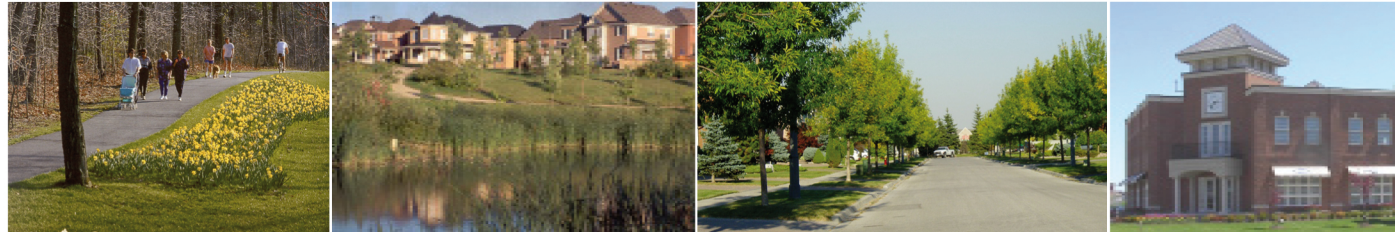




City Approval Stamp

The Neighbourhoods of Castlemore Crossing Bram East Secondary Plan, SP 41 Phase 2, Sub Area 1



COMMUNITY DESIGN GUIDELINES OPEN SPACE AND ARCHITECTURAL DESIGN GUIDELINES City Reference Nos. P20BP.41-1.001/C10E09.005

FINAL SUBMISSION: October 22, 2008

prepared by:
STLA Inc - NAK Group of Companies
John G. Williams Limited, Architect
KLM Planning Partners

Explanatory Note:

The Neighbourhoods of Castlemore Crossing: Community Design Guidelines” are comprised of two sections (the “Open Space Guidelines” prepared by STLA Inc (NAK Group of Companies) and the “Architectural Guidelines” prepared by John G. Williams Limited Architect).

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

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

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Chapter 1.0 INTRODUCTION

1.1 BACKGROUND

The Neighbourhoods of Castlemore Crossing consist of the northeast portion of the Bram East Secondary Plan area, which is also referred to as 'Sub-Area 1'. The lands consist of approximately 326.15 hectares and generally include lands north of but not abutting Cottrelle Boulevard to the south, Castlemore Road to the north, The Gore Road to the west and Regional Road 50 to the east (refer to figure 1.1).

The residential component of the Neighbourhoods of Castlemore Crossing Community is anticipated to have approximately 4,212 housing units. Based on maximum permitted densities in the Low and Medium Density Residential designation the proposed unit-mix will include approximately 1,400 structurally attached and a minimum of 2,101 detached units.

Planning for The Neighbourhoods of Castlemore Crossing began in the fall of 2001 as a collaborative process involving the consultants, landowners and City staff. As part of the Block Planning Process for Stage 1 approval a Block Plan and Report, including the Community Design Brief and Guidelines (The City refers to this as the Vision and Principles document), was prepared and submitted in January 2004. These were reviewed by staff and over the past several years, adjustments to the block plan have occurred due to issues with major components of the plan.

The intent of these guidelines is to build upon the principles that have been outlined in the Community Design Brief and Guidelines and to provide a further level of articulation and more detailed description of their application to the block plan / community through site specific examples and/or demonstration and concept plans. For this purpose the City provided the consultants with a terms of reference and outline which we have used as the basis of organization for this document. As a design tool these guidelines have evolved in concert with the block plan, will inform the preparation of draft plans and site plans and involve input and feedback from the background and technical studies and City staff.

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

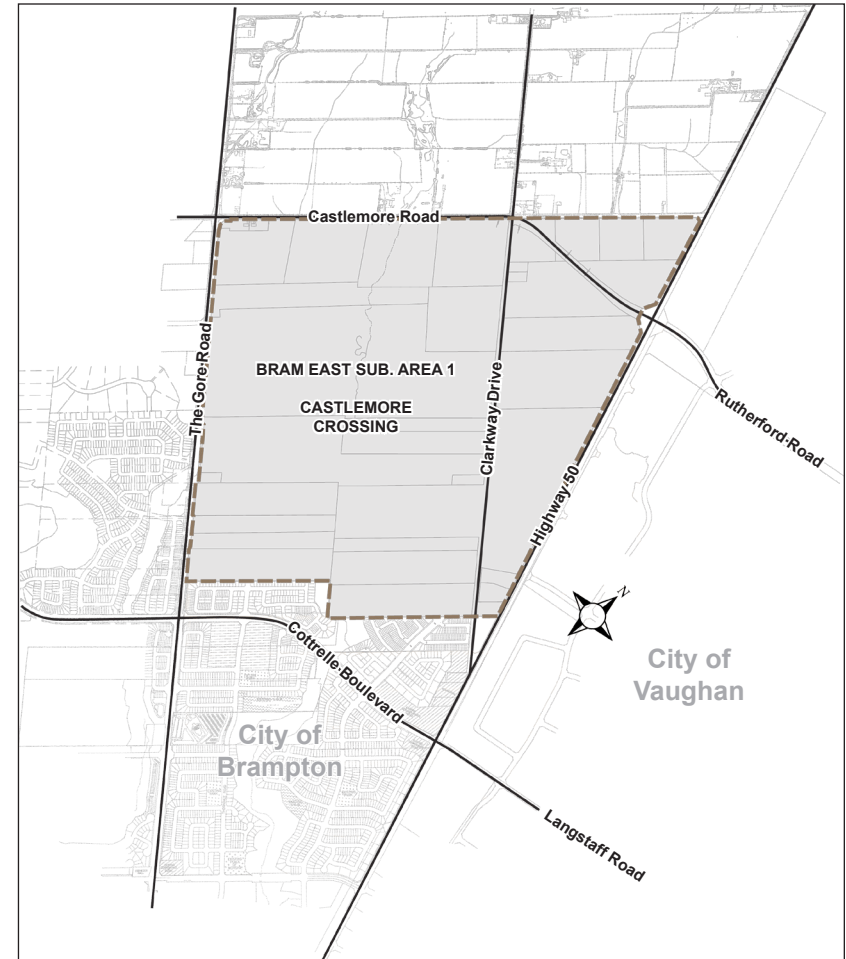


Figure 1.1 - Block Plan Area Location Map

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1.2 GOALS & OBJECTIVES

These community design guidelines, as part of the block plan process, are intended to:

- Ensure that community design has regard for the policies and design strategies that promote the City's vision and civic design objectives. These include:
 - The City of Brampton's Development Design Guidelines
 - The Flower City Strategy
 - The Gateway Beautification Program
 - The Pathways Master Plan
 - The Street Corridor Master Plan
- To coordinate the design of key elements of the public and private realms in order to create a community that is attractive, pedestrian-scaled, cohesive and has a distinct visual identity and character.

The objective of these community design guidelines is to establish design criteria and standards for the development of those components of the community that are key to achieving these goals. These design criteria are based on the principles that have been outlined in the Community Design Brief and Guidelines prepared as part of the Block Plan Stage 1 approval and included in this document on the following page. The approach that was undertaken for the Stage 1 report and that is being continued in this community design guidelines document involves

1. The identification of a number opportunities that can be addressed through urban design, such as:

- Highway 50, as a City boundary, and edge to this community provides an opportunity to promote a positive image for the City of Brampton. As a City boundary Highway 50 has been designed to include a number of naturalized stormwater management facilities in keeping with the existing valleylands. These ponds together with the presence of the existing valleyland and the development of window streets, presents a predominately 'green' edge to the proposed community and one that supports the City's vision for 'Green Neighbourhoods'.
- Opportunities for introducing flower elements throughout the community, particularly along Highway 50 which is a City Boundary, at the City Gateway located at the intersection of Castlemore Road and Highway 50 and within the extensive valley and open space system that characterizes this proposed community.

- The opportunity to develop landmark building(s) within the mixed commercial / industrial site located at the intersection of Highway 50 and Castlemore Road that support the City Gateway identified in this location.
- A number of natural features, namely The Gore Road Tributary, The Clarkway Drive Tributary and The Rainbow Creek Tributary (there are no existing names for these natural features. These have been assigned as 'working names' only), that provide the opportunity for residents to experience the natural environment on a daily basis. This has been facilitated through the pattern of roads, the provision of vista blocks and the development of scenic roads that encourage views and physical access to these features and by the provision of open space, parks and stormwater management facilities adjacent to these features which enhance their presence within the community and enhance the extensiveness of the community's open space system.

2. The description of the structure, visual quality, character and identity envisioned for the community, (for a full description refer to page 4),

3. The description of the urban design principles that design will be based on (outlined on the following page)

4. The outlining of detail community design guidelines that should be applied to specific elements of the community in order to achieve the goals and principles stated which is the focus of this report.

5. The outlining of an architectural design review process that will assist the City in implementing these guidelines.

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1.3 PRINCIPLES

The Community Design Brief and Guidelines prepared in January 2004 outlined a number of urban and community design principles found within the City's design strategies that provided the foundation for the development of the Community Block Plan. These include:

- The City of Brampton's Development Design Guidelines
- The Flower City Strategy
- The Gateway Beautification Program
- The Pathways Master Plan
- The Street Corridor Master Plan

The principles embodied in these strategies are:

- To develop a distinct neighbourhood structure
- To create an attractive and identifiable community
- To create pedestrian-scaled neighbourhoods and streets
- To develop an interconnected community through the open space system
- To incorporate existing features
- To develop a series of gateways, landmarks and focal points which enhance orientation, way finding and sense of place

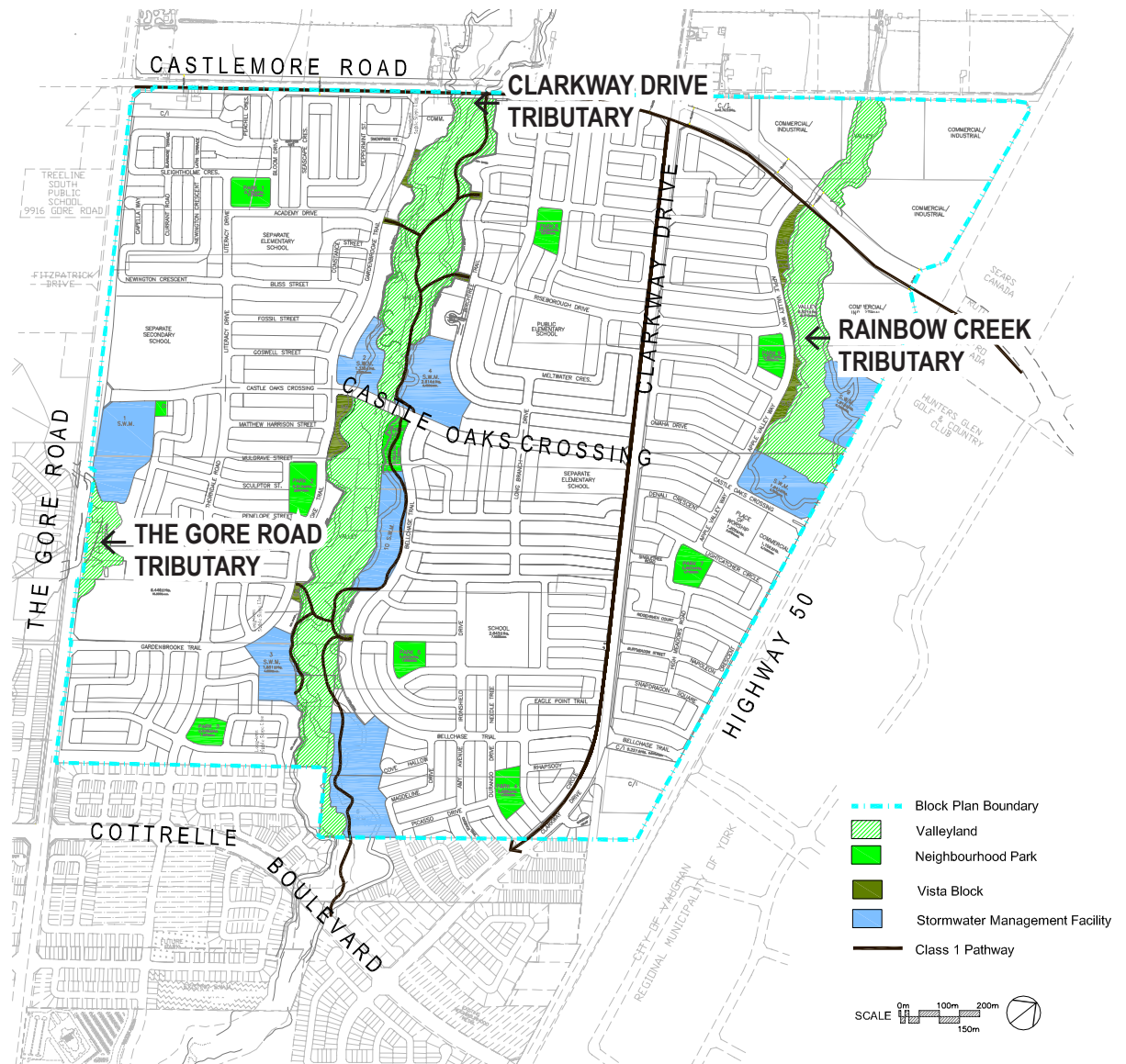


Figure 1.3 - Community Plan - Open Space System

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These community design 'Principles' are addressed within the block plan in the following manner:

Distinct neighbourhood structure is developed to include the following:

- Centres of the neighbourhoods utilizing schools and parks within a 5 minute walk.
- Neighbourhood centres which are connected by collector roads and a local road pattern to provide interconnection with the valley trail system, parks and open space.

