Dwellings on corner lots adjacent to the roundabouts will become community landmark houses, having great importance in defining the architectural character of the development.

- Each dwelling at a Roundabout should have a different elevation so that each is unique.
- Where feasible, the dwelling's main entrances should be oriented towards the turning circle (angled entry).
- All Roundabout Dwellings shall be a minimum of 2 storeys.
- Each Roundabout Dwelling should incorporate a masonry chimney into its design, where appropriate to the architectural style of the home.
- Since Roundabout Dwellings are located along Primary Streetscapes within Executive Residential areas, the use of stone accents is required (i.e. the minimum requirement is a stone plinth or bay feature with precast accents in combination with other acceptable wall cladding materials).
- The requirements of Section 5.1 of these Guidelines (Corner Lots) shall also apply to Roundabout Dwellings.

Figure 5.8a - Example of Dwelling Located at Turning Circle

6. ADDITIONAL DESIGN CRITERIA FOR SPECIAL AREAS AND EXECUTIVE RESIDENTIAL AREAS

The Springbrook Community contains many unique existing and planned design features which will contribute to its distinct upscale identity and set it apart from other contemporary communities within Brampton.

Design criteria stated in the preceeding sections of these Architectural Guidelines is already more strict than the architectural criteria typically required for conventional communities within Brampton. The following section contains further enhanced design requirements for the following Special Areas within the Springbrook Community:

- Creditview Road Heritage Character Corridor (Section 6.1)
- Live / Work Units (Section 6.2)
- Executive Residential Areas (Section 6.3)
- Primary Streetscapes (Section 6.4)

The design of all homes within Special Areas and Executive Residential Areas of the Springbrook Community shall be presented by the Control Architect to Brampton Community Design Staff at regular meetings for the City's general overview of these designs.

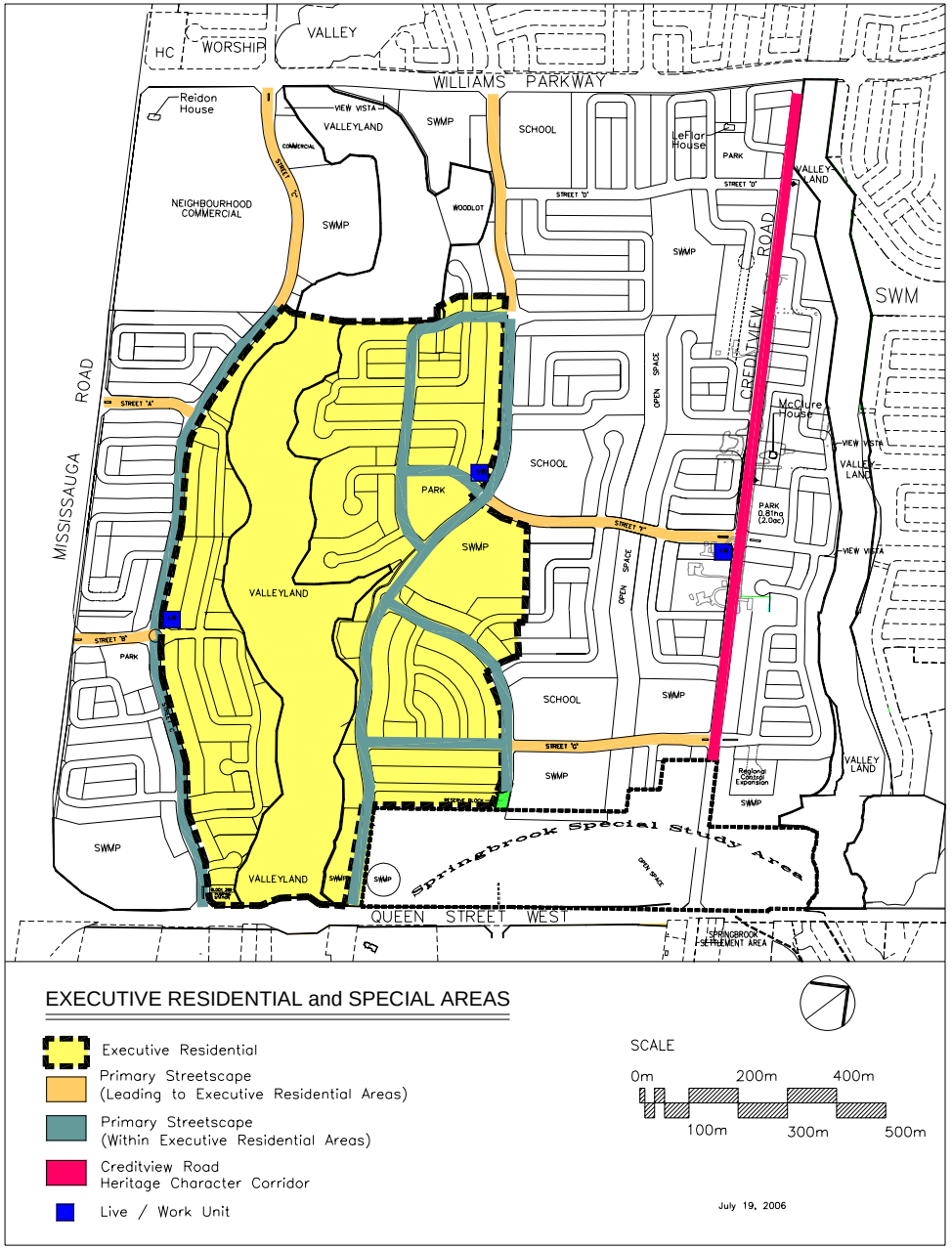


Figure 6a - Executive Residential and Special Areas

6.1 Creditview Road Heritage Character Corridor

Creditview Road is an existing tree-lined country lane which extends north from the Springbrook Settlement Study Area through to its termination just south of Williams Parkway. The Official Plan envisions the Springbrook Settlement Area to redevelop over time as a mixed-use traditional rural hamlet with heritage-based architecture. As such, Creditview Road will be deemed a Special Area within the Springbrook Community and shall be developed as a Heritage Character Corridor through the use of special heritage architecture and streetscape elements which visually reinforce its landmark quality within the community (refer to Figure 6a).

The following elements, including maintaining the existing rural cross-section and tree preservation, will be achieved in support of creating a distinct heritage character area:

- Maintain the existing rural street cross-section.
- Preservation of the existing maple hedgerow.
- Larger lots (minimum 50ft frontage).
- Primary elevation of house oriented to Creditview Road.
- Heritage-inspired architecture.
- Careful placement of houses, garages and driveways.
- Enhanced Streetscape, including wood fencing, landscaping and large canopy street trees.
- Gateway elements at corner lots, such as decorative fencing and enhanced landscaping.
- Neighbourhood gateway elements at key intersections.

Residential development proposed for Creditview Road shall support the heritage theme envisioned for this area and will be evaluated by the Control Architect on its merits to establish and emphasize a traditional rural street character.

- Architectural styles for new buildings should be based upon historical precendents found within traditional rural Ontario hamlets including, but not limited to, Georgian, Colonial and Victorian (Early Ontario) influences.
- All dwellings shall be designed to ensure the impact of the garage upon the streetscape is limited and to ensure the habitable portion of the dwelling is dominant.
- New buildings shall not exceed 2 storeys in height unless the third storey massing is contained within the roof form.
- The use of high quality building materials in traditional tones and textures is required and may include clay brick, wood (or fibre-cement) clapboard, stone, stucco. Vinyl or metal siding is not encouraged and may only be used as an accent material.
- Distinctive building designs shall be provided at corner locations and the view termini to reinforce their landmark status in the streetscape. The use of masonry chimneys incorporated into the design of these dwellings is encouraged where appropriate to the architectural style of the home.
- Main entrances to the dwelling should be grade-related, face the street and be given design emphasis.
- Building projections, including bay features, masonry chimneys, porches, and porticos are encouraged.
- New development will be designed to ensure the long term viability of existing street trees on Creditview Road.
- The design of all homes within Creditview Road Heritage Character Corridor shall be presented by the Control Architect to Brampton Community Design Staff prior to final model approval.

Residential development will occur along Creditview Road in the following manner:

- Where there are no existing mature trees, direct frontage with driveway access from Creditview Road will be permitted (refer to Section 6.1.1).
- Where there are existing mature trees, direct frontage will not be permitted. Instead the following options may be developed:
  - Window Streets with driveway access from a service road parallel to Creditview Road (refer to Section 6.1.2).
  - Through Lots with rear yard garage access from local road (refer to Section 6.1.3).

Figure 6.1a - Conceptual Images of Creditview Road Architectural Character

6.1.1 Design Criteria For Direct Frontage on Creditview Road

- Direct Frontage will be permitted where there are no existing mature trees.
- Maintain existing rural cross-section with no sidewalks.
- Architecture to reflect rural heritage of Ontario. Mix of 1, 1-1/2 and 2 storey homes.
- High quality architectural design required.
- Minimum lot frontage of 15.2m (50')
- Tapered and paired driveway entrances
- Culverts with stone headwalls, subject to engineering design
- Building Setbacks:
  - Minimum Side Yards: 1.2m & 1.2m
  - Minimum Front Yard: 4.5m to dwelling face (porch encroachment of 1.8m permitted)
  - Minimum Garage: 3.64m beyond dwelling face or 8.14 from streetline (so that garage does not form part of the main building mass close to the street)
- Builders shall provide at least 1 model with a detached rear yard garage to provide choice to the marketplace.
- Other garage options may include attached in rear yard, tandem or porte-cochere (partially covered driveway) types.

