

Architectural Control Guidelines

FOR GROUND-RELATED RESIDENTIAL
DEVELOPMENT

Part 7 of the Development Design Guidelines



AUGUST 2008

Flower City



brampton.ca

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1.0 INTRODUCTION

Communities which have their own individual identities, expressed through the design quality of their public spaces, streets and housing, are important factors in improving sustainability, livability, visual interest and sense of place. Excellence in design quality for new residential areas is a vital component in building a vibrant and attractive City.

For each new community in the City of Brampton, all aspects of development, including the arrangement of land uses, the design of streets, public spaces and the design of built form, is controlled by the City through its various approvals processes:

- The Official Plan which establishes the general direction for planning and development by prescribing goals, objectives, and policies for land use planning.
- Block Plan and Plan of Subdivision which establish lot size, location and orientation.
- The Zoning By-Law which regulates land use, height, coverage and setbacks.
- Design Review which establishes the design character of the community and regulates the appearance of each new dwelling.

The Architectural Design Review and Compliance Document will apply to all new ground-related low and medium density residential developments throughout the City. It is intended to promote best practices in built form / architectural design for ground-related dwellings (i.e. single detached, semi-detached and townhouse forms) and to allow for sufficient flexibility to promote diversity, design creativity and innovation.

1.1 Purpose

The purpose of this document is to:

- Provide design criteria that ensures a consistently high standard of architectural design quality for all new housing in the City of Brampton.
- Streamline the manner in which Design Review is administered by establishing common architectural design criteria.
- Provide assurances of a level playing field to Developers and Homebuilders and the City.
- Define the design objectives found in the Development Design Guidelines.

1.2 Objectives

The objectives of this document are to:

- Establish a positive and memorable visual image for built form within new residential developments and contribute to the quality of life of citizens of Brampton.
- Promote harmonious and attractive residential developments through attention to the exterior appearance of new housing.
- Encourage built form which results in safe, active and pedestrian-friendly communities by incorporating principles of CPTED (Crime Prevention Through Environmental Design).
- Diminish the visual prominence of the garage within the streetscape.
- Encourage a variety of attractive and innovative building designs which combine the best of contemporary and traditional architectural design thinking.

- Establish the appropriate siting of buildings, having regard for dwelling type, size, architectural style and location within the community.
- Establish design requirements for buildings in highly visible locations (Priority Lots) in keeping with their prominence.
- Define a framework for the description of the architectural and community design features specific to a block plan known as Character Areas with an accompanying checklist of community identity features.
- Establish procedures for:
 - Submission, review and approval of building designs;
 - Monitoring construction for compliance with the Guidelines;
 - Monitoring the effectiveness of the Control Architect;
 - Dispute resolution.

1.3 Additional Urban Design Documents

In addition to the design criteria contained in the Architectural Design Review and Compliance Document, every Block Plan in Brampton will also require specific “Community Design Guidelines” to be prepared for review and approval by the City of Brampton Planning, Design and Development Department. Developments which are not subject to a Block Plan Process and/or Community Design Guidelines will require an “Urban Design Brief” subject to the development’s specific site plan and zoning requirements.

The required Community Design Guidelines or Urban Design Brief will be prepared by the Control Architect to complement the Architectural Design Review and Compliance Document by addressing site specific built form and architectural matters for each new development, such as:

- Community context
- Opportunities and constraints
- Community design vision
- Architectural theme
- Location of Community Character Areas and Priority Lots

A supplementary document may also be prepared to address any proposed variations from the architectural standards as stated within the Architectural Design Review and Compliance Document and the approved Community Design Guidelines.

1.4 Control Architect

A privately-administered design review process will be required for every new residential development. Qualified architectural design control firms must be registered with the Ontario Association of Architects and must not have any conflict of interest in their role as Control Architect. Firms shall demonstrate relevant experience in the field of architectural control within the Greater Toronto Area and must be acceptable to the City of Brampton.

The architectural review process shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder and municipal staff.
- Preparation of Community Design Guidelines or Urban Design Brief.
- Review and approval of model drawings, site plans, streetscape drawings, exterior materials and colours.
- Monitoring for compliance with the architectural guidelines during construction.

1.5 Application of Design Review

These Architectural Design Review and Compliance Document and the Design Review process shall apply to every new residential plan of subdivision within the City of Brampton (certain developments may be exempt from design control at the discretion of the City of Brampton Planning, Design and Development Department).

The guidelines contained herein are intended for use by the initial Builder of the dwelling and will not bind the homeowner or subsequent homeowners from making any alterations to the dwelling, provided they comply with all other governing regulations.

1.6 Terminology and Interpretation

Within this document, common terms are used in reference to prescriptiveness of the stated guideline. These terms are intended to have the following meaning with respect to compliance:

- *'Shall' / 'Will'* : Guidelines using the words 'shall' or 'will' are mandatory and must be included in the project's design.
- *'Should'* : Guidelines which employ the word 'should' are intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.
- *'Encouraged' / 'Discouraged' / 'May'* : Guidelines using the words 'encouraged', 'discouraged' or 'may' are desirable but not mandatory.

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

1.7 Compliance

In addition to the provisions of the Zoning By-law, the Conditions of Draft Approval, the Subdivision Agreement and all other applicable agreements and legislation, Developers and Builders are required to comply with the Architectural Design Review and Compliance Document and the approved Community Design Guidelines or Urban Design Brief throughout the design, marketing and construction process.

Approvals by the Control Architect do not release the Builder from complying with the requirements of the City of Brampton or any other approval authority. Only those dwelling designs which have been given approval by the Control Architect shall be offered for sale.

These Architectural Control Guidelines and their interpretation by the Control Architect are not intended to discourage design creativity or innovation. In order to facilitate the review of minor changes to a model or siteplan, the Control Architect requires flexibility in the implementation of the Architectural Control Guidelines, which would not require the creation of an addendum to these Guidelines.

Any design proposals that are not in total compliance with the stated criteria within these Architectural Control Guidelines but are minor in nature, may be considered by the Control Architect based upon their design merits. These proposals may be approved, where it can be demonstrated that the spirit and intent of the Architectural Control Guidelines are maintained.

2.0 STREETScape DESIGN CRITERIA

The visual appeal of the streetscape can be enhanced when the arrangement of dwellings is ordered with respect to model variety, massing, height and repetition within a street block. The goal of this section is to provide direction for the siting and arrangement of new ground-related single detached, semi-detached and townhouse building types within the streetscape.

2.1 Community Safety

Communities that are appropriately designed can influence an individual's feelings about safety and well-being as well as create safer environments. In order to promote safe, comfortable and pedestrian-friendly communities the design and siting of dwellings shall incorporate principles of Crime Prevention Through Environmental Design (CPTED).

Guidelines:

1. A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
2. Dwellings should be designed and sited to maximize observation of public areas (streets, open spaces and recreation areas).
3. Ample fenestration facing public areas should be incorporated into dwelling designs to foster natural surveillance.
4. The front door should be fully visible from the street or public area such as a park or walkway.
5. All entrances to the dwelling and garage should be well lit.
6. Walkways on the lot should be located to provide clear and direct pedestrian routes. Linkages between the front entrance and the sidewalk and/or driveway are required.
7. Garage projection within the streetscape should be limited, providing for better visibility of the street from within the dwelling.
8. Large front porches are encouraged, where appropriate to the dwelling style, to promote interactive outdoor spaces.
9. Municipal addresses should be prominently displayed on the dwelling in a well lit location.

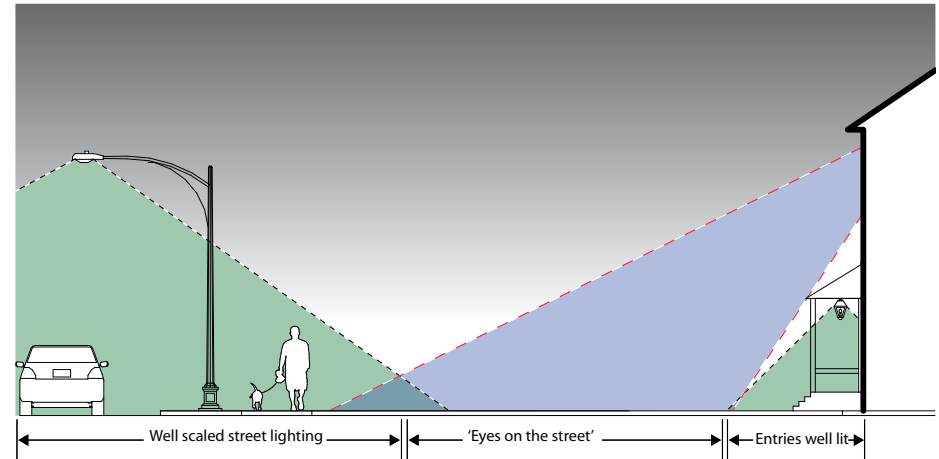


Figure 2.1a: Diagrammatic demonstration of the CPTED principles



Figure 2.1b: Dwellings should be designed to provide safe, pedestrian-friendly streetscapes

2.2 Street & Building Relationship

A well-defined street edge, created through an appropriate relationship between the building and the street, contributes to an attractive and active, pedestrian supportive streetscape.

Guidelines:

1. The front façade of the dwelling should directly relate to the street and be designed to visually dominate the garage.
2. Dwellings should be sited to define the street edge. This is typically achieved by placing the habitable portion of the dwelling close to the minimum front yard setback to promote a pedestrian-friendly sense of scale and provide enclosure to the public space of the street.
3. Controlled variation in front yard setbacks is desirable on long, straight street blocks to provide visual relief, where lot depths permit. Setback variations should follow a curving pattern occurring across a grouping of dwellings. Haphazard variation in setbacks should be avoided.
4. Projections into the front yard, such as porches and bay windows are encouraged.
5. On corner lots, both street frontages should be addressed in an appropriate and consistent manner through provision of ample fenestration, wall/roofline articulation and architectural detailing.
6. Street-facing elevations should incorporate appropriate massing, wall articulation, roofline variation and wall openings (i.e. window, doors, porches, etc.) to avoid blank, uninteresting façades.



Figure 2.2a: Dwellings should be sited to define the street edge.



Figure 2.2b: Variety of front setbacks is desirable where lot depths and block lengths permit



Figure 2.2c: Corner dwellings shall address both street frontages consistently

2.3 Model Repetition / Façade Variety

Regulating the repetition of models within the streetscape is required to promote variety, visual diversity and sense of place within the community. Buildings should be designed and sited to minimize repetition and monotony. Variety of architectural expression among publicly exposed façades should occur within each street block.

For the purpose of this guideline a building shall mean a single detached dwelling, a pair of semi-detached dwellings or a townhouse block.

Guidelines:

- Individual buildings should 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.
- Each model should have 2 distinctly different elevations. Popular models may require more than 2 elevations to avoid repetition and monotony within the streetscape.
- The siting of identical building elevations side by side or directly opposite on the same street is strongly discouraged. Buildings with identical front elevations should be separated by a minimum of 2 buildings having different elevations.
- Identical building elevations cannot comprise more than 30% of a street block or be sited more than 3 times within any row of 10 buildings.
- A maximum of 3 alternate elevations of the same model (i.e. A, B, C elevations) may be sited side by side.
- There should be at least 3 different models (having a different building footprint), regardless of elevation type, within any row of 10 buildings on a street.
- For corner lot dwellings, flanking elevations should be different from those flanking elevations on lots abutting or directly opposite.
- For semi-detached dwellings, either symmetrical or asymmetrical elevations are permitted provided both units combine harmoniously within the building. Generally asymmetrical semi-detached designs are preferred. However, symmetrical elevations are appropriate in order to support certain architectural styles (i.e. Georgian, Colonial).
- For townhouses, the same units may be repeated side by side within the block. Since townhouses are comprised of individual units grouped into a larger architectural form, the exterior design merits of the entire building, rather than the individual units, should be considered. Design variety between adjacent townhouse blocks within the streetscape should be provided.