An attractive and identifiable community is created by the following:

- Edges that promote 'Green' neighbourhoods and the Flower City image.
- A series of gateway features that are unique to the community.
- Enhanced architectural design for buildings in key locations.
- Consistency in streetscape design.
- Coordinated design of built form, public areas, street elements and community features.

Pedestrian-scaled neighbourhoods and streets are created by the following:

- Through the modified grid pattern of streets.
- Block lengths generally not to exceed approximately 300 metres for straight roads.
- Development of street zones that address the relationship between built form, the street zone and street elements.

Connectivity is enhanced through the following:

- A street network and block pattern that provides multiple connections between neighbourhoods, to open space, to schools and to commercial amenity areas.
- An open space system that has a focal presence within each neighbourhood.
- Strategic location of pedestrian walkway blocks.

Existing features are incorporated in the following manner:

- Existing valleylands as a major structuring element, influencing the layout of streets and blocks to enhance views and access.
- Heritage Buildings that will be preserved within the community as focal elements, in consultation with Heritage staff.

A series of gateways, landmarks and focal points which enhance orientation, way finding and sense of place are created through:

- The strategic location of commercial and public uses including secondary schools and a community park at the intersection of arterial and collector roads which serve the greater Bram East community.
- The design of special landscape features and upgraded built form in key locations.

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1.4 THE BLOCK PLAN / COMMUNITY STRUCTURE

The community design vision and structure and the findings and recommendations of the MESP has resulted in the proposed Community Block Plan illustrated in Figure 1.4a which is based on KLM DES68.

The Community Block Plan is based on certain development parameters such as lot depths, etc. applicable at the time the plan was prepared. Given that the community is developed over a period of time, the Community Block Plan should be considered as a statement of broad principles to be used as a guide in the preparation of plans of subdivisions.

The Community Block Plan contains the following land use elements:

- Preservation and enhancement of the valley corridors and the existing terrestrial features including The Gore Road Tributary, Clarkway Tributary and Rainbow Creek Tributary;
- A Community Node including two secondary school sites of approximately 6.4 hectares;
- Completion of two neighbourhoods defined by the valley, arterial roads, Community Boulevard (east-west collector), and Clarkway Drive with centers defined by parks or schools within an approximate 5 minute walk from the balance of the neighbourhood;
- A series of 9 neighbourhood parks ranging in size from approximately .6 ha (1.5 acres) to .8 ha (2 acres);
- 9 vista blocks;
- 8 stormwater management ponds;
- A collector and local road pattern which connects the neighbourhoods and open space system and minimizes through traffic;
- 4 elementary schools;
- 1 place of worship;
- 2 convenience commercial areas;
- 2 Mixed Commercial/Industrial areas;
- 3 historical properties and cemetery plot (archaeological assessments required for each)
- A woodlot is located on non-participating lands at the southeast corner of the block. At such time as the lands identified as woodlands comes under development control, a detailed assessment will be required by the city.

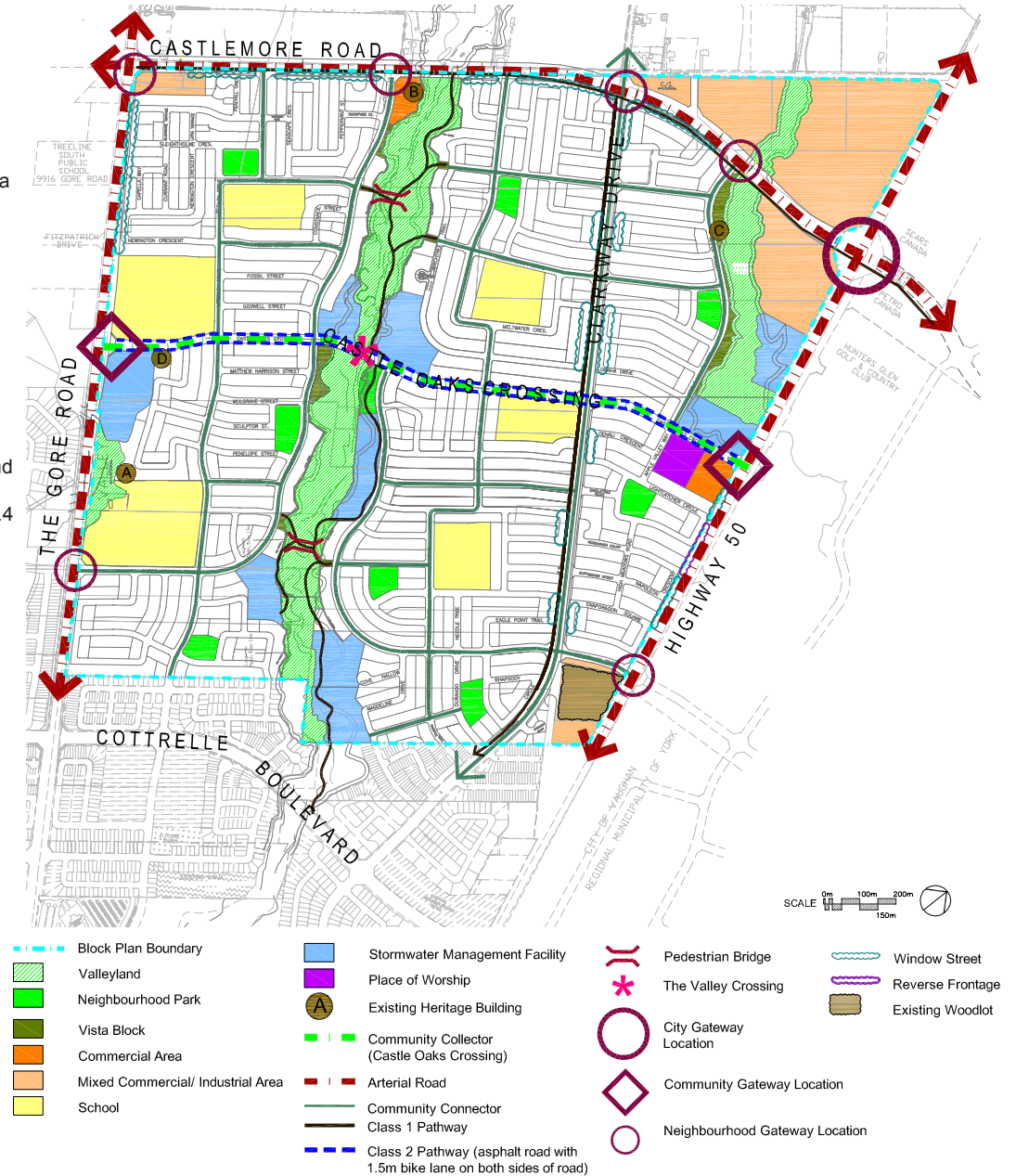


Figure 1.4a - Community Structure Plan

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1.5 OPPORTUNITIES AND CONSTRAINTS

1.5.1 Heritage

Objective:

- Preserve, enhance and restore heritage elements where functionally and physically feasible.

1.5.1.1 Heritage Buildings

Three significant heritage buildings and 1 heritage cemetery have been identified within the community; these are shown in red in figure 1.51a as:

- A - W. Wiley House - Tonlu Holdings Inc.
- B - L. Fines House - Mattamy (Clarkway) Ltd.
- C - B. Fines House - Mattamy (Clarkway) Ltd.
- D - Harrison Hewgill Cemetery (refer to section 1.5.1.2)

Guidelines:

- Sufficient site area should be maintained around heritage buildings.
- The street and block pattern should be appropriately designed to accommodate the buildings and reinforce their visual prominence and focal role within the community.
- All development adjacent to, or incorporating a heritage building, must be respectful of the heritage building by having appropriate regard for scale, massing, orientation, setbacks, building materials and design features.

In consultation with the City of Brampton, where it has been determined that a heritage building may not feasibly remain in its existing location, the building(s) should be relocated to a suitable location within the immediate community.

- The location and siting of heritage buildings should support their prominence and historical role within the community. Priority locations and siting considerations include:
 - Within view corridors
 - At view termini or intersection
 - At high points in the topography
 - At other areas of high public visibility
 - Adjacent to parks / open space
 - Corner lots
 - Gateway lots
- Where feasible, heritage buildings in situ and relocated heritage buildings should be maintained as a functional structure within the community. Adaptive re-use of the building is encouraged and is dependant upon its location and compliance with zoning regulations.

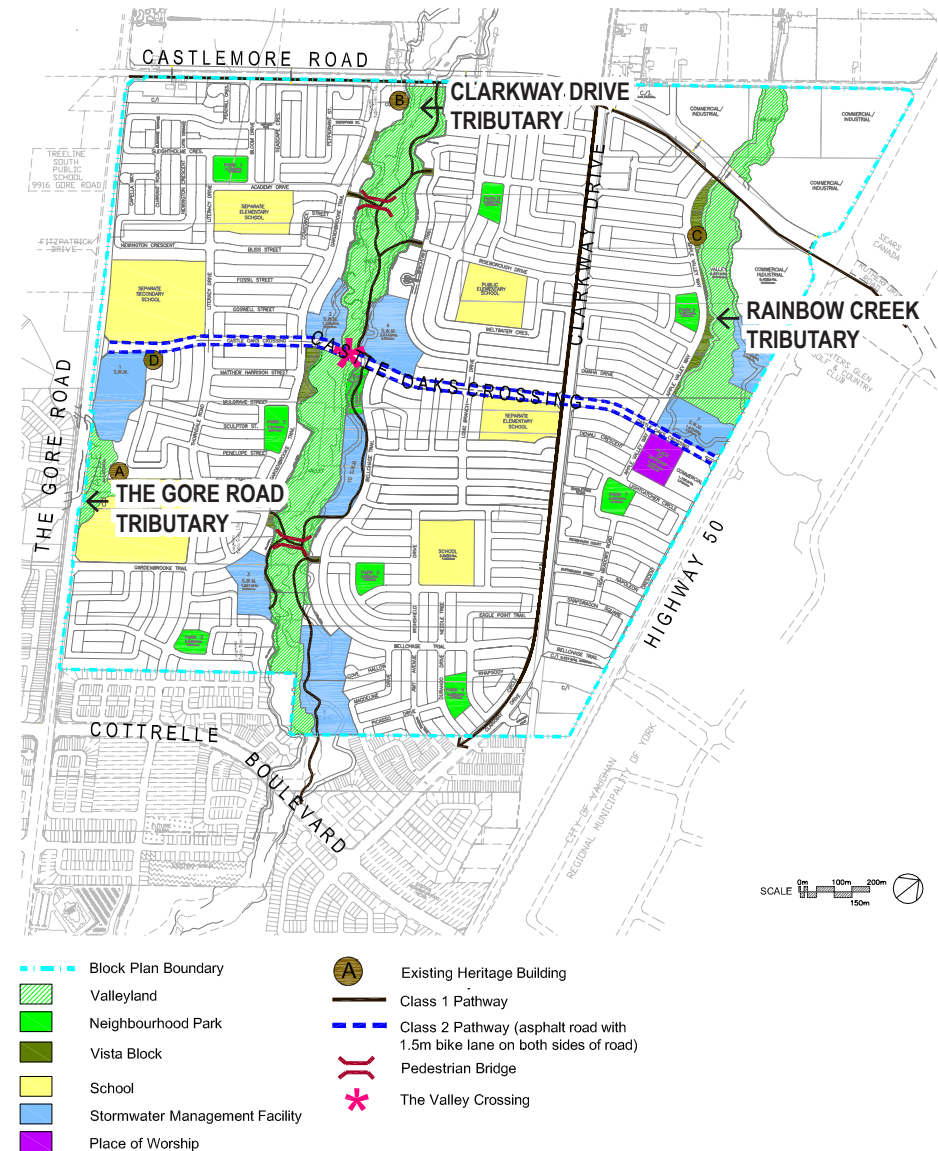


Figure 1.5.1a - Heritage Buildings

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1.5.1.1 Heritage Buildings, continued

A - W. Wiley House - Tonlu Holdings Inc. (9695 The Gore Road)

This masonry farmhouse is located on the east side of The Gore Road south of the stormwater management pond and adjacent to valleylands. It was built as the William Wiley Farm in the vernacular Italianate style, circa 1890, and is identified in the Brampton Register of Listed Heritage Resources as a Class B building, worthy of preservation. The building has remained vacant for the past 8 years and is in need of significant renovation before it could be deemed habitable.

The building is proposed to remain in situ on a large pie-shaped lot within the proposed lotting fabric that will also accommodate several existing mature trees located to the south of the building and will be used for residential purposes. The building's primary historic west façade will remain visible from The Gore Road, while a new garage and addition may be provided on the east side of the building. Rehabilitation of the building has been addressed in the Heritage Feasibility Study for 9695 the Gore Road, prepared by ERA Architects Inc.