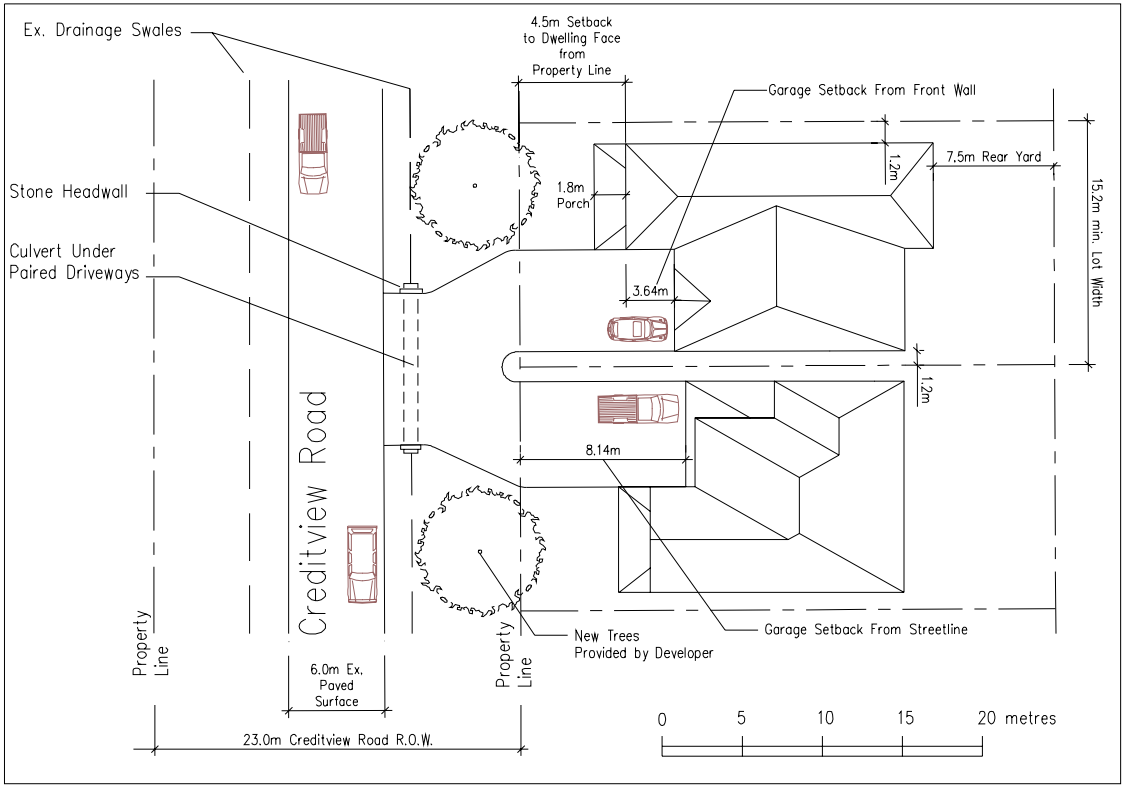


Figure 6.1.1a - Creditview Road Concept Plan (Direct Frontage)

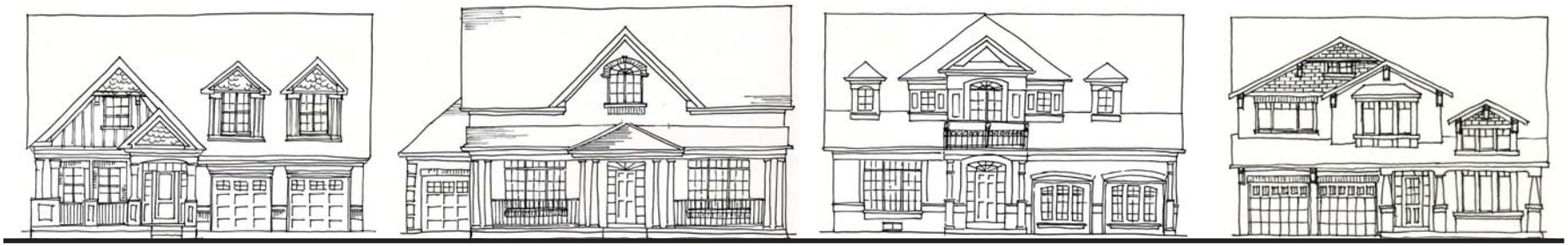
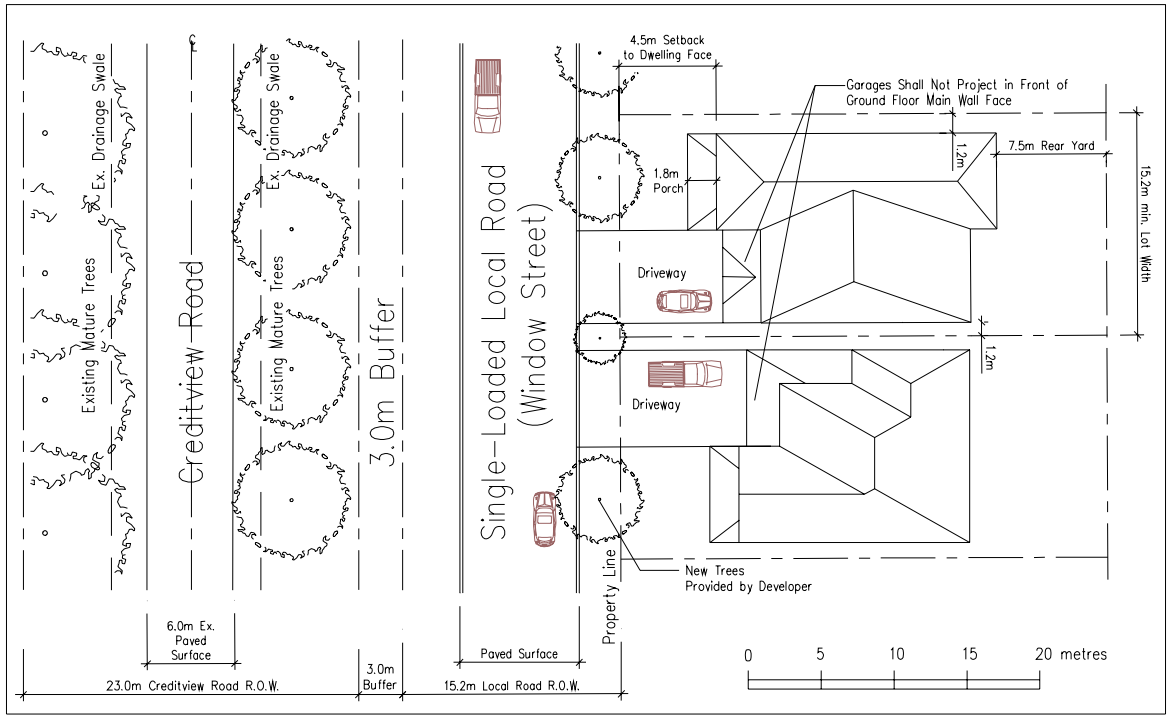


Figure 6.1.1b - Conceptual Housing Images (Direct Frontage on Creditview Road)

6.1.2 Design Criteria For Frontage on Window Street Facing Creditview Road

- A single-loaded Window Street (or Eyebrow Street) which is parallel and adjacent to Creditview Road may be used where there are existing mature trees. Existing trees are to be preserved within a combined landscaped boulevard.
- Refer to *Springbrook Community Design Guidelines: Open Space Guidelines* (NAK Design) for precise information concerning extent of tree dripline for existing mature trees.
- Maintain existing rural cross-section on Creditivew, subject to engineering design.
- No sidewalks. If required they shall not be permitted adjacent to the existing trees to be preserved.
- Architecture to reflect rural heritage of Ontario. Mix of 1, 1-1/2 and 2 storey homes.
- High quality architectural design required.
- Minimum lot frontage of 15.2m (50')
- Building Setbacks:
  - Minimum Side Yards: 1.2m & 1.2m
  - Minimum Front Yard: 4.5m to dwelling face (porch encroachment of 1.8m permitted)
  - Minimum Garage: the garage shall not project in front of the main ground floor building face.
- Other garage options may include attached in rear yard, tandem or porte-cochere (partially covered driveway) types.



6.1.2a - Creditview Road Concept Plan (Frontage on Window Street)

6.1.2b - Conceptual Housing Images (Frontage on Window Street Facing Creditview Rd.)

6.1.3 Design Criteria For Through Lots on Creditview Road

- Through Lots may be used where there are existing mature trees. Existing Trees are to be preserved within the proposed right-of-way.
- Refer to *Springbrook Community Design Guidelines: Open Space Guidelines* (NAK Design) for precise information concerning extent of tree dripline for existing mature trees.
- Maintain existing rural cross-section.
- Architecture to reflect rural heritage of Ontario.
- High quality architectural design required.
- Minimum lot frontage of 15.2m (50')
- Building Setbacks:
  - Minimum Side Yards: 1.2m & 1.2m
  - Minimum Front Yard: 4.5m from established Tree Drip Line to dwelling face (porch encroachment of 1.8m permitted)
  - Garage: 6.0m from internal local road running parallel with Creditview Road.
  - Rear Yard: a private amenity area shall be provided in the rear yard. Decorative metal fencing with masonry piers and landscape hedging shall be provided by the builder for rear yard privacy.
- Rear elevations facing the local road require upgraded architectural treatment.
- Garage may be linked to dwelling with a breezeway (could be used as laundry room, den, etc.).
- Loft space (granny flat / teen retreat with no kitchen facilities) above garage is encouraged for 'eyes on the street'.

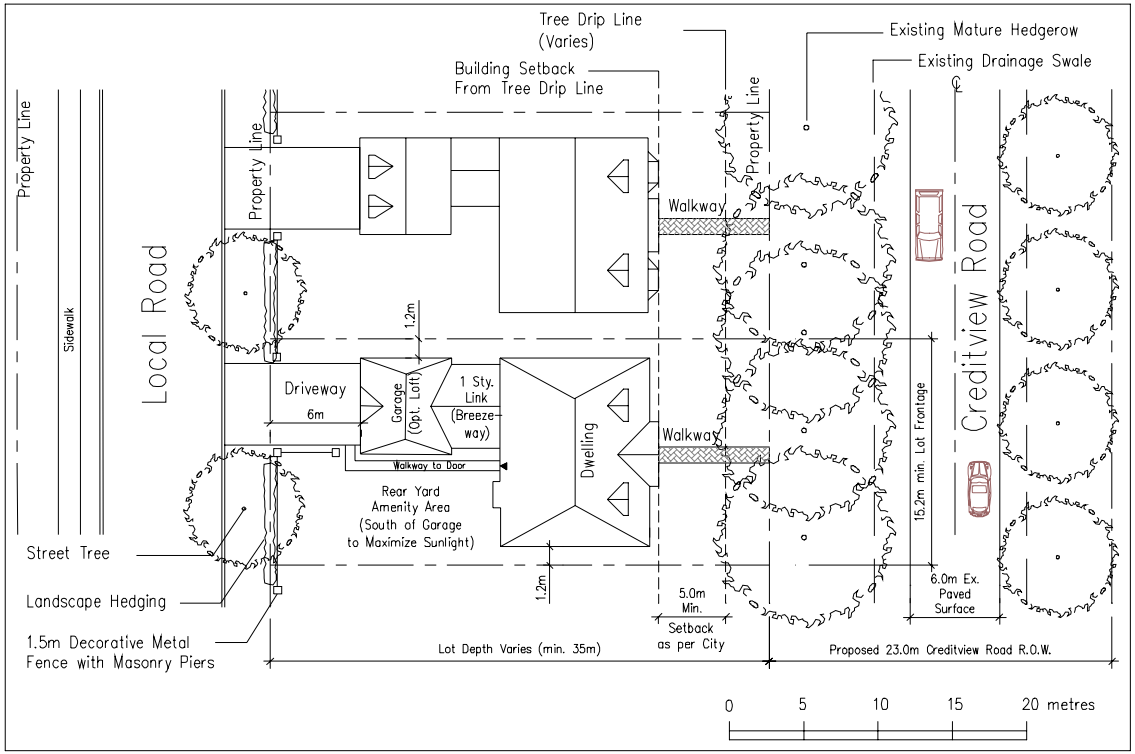


Figure 6.1.3a - Creditview Road Concept Plan (Through Lots)

Figure 6.1.3b - Conceptual Housing Images (Front Streetscape Facing Creditview Road)

6.1.3c - Conceptual Housing Images (Rear Streetscape Facing Local Road)

6.2 Live / Work Units

- Live / Work Units shall be 2-3 storeys and zoned for residential and limited commercial uses which are compatible with residential uses (such as office, convenience store, video rental, etc.).
- Ground floor shall be designed to accommodate future commercial uses. Upper floor(s) shall be designed to accommodate full residential uses.
- Ground floor ceiling height should be 3.6m.
- High quality architectural design is required, compatible with surrounding residential.
- Live / Work Units should be located on prominent corner locations within the Springbrook Community (locations pre-determined in Block Plan).
- Minimum lot frontage of 18.3m (60').
- Siting of building shall provide for future outdoor at grade parking, for example: in the rear yard.
- 1.8m solid wood screening shall be required where abutting residential uses.
- A 3.0m landscape buffer shall be provided between any parking area and any residential lot line.
- A low fence should separate the outdoor amenity area from the parking area.
- There shall be no outdoor storage of garbage.
- A 0.45m max. sign fascia shall be provided in a prominent location on the building. All signage must be accommodated within the sign fascia.
- The design of all Live/Work units shall be presented by the Control Architect to Brampton Community Design Staff prior to final model approval.