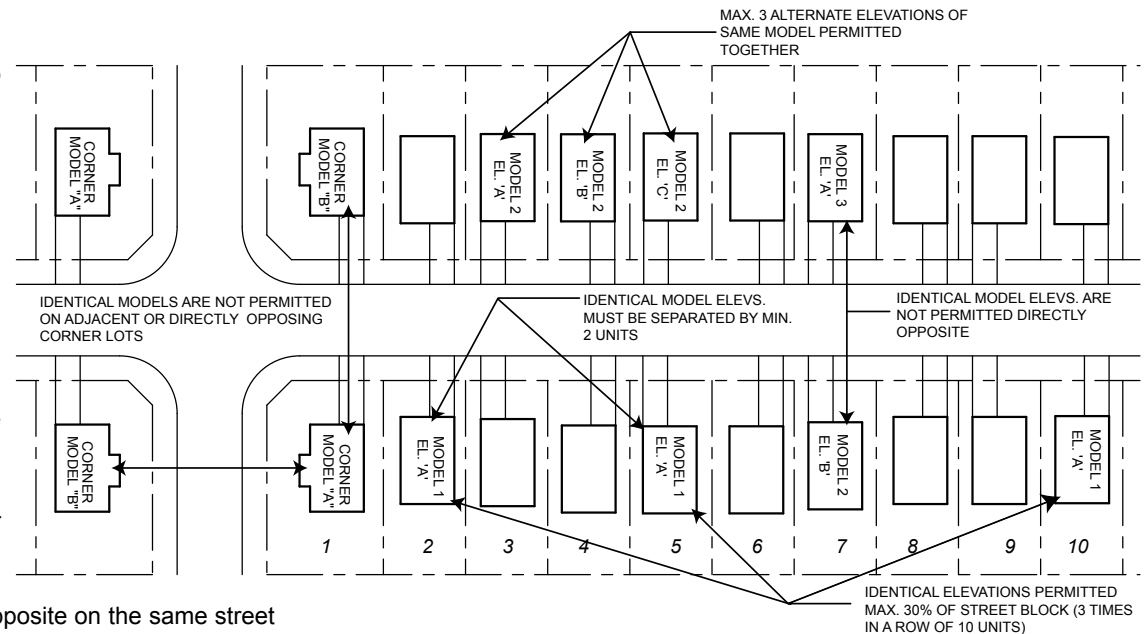


Figure 2.3a: Model repetition and facade variety criteria



Figure 2.3b: Conceptual example of alternative elevations of the same model

2.4 Massing Within the Streetscape

The arrangement of buildings, with respect to massing within the street block, is another key component in providing an attractive and visually ordered streetscape.

Guidelines:

1. The overall streetscape composition along a defined street block (intersection to intersection) shall display massing and design continuity while achieving adequate streetscape variety.
2. Compatibility in height and massing between adjacent dwellings and dwellings on the opposite side of the street is required.
3. Bungalows should be designed with raised front façades, steeper roof pitches and increased roof massing (side gables/dormers where appropriate) to provide for better transition with any adjacent 2-storey dwellings.
4. Abrupt variations in building massing, height and size of adjacent structures shall be avoided. For massing compatibility within the streetscape, the following criteria should apply:
 - Bungalows shall not be sited adjacent to 3-storey dwellings.
 - Where bungalows are sited adjacent to 2-storey dwellings, they should occur in groupings of at least two units.
 - Where 2-storey dwellings are sited adjacent to bungalows or 3-storey dwellings, they should occur in grouping of at least two units.
 - Where 3-storey dwellings are located adjacent to 2-storey dwellings, they should occur in grouping of at least two units.

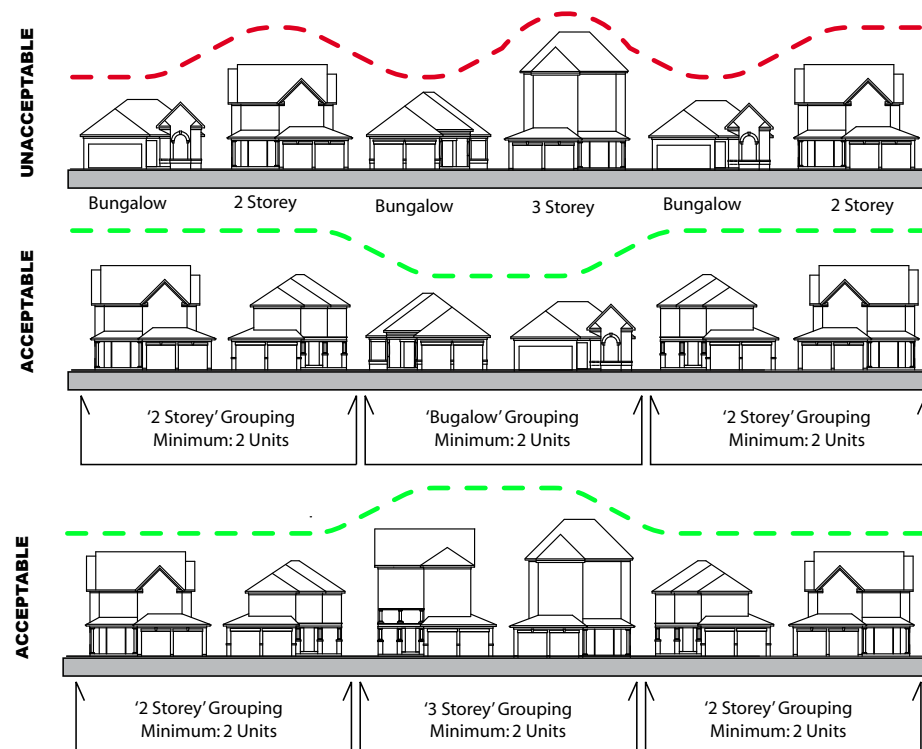


Figure 2.4a: Abrupt variations in building massing, height and size of adjacent structures should be avoided



Figure 2.4b The arrangement of houses within a street block is a key component in providing an attractive streetscapes

2.5 Fencing

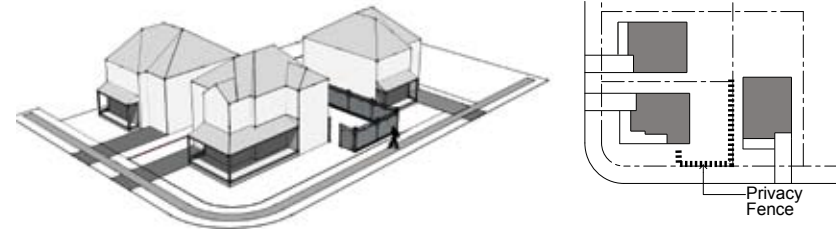
Fencing helps to define the private rear yard amenity space for corner lot dwellings and assists in establishing sense of place and contributing to the character of the community. Properly designed fencing helps to create a better, more visually pleasing streetscape.

Guidelines:

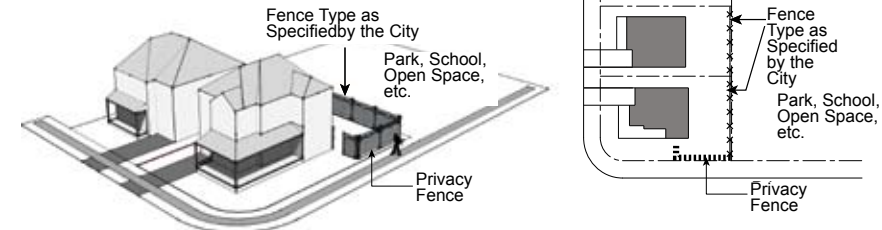
1. Fencing provided by the developer and approved by the City of Brampton shall be reviewed by the Control Architect as it relates to the integration of the fence into the building's design. The fencing locations shall be shown on the Landscape Plan for the development as well as the individual lot grading plans for corner lot dwellings.
2. Fencing should return to the dwelling near its rear corner so that it does not obscure more than 1/4 of the dwelling's flanking side elevation as noted in Figure 2.5a.

2.6 Coordination Of Dwelling Sitings with Streetscape Elements

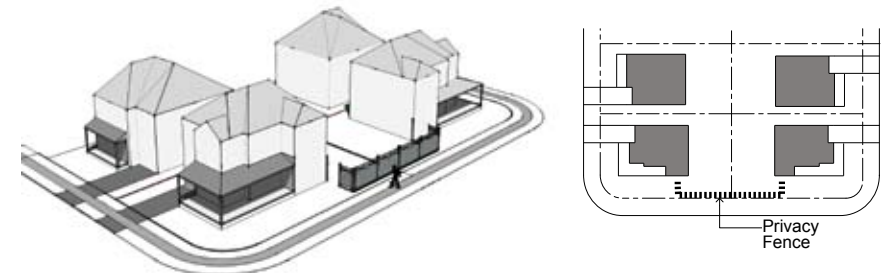
Coordination of house sitings and driveway locations with streetscape elements such as community mailboxes, transformers, light standards, telephone/cable TV pedestals, street trees and any other street furniture is required to ensure there is no conflict. This requirement is the Developer/Builder's complete responsibility.



Condition One: Backing onto Side Lot Line of Adjacent Dwelling



Condition Two: Backing onto Other Land Uses



Condition Three: Back to Back Corner Lots

Figure 2.5a: Conceptual locations of corner lot privacy fencing

3.0 ARCHITECTURAL DESIGN CRITERIA

The goal of this section is to provide requirements and recommendations for the design of new ground-related single detached, semi-detached and townhouse building types. The following guidelines are intended as a reference point for the minimum qualitative design expectations for new housing.

3.1 Architectural Style

Builders will be encouraged to employ a variety of architectural styles and building forms to create unique communities which have an identifiable sense of place within the City. The architectural style of buildings within the streetscape, in conjunction with the streetscape elements found within the public realm, plays a vital role in establishing the character and identity of a street, a neighbourhood and a community.

The City of Brampton has many fine examples of traditional residential architectural styles which can offer design reference for new residential construction. Although not required, architectural styles adapted from local historical architectural influences are encouraged.

Specific architectural styles should be addressed in the Community Design Guidelines or Urban Design Brief. The goal is to ensure design compatibility among architectural styles within community character areas and each individual subdivision.

Guidelines:

1. The design of any building should have distinguishing elements characteristic of a single architectural style. Mixing discordant architectural styles within a single building is to be avoided.
2. Builders should employ a palette of compatible architectural styles and building forms to ensure visual interest and continuity within the streetscape. This will help foster distinct identities for each

neighbourhood within the community.

3. Housing within each street block should be designed with architectural styles that are harmonious when used together. Architectural variety needs to be balanced with harmony.
4. Some appropriate reference sources for architectural design styles include:
 - "Old Ontario Houses"- Cruikshank/de Visser
 - "Old Toronto Houses"- Cruikshank/de Visser
 - "Ontario Architecture Styles Page"- (<http://ontarioarchitecture.com/periodrevivals.htm>)

3.2 Elevations / Façades

Attractive, harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity. The design and appearance of building façades exposed to the public realm plays a fundamental role in establishing the visual quality and character of the streetscape.

3.2.1 Single Detached Dwellings

Single detached dwellings currently represent the largest proportion of new housing construction in the City of Brampton. The design of detached dwellings should individually and collectively contribute to the character of the community.

Guidelines:

1. Building elevations visible from public areas should incorporate adequate massing, proportions, wall openings and plane variation and should avoid large, blank façades.
2. Individual buildings should combine to create visual harmony when sited collectively with other dwellings within the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours and architectural elements.
3. A variety of architectural expressions and elevation treatments should be required to provide visual diversity within the streetscape.
4. Each dwelling should have façade detailing consistent with its intended architectural style.
5. For corner units, the flanking side elevation should be given a similar level of architectural detailing as the front elevation. Entries for these dwellings are encouraged to be oriented to the flanking lot line.
6. Dwellings with covered front porches are encouraged on all streets.
7. Attached street-facing garages should be incorporated into the main massing of the building.



Figure 3.2.1a: Conceptual images of Single Detached Dwellings

3.2.2 Semi-Detached Dwellings

Semi-detached dwellings contribute to the mix of housing types within the community. The combined width of two semi-detached units creates a wider building, adding to the diversity of the streetscape character and built form. In addition to the Guidelines stated for Single-Detached Dwellings, above, the following should apply:

Guidelines:

1. A variety of symmetrical and/or asymmetrical elevation treatments should be provided for semi-detached dwellings.
2. Mixing discordant architectural styles within the same building should be avoided.
3. The preferred design for semi-detached dwellings is the “manor house style” having a fully attached above-grade common party wall and single unified roof form. Semi-detached dwellings designed as “linked singles” (joined only at the garage) may be permitted based upon the merits of the proposal at the discretion of the Control Architect.
4. The main front entry should be clearly identifiable for each semi-detached unit within the building. It should be oriented to the front lot line for interior lot units and should face the flanking lot line for corner units.
5. For semi-detached dwellings located on priority lots, both units will be considered priority lot dwellings.