Figure 1.5.1b - W. Wiley House

B - L. Fines House - Mattamy (Clarkway) Ltd. (4781 Castlemore Road)

This particular farmhouse and its surrounding land was purchased by the Fines family as their principal residence circa 1850. It was built to possess many of the classic Ontario Gothic Revival qualities which was representative of the popular and influential Ontario 'cottage style'. Over the years, the interior of the house has been updated as well as various additions have been made to suit the needs of its homeowners. This farmhouse is included in the Brampton Register of Listed Heritage Resources. The Draft Block Plan application maintains the farmhouse in its original context and does not negatively affect the heritage significance of the property.

The house is currently located on a proposed commercial block. As part of the site plan application process for the commercial block, a detailed preservation study will be undertaken to determine the potential integration of the existing building into the commercial development.

C - B. Fines House - Mattamy (Clarkway) Ltd. (9877 Clarkway Drive)

This two-storey masonry farmhouse was built in the vernacular Italianate style, circa 1877 and since then, it has undergone some changes from its original design. Included in the Brampton Register of Listed Heritage Resources, the City of Brampton has recommended a heritage designation of this house and thus, as part of the planning process, the City requires a Heritage Assessment Statement for any development that involves the farmhouse. The Draft Block Plan application maintains the farmhouse in its original context and does not negatively affect the heritage significance of the property.

The City has recommended that the farmhouse be sold on a separate lot within the proposed subdivision. Any alterations to the building will be submitted to the Heritage Department of the City of Brampton for approval.

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1.5.1.2 Harrison Hewgill Cemetery

The Block Plan identifies the Harrison Hewgill Cemetery as an existing heritage feature to be preserved and maintained within this community. In this regard a Preservation Design Strategy has been prepared as a separate document and submitted to the City of Brampton Urban Design and Public Buildings Section – Heritage. The report establishes the following objectives for the heritage cemetery:

To enhance its focal presence within the community...

This is achieved through the development of the Block Plan which provides street frontage along the primary road – Castle Oaks Crossing and also locates an open space feature – stormwater management facility, adjacent to the cemetery;

To provide access for visitors...

Frontage along Castle Oaks Crossing enables direct public access to the cemetery;

To design appropriate transitions to adjacent uses...

The proposed uses adjacent to the cemetery are a stormwater management facility to the west and residential uses along the east and south. The transition to the open space feature will be treated as a physically and visually accessible edge, without fencing; the transition to residential uses will be designed as a physical boundary, including fencing and planting, but act as an attractive landscaped buffer between the two;

To recognize and maintain the heritage integrity of the site...

This is achieved through the provision of the separate block, and the design of a number of heritage-inspired features that help to establish the cemetery as a 'place' within the community; this includes heritage signage, decorative fencing and planting along the streetscape, new planting within the cemetery, paving stones and seating;

To create a landscaped setting that is conducive to quiet contemplation and reflection...

The will be achieved through the careful selection and organization of planting and seating to create comfortable places within the cemetery for visitors.

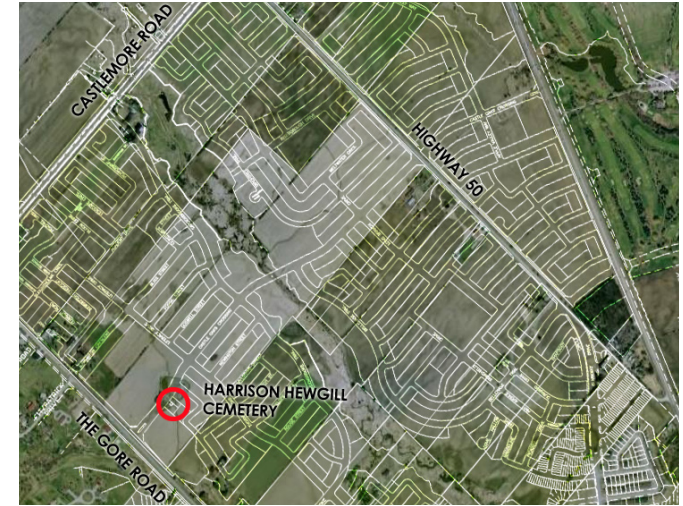


Figure 1.5.1.2a - Air Photo of Location

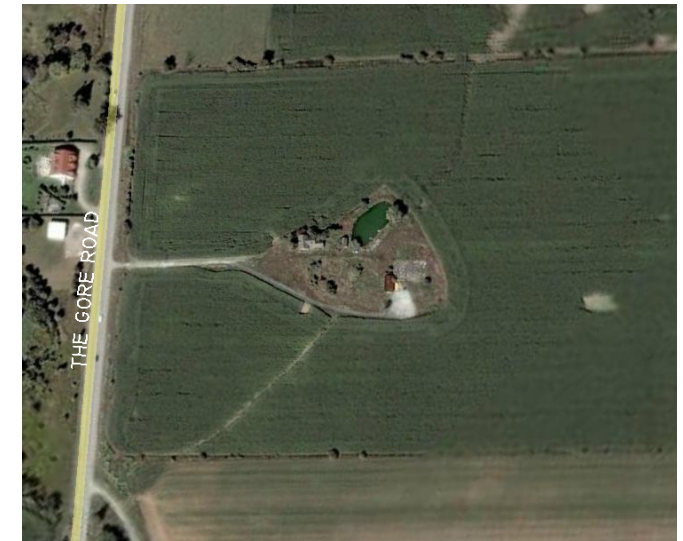


Figure 1.5.1.2b - Air Photo - Harrison Hewgill Cemetery

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1.5.1.2 Harrison Hewgill Cemetery (Continued)

The proposed design strategy (refer to figure 1.5.1.2c) specifically includes:

1. Low decorative metal fencing combined with ornamental planting along the street and wrapping around the eastern boundary to the front face of the proposed future dwelling;
2. Wood privacy fence along the remainder of the eastern boundary and along the southern boundary;
3. A heritage plaque affixed to the fencing along the street;
4. Preservation of the existing crab apple tree within the cemetery;
5. Stepping stones connecting the future sidewalk along Castle Oaks Crossing to the existing graves;
6. A bench located close to the grave;
7. A selection of traditional, rural-inspired shrubs, trees and perennials such as lilac, hydrangea, forsythia, daylilies and to promote the City's Flower City Strategy, daffodils along the street edge.

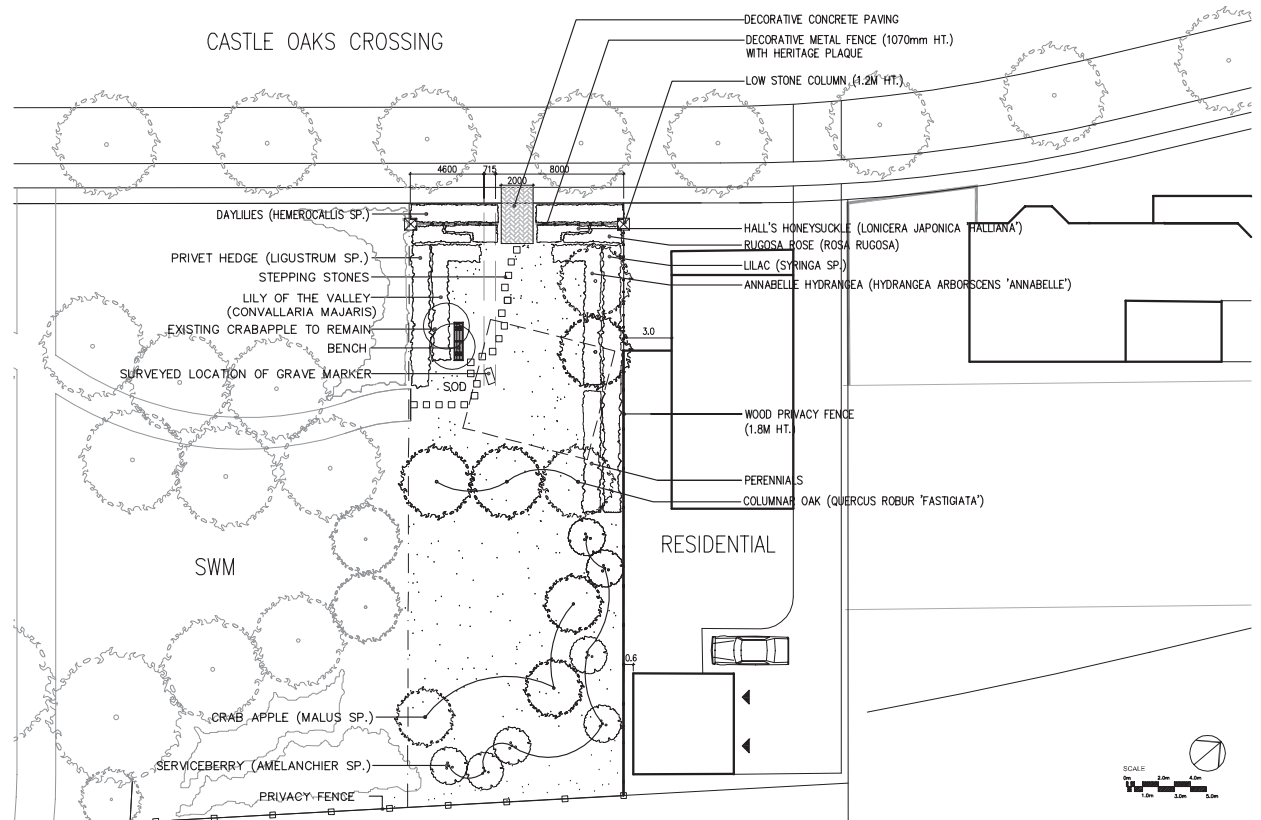


Figure 1.5.1.2c - Harrison Hewgill Cemetery Concept Plan

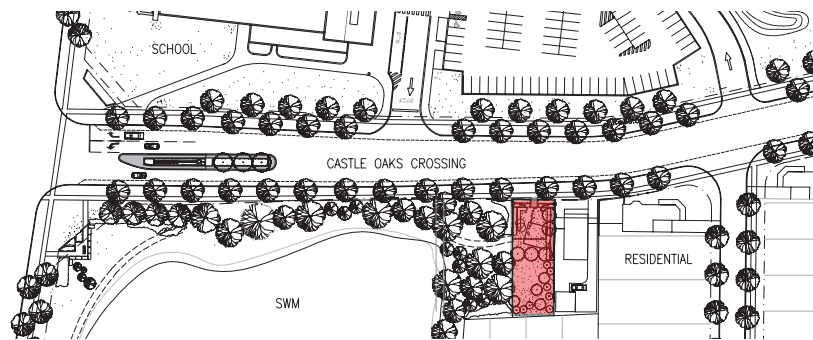


Figure 1.5.1.2d - Cemetery Context

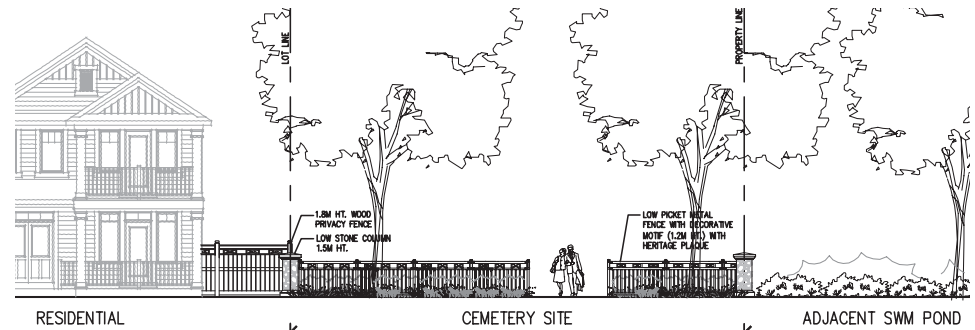


Figure 1.5.1.2e - Harrison Hewgill Cemetery Concept Elevation

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1.6 COMMUNITY VISION

The vision for this community is to create an attractive, safe, well-organized and livable community - one where a sense of community is enhanced through the relationships of residents to their built and natural environment and where community interaction is encouraged (promoted) through the accessibility of public spaces. The vision will be achieved by a combination of the following:

- An interconnected **open space system** that accommodates a range of active and passive recreation and integrates existing valleyland as key features.
- The focal location of parks.
- Enhanced **views** to natural features via a number of vista blocks along valleylands.
- **Stormwater management ponds** designed as features vis a vis location, configuration and provision of pedestrian pathways and look-outs.
- The incidence of and consistently strong **presence of green areas** throughout the community.
- Recommendations for the incorporation of **planting and floral treatments** in public areas.
- A number of **walkable, pedestrian-scaled neighbourhoods** that are defined by natural features, collector roads and arterial roads which are centred around parks, open space and schools.
- **Road and lotting fabric** that enhances the presence of open space, natural features and parks within the community.
- **Commercial / industrial / institutional** uses and **open space and a community** park located at its edges and/or major intersections.
- A clear **network of roads**, that facilitate access and entry to the community, movement within and between neighbourhoods, connections to community focal points and amenities and encourage visual connections to natural features.
- Consistent, attractive and coordinated **streetscapes** that support the functional hierarchy of the road network, support a pedestrian-scaled public realm, provide visual articulation and spatial definition of the street zone, promote the character of the community and underscore the role of primary streets within the community.
- **Community edges** that are attractive and that promote 'green neighbourhoods' through the extension of open space, the location of stormwater management facilities and the planning of window streets that will include distinctive landscaping.
- A thematic palette of **community elements** that will help to make this community distinct and include: entrance features, fencing, park shade structures and planting.
- **Site planning and built form** which establishes the character of the neighbourhoods, support and define a pedestrian-scaled public street zone, provide landmarks in key locations within the community and identifies residential lots to receive special design consideration.
- A consistent and thoughtful approach to the design of residential buildings with design emphasis on architecture in prominent locations.