The design of Live/Work Units shall also comply with the design guidelines applicable to the area in which they are located. For example, Live/Work Units within Executive Residential areas shall also refer to Section 6.3; Live/Work Units within the Creditview Road Heritage Character Corridor shall also refer to Section 6.1.

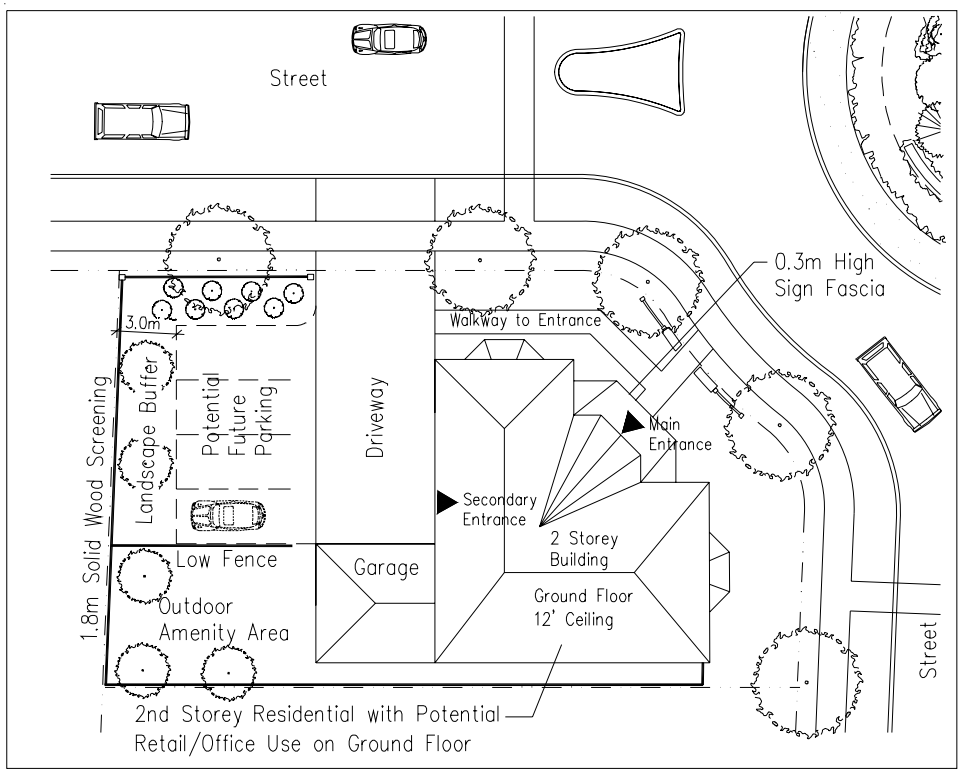


Figure 6.2a - Live / Work Concept Plan at Turning Circle

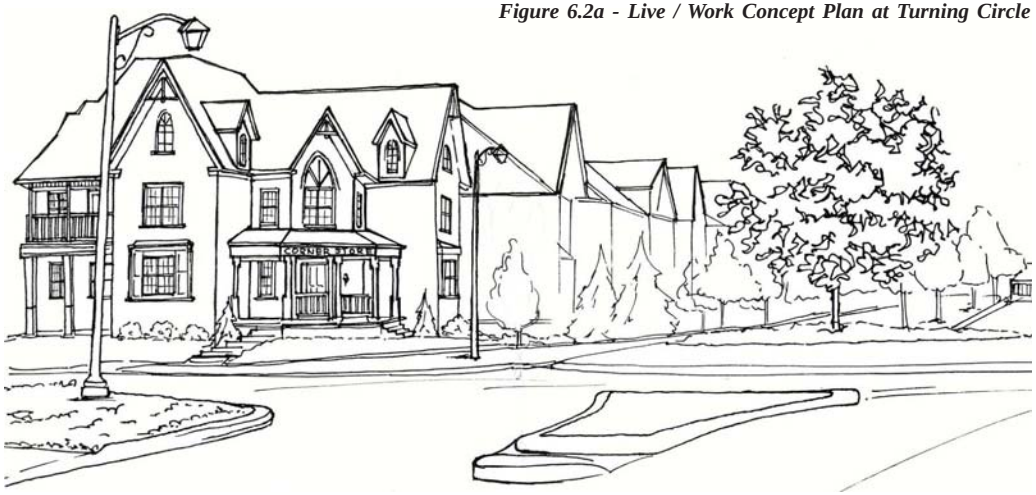


Figure 6.2a -Conceptual Live / Work Unit Image

6.3 Executive Residential Areas

Executive Residential areas of the Springbrook Community shall have a distinct upscale identity which is unique from other areas within the community. This will be achieved largely through the use of large lots, ample view opportunities to the Huttonville Ravine, street patterns that discourages through traffic, generous use of cul-de-sacs to establish small residential enclaves, landscaped roundabouts and special entry features at key intersections with the collector roads (refer to *Springbrook Community Design Guidelines : Open Space Guidelines - NAK Design Group* for details). However, much of what will make the Executive Residential areas distinct will be found in the architecture of the dwellings.

A higher level of architectural design quality will be required for all new dwellings within Executive Residential areas of the Springbrook Community. In addition to the design criteria contained within Section 2.0 to 5.0 of these Guidelines, dwellings within Executive Residential areas (refer to Figure 6.3a) shall comply with the following additional design criteria.

The design of all homes within Executive Residential Areas shall be presented by the Control Architect to Brampton Community Design Staff prior to final model approval.

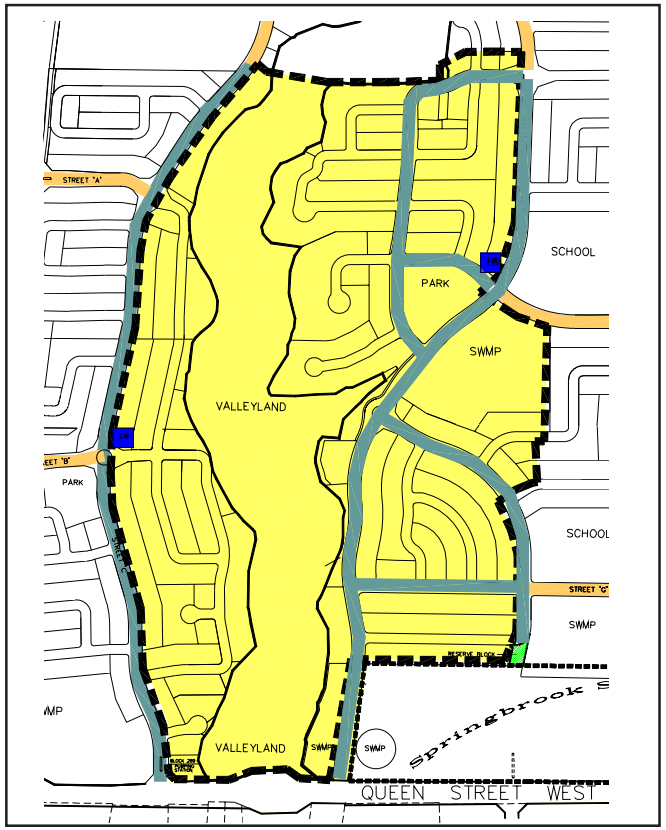


Figure 6.3a - Executive Residential Area Within Springbrook Community

Figure 6.3b - Conceptual Image of Executive Residential Streetscape

6.3.1 Architectural Styles

In addition to design criteria stated in Section 3.1, the following shall apply:

- It is important that the design quality of dwellings within Executive Residential areas convey an enhanced upscale image. Dwelling designs which are derived from the classical periods of architecture are required to achieve this goal. Outlined below are conceptual images of the range of architectural styles suitable for Executive Residential areas. These images are representative only and are not intended to portray all acceptable styles. Other traditional architectural styles will be evaluated on their exterior appearance and their ability to portray a stately upscale character.

Georgian Influence

Georgian Influence

Gothic Revival Influence

Victorian Influence

Victorian Influence

Arts and Crafts Influence

Tudor Influence

French Eclectic Influence

6.3.2 Building Setbacks

In addition to design criteria stated in Section 2.2, the following shall apply:

- The zoning by-law establishes minimum interior sideyard setbacks for dwellings in Executive Residential areas based upon the width of the lot as follows:
  - For a minimum lot width of 15.2 m (50 ft) the minimum interior side yard width is 1.2 m (4 ft) on each side for either a one storey or two storey dwelling.
  - For a minimum lot width of 18.2 m (60 ft) the minimum interior side yard width is 1.2 m (4 feet) for the first storey or part thereof, plus 0.3 metres (1 foot) for each additional storey or part thereof. Therefore, 1.5m (5 ft) on either side for a two storey dwelling.
  - For a minimum lot width of 21.2 m (70 ft) the minimum interior side yard width is 1.5 m (5 feet) for the first storey or part thereof, plus 0.3 metres (1 foot) for each additional storey or part thereof. Therefore, 1.8m (6ft) on either side for a two storey dwelling.
  - For minimum lot widths in excess of 21.2 m (70 feet) the minimum interior side yard width is 2.0 metres (6.5 feet). Therefore, 2.0 m (6.5 feet) on each side for either a one storey or two storey dwelling.
- Within Executive Residential areas it is desirable to create the perception of wider sideyards, when viewed from the street, than is typical in conventional subdivisions. This can be acheived by providing side wall articulation or by varying the setback relationship between the dwelling and the garage.