Figure 3.2.2a: Conceptual image of Semi-Detached Dwellings

3.2.3 Townhouse Dwellings

Townhouse blocks are typically comprised of 3 or more individual dwelling units grouped together into a single, larger building form. They provide diversity of built form, streetscape character and housing choice within the community. In addition to the Guidelines stated for Single-Detached Dwellings, above, the following should apply:

Guidelines:

1. Townhouse blocks may vary in size from 3 to 8 units. Variety in block sizes should be provided within a street block.
2. When designing townhouse elevations, the composition of the entire townhouse block should be taken into consideration. Variety of harmonious architectural expression within each townhouse block is encouraged in order to avoid monotony.
3. Variation in height within the townhouse block is encouraged. For example, buildings designed with 2-storey end units combined with 3-storey interior units can produce an attractive built form.



Figure 2.2.3a: Conceptual image of a Townhouse Block

4. Townhouse blocks should exhibit design and massing compatibility with neighbouring buildings.
5. Sufficient façade articulation should be provided to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays and gables where appropriate.
6. The roof form should be designed as an integrated and continuous architectural feature which visually ties the units together.
7. The main front entry should be clearly identifiable for each town house unit. It should be oriented to the front lot line for interior lot units and should face the flanking lot line for corner units.
8. Where a firewall is necessary it should be located unobtrusively and integrated into the design of the townhouse block to limit its visual impact.
9. Due to limited opportunities for the placement of utility meters on townhouse dwellings, care should be taken to ensure they are not visually prominent within the streetscape.

3.3 Building Projections

Building projections can have a beneficial impact on the streetscape by enhancing the façade appearance and discouraging monotony.

Guidelines:

1. Visual interest of the dwelling can be enhanced through the use of projecting elements consistent with the architectural style of the dwelling such as bay windows, roof extensions, dormers, porches/porticos and chimneys.
2. Dwelling designs should 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).



Figure 3.3a: Visual interest can be enhanced through the use of projecting elements

3.4 Architectural Detailing

Each dwelling should 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.

Guidelines:

1. Architectural detailing may include the following:
 - Brick Soldier course banding or lintels, quoined corners, piers and corbelling.
 - Precast : Sills, lintels, keystones, imposts.
 - Stone : Stone accent features such as plinths or projections.
 - Stucco: Pre-finished, molded architectural details such as lintels, cornices, window surrounds, etc.
 - Trim : Window and door casings, louvers, frieze boards, cornice and other moldings.
2. A frieze board or brick soldier course cornice should be provided on all publicly exposed elevations, returning a minimum of 1200 mm along the sidewall of non-publicly exposed elevations or to a logical termination point such as a change in plane, a downspout or a wall opening.
3. Where a masonry band or plinth occurs on the front elevation, it should return a minimum of 1200 mm along the sidewall elevations or to a logical termination point such as a change in plane, a downspout or a wall opening.
4. All masonry detailing should be accentuated by projecting about 12 mm (1/2") from the wall face.
5. Precast stone accents are encouraged where architecturally appropriate, including: keystones, sills, lintels, door surrounds, imposts, etc.

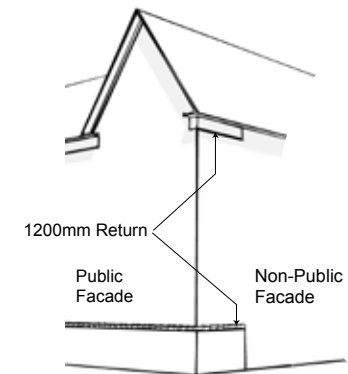


Figure 3.4a: Architectural detailing should return along the side wall

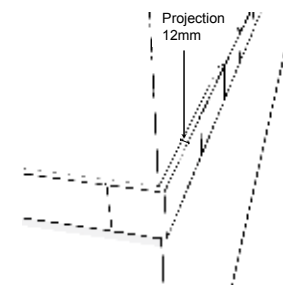


Figure 3.4b: All masonry detailing should project 12mm (1/2") from the wall face



Figure 3.5c: Appropriate architectural detailing visually can enhance the dwelling

3.5 Main Entrances

The main entrance to the dwelling should be designed to convey its importance as a focal feature of the façade as well as an important streetscape element which supports the pedestrian-friendly goals for all new residential developments.

Guidelines

1. The main entrance to the dwelling should be directly visible from the street.
2. The design and detailing of the main entrance should be consistent with the architectural style of the dwelling.
3. Weather protection at the main entrance should be provided through the use of covered porches, porticos, canopies or recesses.



Figure 3.5a: The main entrance to the dwellings should be designed as a focal point

4. Natural light at the entry is encouraged through the use of sidelights, transoms and door glazing.
5. A variety of front door styles is required within each new neighbourhood.
6. Enhancements to emphasize the main entry are encouraged and may include: pilasters and masonry surrounds.
7. Large numbers of steps leading to the front or flanking entrance should be avoided, subject to site grading conditions, in order to maintain a pedestrian scale.
8. Stairs accessing the main entrance to the dwelling should be designed as an integral component of the dwellings façade.
9. The use of precast steps at the main entrance is discouraged. Where more than 3 steps are required to access the porch they should either be:
 - poured-in-place concrete with masonry veneer on the exposed sides;
 - precast stairs with an integrated ledge to accommodate masonry veneering on the side (maximum unit size is 6 risers);
 - where more than 6 risers are necessary in a single run, poured-in-place concrete are required.
10. Detailed treatment of main entry steps should be clearly stated on the model working drawings and on the lot grading plan.



Figure 3.5b: Stairs should be designed as an integral component of the dwelling's façade



Figure 3.5c: Masonry veneer shall be applied to the side of main entry stairs, where more than 3 steps are required.

3.6 Porches / Porticos / Balconies

Front porches, porticos, verandahs, balconies, 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.

Guidelines:

1. Covered entry features, such as a porch, portico and/or balcony should be included in the majority of dwelling designs.
2. The design of the porch, portico and/or balcony should be consistent with the architectural style of the dwelling.
3. Porch depths should be sufficient to facilitate comfortable seating. Depths of 1.5m-2.0m+ are recommended.
4. Porches and porticos may project up to 1.8m into the front or flanking yard as permitted by the zoning by-law and to facilitate comfortable seating. Builders are encouraged to take advantage of this encroachment allowance.
5. Steps attached to a covered entry feature should be no closer than 1.5m to the property line.
6. Recessed entries should be no deeper than 1.5m in order to comply with CPTED principles by avoiding hiding places.
7. The size of the porch/portico and its components (columns, piers, brackets or moldings) should be proportional to the scale of the dwelling and consistent with the character of the house.
8. Porch/portico columns should generally be no less than 200 mm square or diameter.
9. Porch/portico roofs should generally be supported on a continuous frieze resting on the columns.

10. Ground-level wood porch decking is not permitted on front or flanking elevations unless approved by the City.
11. Masonry veneering should be applied to the front and sides of the porch face to ensure no more than ~250 mm of exposed concrete foundation wall is publicly visible.
12. Where railings are required, they should be of traditional design appropriate to the style of the dwelling with pickets between top and bottom rails. The use of pre-finished aluminum, vinyl, wrought iron or painted wood is preferred; unpainted, pressure-treated wood railings on elevations visible from the public realm are prohibited.
13. Wraparound porches are encouraged for corner lot dwellings where appropriate to the architectural style.
14. Opportunities to promote Brampton's "Flower City Strategy" are encouraged. Provision of integrated flower boxes, or brackets/hooks for hanging flower baskets are encouraged.

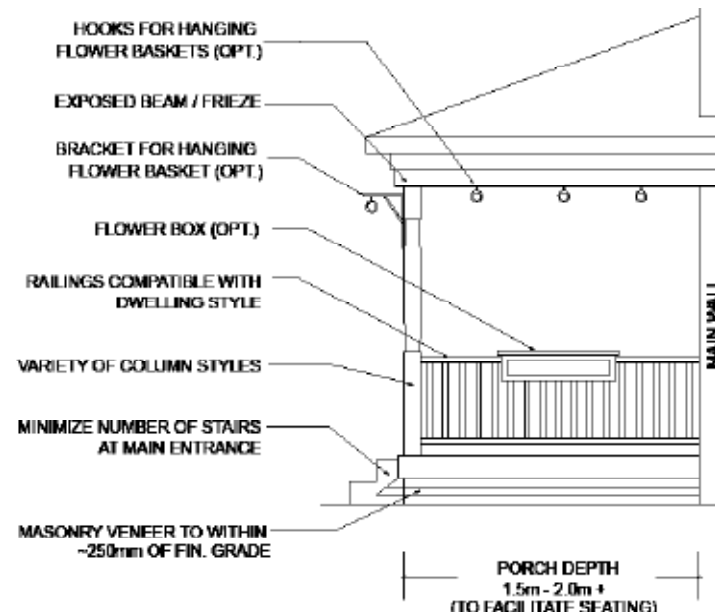


Figure 3.6a: Typical porch detail



Figure 3.6b: Covered front porch treatment



Figure 3.6c: Portico treatment



Figure 3.6d: Covered front porch with balcony

3.7 Wall Cladding

High quality, maintenance-free wall cladding materials should be employed to convey a sense of permanence and quality within the community. A harmonious blend of materials, textures and colours should be provided to reduce monotony in the streetscape.

Guidelines:

1. The choice of exterior cladding materials should be compatible with the architectural style of the house.
2. The following main wall cladding materials are appropriate:
 - Brick : clay or high quality calcite;
 - Stone : natural or manufactured;
 - Stucco : in natural earthtones with appropriate trim detailing and a masonry plinth (base);
 - Siding: either fibre-cement (i.e. Hardi-Board) or high quality vinyl with a horizontal shiplap/ clapboard profile, vertical board + batten profile or decorative shake/scallop profile;
3. Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. False fronting (i.e. all brick front with siding on the sides and rear) should be avoided.



Figure 3.7a: Harmonious blend of materials, textures and colours provides visual interest in the streetscape

4. Exceptions to the above may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design. These should return along the side walls a minimum of 1200 mm (4'-0") from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
5. Changes in materials should 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. Material changes that articulate the transition between the base, middle and top of the building are appropriate.
6. The use of secondary or accent materials such as stone, stucco, precast or siding is encouraged where consistent with the architectural style of the dwelling. Its use should be complementary to the primary cladding materials.
7. Certain priority lot dwellings within the community, such as gateway dwellings, may be required to incorporate upgraded materials such as stone, precast, Hardi-Board and/or stucco. This will be outlined in the development specific Community Design Guidelines / Urban Design Brief.

3.7.1 Requirements for Siding-Clad Dwellings

The use of primarily siding-clad dwellings may be appropriate to convey certain architectural themes as outlined in the development specific Community Design Guidelines or Urban Design Brief.

Guidelines:

1. Dwellings clad primarily in siding should be designed to an appropriate architectural style and should incorporate acceptable massing and proportions to avoid large flat planes exposed to public view.
2. Siding-clad dwellings should have sufficient architectural detailing consistent with the style of the dwelling. This may include, but not limited to: a significant porch and/or second-storey balcony treatment; decorative window crossheads; a variety of boxed-out and/or bay window treatments; and decorative trim detailing such as gable posts, shutters, brackets or louvered vents.
3. A continuous masonry plinth/base should be provided where exposed to public view.
4. Siding should be framed with minimum 150 mm (6") trim boards on the top, bottom, sides, corners and at all openings (i.e. windows, doors, etc.). Trim boards should be accentuated by using a contrasting but compatible colour to that of the siding colour.



Figure 3.7.1: Image of a primarily siding-clad dwelling

5. A minimum 150 mm (6") continuous frieze board is required at all roof soffits and where siding abuts any masonry wall.
6. Clapboard siding should not exceed double-4.5" profile in width.
7. Good workmanship practices shall be maintained by the Builder in the fit, finish and application of siding to avoid buckling and leaking.
8. The vinyl siding selected by a Builder shall be of a demonstrated high quality to ensure durability.
9. The use of vinyl siding as a main cladding material shall be limited to a maximum of 1/3 of any streetscape or block in accordance with the City of Brampton's Council Directive.

3.8 Exterior Material Colours

It is important that individual exterior colour packages are carefully coordinated to create a visually harmonious streetscape appearance. In this respect, jarring colour contrasts will be discouraged. A sufficient variety of exterior colour packages should be offered by each Builder to avoid monotony within the streetscape.

Guidelines:

1. Colour schemes and materials should be carefully coordinated for visual harmony and for consistency with the architectural style of the dwelling.
2. Dwellings adjacent or directly opposite one another should not have main wall cladding of the same colour.