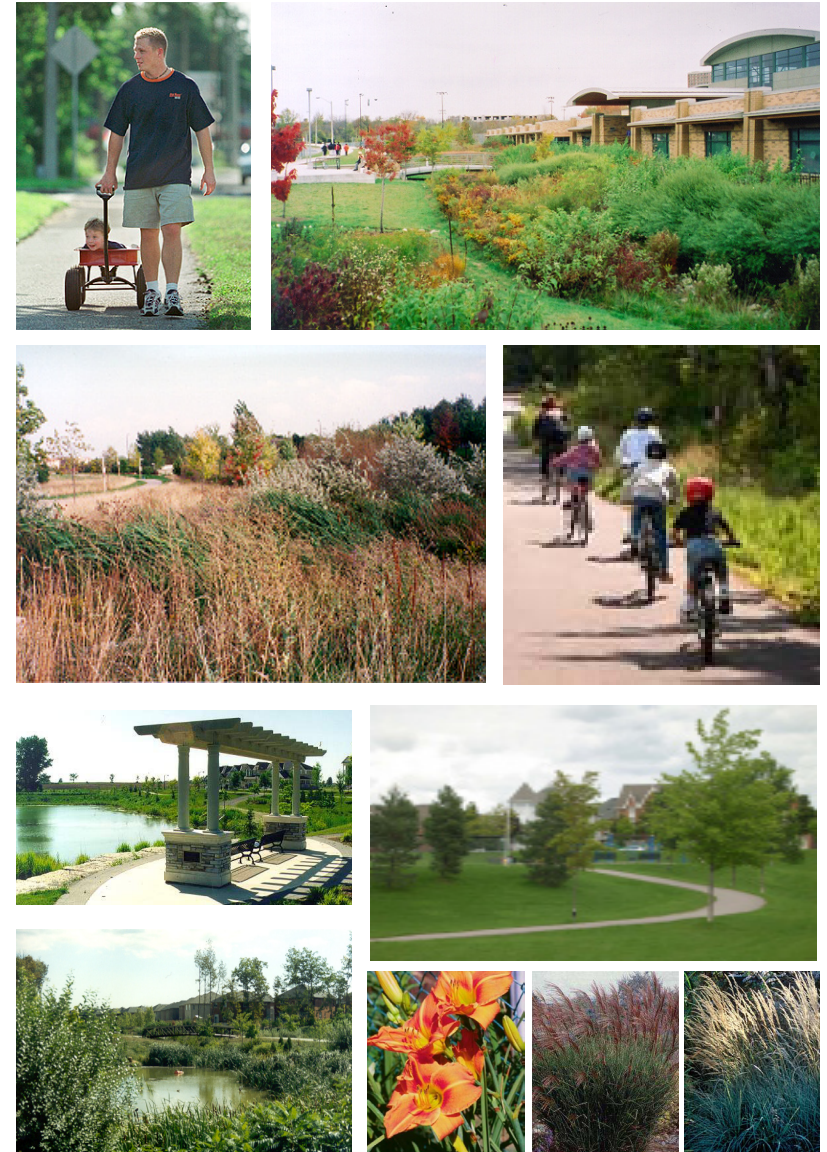


Figure 1.6 - Community Vision Images

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1.7 COMPLIANCE

With respect to compliance, the following three terminologies will be used:

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

The concept plans are provided as a framework to guide the development of the Vision for this community. These guidelines shall be followed for the development of individual draft plans of subdivisions and site plans. The images and diagrams contained in this document are conceptual in nature and are meant as examples that demonstrate the design intent of the guidelines. They should not be construed as the end product.

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1.8 CREATING A DISTINCT COMMUNITY

Developing a coordinated and consistent palette of community elements is an important part of creating a distinct community, particularly in new communities where the challenge is to balance creativity (unique, distinct and imaginative ideas) with the constraints of implementation (cost, maintenance and City approvals). In this regard the approach to 'theming' for this community consists of three parts: part one is the selection of a design inspiration – Rural Landscape, part two is the identification of typical community design elements (Design Tool Kit of Parts) and part three is the application of these elements to the actual plan (i.e. parks and streets).

Design inspiration for community theming and design elements also takes cues from the City's Flower City Strategy. The objective of creating 'Green Neighbourhoods' is translated in the development of a linked open space system that offers a variety of internal destination points for residents, the strong use of planting in key areas with an emphasis on native and ornamental plants, and the incorporation of annual and perennial planting areas throughout the neighbourhoods.

The images to the right represent a 'snapshot' of some rural elements providing inspiration for the theming in this community.



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1.8 CREATING A DISTINCT COMMUNITY

1.8.1 Design Tool Kit of Parts

Rural / agricultural motifs, patterns and ornamentation provide the reference for the design of community elements in this community. This is interpreted in the following:

- Columns, piers and low walls using natural stone that appears to look like 'field stone';
- Low metal picket fence with a decorative motif;
- Privacy (or acoustic) fencing including standard panels that reference the diagonal cross rail geometry of farm fencing and decorative panels, for key locations.
- A standard palette of plants that combine native, rural and flowering species.

These elements comprise the Design Tool Kit of Parts that will be used in various combinations and in various key areas of the community, some of which are identified as 'Community Identity Areas' and described in the following sections.

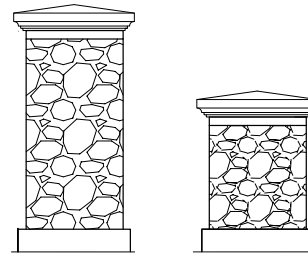


Figure 1.8a - Fieldstone Column and Pier

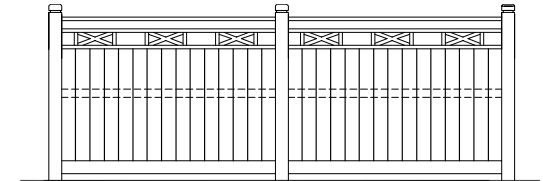


Figure 1.8c - Character of Decorative Wood Privacy Fence

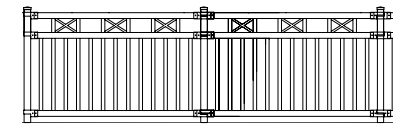


Figure 1.8b - Character of Low Decorative Metal Fencing

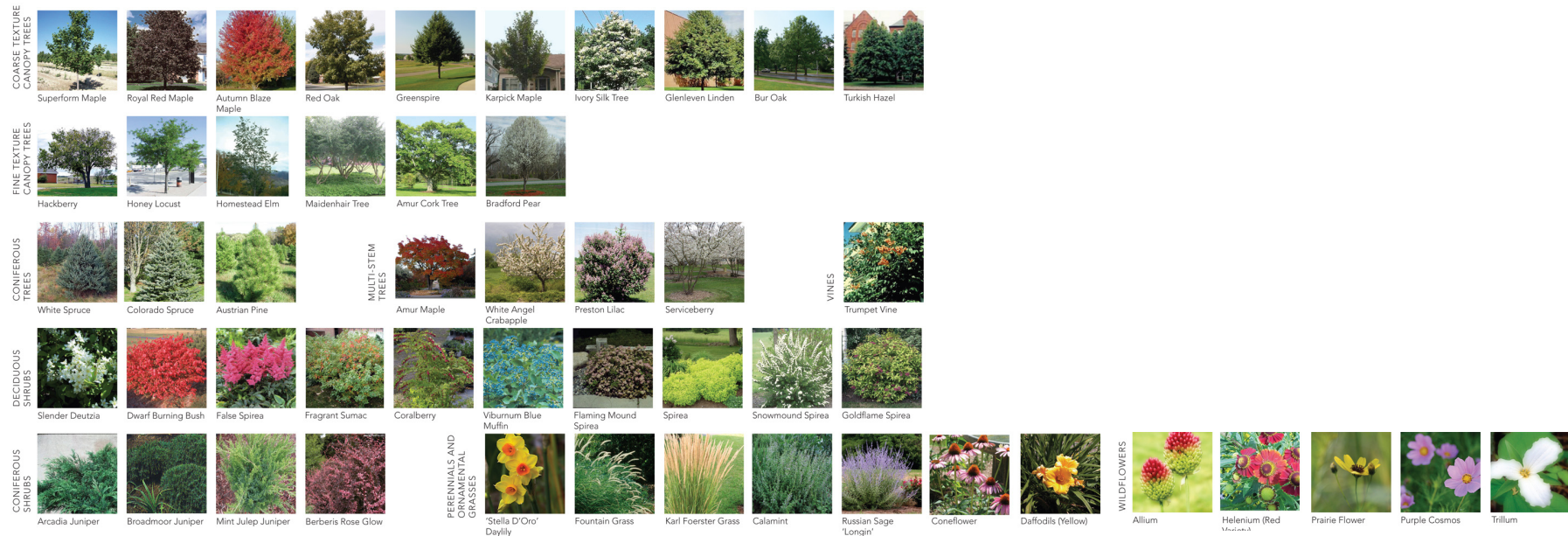


Figure 1.8d - Native and Ornamental Plant Palette

Chapter 2.0 LANDSCAPE GUIDELINES

2.1 COMMUNITY IDENTITY AREAS

The relationship between residents and their built and natural environment is an important factor in making a community 'livable'. In section 1.3 a number of principles and their application within the community were outlined. These included references to the community's larger networks and systems that make up its structure. In addition to the development of these larger systems and as the next layer of articulation the design of the individual parts of the community or 'Identity Areas' also contribute to achieving these design principles. These areas are shown on Figure 2.1.



Figure 2.1 - Community Design Plan

Chapter 2.0 LANDSCAPE GUIDELINES

2.2 NEIGHBOURHOOD PARKS

Objectives:

- Function as central green spaces.
- Accommodate a range of recreational and social activities.
- Enhances the community's image as an attractive, well-structured place to live.
- Reinforce Rural Ontario Landscapes Theme throughout the community. (The following pages will show demonstration plans for each of the discussed park blocks)

Street Network:

- The plan locates neighbourhood parks centrally within the community as focal points.
- Parks are located in visually prominent locations such as at the terminus of a street or view vista.
- In most cases a minimum of 3 street frontages have been provided around the parks.

Lotting and Built Form:

- Lotting / built form will provide attractive primary or enhanced side elevations facing the parks.

Streetscape:

- A regularly spaced row of coarse-leaved canopy trees will be provided along the street line.
- Decorative street lights will be provided within this community. Along park frontages similar pedestrian lights should be provided.
- Park entrances will be provided at the most accessible points along the street.

Landscaping:

- One row of regularly spaced canopy trees along the street line.
- Accent planting at the park entrances to include: Native multi-stem shrubs, ornamental grasses and perennials.
- Coniferous tree groupings, native shrubs along side / rear yards (in conjunction with required fencing).