6.3.3 Model Repetition

In addition to design criteria stated in Section 2.4, the following shall apply:

- Within Executive Residential areas a wide variety of model choices shall be provided by each builder. Additionally, the model repetition criteria shall be more strict than in other areas of the community. A minimum of 3 dwellings must occur between identical elevations of the same model.
- Refer to Fig. 6.3.3a.

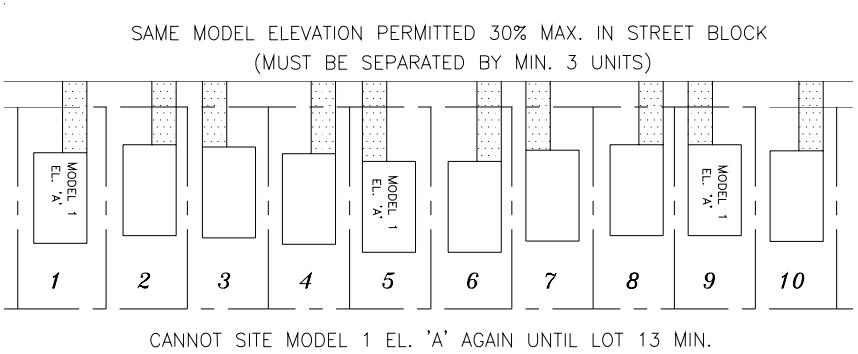


Figure 6.3.3a - Model Repetition Criteria for Executive Residential Streetscape

6.3.4 Exterior Colour Packages

In addition to design criteria stated in Section 3.8, the following shall apply:

- Each Builder shall provide a minimum of 10 unique exterior colour packages to ensure a wide variety of exterior treatments within the streetscape.
- Colour combinations shall be appropriate to the architectural style of the dwelling.
- Colour sample boards, identifying all exterior colour elements shall be submitted for review and final approval by the Control Architect prior to being offer to purchasers. Refer to Fig. 6.3.4a.

Figure 6.3.4a - Example of Colour Sample Board

- In order to provided greater visual variety, street blocks within within Executive Residential area shall have no more than 20% of the dwellings sharing the same exterior colour package. Dwellings with identical colour packages shall be separated by a minimum of 3 dwellings. Refer to Fig. 6.3.4b.

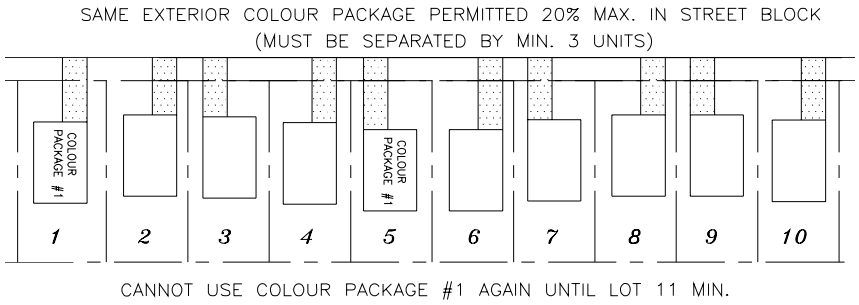


Figure 6.3.4b - Same Colour Package Shall be Separated by a Minimum of 3 Dwellings and Shall Not Occur More Than 2 Times in any Row of 10 Homes (20%).

6.3.5 Exterior Wall Cladding Materials

In addition to design criteria stated in Section 3.7, the following shall apply:

- For dwellings in Executive Housing Areas there will be an expectation for the use of higher quality exterior materials.
- The use of vinyl siding will not be permitted as a wall cladding material in Executive Residential Areas. Where the look of clapboard or board + batten siding is a design feature of characteristic of the architecture of the home, the use of high quality, authentic materials such as cement-fibre siding (i.e. Hardi-Board) or solid wood siding is required.

i) <u>Stone</u>

- The use of stone accents will be a defining visual element for housing within Executive Residential areas of the Springbrook Community. Its use is to occur on the majority of dwellings within the streetscape, in a manner appropriate to the architectural style of the dwelling.
- Where manufactured stone is proposed, it will be evaluated on its ability to portray a realistic natural stone appearance. Manufactured stone products shall display a range of natural colours, proportions and textures which simulate the appearance of natural stone.
- Blended colours,which mix two or more complementary stone colours, can be effective in simulating the tones of natural stone and should be used where appropriate to the colour package.
- Certain stone types are not appropriate. For example, artificial looking pink or blue

Figure 6.3.5a - Example of Stone Accents

Tumbled Texture with Flush Joint

Tumbled Texture with Flush Joint

Tumbled Texture with Flush Joint

Straight Cut with Raked Joint

Smooth Cut 'Limestone' Finish

Figure 6.3.5b - Images of Some Manufactured Stone Acceptable for Use in Executive Housing Areas

stone or stone that has the appearance of coloured concrete.

- Tumbled stone should use a flush mortar joint, whereas straight cut stone should use a raked joint.
- Gateway Dwellings within Executive Residential areas shall be designed with stone as the primary wall cladding material (i.e. the majority of exposed façades shall have stone cladding and precast detailing in combination with other acceptable wall cladding materials).
- All Roundabout Dwellings and Primary Corner Dwellings (i.e. corner dwellings at intersections with Primary Streets) within Executive Residential areas shall be designed with stone accents where appropriate to the architectural style of the dwelling (i.e. the minimum requirement is a stone plinth or bay feature with precast accents in combination with other acceptable wall cladding materials).
- All Corner Dwellings on local roads within Executive Residential areas should incorporate stone accents unless there is a valid architectural design reason against its use (i.e. not appropriate to the architectural style of the dwelling).
- The City of Brampton and the Control Architect will be evaluating manufactured stone products and their specifications to determine the appropriate quality level envisioned for upscale areas in the Springbrook Community. In this respect, certain manufactured stone products may not be permitted. This information will be provided as an Addendum within the Appendix of these Guidelines.

Figure 6.3.5c - Image of Dwelling With Natural Stone Accents

ii) Brick

- Brick selection shall be complementary to the other exterior materials on the dwelling and shall be of a colour and texture which is appropriate to the dwelling style.
- Only clay brick will be permitted.
- The use of brick having a "hand-tumbled", rusticated heritage texture is preferred, where appropriate to the architectural style of the home.
- Accent brick should be considered for certain styles such as Victorian-based architecture.

Figure 6.3.5d - Example of Dwelling with Rusticated Brick

iii) Stucco

- The use of stucco as a main wall cladding material is often incorporated into upscale home design.
- A variety of rich stucco detailing, characteristic to the architectural style, will be required for dwellings which use stucco as a main wall cladding material.
- Where stucco is proposed as the main wall cladding materials, it should be used in conjunction with a masonry plinth.
- Where stucco is used as a front facades treatment it shall return approximately 1200mm (4'-0") along the interior side yards or to a logical termination point such as a change in wall plane, wall opening or downspout. For corner lots or lots flanking areas of high public visibility, the stucco should extend continuously around the dwelling.
- Combinations of stucco with stone or brick are encouraged. Where proposed, all colours shall be complementary.
- Stucco details and mouldings shall be installed to have the appearance of continuous unbroken pieces. Builders shall ensure that all joints are appropriately finished to appear seamless.
- Where caulking is required it should closely blend with the colour of the stucco.
- Where flashing is required it should closely blend with the colour of the stucco or be prefinished in a colour complementary to the home's exterior colour package.

Figure 6.3.5e - Example of Stucco Detailing

Figure 6.3.5f - Example of Stucco-Clad Dwelling

iv) Cement-Fibre / Wood Siding

- Cement-fibre siding (i.e. Hardi-Siding or approved equivalent) and/or solid wood siding are considered high quality products suitable as main wall cladding materials for upscale home designs.
- Their use can assist in replicating the design of certain architectural styles with roots in rural vernacular such as Victorian, Colonial or Craftsman styles.
- Horizontal shiplap or vertical board+batten profiles in a variety of muted heritage-based tones are appropriate.
- Where proposed, it shall be used in conjunction with a continuous masonry plinth which extends around the entire building.
- A variety of detailing, characteristic to the architectural style, will be required for dwellings which use cement fibre siding and/or wood siding as a main wall cladding material. Such detailing shall be in a complementary contrast colour.

Figure 6.3.5e - Example of Dwelling with Fibre-Cement Siding / Wood Siding as a Main Wall Cladding Material

Figure 6.3.5f - Example of Dwelling with Fibre-Cement Siding / Wood Siding as an Accent Wall Cladding Material

6.3.6 Exposed Foundation Walls

In addition to design criteria stated in Sections 3.12, the following shall apply:

- A high standard of quality and care is expected in the application of exterior wall cladding materials within Executive Residential Areas to ensure that exposed concrete foundation walls do not negatively impact upon the streetscape appearance of new dwellings. This is particularly important where facades are exposed to public view,
- The maximum allowance for exposed foundation walls on dwelling facades (including the garage) that are facing the street or other publicly exposed areas will be 250mm (10”) and returning 1200mm (4’-0”) at sides. The maximum allowance for exposed foundation walls on side and rear facades that are not publicly exposed will be 300mm (12”). This shall be noted on the model working drawings.
- Stepping of masonry veneer along sloping grade is required to ensure exposure of foundation wall is minimized. In low exposure locations where sloping grade occurs, such as interior sideyards between dwellings, it is recognized that exposed foundation wall heights may slightly exceed the ~300mm (12”) target.

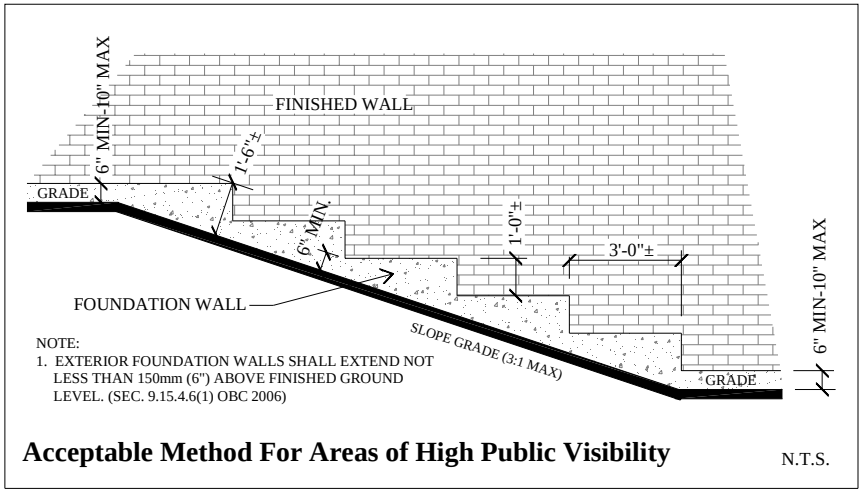


Figure 6.3.6a - Stepped Foundation Wall Detail for Sloped Grade Conditions

- Special care shall be given at garage locations to ensure foundation wall height is minimized. Additionally, foundation wall height on the middle masonry pier(s) of the garage shall be a consistent height with the outer piers; i.e. any exposure of the foundation should be uniform in height.
- Streetscape drawings are required to show all publicly visible facades of the dwelling with a true finished-grade relationship and to indicate where stepping of the foundation wall is necessary in order to follow sloping grade.
- Builders shall advise their site superintendants and foundation forming contractors to strictly comply with this criteria. The Control Architect, in conjunction with the City, will undertake frequent site visits to monitor this matter.