3. Street blocks should have no more than 30% of the dwellings (3 in 10) sharing the same colour package. Furthermore, identical colour schemes should be separated by minimum of 2 dwellings.
4. All metal flashing should be prefinished or painted to match the wall cladding, roof or aluminum colour.
5. Compatible material colours should be provided within each individual colour package.
6. Garage door paint colours should generally be visually subdued, while a more dominant front door colour is encouraged. This will have the effect of diminishing the visual presence of the garage and accentuating the main entrance.
7. Soffits, eavetroughs, frieze boards and fascias should generally be a single colour for each individual dwelling.
8. The use of an accent colour for brick detailing such as lintels, bands or quoins, is appropriate for certain architectural styles (i.e. Victorian) but should be used sparingly. Where an accent brick colour is used it should be subtly different from and complementary to the colour of the main façade brick.
9. The roof shingle colour should complement the colour of the primary wall cladding.

Typical Exterior Material and Colour Schedule

PROJECT NAME / BUILDER NAME				
Material Item	Manufacturer	Package #1	Package #2	Package #3
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				
Shutters				
Railings				
Windows				
Mortar Tint				

General Notes:

1. This chart indicates the typical materials and colours which shall be identified by the Builder where applicable.
2. The number of colour packages required for each Builder shall be determined on a project by project basis.
3. All exterior colour selections are subject to approval by the Control Architect.
4. All roof vents and flashings to be prefinished or painted to match roof colour.

Figure 3.8a: Typical exterior material and colour schedule

3.9 Roofs

Roof form plays a significant role in establishing the architectural style of the dwelling and the overall built form appearance of the community. Interesting roofscapes are critical in establishing a positive community character.

Guidelines:

1. A variety of traditional sloped roof forms are encouraged. These may typically include:
 - cottage or hipped roofs
 - front gabled
 - side gable
 - cross gabled
 - mansard
 - other roof types may be permitted and evaluated on their design merits.
2. All roof forms, including gables and dormers, should be appropriately designed to reflect the architectural style of the dwelling.
3. Flat main roofs are discouraged, unless it is a component of a mansard roof. Flat roofs are permitted for covered entry features, bays or secondary roofs.
4. Variety in the orientation of the main ridge line of the roof (either parallel or perpendicular to the street) is desirable.
5. Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate and compatible transitions.
6. Alternative elevations of the same model type should have differing roof designs.
7. For two or three-storey dwellings the minimum pitch for front and rear facing slopes should be 5.9:12. The minimum pitch for side slopes in profile to the street is 7.9:12.

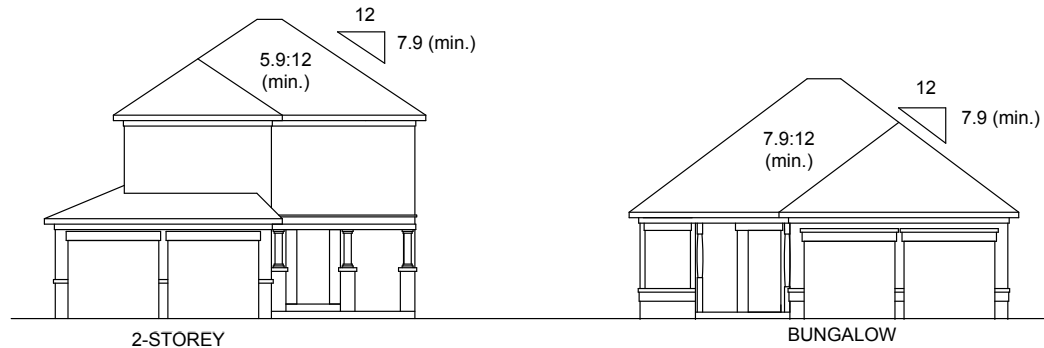


Figure 3.9a: Examples of minimum roof pitch

8. Bungalows should have a main roof pitch of 7.9:12 min. (both front to back and on sides). Side-gabled roofs and roof dormers are encouraged for bungalows to assist in massing compatibility with 2 storey dwellings.
9. Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style to ensure roof form variety within the streetscape.
10. The use of lower roof slopes than stated above will be at the discretion of the Control Architect where appropriate to the architectural style if it can be demonstrated that using a lower pitch does not detract from the design aesthetics, scale and massing of the dwelling.
11. All roofs should have a minimum 150 mm - 300 mm (6"-12") overhang. Deeper overhangs are encouraged where appropriate to the style of the dwelling.
12. All roof vents, stacks and flues should be prefinished to match the roof colour. Where feasible, they should be located on the rear slope of the roof, away from street view. Where possible the use of ridge vents are encouraged.
13. Where skylights are proposed they should have a flat profile and be placed in an unobtrusive location such as on the rear or side slope of the roof, away from street view, wherever possible.

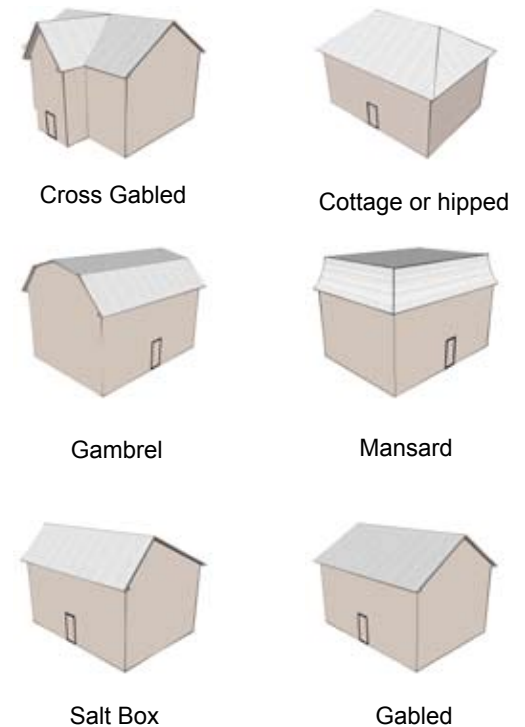


Figure 3.9a: Examples of a variety of traditional sloped roof forms

3.10 Windows

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

Guidelines:

1. Window type, material, shape and proportions should complement the architectural style of the dwelling.
2. Vertical, rectangular window proportions are preferred. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.
3. Primary upper and lower storey windows on street-facing elevations should be aligned in an organized manner to enhance the façade.
4. Windows should be located to maximize daylighting and reduce the need for indoor lighting.
5. Large ground floor windows are encouraged wherever feasible to promote "eyes on the street".
6. All windows on publicly exposed façades should be thermally-sealed, double glazed and either casement, single-hung or double-hung type. The use of maintenance-free windows is encouraged.
7. Windows on low exposure façades (i.e. facing interior side yards or low exposure rear yards) may be horizontal slider types provided the glass is set within a sash.
8. Integrated muntin bars are encouraged on publicly exposed elevations. A variety of muntin bar configurations, consistent with the architectural style, will be encouraged. Taped muntin bars are not permitted.

9. Main floor transom windows are encouraged where floor heights permit.
10. The use of bay windows, in a variety of configurations appropriate to the style of the dwelling is encouraged.
11. The use of blackened windows/false windows should be avoided.
12. Windows should have a consistent sill and lintel treatment which is authentic to the architectural style.

13. At siding and stucco finishes, window and door apertures must have a 100 mm min. wide casing.
14. Where shutters are used, they should be half the width of the window opening. Narrow shutters which do not match the opening should be avoided.
15. Basement windows located on front and flanking elevations should match the main floor windows in terms of style and detail where grade permits.
16. To enhance privacy, windows facing interior side yards should be positioned to avoid being directly opposite the windows of the adjacent dwelling.

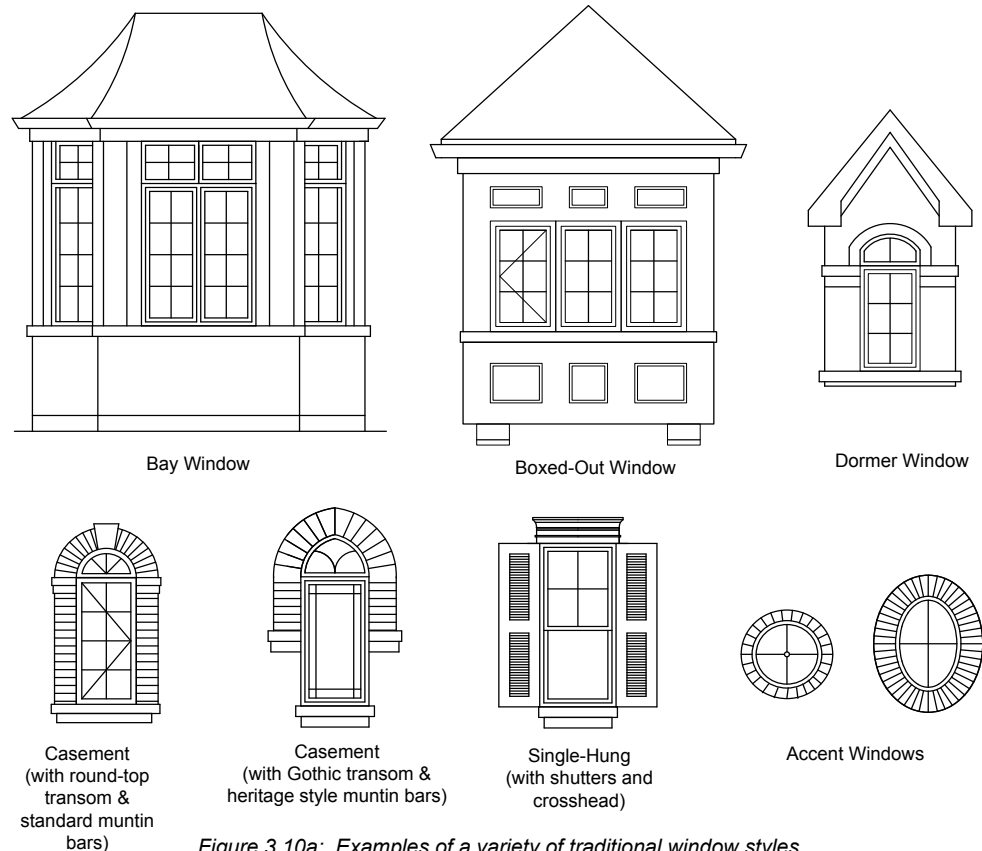


Figure 3.10a: Examples of a variety of traditional window styles

3.11 Foundation Walls

Exposed concrete foundation walls have a negative visual impact on the streetscape and should be avoided.

Guidelines:

1. Grading should be coordinated with dwelling foundation design and construction to ensure that no more than ~250 mm of foundation walls above grade is exposed on publicly visible elevations and ~300 mm for non publicly exposed elevations.
2. Where sloping finished grades occur, finished wall materials and foundations should be appropriately check-stepped to minimize exposed foundation walls.

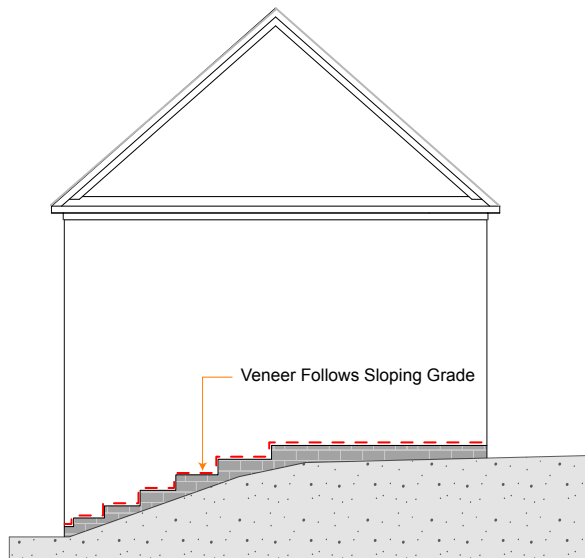


Figure 3.11a: Veneer follows sloping grade

3.12 Adverse Grading Conditions

Each development will have its own unique topography. Where severely sloping grade conditions exist, the Builder should provide models designed or modified to adapt to sloping sites.

Guidelines:

1. Elevated main front entrances with large numbers of exterior steps in a single run should be avoided wherever feasible. This may be achieved by:
 - integrating groups of steps into the front walkway over the length of the front yard;
 - providing a lowered foyer and internal steps up to the main level;
 - recessing risers into the porch.
2. In order to maintain an appropriate scale of the main entrance to the pedestrian, a relationship where the main floor is within 1.0m of finished grade is preferred, wherever feasible.
3. For townhouses that locate the first floor substantially above grade, exterior steps should be limited to a height of approximately 1.5m. Remaining steps should be located internally.
4. The design of the garage may require modification to limit its massing on steeply sloping lots. This may be achieved by lowering the roof form of the garage and/or enhancing architectural detailing over the garage. Refer to section 4.5 for further design criteria related to impact of adverse grade conditions upon garages.