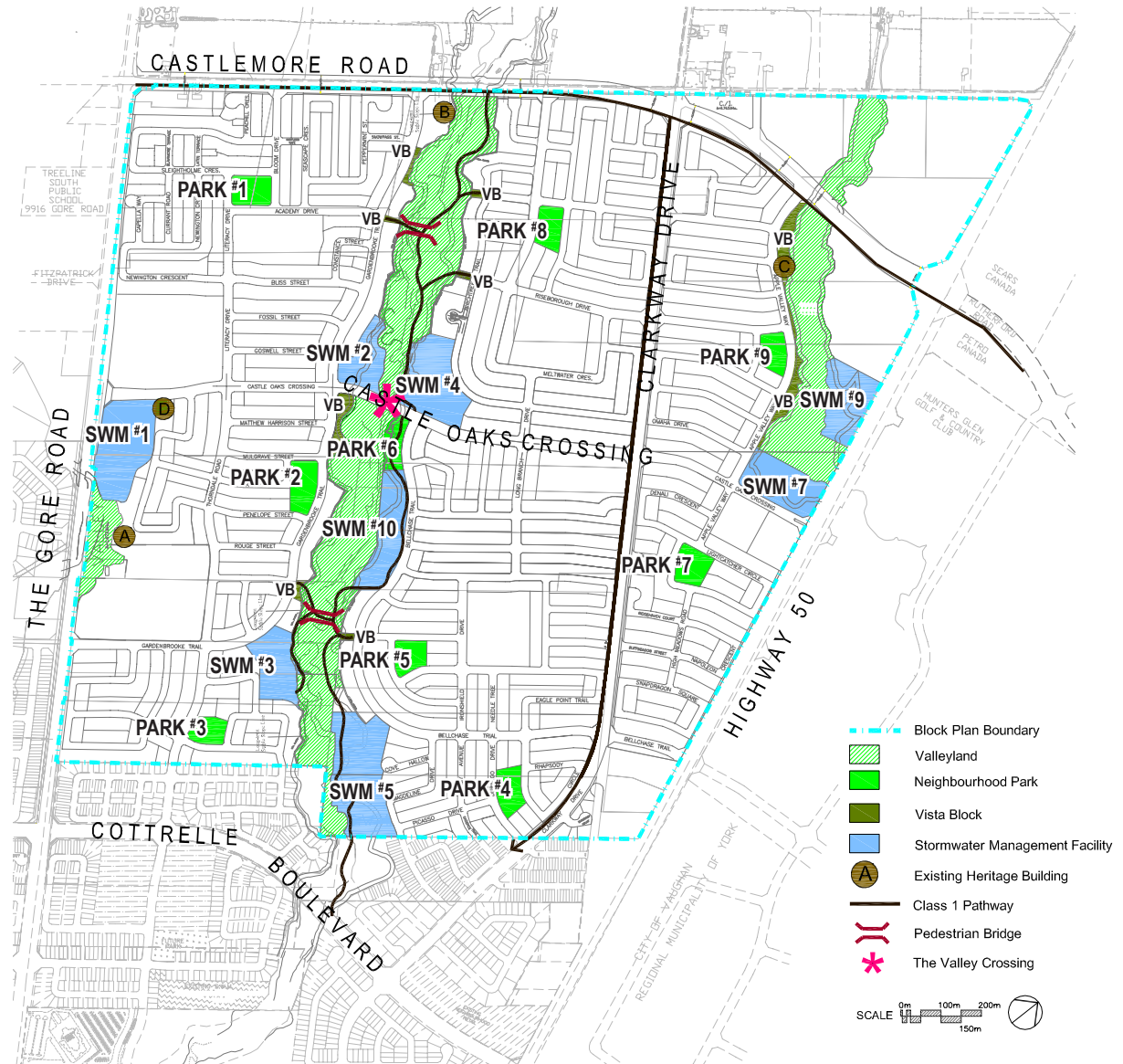


Figure 2.2a - Park Locations Key Map

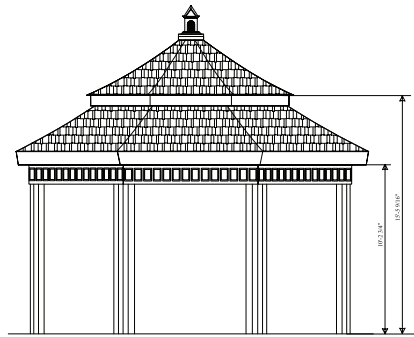
Chapter 2.0 LANDSCAPE GUIDELINES

2.2.1 Community Theming: Parks

Neighbourhood Parks will be designed in accordance with City of Brampton approved park design standards. Based on this and the Design Tool Kit of Parts the following design elements are proposed for the parks:

- Park Shade Structure – Prefabricated 'Polygon' Metal Structure with customized rural-inspired cupola; Four shade structures will be provided in this community.
- Low 'field stone' piers at park entrances;
- Low picket metal fence with a decorative motif around playground where necessary;
- Native and ornamental planting.

The following page shows a typical facility fit plan for Park No. 1, using Brampton standard park design criteria and incorporating these elements.



Elevation

Figure 2.2.1a - Gazebo

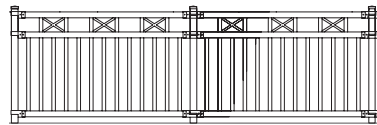
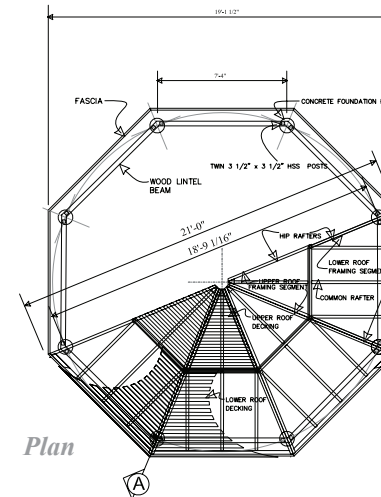


Figure 2.2.1b - Character of Low Picket Metal Fencing



Plan

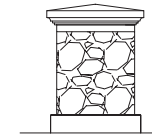
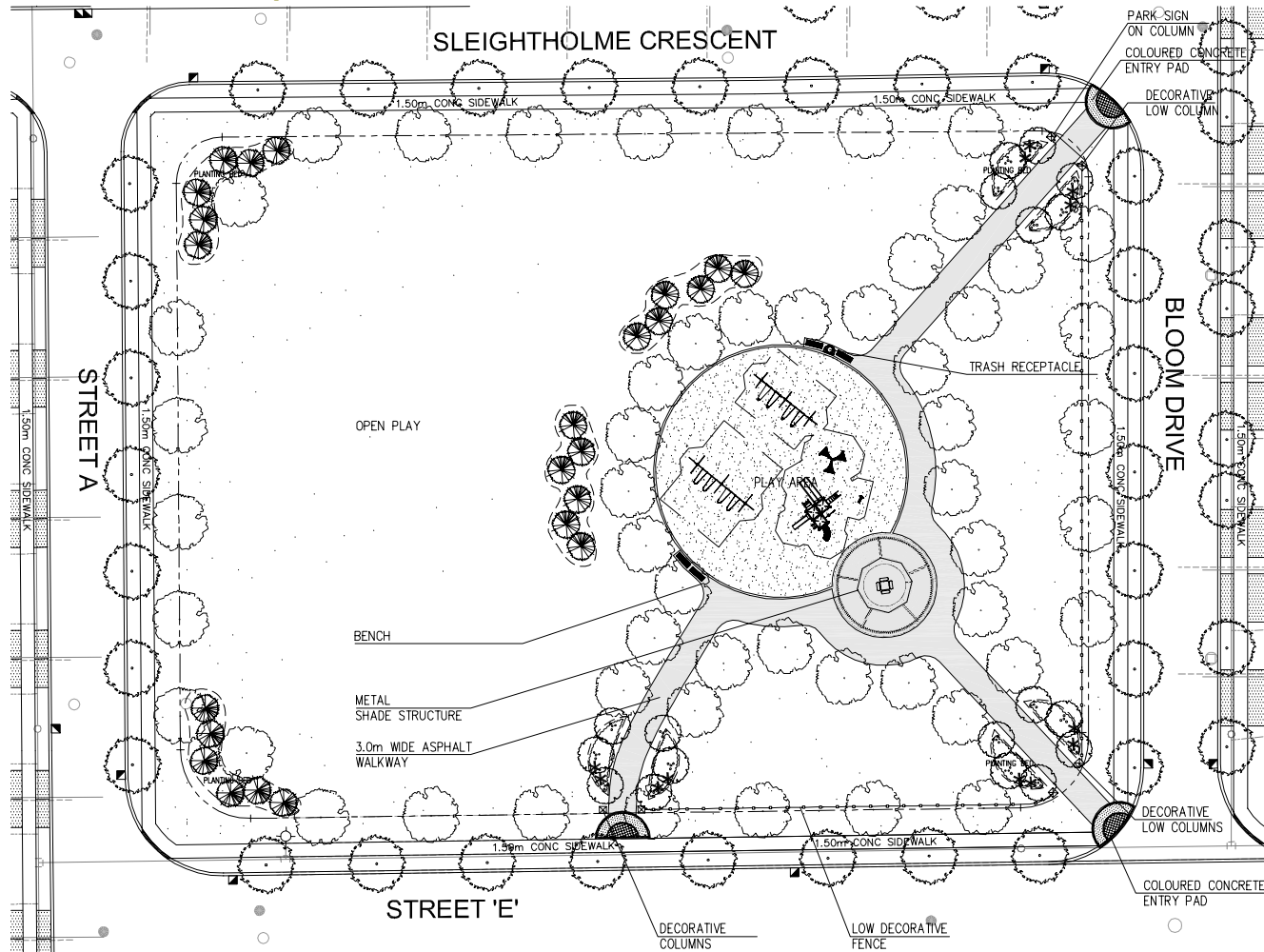


Figure 2.2.1c - Low Fieldstone Pier



Chapter 2.0 LANDSCAPE GUIDELINES

2.2.2 Park Concepts



NOTE: A typical Facility Fit Plan has been prepared, using Park No. 1, to generally illustrate the design information required prior to Draft Plan Approval. This plan is provided to show the general layout and elements of a typical park and is therefore subject to Draft Plan changes and coordination with engineering.

This park design is conceptual in nature and is subject to detailed review at the landscape review stage.

Figure 2.2.1d - Park #1 Concept Plan

The following pages illustrate schematic concept plans for Neighbourhoods Parks No. 2 to 8. These have been prepared to guide the preparation of facility fit plans prior to draft plan approval and demonstrate the general layout of the park and park elements that are anticipated which will be subject to final determination at the Landscape Plan Review Stage.

Chapter 2.0 LANDSCAPE GUIDELINES

2.2.2 Park Concepts

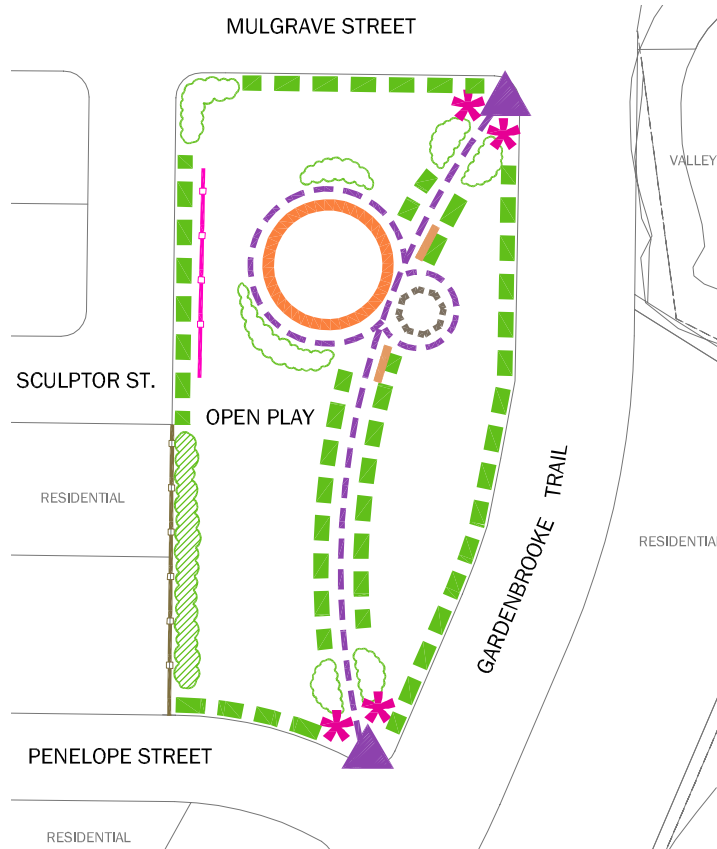
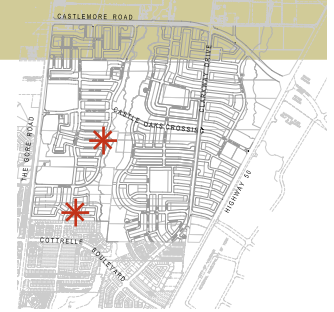


Figure 2.2.1e - Park #2 Concept Plan (2.001 acs)



Figure 2.2.1f - Park #3 Concept Plan (1.357 acs)

LEGEND

- DECIDUOUS TREES
- FEATURE PLANTING
- SCREEN PLANTING
- UNIT PAVED ENTRY PAD
- DECORATIVE LOW COLUMN
- DECORATIVE METAL FENCE (IF REQUIRED)
- WOOD PRIVACY FENCE
- 3.0M WIDE WALKWAY
- PLAYGROUND (MIN. 300 SQ.M)
- SHADE STRUCTURE (POTENTIAL)
- SEATING

NOTE: These park designs are conceptual in nature and are subject to detailed review at the landscape review stage.

Chapter 2.0 LANDSCAPE GUIDELINES

2.2.2 Park Concepts



Figure 2.2.1g - Park #4 Concept Plan (1.7 acs)

LEGEND

- DECIDUOUS TREES
- FEATURE PLANTING
- SCREEN PLANTING
- ▲ UNIT PAVED ENTRY PAD
- * DECORATIVE LOW COLUMN
- DECORATIVE METAL FENCE (IF REQUIRED)
- WOOD PRIVACY FENCE
- 3.0M WIDE WALKWAY
- PLAYGROUND (MIN. 300 SQ.M)
- SHADE STRUCTURE (POTENTIAL)
- SEATING

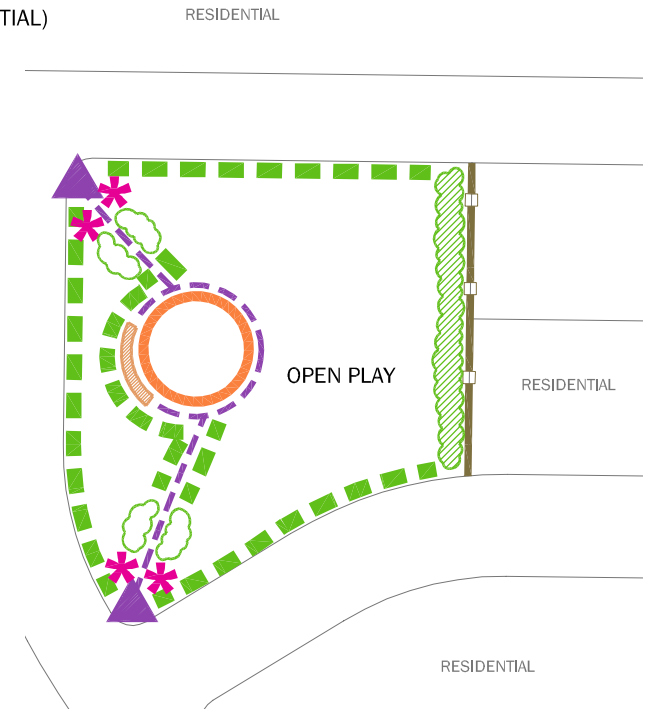


Figure 2.2.1h - Park #5 Concept Plan (1.532 acs)

NOTE: These park designs are conceptual in nature and are subject to detailed review at the landscape review stage.