Figure 6.3.6b - Unacceptable Foundation Wall Height (at garage)

Figure 6.3.6c - Acceptable Foundation Wall Height (at garage)

6.3.7 Adverse Grading Conditions

In addition to design criteria stated in Sections 3.13, the following shall apply:

- Adverse site grading conditions can have a negative impact on the proportions of the dwelling's front facade by causing additional risers at the main entrance and additional wall area above the garage.
- This condition typically occurs on lots with rear to front sloping grade conditions.
- Where more than 4 additional risers beyond what is shown on the standard model working drawings (typically 3 risers are shown on a standard model's working drawings), the design architect shall provide appropriate adjustments to the facade to lesson the visual impact on the dwelling's streetscape appearance. Solutions will be evaluated on a unit by unit basis and may include:
  - breaking up the number of risers in a single run by dispersing within the front yard landscape;
  - insetting 1-2 risers into the porch/portico to diminish their projection;
  - banking up the landing area at the bottom of the stairs;
  - lowering the front foyer at the entrance;
  - in extreme circumstances a customized model design will be required;
  - see also Section 4.3 (Criteria for Dropped Garage Conditions);

6.3.8 Main Entrances, Stairs & Railings

In addition to design criteria stated in Sections 3.5 and 3.6, the following shall apply:

- Within Executive Residential areas the main entrance should be designed as a main focal feature with detailing and proportions which convey the architectural style of the dwelling and a sense of prestige (refer to Fig. 6.3.8a).
- Care should be taken in siting of the dwelling to ensure an appropriate relationship between finished grade and the porch/portico. In this regard, the number of stairs in a single run accessing the porch/portico should be minimized (see Sec. 6.3.7).
- Precast steps/stairs are not permitted at the main front entrance to the dwelling with Executive Residential Areas (refer to Fig. 6.3.8b). All stairs shall be poured-in-place with masonry veneering on the sides. Exceptions to this requirement may be considered when a high quality stone or landscape paver treatment is proposed for the stairs at the main entrance (refer to Fig. 6.3.8c).
- Precast landscape steps within the walkway leading to the main entrance will be permitted.
- Railings should be considered an integral part of the dwelling design and not an afterthought. Within Executive Residential areas, where railings are required at the main entrance they should be appropriate to the character and quality of the dwelling design treatment in terms of type, colour and material (refer to Fig. 6.3.8d).
- The colour of railings should be appropriate to the home's colour pallette and complementary to the trim paint colour of adjoining support columns.
- The use of white aluminum railings is discouraged unless appropriate to the style and colour package of the dwelling.
- The use of vinyl railings is not permitted.

Fig. 6.3.8c - Conceptual Images of Alternative Treatment of Main Entry Steps

Fig. 6.3.8a - The Main Entry Should Be A Focal Feature of the Home

Fig. 6.3.8b - Precast Steps Are <u>Not Permitted</u> At The Main Entry

Fig. 6.3.8d - Railings Should Suit the Style of the Dwelling

6.3.9 Windows

In addition to design criteria stated in Section 3.9, the following shall apply:

- The style of windows used on the front elevation of the dwelling is to be used on the side and rear elevations in a consistent manner; i.e. use of single-hung on the front and casement on the sides and rear is not permitted.
- A variety of high quality window styles and muntin bar configurations, consistent with the style of the dwelling, will be used. Muntin bars shall be set within the double-glazed panes of glass. Taped or clip-on muntin bars will not be permitted.
- Muntin bars are required on windows immediately visible to the public. However, they may be excluded from windows on building elevations that are not exposed to public view at the discretion of the Builder, subject to approval by the Control Architect.
- Use of main floor transom windows on the publicly exposed elevations is encouraged.
- Builders shall offer a variety of window frame colours, compatible with the exterior colour package for the dwelling. The consistent use of white vinyl windows is not permitted. Refer to Fig. 6.3.9a.
- The use of black glass should be minimized; its use is permitted above the eavesline of the roof only, as an accent window; where used it shall be of a high quality .
- Basement windows should be avoided on the front elevations of dwellings unless integral to the dwelling's design. Where used, they should match the upper storey windows.
- Basement windows for rear split or walkout lot dwellings exposed to public areas shall be upgraded to match the upper storey windows.

Fig. 6.3.9a - Example of Coloured Window Frames

6.3.10 Roofs

In addition to design criteria stated in Section 3.11, the following shall apply:

- One of the defining characteristics of an upscale community is a dominant roofscape. The use of steep, well-articulated roof forms shall be required for all dwellings in Executive Residential areas.
- Main roof slopes shall have 8:12 minimum front to back slopes and 10:12 minimum side slopes. Steeper roof pitches will be required where this is characteristic of the architectural style. Lower roof slopes may be considered on their merits only where appropriate to the dwelling style.
- Roofs should display consistency of design style on all sides of the dwelling. For example, a "mansard" roof facing the front elevation with a "cottage" roof facing the rear elevation is discouraged.
- The quality of roofing materials shall be enhanced. At a minimum, the use of heavy shadow textured asphalt shingles will be required (i.e. Renaissance / Timberline shingles or equivalent with a minimum 25yr. warranty). Plain asphalt shingles are not permitted.
- Other upgraded roofing materials such as cedar shakes, standing seam metal, copper or synthetic slate roof tile are also appropriate.
- For bay or boxed window features, the roofing material should be standing seam metal, copper or similar which is complementary in terms of style and colour to the architecture of the dwelling. Asphalt shingles on these features should be avoided.
- Metal roofs shall be a heavy guage and prefinished in a dark tone complementary to the main roof colour. The use of raw metal, painted on-site, is not permitted.

Fig. 6.3.10a - Example of Well Articulated Roof Form With Textured Shingles

6.3.11 Rear Yard / Side Yard Architecture

- In addition to the requirements of Section 5.6, the use of rear or side wall and roof articulation will be required for all dwellings within Executive Housing areas which have rear or side elevations highly exposed to public view. This can be achieved through the use of bay features, single storey projections, garden kitchens, covered porches/balconies, roof gables, etc.
- Publicly exposed rear and/or side elevations should include the application of the same materials, colours, design treatments and style used for the front elevation to a reasonable extent.
- The roof form at the rear of the dwelling will have enhancements similar to that of the front elevation where publicly exposed. Detailing shall reflect the same architectural style as the front elevation.
- Refer to Figure 6.311a.
- Where dwellings are backing onto heavily treed areas of the Huttonville Ravine and will not have publicly exposed rear facades, the requirement for upgrading will not apply.

Figure 6.3.11b - Roof Form and Detailing of the Rear Elevation Should be Similar to the Front Elevation Where Exposed to Public View

6.3.12 Rear Decks

- For dwellings on rear-split or walkout lots which are highly visible to publicly areas (i.e backing onto a stormwater management pond, park or valleyland areas where tree cover does not obscure the view to the rear of the dwelling), the rear deck shall be of an upgraded design. This shall include at a minimum:
  - an upgraded railing design;
  - staining of the wood in a tone complementary to the exterior colour of the home;
  - no pressure-treated wood decks, railings, posts or stairs.

Figure 6.3.11a - Conceptual Image of Executive Residential Rear Elevations Highly Exposed to Public View

6.3.13 Architectural Detailing

It is important be mindful of the larger scale of the dwelling when determining appropriate proportions for architectural detailing. A higher standard of architectural detailing is expected for dwellings within Executive Residential areas, including:

- Frieze board shall be added to all sides of the dwelling for lots (15.2m) 50ft wide or greater.
- Upscale coach lamps for entrances and garages;
- Decorative address plaques;
- Larger diameter porch columns;
- Generous use of precast stone elements;
- Molded cornice treatments;
- Moulded detailing elements (i.e. Canamould, Fypon or equivalent);
- Decorative metal railings;
- Good quality garage doors;
- Overall use of high quality materials and high quality crafting.

i) <u>Frieze Boards</u>

- A frieze board is a trim element at the top of the dwelling's finished wall, forming a junction with the roof soffit.
- All dwellings within Executive Housing areas shall provide a frieze board under the roof soffit of all elevations of the home.
- Where a dwelling's side and/or rear elevations are not publicly visible, standard maintenance-free aluminum frieze boards are permitted. These should be no less than ~150 mm (6") min.
- Superior quality, extra-wide frieze boards are expected on street-facing elevations, returning a minimum of ~1200mm (4'-0") along the side wall, then to a standard frieze board for non-exposed side and rear elevations. Frieze boards should have a variety of detailed profiles suitable to the architectural style of the dwelling (such as cove or dentil profiles).
- Where rear and/or side elevations of the dwelling are highly exposed to public view, the use of superior quality, extra-wide frieze boards to match the front elevation will be expected.
- As an alternative to a moulded frieze board, builders may use a corbelled masonry cornice projecting a minimum of 12mm (1/2") from the main wall, where appropriate to the style of the dwelling.
- Where rustic/rough textured stone comes into direct contact with the soffit, consideration may be given for deleting the frieze board due to the uneven surface which may cause unsightly gaps between the wall surface and the frieze board.
- The design of the frieze board shall be specified and detailed on the model working drawings.

Figure 6.3.13a - Conceptual Images of Frieze Board / Cornice Treatments

ii) Quoining

- Quoins are decorative elements that project from the main wall surface and add detail to the corners of the building wall.
- Quoins may be made of a variety of materials including brick, stucco or precast stone.
- Where used they should be designed and dimensioned based upon traditional architectural precedents that are complementary to the style of the dwelling.
- Common quoining patterns include:
  - an alternative or staggered pattern of rectangles that wrap around the wall.
  - a consistent pattern of squares that wrap around the wall.
- Brick quoins typically have spacing between the quoins approximately 1/4 the height of the quoin (i.e. 4 courses of brick projecting a minimum of 12mm {1/2"} from the main wall separated by 1 or 2 courses flush with the main wall).
- Stone and Stucco quoins can either be spaced in a similar manner to brick quoins or they can be stacked. Whichever method is used, it is important the the quoins extend logically from the cornice line down to either a sill treatment or to the foundation line in an evenly spaced manner.