3.13 Utility and Service Elements

Utility meters should be designed as an integral part of the dwelling and carefully located away from public view in order to reduce their negative visual impact.

Guidelines:

- Utility and service elements (hydro meters, gas meters, telephone/CATV junction boxes) should be located discreetly on wall faces perpendicular to the street facing the interior side yard. This applies to interior lot detached and semi-detached dwellings and interior lot end-unit townhouses.
- For corner lot detached dwellings, utility meters located on the interior side wall are preferred where an adequately sized interior side yard has been provided.
- For corner lot dwellings where utility meters must be located on street facing walls, they should either be screened architecturally or with landscaping, or placed in an unobtrusive location, such as at a wall jog, in order to reduce their negative visual impact upon the streetscape.
- Interior lot and corner lot townhouses should be designed with recessed or screened utility meters.
- Air conditioning units should only be located in the rear yard of dwellings. It is the Builders' responsibility to ensure purchasers are aware of this requirement.
- It is the Builders' complete responsibility to comply with all regulations of the applicable utility/service provider concerning the placement of utility meters.

Preferred Meter Locations

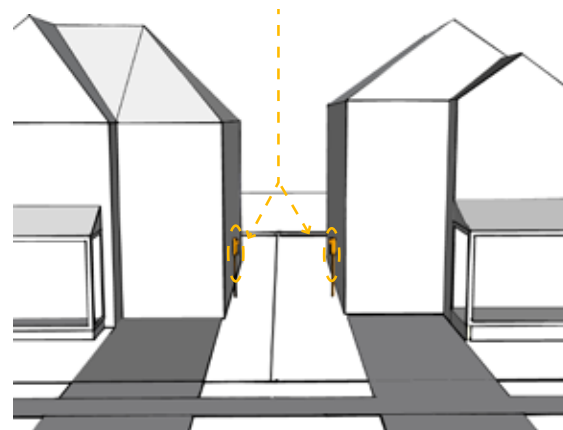


Figure 3.13a: Utility meters should be located in the interior side yard away from street view



Figure 3.13c:
For Townhouses, meters should be architecturally integrated or screened

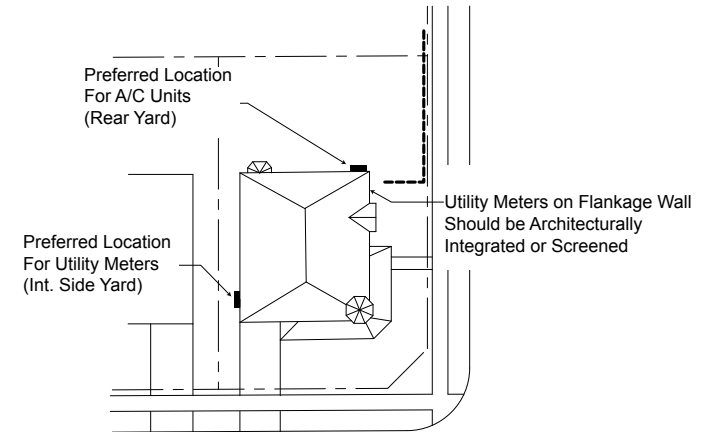


Figure 3.13b: Corner Dwellings should have utility meters and service elements screened from street view

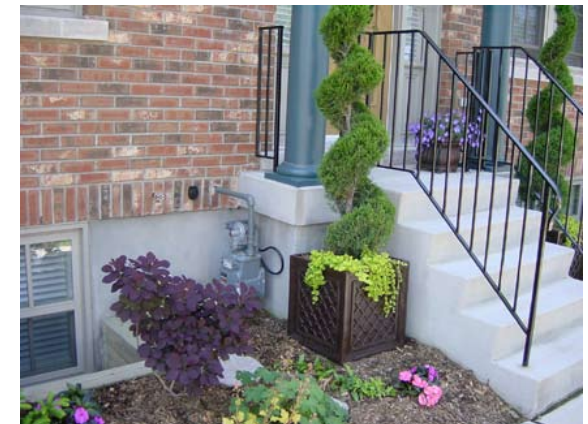


Figure 3.13d: Where it is not feasible to architecturally integrate the utility meters, they should be located discreetly and screened

3.14 Municipal Address Signage

Street addresses should be treated as an essential and functional component of the dwelling's façade. It is critical that the municipal address is legible from the street and is 9-1-1 friendly to properly function in emergency situations.

Guidelines:

1. The municipal address should be placed prominently on the front façade of the dwelling or garage in a well lit location.
2. Address numbering should be a minimum of 100mm (4") tall and in a simple, legible font face. Numbering should be dark and placed on a light coloured background for maximum contrast.
3. A coordinated approach to the style of municipal address plaques is encouraged as a means of fostering community identity.
4. The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the community.
5. Acceptable designs include:
 - Etched masonry plaques set into the wall cladding;
 - Pre-finished ceramic or plastic plaques set into a bezel;
 - Pre-finished metal plaques;
 - Individual metal numbers.



Figure 3.14a: Examples of municipal address signage

3.15 Lighting

Adequate lighting on the dwelling is required to assist with visibility and safety. Lighting also contributes to the streetscape by complementing and enhancing the building.

Guidelines:

1. Lighting shall be placed at each entrance to the dwelling.
2. Lighting should be placed at all garage openings at the minimum rate of 1 light fixture per garage door.
3. Light fixtures should be centred above the garage door when grade conditions cause the wall area above the garage to increase in height.
4. Soffit lighting at entrances and above garage doors is encouraged.
5. Light fixtures should be selected to complement the architectural style of the dwelling.
6. Small, "jam jar" style fixtures are discouraged on street-facing elevations.

4.0 DESIGN CRITERIA FOR GARAGES

The automobile has greatly influenced the design of modern communities. It is important to ensure that new housing is designed to accommodate the needs of a car-oriented society while at the same time minimizing the visual impact of the garage and driveways on the streetscape. A variety of garage options should be used to contribute to the diversity of dwelling designs. Maximum garage projection and width criteria is included as a guide only; for specific criteria, refer to the applicable zoning requirements for each development.

4.1 General Criteria for Attached Front Facing Garages

Guidelines:

- Attached garages should not dominate the massing of the street-facing façade and should be complementary in terms of character and quality to the principal dwelling.
- Garages that are located at the front wall of the dwelling should be recessed from the main building face.
- Dwellings with recessed garages should comprise the majority of attached garage units in the neighbourhood. Projecting garages should be limited to a maximum of 1/3 of any draft plan of subdivision.
- Generally, the maximum projection of an attached garage for all dwelling types on lots with less than 15.0 metres frontage should be 1.5 m max. in front of the ground floor main building face or porch face. For lot widths of 15.0m or greater, no attached garage which is directly facing the street should project into the front yard beyond the ground floor front wall or porch face of the dwelling.
- The maximum setback of a second storey habitable room located above the garage is 2.5m for at least 60% of the width of the garage. Dwelling designs with the second storey wall face flush with the garage wall face below are discouraged 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).
- The streetscape should include a combination of garage door styles to avoid repetition and dominance by a single door type.
- The use of upgraded garage door styles, characteristic of the architectural style of the dwelling, will be encouraged.
- Garage doors styles should have paneled, sectional roll-up doors,

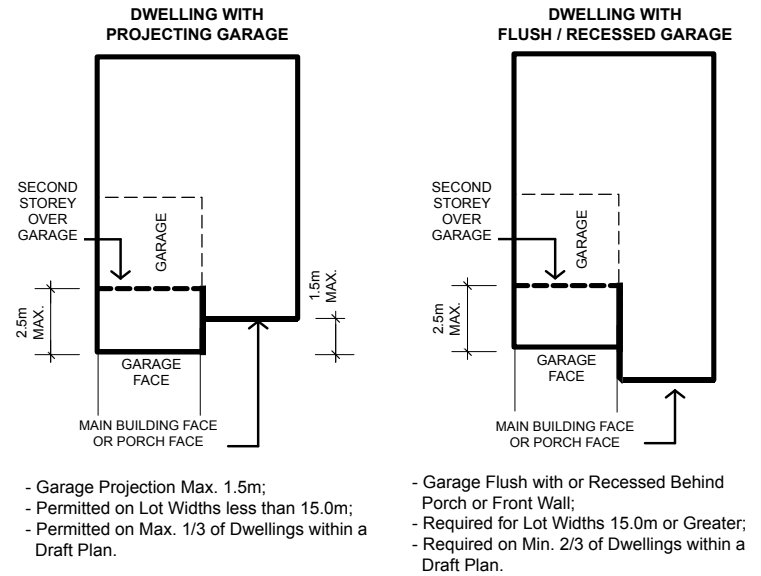


Figure 4.1a: Example of Garage Projection Criteria

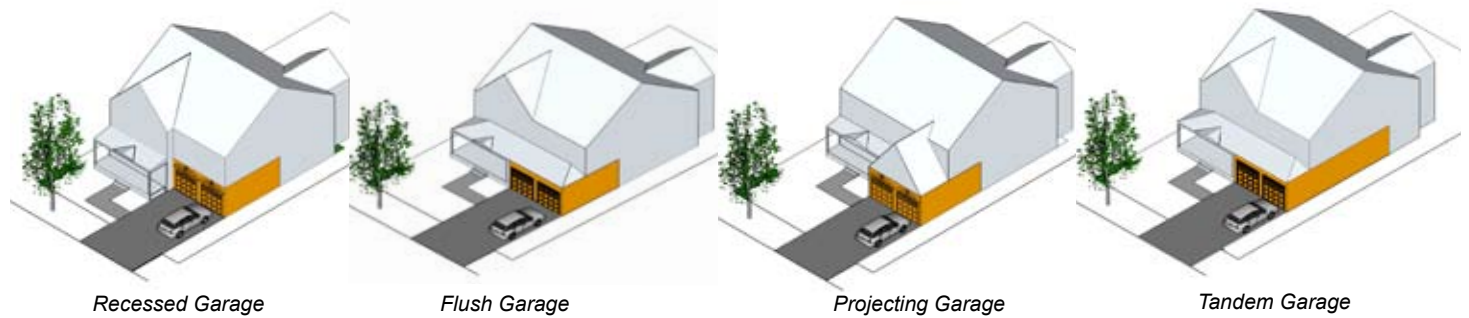


Figure 4.1b: Examples of Attached Front Facing Garage Options



Figure 4.1c: The majority of attached garages in the streetscape shall be flush or recessed behind the porch or wall



Figure 4.1d: A combination of garage door types should be provided within the streetscape



Figure 4.1e: Example of colonnade garage treatment



Figure 4.1f: Example of recessed garage treatment

with a variety of glazed top panels.

9. The use of tandem garages is encouraged, where feasible, to limit the width of the garage, yet provide parking and storage opportunities.
10. Other design solutions which minimize the presence of the garage, such as recessing the garage doors into the wall or provision of a roofed colonnade treatment in front of the garage will be encouraged.
11. A variety of lintel (header) treatments appropriate to the architectural style of the dwelling should be provided above the garage doors.
12. Lighting fixtures can be mounted either beside the garage door or above the garage door where space permits.

4.2 Garage Widths for Attached Front Facing Garages

Garage widths shall comply to the City of Brampton Zoning By-laws. Garage widths should relate to the width of the lot to ensure a proportional balance between the habitable portion of the dwelling and the garage is achieved. Large garages on narrow lots are to be avoided.

Guidelines:

4.2.1 Single Detached Dwellings

1. Where two-car garages are permitted, the use of two single bay garage doors (2.5m wide) separated by a masonry pier is generally preferred over the use of a double-wide (4.9m wide) single bay door.

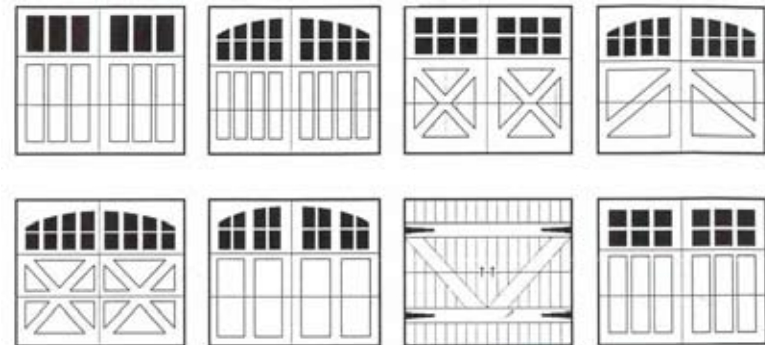


Figure 4.1g: Variety of upgraded garage door styles is encouraged

4.2.2 Semi-Detached and Townhouse Dwellings

1. For dwelling widths greater than or equal to 6.0m and less than 7.0m, attached garages shall be sized for one car. The maximum interior garage width shall be 3.1m with a maximum garage door width of 2.5m.
2. For dwelling widths greater than or equal to 7.0m and less than 8.0m, attached garages shall be sized for one car. The maximum interior garage width shall be 3.7m with a maximum garage door width of 3.1m.
3. For dwelling widths greater than or equal to 8.0m, attached garages shall be sized for one car with room for storage. The maximum interior garage width shall be 4.3m with a maximum garage door width of 3.7m.