Chapter 2.0 LANDSCAPE GUIDELINES

2.2.2 Park Concepts

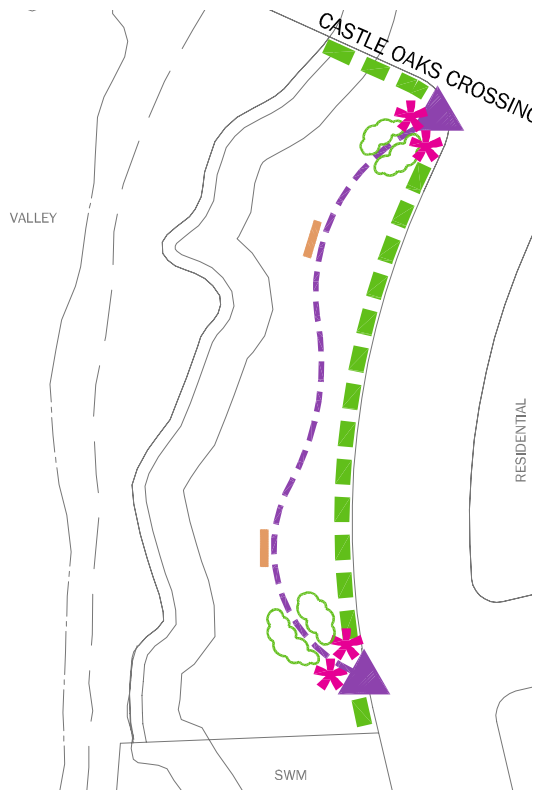


Figure 2.2.1i - Park #6 Concept Plan (1.0 ac)

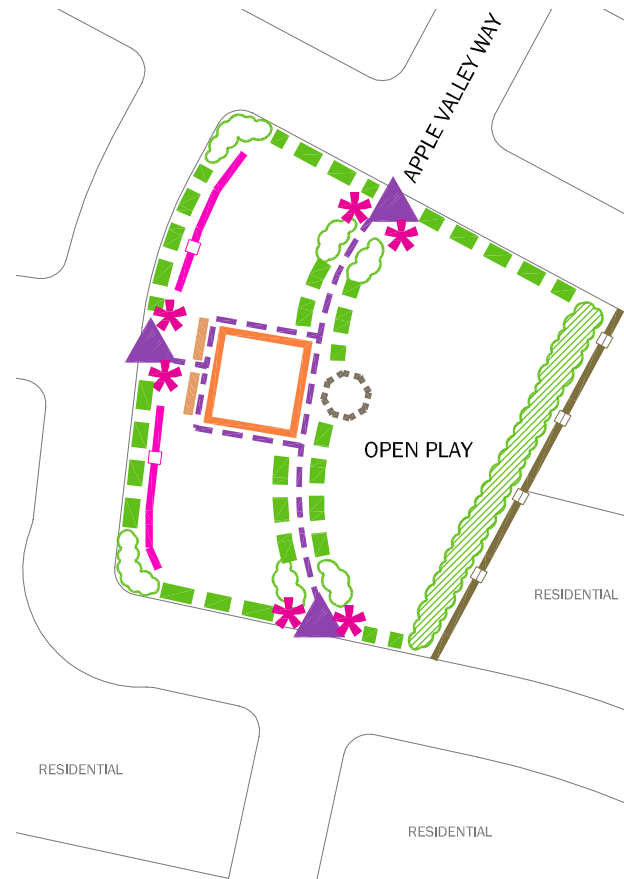
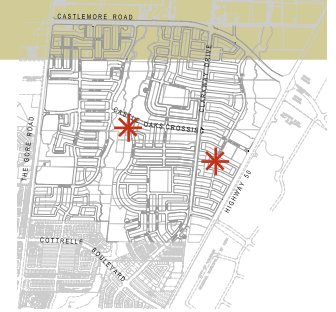


Figure 2.2.1j - Park #7 Concept Plan (1.712 acs)

LEGEND

- DECIDUOUS TREES
- ☁ FEATURE PLANTING
- ▨ SCREEN PLANTING
- ▲ UNIT PAVED ENTRY PAD
- * DECORATIVE LOW COLUMN
- DECORATIVE METAL FENCE (IF REQUIRED)
- WOOD PRIVACY FENCE
- - - 3.0M WIDE WALKWAY
- PLAYGROUND (MIN. 300 SQ.M)
- ⊙ SHADE STRUCTURE (POTENTIAL)
- ▭ SEATING



NOTE: These park designs are conceptual in nature and are subject to detailed review at the landscape review stage.

Chapter 2.0 LANDSCAPE GUIDELINES

2.2.2 Park Concepts



Figure 2.2.1k - Park #8 Concept Plan (2.0 acs)

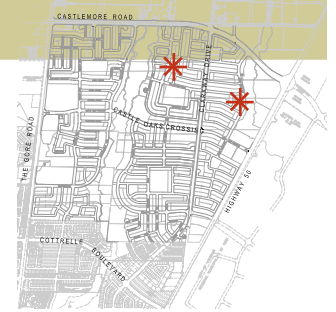


Figure 2.2.1l - Park #9 Concept Plan (2.0 acs)

NOTE: These park designs are conceptual in nature and are subject to detailed review at the landscape review stage.

LEGEND

- DECIDUOUS TREES
- ~ FEATURE PLANTING
- ▨ SCREEN PLANTING
- ▲ UNIT PAVED ENTRY PAD
- ✱ DECORATIVE LOW COLUMN
- DECORATIVE METAL FENCE (IF REQUIRED)
- WOOD PRIVACY FENCE
- 3.0M WIDE WALKWAY
- PLAYGROUND (MIN. 300 SQ.M)
- SEATING



Chapter 2.0 LANDSCAPE GUIDELINES

2.3 VISTA BLOCKS

Objectives:

- Accommodate viewing of valleylands.
- Opportunity to connect to trails.
- Enhance the sensory experience of the community.
- Reinforce Rural Ontario Landscapes Theme throughout the community. (The following pages will show demonstration plans for each of the discussed vista blocks)

May incorporate the following:

Street Network:

- The plan locates vista blocks adjacent to the valleys and where possible at the terminus of local roads.
- All vista blocks will have at least 1 street frontage.

Streetscape:

- A regularly spaced row of coarse-leaved canopy trees will be provided along the street line.
- Vista block entrances will be connected to the sidewalk where they occur.

Gateways:

- Vista block entrances may be marked by landscape elements and /or features.
- Similar to park entrance features but at a much smaller scale these vista block entrance features could consist of one small decorative column / stone feature and accent plants.

Landscaping:

- One row of regularly spaced canopy trees along the street line.
- Accent planting at the vista block entrances to include: Ornamental grasses and perennials (flowers as per City).
- Coniferous tree groupings along side / rear yards (in conjunction with required fencing).
- Minimize mid-storey / eye-level planting at the valley edge.

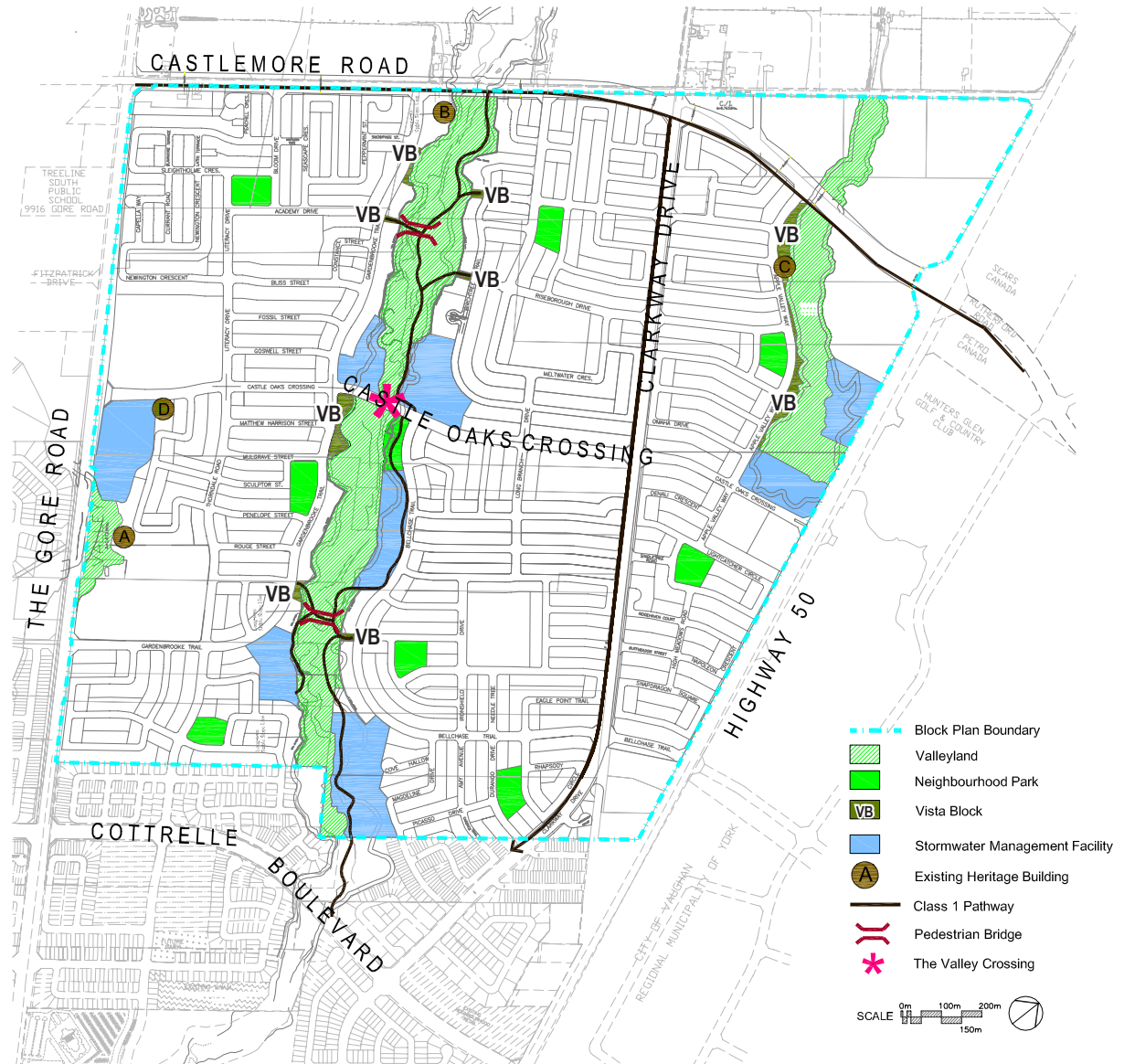


Figure 2.3b - Vista Locations Key Map

Chapter 2.0 LANDSCAPE GUIDELINES

2.3.1 Community Theming: Vista Blocks

Vista Blocks will be designed in accordance with City of Brampton approved design standards. Based on this and the Design Tool Kit of Parts the following design elements are proposed for the Vista Blocks:

- A small paved area with seating at the valley interface;
- For adjacent residential lots wood privacy fence (standard panels) along the side lot line, from the rear face of the house to the rear lot line;
- Low picket metal fence with a decorative motif along the side lot line, from the rear face of the house to the front lot line;
- Low 'field stone' pier terminating the low metal fence at the front lot line.
- Native and ornamental planting.