Fig. 6.3.13b - Correct Application of Stucco Quoining (Even Spacing)

Fig. 6.3.13c - Incorrect Application of Stucco Quoining (Uneven Spacing)

iii) Chimneys

- It is recognized that in modern residential construction chimneys no longer serve the important function they historically held. However, the use of chimneys as a design element is appropriate within Springbrook in order to promote the tradition-based architectural theme of the community.
- The use of chimneys will be promoted where they can act as a highly visible design feature and where they are characteristic to the style of the dwelling.This will include:
  - community gateway dwellings;
  - corner lot dwellings;
  - roundabout dwellings;
  - dwellings with high exposure side and/or rear elevations (i.e. lots flanking vista blocks, stormwater ponds, parks, or other open space areas, lots flanking Creditview Road, Mississauga Road or Williams Parkway).
- Chimneys should be designed and detailed in a manner reflective of the architectural style of the home. This may include use of stone or brick detailing (i.e. recessed brick panel, herringbone brick pattern).

Fig. 6.3.13d - Images of Corner Lot Dwellings With Chimney

6.3.14 Garage Doors

In addition to design criteria stated in Section 4.0, the following shall apply:

- Garage doors are a key element in projecting an upscale image for homes in Executive Areas of Springbrook. The use of a variety of upgraded garage door styles is required; standard garage door styles doors will not be permitted. Refer to Fig. 6.3.14a.
- Each builder shall provide at least 3 different garage door styles are offered to ensure variety within the streetscape. Each street block shall have a demonstrated variety of garage door (i.e. a minimum of 3 distinct garage door styles within a street block of 10 or more houses).
- Garage doors shall provide well-defined detaling and a realistic simulation of panelled wood doors.
- The use of decorative hardware (such as black metal hinges and handles) should be provided where appropriate to the architectural style of the dwelling.
- Garage doors for all Executive houses will be of a high quality and finish with a demonstrated durability suitable to our northern climate.
- Use of low quality, high maintenance garage doors will not be permitted. This shall include thin grade, pressed MDF (or similar material) which is prone to chipping and warping and does not provide sufficient depth of material to provide pronounced detailing. Refer to Fig. 6.3.14b.
- Prior to final approval of building plans, Builders shall supply the Control Architect with information stating the model number and manufacturer of the garage door together with the specifications regarding the materials and warranty. Garage door proposals shall be reviewed by the Control Architect, in conjunction with City staff, to determine appropriateness for upscale executive housing areas.
- The City of Brampton and the Control Architect will be evaluating garage door products and their specifications to determine the appropriate quality level of garage doors envisioned for the Springbrook Community. In this respect, certain garage door types may not be permitted. This information will be provided as an Addendum within the Appendix of these Guidelines.

Fig. 6.3.14b - Image of Low Quality Garage Door (With Evident Warping)
Not Permitted

Fig. 6.3.14a - A Variety of High Quality Garage Doors Is Required

6.3.15 Garage Design

- Three-car garages are permitted on lots with frontages of 18.2m (60ft) or greater (subject to compliance with zoning by-law) provided the front face of the garage is articulated. This can be achieved by offsetting the outside bay by ±4'-0" (other solutions to provide articulation to the front face of the garage will be reviewed by the Control Architect on their merits).
- The maximum number of garage doors facing the street, regardless of lot size, shall be 3.

To ensure sufficient garage variety is achieved, each builder shall offer at least one (1) model with garages which are either:

i) Turned perpendicular to the street (Side Facing Garage) ,or
ii) Located in the rear yard

i) <u>Side Facing Garages</u>

Side facing garages which project in front of the dwelling may be permitted on a limited basis for lots widths 18.2m (60ft) or greater subject to the following:

- Only small groupings of these dwellings may be permitted to a maximum of 4 in a row separated by at least 6 dwellings non-side facing garages.
- The treatment of the front wall of the garage facing the street shall exhibit design variety, ample fenestration and detailing consistent with that of the front facade of the habitable portion of the dwelling. Refer to Fig. 6.3.15a.
- Side facing garages shall not be sited on corner lots.
- Dwellings must be designed to allow for entry steps to project without interfering with vehicular access to the garage nearest to the house.
- Dwellings of this nature shall be sited in pairs with the garages located to the outside of the pair to create a courtyard effect between dwellings. Refer to Fig. 6.3.15b.
- The setback to the wall of the garage facing the street shall be 4.5m; bay projections will be permitted to encroach up to 1.8m into the minimum front yard.
- The garage doors shall be setback a minimum of 7.5m from the side lot line.
- The maximum driveway width at the streetline shall be 6.0m.
- Roofline variation above the garage doors should be provided through the use of habitable rooms, dormers and/or gables.
- Variations in plan profile should be exhibited for 3 car garages. This can be achieved by offsetting one or more of the garage bays a minimum of 300mm (12").
- As an alternative to a side facing garage which projects in front of the dwelling, Builders may choose to offer a side facing garage which is incorporated into the main massing of the dwelling. This design is practical only where lot widths are 26m or greater. Refer to Fig. 6.3.15c.

Figure 6.3.15b - Side Facing Garage (Conceptual Image)

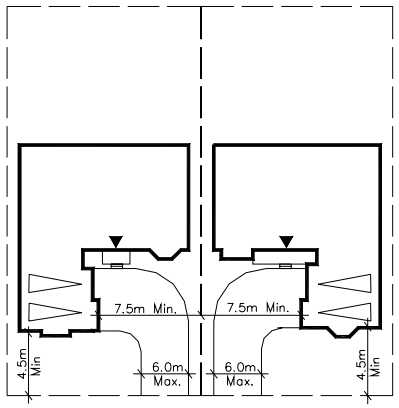


Figure 6.3.15b - Side Facing Garage (Siting Criteria)

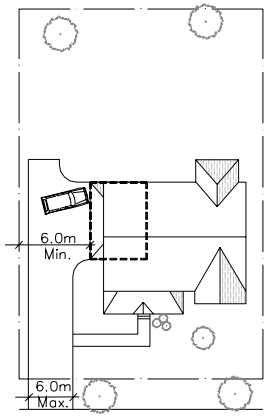


Figure 6.3.15c - Side Facing Garage Incorporated into the Massing of the Dwelling

ii) Rear Yard Garages

For design criteria for rear yard garages refer to Section 4.2.

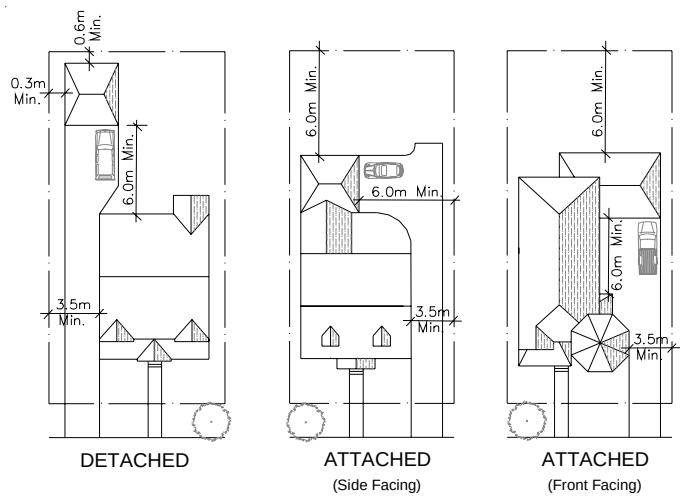


Figure 6.3.15e - Examples of Detached and Attached Rear Yard Garages

Figure 6.3.15f - Rear Yard Garages Have a Beneficial Impact on the Streetscape

6.3.16 Corner Lot Fencing

In addition to design criteria stated in Section 2.8, the following shall apply:

- Within Executive Residential areas, alternatives to wooden corner lot fencing for corner dwellings may be considered (for example, the use of high quality decorative metal fencing in conjunction with hedging).
- Where wood privacy fencing is required for corner lot dwellings within Executive Residential areas, a higher quality wood fence with more detailing is required.
- All corner lot fencing shall be designed by the consulting Landscape Architect. The design and specifications of all alternative fencing proposals shall be submitted to the Control Architect for review and approval in conjunction with City staff.
- All corner lot fencing locations shall be clearly identified on the site plan.

6.3.17 Utility and Service Elements

In addition to design criteria stated in Section 3.14, the following shall apply:

- Within Executive Residential areas, special care shall be taken in locating utility meters so that they have as minimal an impact on public views of the dwelling as possible. In certain instances, landscape screening may be necessary.

6.4 Primary Streetscapes (Housing on Streets Leading to Executive Residential Areas)

Primary Streetscapes within the Springbrook Community include collector roads leading to Executive Residential areas and collector roads which pass through the Executive Residential areas (refer to Figure 6a). These streetscape are considered Special Areas within the Springbrook Community. Dwellings which occur along the Primary Streetscapes shall express the upscale executive architectural character of the Springbrook Community and visually link the individual neighbourhoods together.

An enhanced landscaping treatment will be provided along Primary Streetscapes which pass through Executive Residential Areas to give these important streets a distinct upscale identity:

- Landscaped roundabouts at key intersections;
- Executive gateway entrance features at key intersections;
- Refer to *Springbrook Community Design Guidelines : Open Space Guidelines* - NAK Design Group.

The design of all homes intended for use on Primary Streetscapes leading to Executive Residential Areas shall be presented by the Control Architect to Brampton Community Design Staff prior to final model approval.

The following enhanced built form design criteria will apply:

- For dwellings within Primary Streetscapes which pass through Executive Residential Areas (Upscale Collector Roads) the requirements stated in Section 6.3 shall also apply.
- Buildings designs shall be evaluated by the Control Architect on their compatibility with upscale housing architectural quality for roads which lead to Executive Housing areas.
- A well-articulated street edge is desirable. For wider primary streets the creation of deeper front yard setbacks is encouraged where lot depths permit. Refer to Sec. 6.3.2.
- A variety of roof massing and wall articulation will be required to provide an animated streetscape.
- The majority of dwellings should incorporate stone and/or precast accents. Refer to Sec. 6.3.5.
- Superior quality frieze boards / cornice treatments will be required. Refer to Sec. 6.3.13.
- No garage shall project beyond the porch or main building face.