4.3 Rear Yard Garages

Garages located in the rear yard and accessed across either the front or flankage lot line may be used as an alternative means to minimize the visibility of the garage from the street.

Guidelines:

1. Rear yard garages may be detached from the dwelling or attached to the rear wall of the dwelling.
2. Rear yard garages are to be of a complementary design quality (same cladding materials and colours) as the principal dwelling.
3. Rear yard garages on corner lots or adjacent to publicly exposure locations should be of increased design quality consistent with the main dwelling. This may include: additional fenestration, wall/roofline articulation and trim detailing.
4. Rear yard garages on corner lots should be accessed from the flankage street.

5. The siting of detached garages should be as close to the minimum setbacks as possible to maximize the rear yard amenity area.
6. A 6.0m minimum setback should be maintained between the garage doors and any portion of the house which overlaps the garage.
7. Driveways accessing rear yard garages should be kept to a single lane width between the dwelling and the side yard, widening to the width of the garage at approximately 6.0m in front of the garage doors. Nothing shall project into this driveway, such as steps, chimneys, wall projections or window wells to ensure a clear access.
8. Lighting should be mounted above or to the sides of the garage doors.
9. The use of a double-wide single bay door will be permitted for rear yard garages.



Figure 4.3a: Conceptual image of Rear Yard Garage

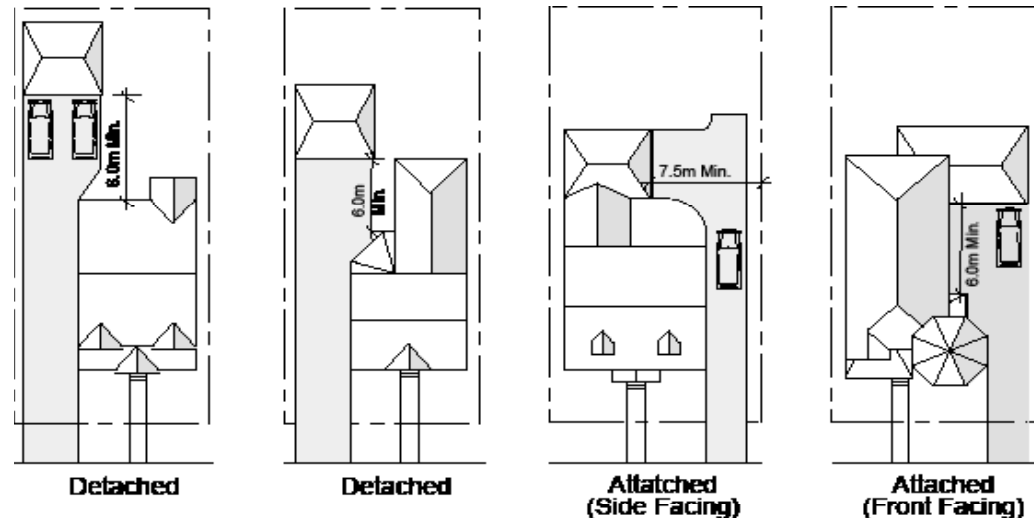


Figure 4.3b: Conceptual plans of rear yard garages

4.4 Criteria for Side Facing Garages

Side facing garages which project in front of the dwelling are generally discouraged because of the significant projection of the garage from the main building façade. Their use may be permitted on a limited basis for lots widths 21.5 m or greater subject to the following:

Guidelines:

1. 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.
2. The treatment of the front wall of the garage facing the street should exhibit design variety, ample fenestration (with no blackened glass) and detailing consistent with that of the front façade of the habitable portion of the dwelling.
3. Side facing garages shall not be sited on corner lots.
4. Dwellings must be designed to allow for entry steps to project without interfering with vehicular access to the garage nearest to the house.
5. 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.
6. The garage doors should be setback a minimum of 7.5m from the side lot line.
7. A window(s) should be provided in the wall facing the nearest interior sideyard.
8. The maximum driveway width at the streetline should be 6.5m.
9. Roofline variation above the garage doors should be provided through the use of habitable rooms, dormers and/or gables.
10. 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").
11. 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.



Figure 4.4a: Conceptual image of a Side Facing Garage

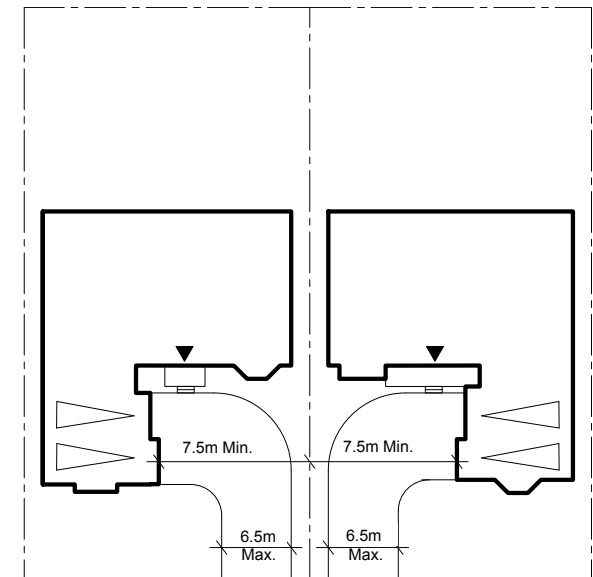


Figure 4.4a: Conceptual plan of Side Facing Garages

4.5 Criteria for Dropped Garage Conditions

Site grade conditions can often cause the garage slab to be lowered resulting in top-heavy garage massing, where additional brick is added between the garage door opening and the soffit, significantly altering the appearance of the dwelling façade. The intent of the following guidelines is to ensure the relationship of the garage remains proportional to the dwelling.

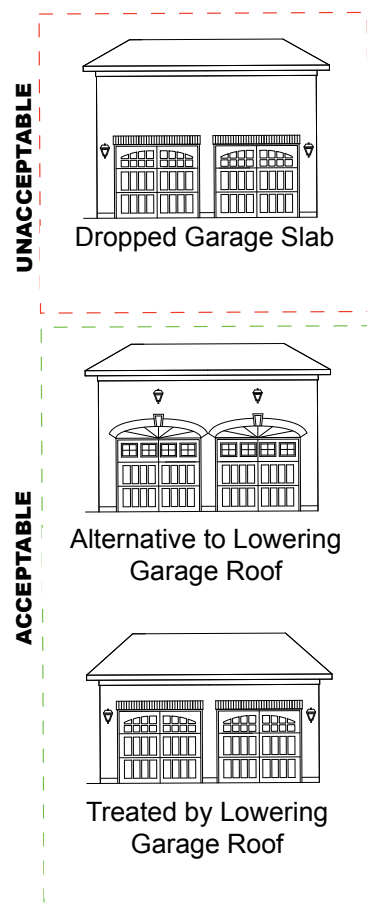


Figure 4.5a: Diagram of Criteria for Dropped Garages

Guidelines:

- Where the slab of the garage drops more than 600 mm (2'-0") below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape.
- Suggested design treatments to reduce the visual impact of the taller garage include:
 - Increase the garage door height;
 - Lower the garage roof;
 - Add a decorative gable louvre or feature;
 - Provide additional detailing above the garage doors such as masonry detailing or a louvre;
 - Provide a window scaled to the dwelling, above the garage doors;
 - Provide cambered/arched lintels over the garage doors;
 - Centre light fixtures between the top of the garage door and the underside of the roof soffit.

4.6 Driveways

The visual impact of driveways upon the streetscape should be minimized through their placement and width allowances.

Guidelines:

- Driveways should be no wider than the garages they serve.
- The frequency and width of curb cuts for driveways should be kept to a minimum.
- A mix of paired and unpaired driveway combinations is desirable to contribute to visual interest along the street and provide sufficient space for boulevard trees.
- Driveway locations shall be pre-determined on the Project Engineer's site servicing plans and shall be approved by the City of Brampton Public Works Department.
- Driveways adjacent to corner lots shall be situated on the side farthest from the intersection.
- Driveways should be located as far as possible from open space, institutional uses, commercial sites, public walkways, transit stops and intersections.
- 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 located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view.
- Driveways for townhouses and semi-detached dwellings should be joined at the common property line to maximize on-street parking opportunities. Separated driveways may be considered on a limited basis dependant upon their design merits.
- Driveways for end unit townhouses should be located away from the exterior side wall wherever feasible.
- Where 3-car garages are permitted, the preferred driveway treatment is to provide a taper to a maximum width of 6.5m at the curb.
- All driveways shall be finished in a hard surface of either asphalt, interlock pavers or patterned concrete by the Builder.

5.0 CRITERIA FOR PRIORITY LOT DWELLINGS AND COMMUNITY CHARACTER AREAS

Dwellings in prominent locations are referred to as Priority Lot Dwellings and have a higher degree of visibility within the public realm. Special design consideration is required for the publicly exposed elevations of these dwellings. The Urban Design documents for each new residential development will provide a site specific Community Character Map and/or Priority Lot Plan indicating the location of these lots. Refer to Figure 5.0a for an example of a Typical Priority Lot Plan.

5.1 Community Character Areas

Community Character Areas are unique features or areas specific to a community (such as, but not limited to: parks, woodlots, schools, heritage buildings, bridges, water features or unique landforms, etc.). Community Character Areas serve to foster a 'sense of place' within the community by providing identifiable landmarks. Dwellings located in Community Character Areas will have heightened public visibility and will be considered Priority Lots, requiring special built form design consideration. Opportunities to accentuate an architectural theme or to create a distinct streetscape shall be explored in these areas during the dwelling design review process.

The location and treatment of housing within Community Character Areas shall be detailed within the specific Urban Design documents required for each new community. Refer to Figure 5.1a for an example of Community Character Areas within a Block Plan.

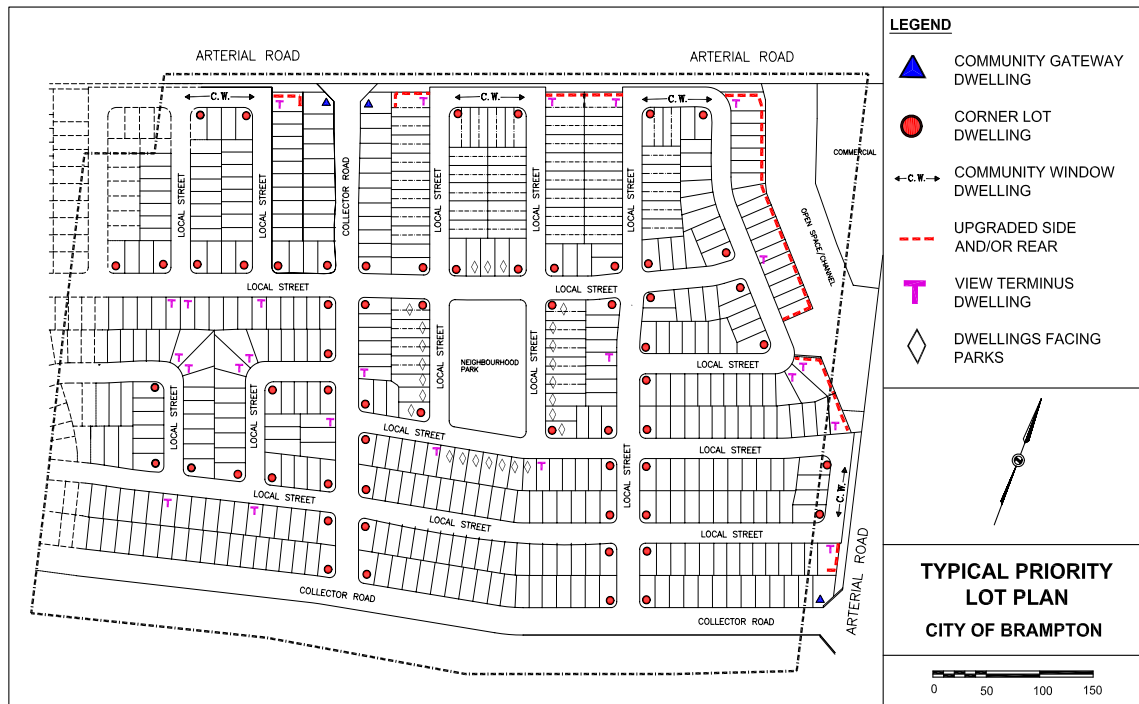


Figure 5.0a: Typical Priority Lot Plan



Figure 5.1a: Example of Community Character Areas

5.2 Corner Lot Dwellings

Corner Lot Dwellings play a significant role in setting the image, character and quality of the street and acting as landmark buildings within the neighbourhood. Both street-facing façades should be treated in a consistent manner with sufficient detailing to relate to the pedestrian scale at the street.