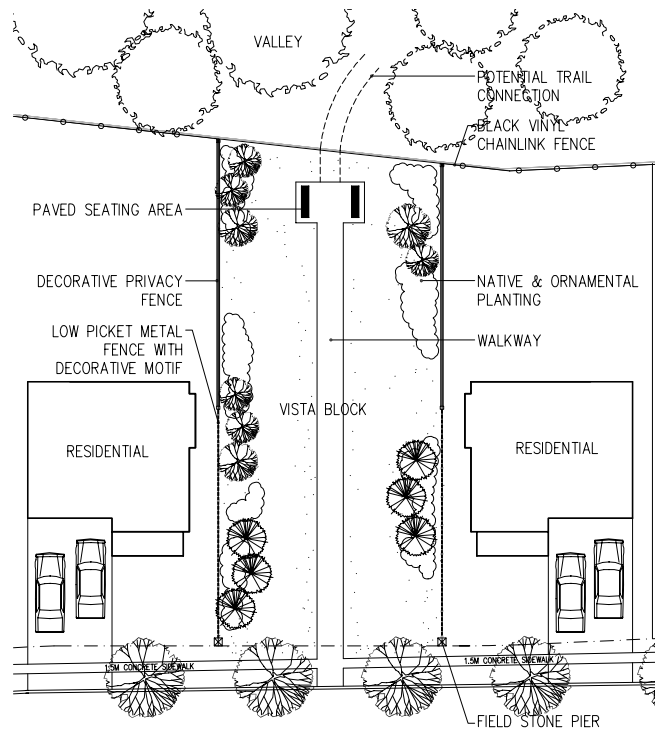


Figure 2.3.1a - Demonstration Plan - Typical Vista Block

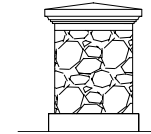


Figure 2.3.1b - Low Fieldstone Pier

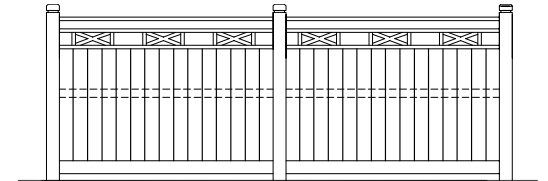


Figure 2.3.1c - Character of Decorative Wood Privacy Fence

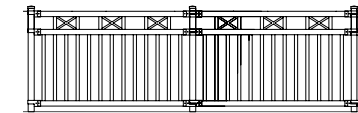


Figure 2.3.1d - Character of Low Picket Metal Fencing

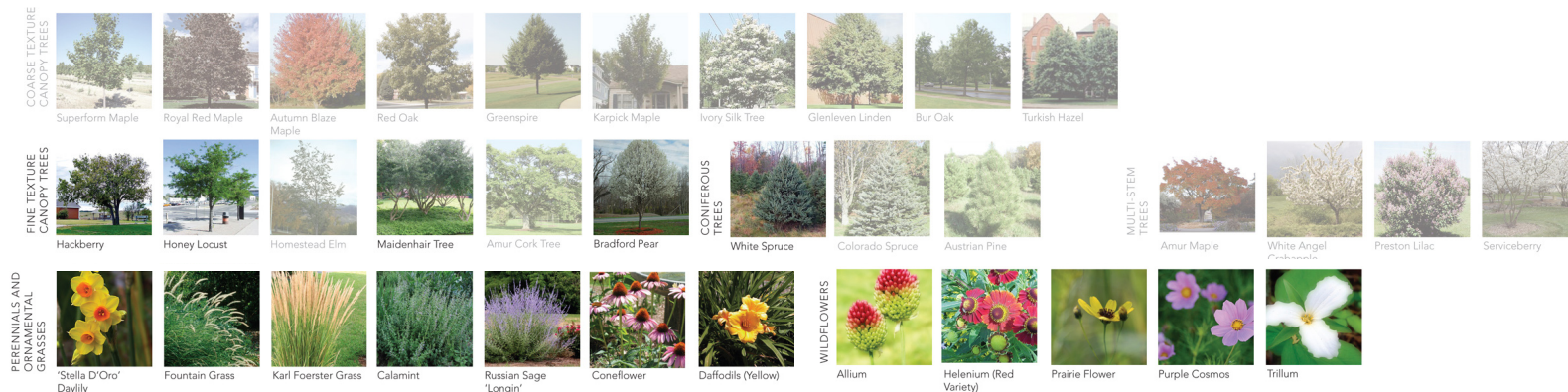


Figure 2.3.1e - Planting Palette

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2.4 STORMWATER MANAGEMENT FACILITIES

Objectives:

From a functional perspective stormwater management facilities have been generally located within the vicinity of the existing valleylands and in response to the natural drainage patterns of the site. From a community design standpoint these locations result in augmenting the extent of natural areas and/or providing 'green gateways' along the community's edges. These key features of the open space system should be developed to accommodate passive recreation.

Street Network:

- The plan generally locates stormwater management facilities adjacent to valleylands and in gateway locations. Each facility has significant street frontage to enhance its visibility within the community.

Streetscape:

- A regularly spaced row of coarse-leaved canopy trees will be provided along the street line combined with areas of naturalized planting. The road edge may also include areas of shrub plantings.
- Possible areas for pedestrian nodes, places for viewing will be identified along the street.

Gateways:

- Gateways or prominent corners will be reinforced through enhanced planting.
- At community gateway locations the enhanced planting could be accompanied by hard features such as walls, columns, arbours, signage, decorative paving. The design of any hard features shall be consistent with or complementary to other features within the community's public realm.

Landscaping:

- One row of regularly spaced canopy trees inside the swm pond block to be staggered with the row of trees along the street line.
- Naturalize planting throughout that consists of whips, native multi-stem shrubs, native ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition.
- At community gateway locations potential areas may be identified by the City to implement their Flower City Strategy.

Pathways:

- Maintenance paths may be used as part of the pedestrian trail.
- Connections to the valleyland trail system will be identified.

Utilities:

- Should utility structures be placed in a SWM facility, they will be screened from public view with planting and fencing, as necessary.



Figure 2.4a - Pedestrian look-out /node



Figure 2.4b - Pedestrian path



Figure 2.4c - Naturalized design

Chapter 2.0 LANDSCAPE GUIDELINES

2.4.1 Community Theming: Stormwater Management Ponds

Stormwater Management Facilities will be designed in accordance with City of Brampton approved design standards. Based on this and the Design Tool Kit of Parts the following design elements are proposed for the Stormwater Management Facilities (and similar to the Vista Blocks):

- For adjacent residential lots low picket metal fence with a decorative motif along the side lot line, from the front face of the house to the front lot line (see Figure 2.4.1d);
- Low 'field stone' pier terminating the low decorative metal fence at the front lot line;
- For 'Focal Ponds' (1 and 7), a small paved area with seating will be provided at the street as a 'look-out' for the pond and subject to final engineering / grading designs (see Figure 2.4.1e);
- Native trees, shrubs and perennials, with specific attention to enhanced planting connections into adjacent valleylands. Bulb planting such as daffodils and crocus will occur in tableland areas only.
- A fountain will be incorporated in the design of swm pond #7 at the intersection of Highway 50 and Castle Oaks Crossing, its design will meet City Standards.

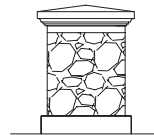


Figure 2.4.1a - Low 'field stone' Pier

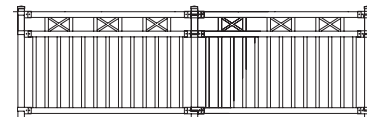


Figure 2.4.1b - Character of Low Picket Metal Fencing

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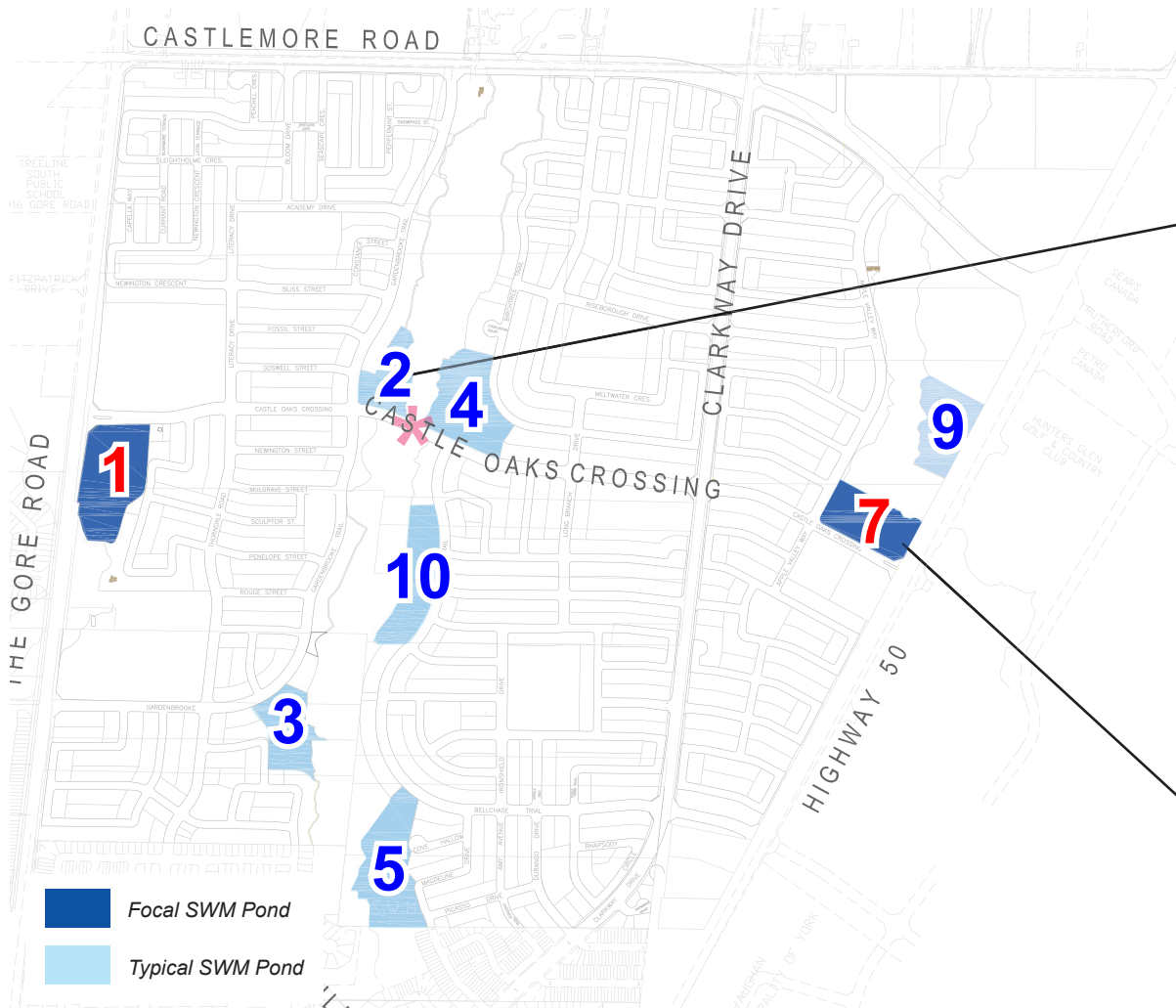


Figure 2.4.1c - SWM Key Plan

NOTE: SWM Pond #6 and #8 have been deleted from the plan through the course of this design / planning process.

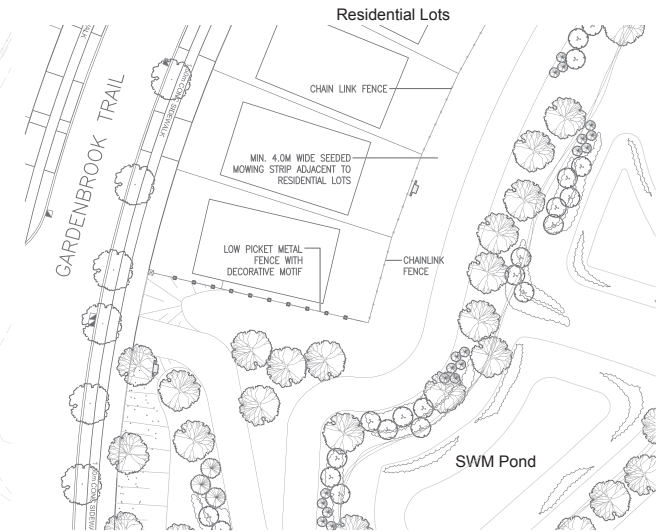


Figure 2.4.1d - Demonstration Plan - Typical SWM Pond with Side Yard Condition

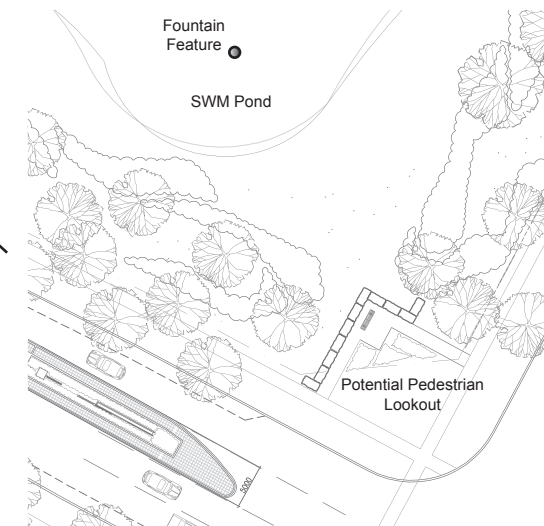


Figure 2.4.1e - Demonstration Plan - Lookout at Focal Pond 7

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2.5 THE PATHWAYS SYSTEM

Objectives:

An interconnected pedestrian system will enhance accessibility of the open space system and the connectivity of the community. Pathways within open space and valleyland will form part of this system and should be designed with these objectives in mind.

Street Network:

- Valleyland Pathways will be connected to the public sidewalk system in a number of locations and through vista blocks where possible.

Streetscape:

- At the street interface, pathway entrance or pedestrian nodes will be identified. Their design to consist of a combination of hard and soft landscape elements such as decorative paving, seating, signage, naturalized planting.

Landscaping:

- Where the pathway abut residential rear lots a minimum 2.5m landscape buffer will be provided and planted with native species trees and shrubs.
- Landscaping at street connections, trail entrances, vista blocks will include ornamental species, in conjunction with interpretive signage which reinforces Brampton's Flower City Strategy.

Pedestrian Bridge:

- Two potential pedestrian crossing locations has been identified by the City. More pedestrian bridges may be deemed necessary through the detailed design review.
- Pedestrian bridge design will incorporate elements, materials, designs similar to features at gateways, parks and vista parks. (See Figure 2.5.1a and 2.5.1b)

Final Design:

- The proposed layout of the pathway is conceptual in nature and will be subject to review by the TRCA and city at the Landscape Plan Review Stage.