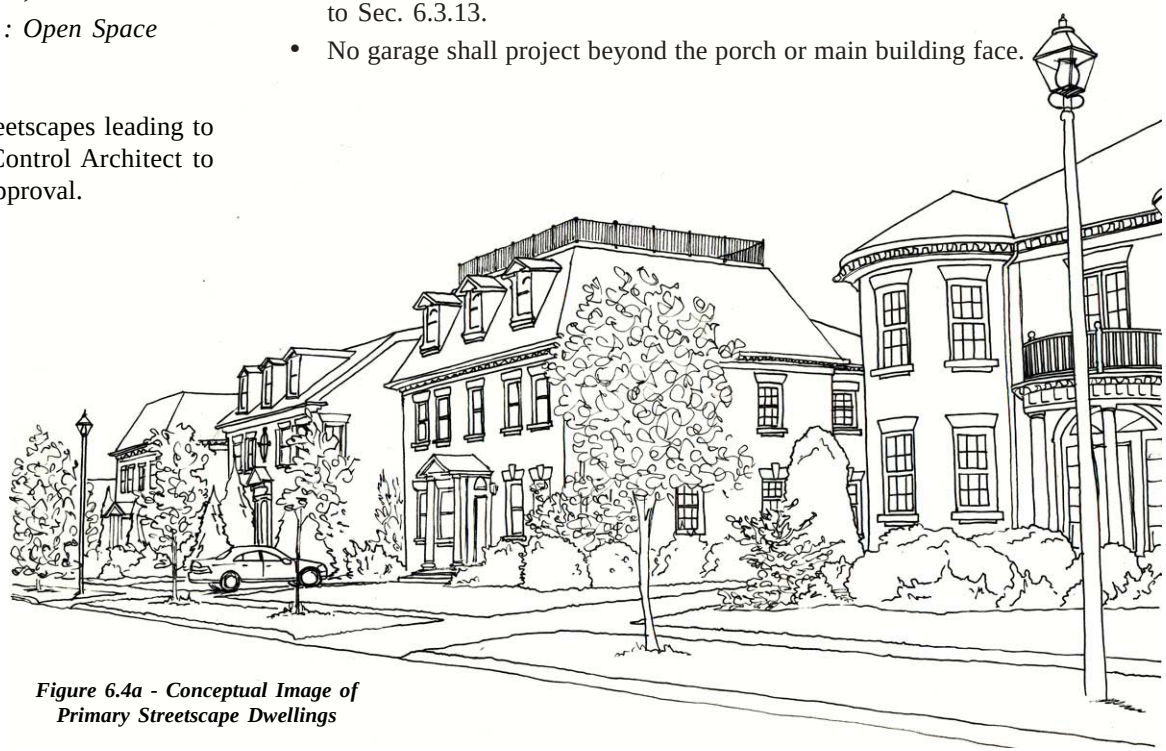


Figure 6.4a - Conceptual Image of Primary Streetscape Dwellings

7. DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

The following section outlines general design principles for development of the commercial and institutional blocks within Springbrook to ensure appropriate integration of these uses into the community.

7.1 Commercial Sites

- Refer to "Royal West Commercial Block Design Brief" prepared by NAK Design Group and John G. Williams Limited Architect for detailed design criteria for commercial uses in the northwest portion of the Springbrook Community.

7.2 School Sites

Within the subject development there are 3 school sites. The school sites have been strategically located to promote maximum accessibility by pedestrians, cyclists and motorists and to provide maximum visibility from adjacent areas. Institutional development is subject to a separate Site Plan Approval process conducted by the City. It is important that the school boards be informed of the intended upscale design vision for the community and ensure compatible building designs are provided for each school.site.

The following guidelines address site planning and built form for the proposed school blocks:

- School buildings shall appropriately address and define the street by generally being located close to the street and intersection to act as a landmark building. Good pedestrian connections shall be provided.
- The buildings shall be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- Vehicle circulation should be limited to the side and rear of the site.
- The building shall be sited to minimize impact of overshadowing, blocked views and overlook onto residential properties.
- Lighting for school buildings should be integrated into the architecture.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture.
- Ground level signage should be designed to incorporate planting beds.
- Landscaping which screens parking areas and focuses attention on the school is encouraged.
- Streetscape elements established for the community should be provided along the street frontages for institutional uses to maintain a consistent urban community character.
- Provision of a continuous landscaped connection between the buildings and the street is encouraged in order to promote a pedestrian friendly environment along adjacent street frontages.
- The school buildings shall incorporate prominent design features into their design to help reinforce their landmark status in the neighbourhood by responding to location and public views.
- Building façades should express the high quality character envisioned for Springbrook. Each school should develop its own distinct visual identity, while harmoniously blending into the community fabric.
- School buildings should incorporate architectural styles and design principles that are complementary to the upscale character of the immediate area.
- High quality building materials shall be used. Preferred main wall materials include brick and/or stone.
- Main entrances to the building should be directly visible from the street and be given design emphasis. Entrances oriented to intersections are encouraged.
- Building design should comply with the City's accessibility initiatives (refer to Section 1.9.4).

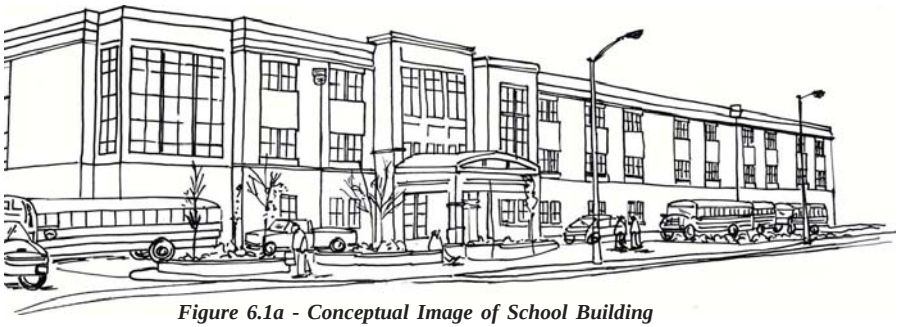


Figure 6.1a - Conceptual Image of School Building

8. DESIGN REVIEW AND APPROVAL PROCESS

8.1 Preliminary Review Process

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review. They should clearly depict internal planning, entry conditions, building elevations, fenestration, exterior details and materials.
- Exterior building materials and colours shall be submitted at the time of preliminary model review.
- Submissions for preliminary review and approval should include:
  - Site Plans & Floor Plans
  - Exterior Elevations & Details
  - Special Dwelling Units or Lots (when applicable)
  - Typical Streetscape Elevations (when applicable)
  - Landscaping if integral to lot & dwelling design
  - Corner Lot Fencing Locations (when applicable)
  - Materials & Colours
- Floor plans are reviewed and approved in order to support approval of the exterior design. Floor plans will have a dashed line with dimensions indicating the second floor wall face where it varies from the first floor wall line.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect.
- The Control Architect is to review model designs proposed for Special Areas within the Springbrook Community with City staff prior to giving final approval.
- The applicant should allow up to 5 working days for comments after review with City staff.

8.2 Final Review and Approval

8.2.1 Working Drawings

- Working drawings must depict exactly what the builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the Control Architect as soon as possible after model approval is given. This should be on 1 sheet for each dwelling type if possible.

8.2.2 Site Plans

- Engineer certified site plans are to be submitted to the Control Architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
  - model and elevation type;
  - a special note indicating a dropped garage condition (greater than 450m (1'-6") drop from location approved on working drawings);
  - a special note indicating rear or side upgrades, where applicable.

8.2.3 Streetscape Drawings

- To assist in the review process a streetscape drawing (blackline) must accompany each request for siting approval.
- Streetscape drawings are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.
- In the review of streetscapes, minor elevational changes may be required.
- The onus is on the Builder to ensure that these required changes are implemented in the construction of the dwellings.

8.2.4 Exterior Colour Packages

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

8.3 Submission Requirements

- The Builder is required to submit to the Control Architect for final review and approval, the following:
  - 6 sets of engineer approved site plans;
  - 4 sets of working drawings;
  - 3 sets of streetscapes;
  - 2 sets of colour schedules;

- 1 set of colour sample boards (to be returned to the Builder)

- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re approval by the Control Architect.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the City as necessary.
- Submissions should be made to:

  John G. Williams Limited, Architect
  40 Vogell Road, Unit 46, Richmond Hill, ON L4B 3N6
  Tel: (905) 780-0500 Fax: (905) 780-9536

8.4 City of Brampton Approval

- All site plans, working drawings, streetscapes and colour packages ust be submitted for review and approved by the Control Architect and the Project Engineer (site plans only), as required, prior to submission to the City of Brampton for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the Builder from complying with the requirements and approvals of the City of Brampton and/or any other governmental agency.

8.5 Monitoring For Compliance

- The Control Architect will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans which are considered by the Control Architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder and City.
- The Builder will respond to the Control Architect in writing within 7 days of notification of their intention to rectify the problem after which the Developer and the City will be informed of the Builder's response or lack of response.
- The Developer and/or City may take appropriate action to secure compliance.
- To ensure the City plays a greater role in overseeing the architectural control process, regular meetings between the Control Architect and the City will occur together with Progress Reports to Brampton Community Design / Planning staff. This is particularly important for Executive Housing and Special Character Areas within the community where both the image and character of the City and the design expectations of the community are at stake.
- Architectural control compliance sign-off for each dwelling should occur within 1 year after occupancy. This will be done by the Control Architect in conjunction with Brampton Community Design / Planning staff
- The City, Builder, Developer and/or Control Architect shall not be responsible for modifications to the dwelling and/or lot made by the homeowner.

8.6 Dispute Resolution

Where there is a dispute between the control architect and the Builder concerning the interpretation or application of these guidelines or the failure to process plans expeditiously, then the following dispute resolution procedure shall apply:

- The proponent shall notify the Control Architect and the City of Brampton's Planning, Design and Development Dept. of the specific reasons and basis for the dispute.
- The Control Architect shall promptly respond in writing to the Planning, Design and Development Dept. and the proponent.
- If the proponent is not satisfied with the Control Architect's response, it may request in writing for the Planning, Design and Development Dept. to intercede and state the City's position on the matters in dispute.
- If the proponent remains unsatisfied, it may request in writing a further opinion from the Commissioner of Planning, Design and Development, or in the alternative, an opinion from the Council-appointed Architectural Review Committee, whose decision will be final.