Guidelines:

1. Special attention to the massing, height, articulation, fenestration, material finish and detailing is required for all exposed elevations of a Corner Lot Dwelling.
2. Dwellings should be sited close enough to the street to give definition to the street edge at the corner.
3. Dwelling designs should 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.
4. Both street frontages for corner lot dwellings should have complementary levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, fenestration, materials and details. The following architectural elements are encouraged:
 - A prominent porch or portico is encouraged (wraparound porches are preferred).
 - Sufficient fenestration on front and flanking elevations displaying balanced proportions.
 - Highly articulated flanking elevations are required to avoid flat, blank, uninteresting façades.
 - Gables, dormers, or tower features are desirable to articulate and enhance the roof form.
 - The rear elevation of the Corner Lot Dwelling should be upgraded to include detailing and window treatment consistent with the front and flanking elevations.
5. The main entry to the dwelling should be located on the long elevation facing the flanking street or angled to face the corner or daylight triangle.
6. Under certain circumstances, the main entrance of the corner lot dwelling may be permitted to face the front lot line provided appropriate attention is paid to the design of the flanking wall through the use of bay windows and/or a secondary entrance.
7. 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.



Figure 5.2a: Conceptual images of Corner Lot Dwellings

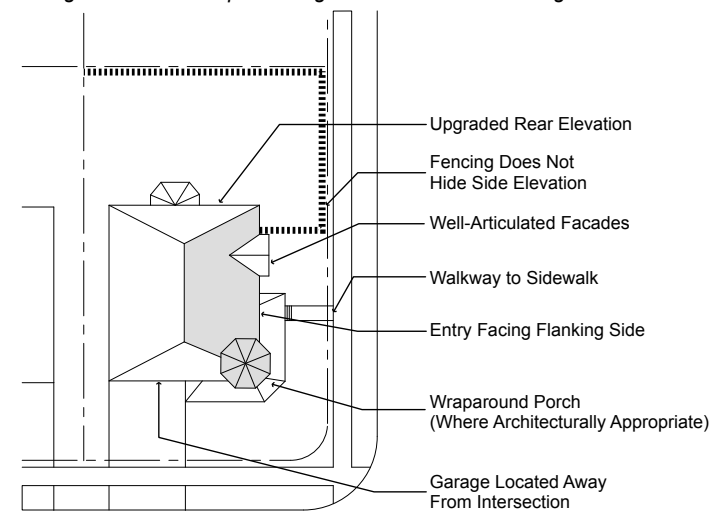


Figure 5.2b: Conceptual plan view of a Corner Lot Dwelling

5.3 Community Gateway Dwellings

Community Gateway Dwellings are located on corner lots at the main entrances to the community from the external road system. They are usually sited in conjunction with a landscaped community entry feature and should be designed to express the image, character and quality of the community. In addition to the requirements for Corner Lot Dwellings, the following guidelines should apply:

Guidelines:

1. Community Gateway Dwellings should be designed to provide distinctive architectural elements such as turrets, tower features, projecting bays, wraparound porches, masonry chimneys, precast detailing, shutters and gables consistent with the dwelling's architectural style.
2. The main entrance should be oriented to the higher order street or to the daylight triangle unless this conflicts with any noise attenuation requirements (berm/fence) or with a community gateway entry feature (fence/gate/wall).
3. Community Gateway Dwellings will be encouraged to incorporate stone veneer as a main or accent wall cladding material, where appropriate to the architectural style, particularly when adjacent to a stone community entry feature.
4. Dwelling design, colours or materials should be complementary to any adjacent community entry feature.
5. The dwelling, including porches, projecting bays or any other extensions, shall be setback a minimum of 1.2m from any adjacent community gateway entry features.
6. The garage face should be recessed or flush with the adjoining wall or porch face.
7. Two or three storey dwellings should generally be provided at community gateway locations to create dominant massing in these key locations. Exceptions to this will be considered where in conflict with the Noise Mitigation Plan or with the community design vision as set out in the site specific Urban Design documents (e.g. a community of bungalows).
8. Gateway corner lot fencing or noise attenuation fencing shall be used to screen rear yard amenity areas. Noise / privacy fencing should not obscure the dwelling's flanking side elevation from street view. Fencing shall comply with the City of Brampton's By-laws.

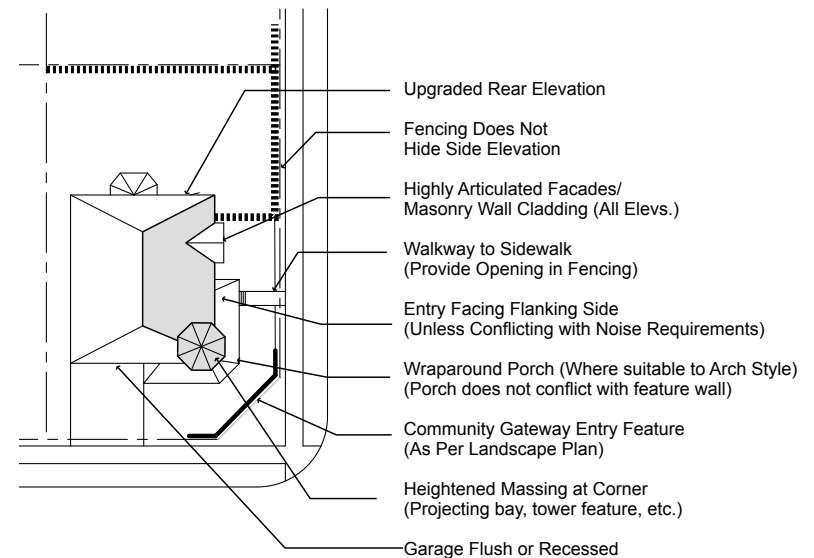


Figure 5.3a: Conceptual plan view of a Community Gateway Dwelling



Figure 5.3b: Conceptual image of Community Gateway Dwelling

5.4 Community Window Dwellings

Community Window Dwellings front onto a local road parallel to an arterial/collector road but are separated from it by a boulevard or buffer. Due to their high degree of public visibility from the major roadway, these dwellings have a great impact on the overall impression of the community's character.

1. These dwellings should have a high degree of detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design features to reflect their visual prominence
2. The majority of the Community Window Dwellings should have a covered porch or portico.
3. The main entrance to the dwelling should be oriented to face the window street, where feasible.
4. Dwellings within the Community Window streetscape which flank onto an external arterial/collector road, will require side and rear elevation upgrades similar to the requirements listed for Corner Lot Dwellings.
5. Dwellings with front projecting garages should be minimized within the Community Window streetscape.
6. The use of upgraded building materials, such as stone or precast detailing is encouraged to reflect the quality of the community.



Figure 5.4a: Conceptual images of Community Window Dwellings

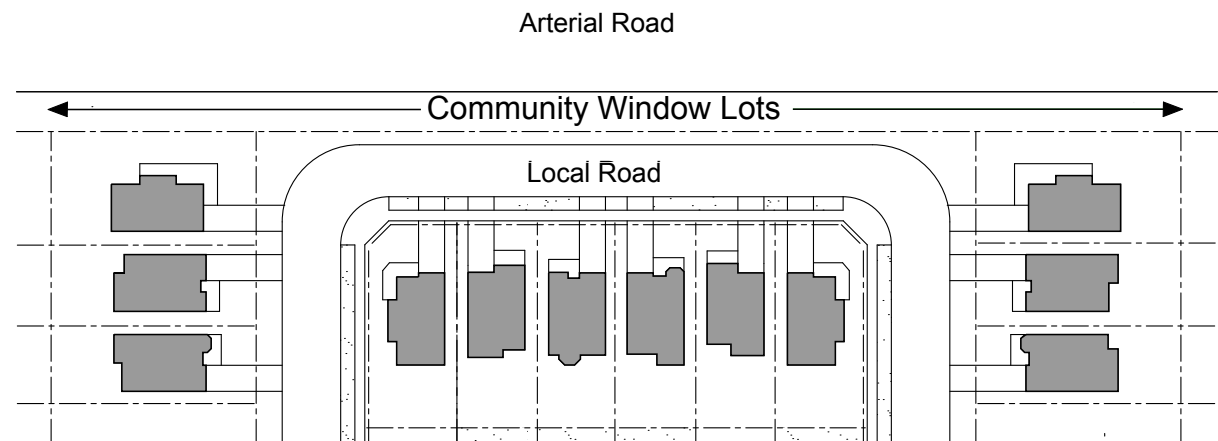


Figure 5.4b: Conceptual plan view of Community Window Dwellings

5.5 View Terminus Dwellings

View Terminus Dwellings occur at the top of a 'T' intersection, where one road terminates at a right angle to the other and at street elbows. These dwellings are prominent in the streetscape in their role of terminating a view corridor and shall be designed to provide visual interest.

Guidelines:

1. Where lot depths permit, View Terminus Dwellings should have a greater front yard setback than adjacent dwellings.
2. Driveways should be located to the outside of a pair of View Terminus Dwellings, where feasible, to increase landscaping opportunities and reduce the prominence of the garage.
3. View terminus dwellings should provide architectural features which give them visual interest.
4. The dwellings on corner lots opposite the T-dwelling should be designed to frame its view from the intersecting street.

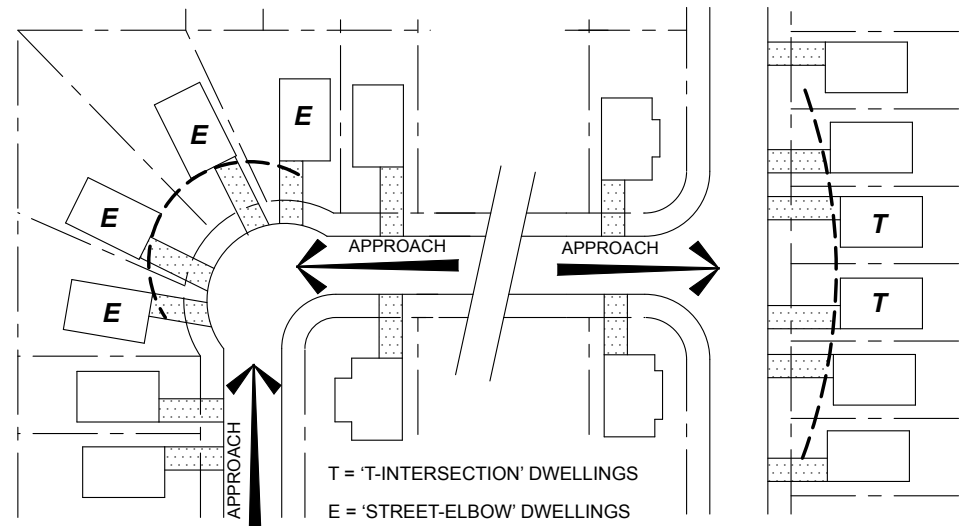


Figure 5.5a: Conceptual Plan view of View Terminus Dwellings



Figure 5.5b: Conceptual images of View Terminus Dwellings at T-Intersections



Figure 5.5c: Conceptual image of View Terminus Dwellings at a Street Elbow

5.6 Dwellings Abutting Public Open Space Areas

Dwellings which abut public open space areas (such as parks, vista blocks, pedestrian walkways, stormwater management facilities, valleys, woodlots and schoolyards) should address the public realm in a manner consistent with the front façade of the dwelling in terms of materials, proportions, wall openings and attention to detail.