APPENDIX

SPRINGBROOK COMMUNITY - ARCHITECTURAL CONTROL MATRIX (page 1)

Architectural Feature	Standard Residential Areas	Upscale Executive Areas	Creditview Road Character Area	Roads Leading to Upscale Executive Areas
ARCHITECTURAL STYLES	Traditional, Contemporary or Modern architectural styles	High quality Traditional Classical Period architectural styles required	High quality Rural Ontario Heritage-inspired architectural styles	High quality Traditional Classical Period Architectural Styles which express upscale executive character
GARAGE DOORS	Standard Quality- Pressed MDF garage doors permitted.	Higher Quality - Pressed MDF garage doors not permitted. Minimum of 3 distinct garage door styles within each street block.	Garage door design to support the Rural Ontario Architectural Theme. Standard Quality- Pressed MDF garage doors permitted.	Higher Quality - Pressed MDF garage doors not permitted. Minimum of 3 distinct garage door styles within each street block.
GARAGE DESIGN	Max. 1.5m projection permitted on up to 60% of street block. Rear garages not required.	Garage must be setback from front wall or porch face. Some models with rear or side-facing garages required by each builder.	Garage must be setback from front wall or porch face. Varying garage placement conditions. Some rear yard garages required.	Garage must be setback from front wall or porch face.
MAIN ENTRANCES	Consistent with Architectural Style.	Designed as a focal feature of the dwelling. Care required to ensure appropriate grade relation at porch.	Traditional rural heritage emphasis required to support architectural style of the dwelling.	Designed as a focal feature of the dwelling. Care required to ensure appropriate grade relation at porch.
RAILINGS	Painted wood, prefinished aluminum or high quality vinyl.	Painted wood, prefinished aluminum or decorative metal (simulated wrought iron). Vinyl railings not permitted..	Painted wood, prefinished aluminum or decorative metal (simulated wrought iron). Vinyl railings not permitted..	Painted wood, prefinished aluminum or decorative metal (simulated wrought iron). Vinyl railings not permitted..
MAIN ENTRY STEPS	Precast concrete steps with masonry veneering on sides permitted.	Poured-in-place with masonry veneering on sides required to access main front entry. Precast steps not permitted at main front entry.	Poured-in-place with masonry veneering on sides required to access main front entry. Precast steps not permitted at main front entry.	Poured-in-place with masonry veneering on sides required to access main front entry. Precast steps not permitted at main front entry.
WALL CLADDING	Primarily brick. Vinyl Siding permitted as minor accent material only. Use of stone desired but not required.	High quality materials only. Use of stone will be a defining feature to be used on a majority of dwellings. Key corner lots require use of stone. Vinyl Siding not permitted	Must be charcteristic of Rural Ontario Heritage. Brick, stone, wood or cement fibre siding. Vinyl Siding permitted as minor accent material only	High quality materials only. Use of stone will be a defining feature to be used on a majority of dwellings. Corner lots require use of stone. Vinyl Siding not permitted
EXTERIOR MATERIALS & COLOURS	Variety required. Maximum 30% of dwellings within streetscape may have identical colour packages.	Greater variety required. Maximum 20% of dwellings within streetscape may have identical colour packages.	High quality materials in traditional tones and textures; Use of accent brick for Victorian elevations.	Greater variety required. Maximum 20% of dwellings within streetscape may have identical colour packages.
FOUNDATION WALLS	Approximately 10" exposed foundation wall on front elevations; Approximately 12" exposed foundation wall on side/rear elevations;	10" max. exposed foundation wall on front elevations and any other elevation exposed to public view; No more than 12" exposed foundation wall on side/rear elevations;	Approximately 10" exposed foundation wall on front elevations; Approximately 12" exposed foundation wall on side/rear elevations;	10" max. exposed foundation wall on front elevations and any other elevation exposed to public view; No more than 12" exposed foundation wall on side/rear elevations;

SPRINGBROOK COMMUNITY - ARCHITECTURAL CONTROL MATRIX (page 2)

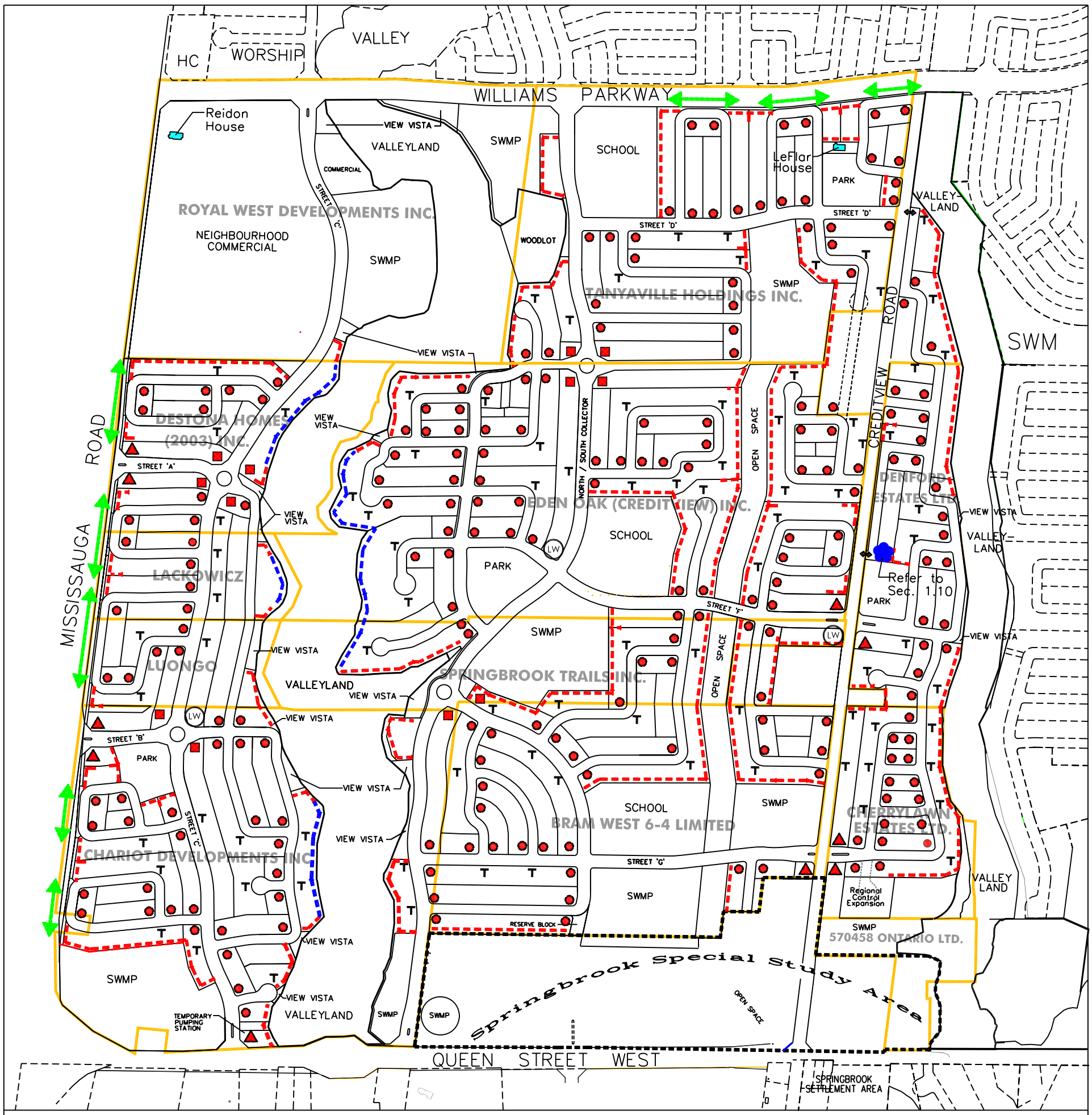
Architectural Feature	Standard Residential Areas	Upscale Executive Areas	Creditview Road Character Area	Roads Leading to Upscale Executive Areas
WINDOWS	Standard quality white vinyl windows; Muntin bars where highly exposed to public view.	Coloured window frames required for majority of units; White frames permitted only if complementary to the exterior colour package;	Coloured window frames required for majority of units; White frames permitted only if complementary to the exterior colour package;	Coloured window frames required for majority of units; White frames permitted only if complementary to the exterior colour package;
ROOFS	Standard quality 3-tab roof shingle;	Higher quality textured roof shingle; Steeper roof slopes required.	Standard quality 3-tab roof shingle;	Higher quality textured roof shingle; Steeper roof slopes required.
FRIEZE BOARD / CORNICE	Standard quality frieze board on front elevation or other publicly exposed elevations only.	High quality frieze board on public facing elevations; Frieze board / cornice treatment required on all elevations.	Standard quality frieze board on all elevations.	High quality frieze board on public facing elevations; Frieze board / cornice treatment required on all elevations.
QUALITY OF DETAILING	Standard quality detailing required	High quality detailing that supports the upscale executive design quality of the dwelling is required	High quality detailing that supports traditional rural heritage theme is required	High quality detailing that supports the upscale executive design quality of the dwelling is required
CHIMNEYS	Not required as a design element	Strongly encouraged as an architectural feature on corner lots and other high exposure side elevations	Strongly encouraged on Corner Dwellings to promote the traditional rural heritage theme	Strongly encouraged on Community Gateway Dwellings, Roundabout Dwellings and Corner Dwellings
EXPOSED REAR DECKS	No requirements	Upgraded railing detailing. Staining required. Not pressure-treated wood.	No requirements	Upgraded railing detailing. Staining required. Not pressure-treated wood.
MODEL REPETITION	Same model elevation must be separated by 2 dwellings	Same model elevation must be separated by 3 dwellings	Same model elevation must be separated by 2 dwellings	Same model elevation must be separated by 3 dwellings
COLOUR PACKAGE FREQUENCY	Maximum 30% repetition of same colour package in streetscape	Maximum 20% repetition of same colour package in streetscape	Maximum 30% repetition of same colour package in streetscape	Maximum 20% repetition of same colour package in streetscape
ADVERSE GRADE CONDITIONS	Where more than an additional 4 risers is added, design measures required to minimize impact on façade proportions	Where more than an additional 4 risers is added, design measures required to minimize impact on façade proportions	Where more than an additional 4 risers is added, design measures required to minimize impact on façade proportions	Where more than an additional 4 risers is added, design measures required to minimize impact on façade proportions
FENCING	Corner lot privacy fencing required. Design as per approved Landscape Plan	Upgraded corner lot privacy fencing required. Design as per approved Landscape Plan	Low front yard fencing required for 'Through Lots'. Corner lot privacy fencing required. Fencing design to support rural theme as per approved Landscape Plan	Upgraded corner lot privacy fencing required. Design as per approved Landscape Plan
DESIGN REVIEW PROCESS	Control Architect reviews plans. Review in conjunction with Brampton staff is not required.	Control Architect reviews plans in conjunction with Brampton Staff.	Control Architect reviews plans in conjunction with Brampton Staff.	Control Architect reviews plans in conjunction with Brampton Staff.

MANUFACTURED STONE SPECIFICATIONS (to follow)

The City of Brampton and the Control Architect are in the process of evaluating manufactured stone products and their specifications to determine the appropriate quality level envisioned for the Springbrook Community. In this respect, certain manufactured stone types may not be permitted. This information will be provided as an Addendum within this Appendix.

GARAGE DOOR SPECIFICATIONS (to follow)

The City of Brampton and the Control Architect are in the process of evaluating garage door products and their specifications to determine the appropriate quality level of garage doors envisioned for the Springbrook Community. In this respect, certain garage door types may not be permitted. This information will be provided as an Addendum within this Appendix.



PRIORITY LOT LOCATION PLAN

- Gateway Dwelling
- Corner Lot Dwellings
- Roundabout Dwellings
- Community Window Dwellings
- Rear/Side Upgrade Dwellings
- Rear Upgrade Dwellings (Treed Areas)*
- T — View Terminus Dwellings
- LW — Live/Work Unit
- Heritage Building
- Special Heritage Design Requirements (Refer to Sec. 1.10)
- Ownership Boundaries

Block Plan Date: July 19, 2006

SCALE

0m 100m 200m 300m 400m 500m

*Note:
Where dwellings back onto heavily wooded areas of limited public visibility, the level of elevation upgrading required may be reduced. The final determination of which homes will receive the upgraded rear treatment will be determined prior to the laying of the base asphalt layer for the road on which that house fronts onto, to the satisfaction of the City and Control Architect.