Guidelines:

1. Entrance / access points to open space features should be reinforced by the siting of adjacent built form. The siting and articulation of the adjacent building(s) should reinforce the sense of entry, frame views and provide visual connections to the open space.
2. Building projections such as porches or bay windows are encouraged into the side yard adjacent to the open space area to provide visual interest.
3. Additional fenestration and architectural detailing consistent with the dwelling's front elevation should be provided on publicly exposed side and rear elevations. This may include:
 - introduction of gables, dormers and/or bay windows;
 - enhanced window style with muntin bars;
 - shutters;
 - frieze board / cornice;
 - brick detailing / quoining / pilasters;
 - decorative panels/louvres;
 - precast accents.
4. Some variety among rear wall articulation is encouraged for long stretches of lots having highly exposed rear elevations in order to avoid monotony. Building projections, such as bay or box-out windows, may be required where flat rear elevations are predominant.
5. The level of upgrading should be consistent with the level of public exposure. For example, houses backing onto a park or schoolyard will be quite visible to an open area of frequent public use and will require a higher level of upgrading than dwellings backing onto a wooded valley.
6. For dwellings backing onto dense woodlots or valleys which are obscured year round by vegetation and will have limited public visibility, the level of design enhancement required may be reduced.



*Figure 5.6a:
Conceptual images of dwellings
backing onto public open space*



*Figure 5.6a:
Conceptual image of dwelling
flanking onto public open space*



5.7 Dwellings Facing Parks

Parks serve as landmarks within the community and active amenity areas for residents. Parks are typically designed to have a high degree of public visibility by maximizing road frontage around them and providing conditions where dwellings face the park. Housing within the streetscapes surrounding the park provides a visual backdrop requiring careful design consideration.

Guidelines:

1. Housing facing parks should use a coordinated and unified architectural theme, colour schemes and exterior material choices in order to create a unique architectural backdrop to the park and foster an identifiable sense of place within the community. This shall be detailed within the required Urban Design document for each community.
2. The majority of dwellings facing a park should have a full porch, where appropriate to the architectural

style. This helps to define the park edge, encourage social interaction and promote casual surveillance of the park.

3. Dwellings with garages projecting in front of the porch shall be discouraged facing parks.
4. Continuity of building massing is encouraged facing parks. The mixing of bungalows with 2 storey dwellings is discouraged. Two or three storey building massing is preferred to maximize opportunities to “look out” onto the park. Consideration may be given to the use of all bungalows surrounding a park provided it is done in a coordinated and consistent manner.
5. Corner dwellings facing parks should have a wraparound porch or other similar dominant architectural feature.
6. The use of upper storey balconies or deck terraces overlooking the park is encouraged.

5.8 Dwellings on Reverse Frontage Lots

Reverse frontage lots which back onto a public road or buffer block adjacent to a public road are generally discouraged within new developments because of their negative visual impact upon the public realm. Where the use of dwellings on reverse frontage lots cannot be avoided, the design of their publicly exposed rear and side elevations shall appropriately address the public realm in a manner consistent with their front façade.

Guidelines:

1. Where solid fencing obscures the ground floor from public view, only those portions of the dwelling that are publicly visible requires enhancement, i.e. second floor level and roofline.
2. Where a long stretch of rear elevations is exposed to public view, variation in building edge or building setback is encouraged. Building projections, such as bay or box-out windows, may be required where flat rear elevations are predominant.



Figure 5.7a: Conceptual image of Dwellings Facing a Park



Figure 5.8a: Conceptual image of Dwellings on Reverse Frontage Lots

3. Applicable enhancements on the exposed elevations to create visual interest include the following :
 - Balanced fenestration and enhancement of window treatment consistent with the front (i.e. casement or single-hung type, shutters and muntin bars).
 - Architectural detailing such as frieze board, precast or brick detailing, consistent with the front elevation.
 - Roof form enhancement through provision of gables, dormers and variation of the roofline.
4. Dwellings which back or flank onto commercial uses shall also be included in this category and will be subject to the above requirements.

5.9 Dwellings Adjacent to Heritage Buildings

Heritage buildings provide an important link between the past and the present. They act as a focal point within the community and assist in establishing a 'sense of place'. New developments need to support their presence

through the use of appropriate architectural treatments in the buildings that surround them.

Guidelines:

1. When possible, every effort will be put towards retaining and incorporating heritage elements into the community in their original location.
2. New housing on lots adjacent to heritage buildings will be considered Priority Lots. They shall be respectful to the adjacent heritage by having appropriate regard for design, massing, setbacks, building materials and colours.
3. The Builder should limit the model types/elevations available to be sited adjacent to a heritage building to those exhibiting the highest degree of compatibility.
4. Enhanced elevation treatments will be required for façades facing a heritage building. Refer to the above-noted design criteria required for dwellings abutting public open space areas.

5.10 Other Priority Lot Conditions

A variety of unique priority lot conditions that are not covered in this document may occur within new communities depending on development specific conditions. These unique priority lot conditions can be addressed in the development specific Urban Design documents.



Figure 5.9a: Conceptual image of new dwelling adjacent to heritage building

6.0 CRITERIA FOR PREPARING COMMUNITY DESIGN GUIDELINES

Prior to Draft Plan Approval for each new residential development subject to the Block Plan Process the applicant will be required to retain a Control Architect and Landscape Architect to prepare and submit Community Design Guidelines for the subject development to the satisfaction of City of Brampton's Planning, Design & Development Department. The purpose of the built form component of the Community Design Guidelines is to augment the Architectural Design Review and Compliance Document by describing site-specific characteristics of the community and how the proposed development will contribute to the built environment of the City of Brampton.

The submission should consist mainly of bullet points and images that illustrate the design intent for the development. It is preferable that the firm that prepares the Community Design Guidelines is also the same firm responsible for implementing the privately administered design review process.

The Community Design Guidelines should address only those community character areas, features, attributes and issues found within the specific development. It should include the following items, however any further information related to the development proposal that the applicant feels may be warranted may also be addressed in this document.

Consultants shall follow the City of Brampton's "Terms of Reference" for preparing "Community Design Guidelines".

6.1 Community Context

Describe the physical community context within which the development will occur together with a description of any potential opportunities and/or constraints within the development. The intention of this section is to ensure that new development integrates with existing land uses and built form and complements an established community identity. This should include a description of:

- Location of the site within the City (including a map showing existing and proposed surrounding lands use).
- Special characteristics of the surrounding area.
- Surrounding land uses and built form and any potential impact on development.
- Heritage features to be retained/integrated.
- Natural or cultural assets and how they will be sensitively integrated into the proposed development.
- A description of the architectural measures to deal with potential issues.

6.2 Community Design Vision

Describe the intended Community Design Vision and proposed built form characteristics of the development. This vision may be drawn from the strategic principles that guide the design of the greater community in which the development is located. Criteria should include:

- The intended architectural theme(s).
- Built form goals.
- Design objectives of the proposed development and the subsequent architectural responses.
- How the development will create a unique sense of place within the community.

- How the development will integrate with the community.
- How does the Community Design Vision relate to City-wide design initiatives i.e. Official Plan, Secondary Plan, Flower City Strategy, Development Design Guidelines, etc..
- How does the Community Design Vision relate to principles of the overall community design i.e. Block Plan and Landscape Plan, etc.

6.3 Community Structuring Elements

Describe the main structuring elements found within the development, including:

- Land uses
- Community edges
- Community gateways
- Street hierarchy
- Connectivity with surrounding developments
- Open space system
- Heritage features

6.4 Proposed Built Form

Describe all proposed built form and building types within the community, including:

- Residential dwelling types.
- Residential density node locations (including special housing types or mixed-use development).
- Non-residential built form (including institutional and commercial).

6.5 Architectural Theme

Describe in detail the architectural influences proposed for the development and how they reinforce the Community Design Vision. Provide sketches and/or photographs to illustrate the characteristics of the architectural influence(s) from which the development's building designs are derived.

6.6 Community Character Areas

Identify locations within the proposed development where opportunities exist to create a unique and identifiable sense of place through the use of themed architecture or special built form elements. Opportunities for Community Character Areas will vary from community to community but are typically centred around active public open space features, gateways, schools, etc. Describe how the built form and architecture that surrounds these areas will contribute to the community's character and identity. Community Character Areas shall be noted on the Community Character Map and later on the Priority Lot Plans.

6.7 Community Character Map / Priority Lot Plan

A Community Character Map, based upon the proposed block plan, identifying blocks within the development on which the dwellings will require special design consideration. The Community Character Map is prepared during creation of the Community Design Guidelines. The Priority Lot Plan is prepared during subdivision plan approval. Refer to Section 5 - Priority Lot Criteria for an example of a Priority Lot Plan.

6.8 Supplementary Document

The Supplementary Document gives the applicant the opportunity to address any proposed variations from the architectural standards as stated within the Architectural Design Review and Compliance Document and the approved Community Design Guidelines.

Variations from the approved Community Design Guidelines' criteria can be addressed in a Supplementary Document. Supplementary Document's criteria should include:

- Community Context
- How the variation is in keeping with the vision of the Community Design Guidelines.
- A revised community character map / priority lot plan

Special Provisions will only be considered by the City when it is believed that they are deemed to improve or exceed the criteria of the Architectural Design Review and Compliance Document and the approved Community Design Guidelines.

6.9 Developments not Subject to the Block Plan Process

Developments not subject to the Block Plan Process and Community Design Guidelines will require an Urban Design Brief to be prepared by a Control Architect and Landscape Architect to the satisfaction of the City of Brampton's Planning, Design & Development Department and subject to the development specific site plan and zoning requirements.

Consultants shall follow the City of Brampton's "Terms of Reference" for preparing an "Urban Design Brief".

The built form component of the Urban Design Brief document should include:

- Community Context
- Proposed Built Form
- Architectural Theme
- Design Vision
- Priority Lot Plan

7.0 DESIGN REVIEW AND APPROVAL PROCESS

7.1 Preliminary Review Process

1. Preliminary model design proposals which are in conformity with the Architectural Design Review and Compliance Document and the site specific Urban Design document shall be submitted to the Control Architect for review and preliminary approval.
2. Sale of models cannot commence until after preliminary approval is given by the Control Architect.
3. Drawings should be a minimum scale of 1:100 (or 1/8"=1'-0") and must clearly depict internal layout, entry conditions, building elevations, fenestration, exterior materials and architectural details.
4. Proposed model design sketches should include all floor plans and all publicly visible elevations. Floor plans are reviewed and approved in order to assess and support approval of the exterior design.
5. Floor plans should have a dashed line with dimensions indicating the second floor wall face where it varies from the first floor wall line.
6. Proposed exterior building materials and colours should be submitted for review at the time of preliminary model review.
7. A compilation master sheet showing all proposed model elevations should be submitted at this time.
8. After preliminary model approval has been given, preliminary site plans and related streetscape drawings may be submitted for review.

7.2 Final Review And Approval

7.2.1 Model Working Drawings

1. Model working drawings must depict exactly what the Builder intends to construct.
2. All exterior details and materials must be clearly shown on the drawings.
3. An updated compilation master sheet of all publicly exposed model elevations is to be submitted for final approval at this time.
4. Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.

7.2.2 Site Plans

1. 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.
2. In addition to the required grading details, the proposed siting of each unit must clearly show:
 - Model and elevation type
 - Setback dimensions
 - Driveway location
 - Walkways and steps
 - Any required fencing or landscape features
 - A special note indicating rear or side upgrades, where applicable

7.2.3 Streetscape Drawings

1. To assist in the review process a black line streetscape drawing must accompany each request for siting approval.
2. Streetscape drawings are to accurately represent the proposed dwellings' publicly exposed in correct relation to each other and to the proposed finished grade.
3. In the review of streetscapes, minor elevation changes may be required.
4. The onus is on the Builder to ensure that these required changes are implemented in the construction of the dwellings.

7.2.3 Exterior Colour Packages

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

7.3 Submission Requirements

1. The Builder is required to submit to the Control Architect for final review and approval, the following:
 - 6 sets of engineer approved site/grading 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)
 - 1 set of colour board photographs
2. The Control Architect will retain one set of the foregoing other than the colour sample boards.
3. The applicant should allow up to 5 working days for final approvals.
4. Any minor 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.
5. Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to reapproval by the Control Architect.
6. 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 provisions.
7. 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.
8. The Builder is responsible for paying all required fees directly to the Control Architect in accordance with the fee schedule for architectural review services.

7.4 City Of Brampton Approval (Building Permit)

1. All site plans, working drawings, streetscapes and colour packages must 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.
2. Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect.
3. Approvals by the Control Architect do not release the Builder from complying with the requirements and approvals of the City of Brampton and/or any other governmental agency.

7.5 Current Process

The process implementing the Architectural Control Guidelines for Ground Related Residential Development is subject to Council approval through a report and may undergo occasional revisions. Please check with Brampton Planning, Design, and Development, Community Design staff for the process applicable at the time of initiating a project.