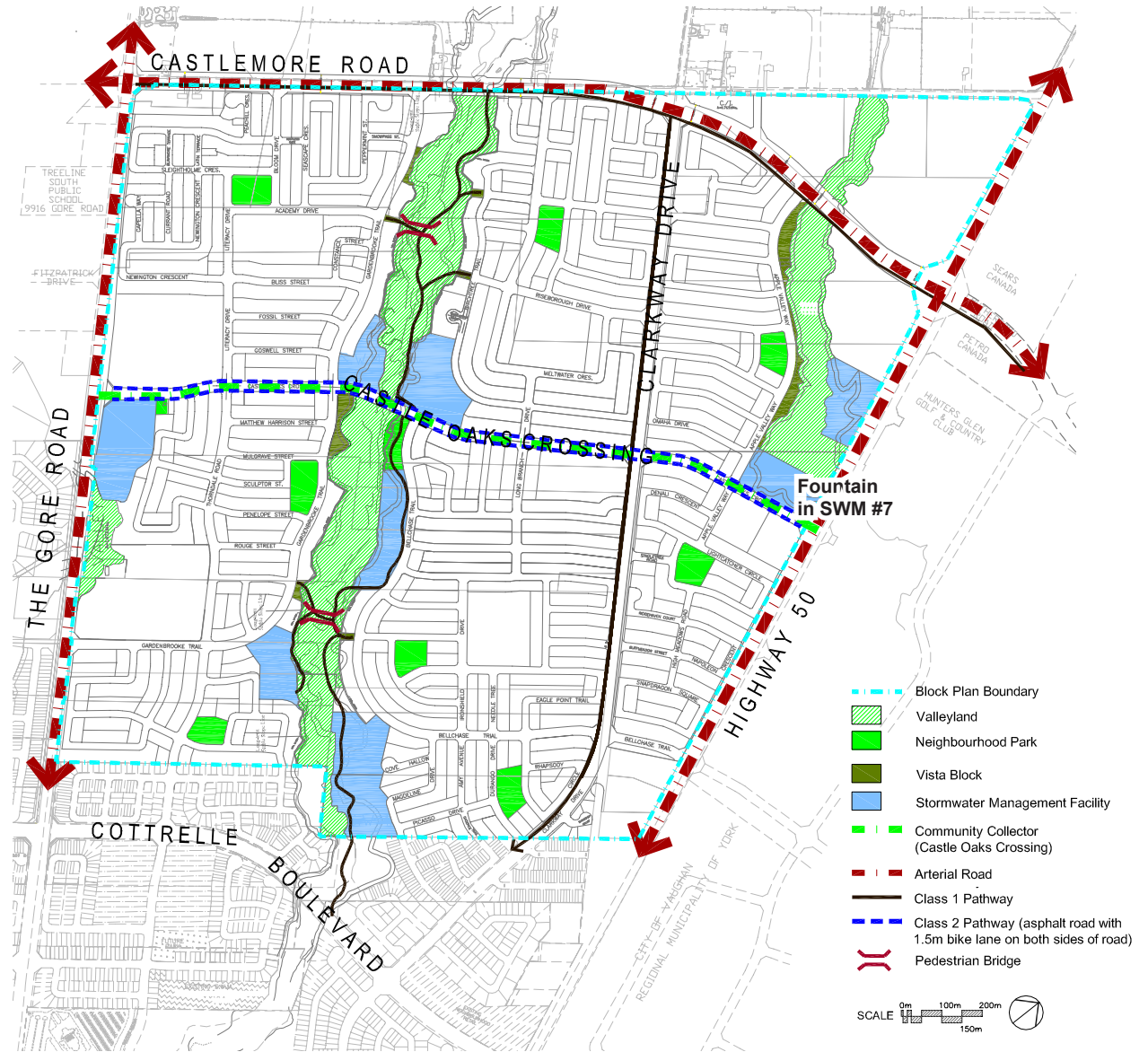


Figure 2.5a - Proposed Pathways System

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2.5.1 Community Theming: Pedestrian Bridges

It is assumed that the two pedestrian bridges planned for the valley trail system will be typical Eagle Bridge prefabricated span bridges. Examples of this bridge can be found in the Lakelands Community and the Fletcher's Meadow Community. As a way to unify its design the following is proposed:

- The core-ten steel railing can be modified to reflect the alternating diagonal pattern or diagonal cross pattern found in the community's fencing design;
- Quality precast concrete piers will define the ends of the bridge.

NOTE: These columns will comply with the pathways Standard 'Concrete columns sections'.

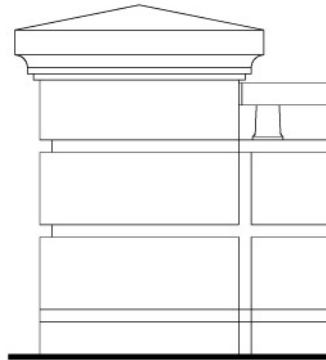


Figure 2.5.1a - Standard Pathways Concrete Column - Section



Figure 2.5.1b - Example of pedestrian bridge

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2.6 GATEWAY LOCATIONS

Objectives:

Gateway locations that have been identified on the block plan are areas of visual prominence within the community which have a heightened role in establishing community identity and function as landmarks within the community fabric.

2.6.1 Community Gateways

The Block Plan identifies two Community Gateway locations anchoring the east and west extent of Castle Oaks Crossing, the primary east-west road within the community. In both gateway locations a stormwater management pond forms part of the gateway in conjunction with either a school block or commercial block. The Community Gateway locations will be formed by the combination of built form or open space feature in the adjacent corners and the landscape elements in a centre median.

Gateways:

- Hard landscape elements will be located behind the daylight triangle and beyond the Regional right-of-way;
- Soft landscape elements such as low shrubs will be provided within the daylight triangle, with height consideration to sight lines;
- Landscape elements forming the gateway will consist of the elements in the centre median and elements located at the corners within the adjacent uses;
- For adjacent institutional or commercial uses the site plan should include landscape elements coordinated with the elements in the centre median and corner gateway entry;
- Landscape elements proposed in the adjacent lands should be reflective of its use, building form and function, open space views; landscape elements need not be identical for every corner.

Landscaping:

- A 5.0 metre wide landscaped and irrigated median will be provided within the right-of-way.
- A double row of street trees will be created on both sides of the street boulevard for the extent of the landscaped median adjacent to commercial and SWM pond locations. This double row of trees will consist of trees along the street line and a second row of trees to be located behind the street line within the SWM or park block.
- In adjacent SWM blocks the corner will be developed with emphasis on enhanced planting. As with elsewhere in the community planting will be selected from a common and distinguishing palette of plant material with opportunities for flower beds which reinforces Brampton's Flower City Strategy.

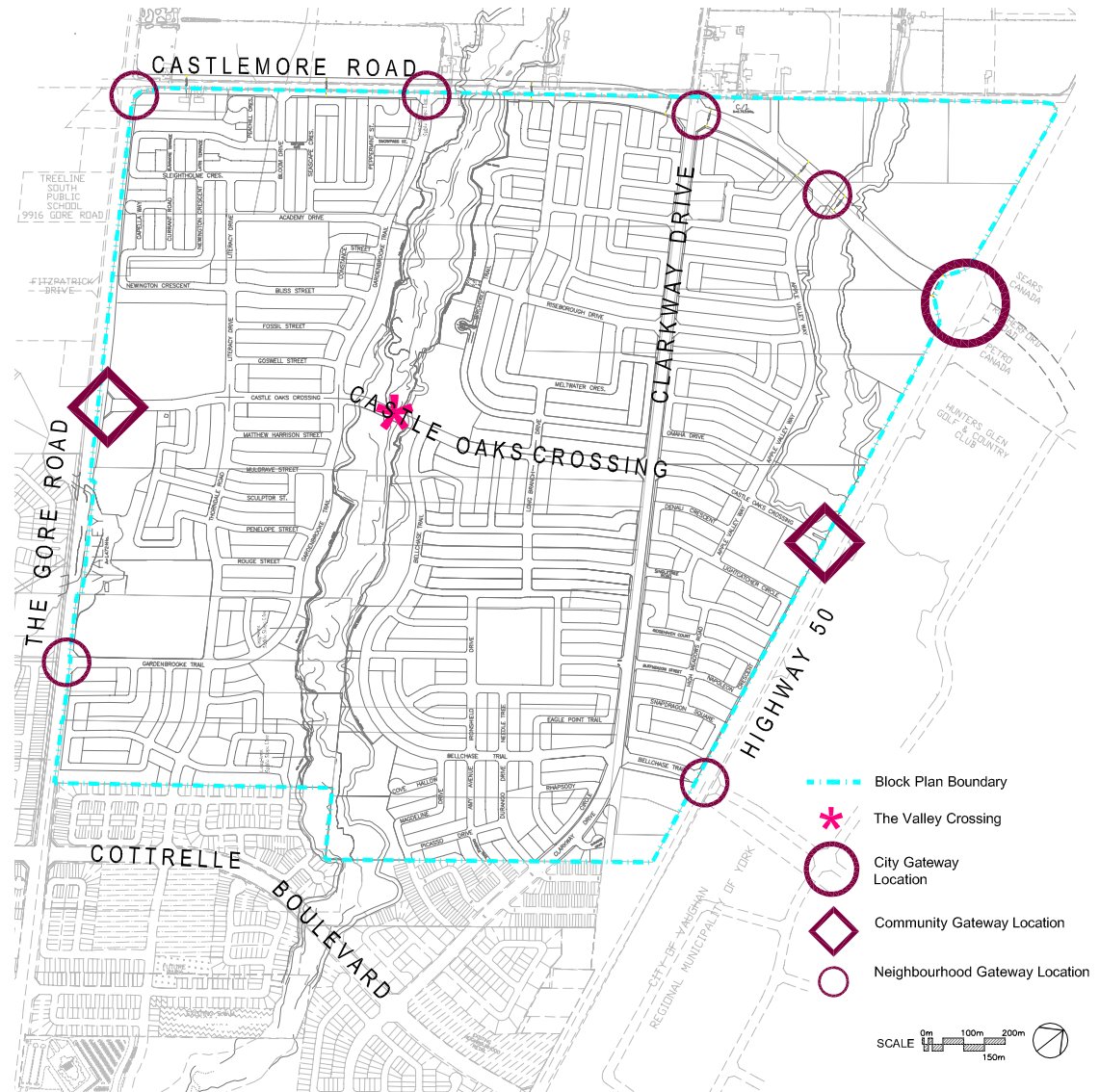


Figure 2.6a - Gateway locations

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2.6.1.1 Community Theming: Community Gateways

Based on the Rural Theme and the Design Tool Kit of Parts the following design elements are proposed for the Community Gateways:

- For adjacent commercial or institutional uses low 'field stone' walls defining the street line at the corners and ornamental plants defining the daylight triangle. These are to be coordinated with the site plans;
- For adjacent stormwater management ponds ornamental planting defining the street line at the corners and the daylight triangle;
- Within the centre median low decorative metal fencing, low 'field stone' sign wall and 'field stone' column with custom cap, a community identification sign and ornamental planting.

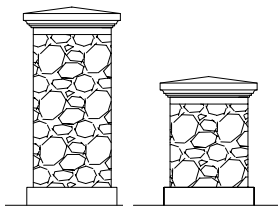


Figure 2.6.1.1a- Fieldstone Column & Pier

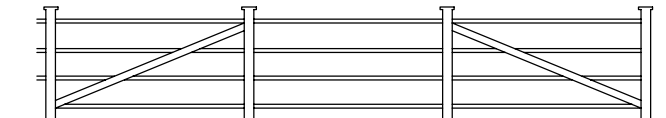


Figure 2.6.1.1b - Character of Low Decorative Metal Fencing

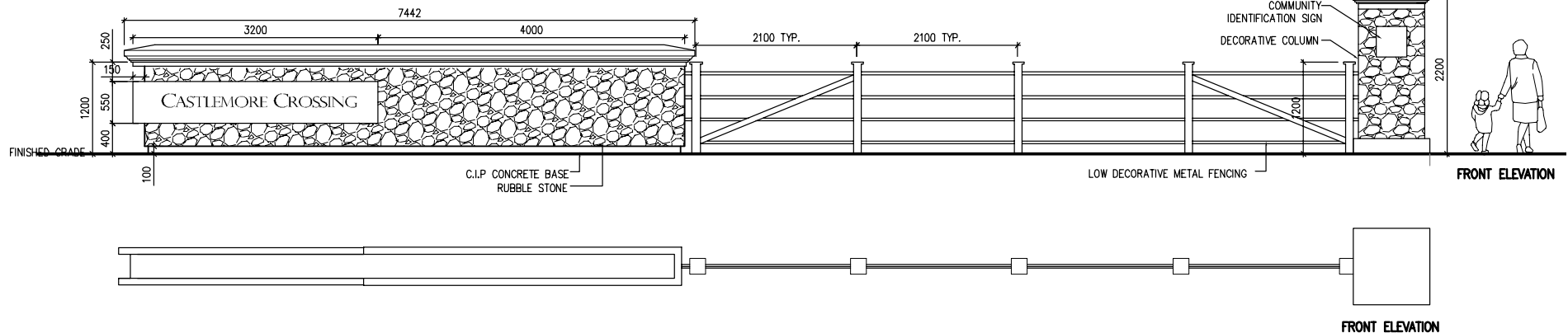


Figure 2.6.1.1c - Themed Design Elements at Community Gateway Locations



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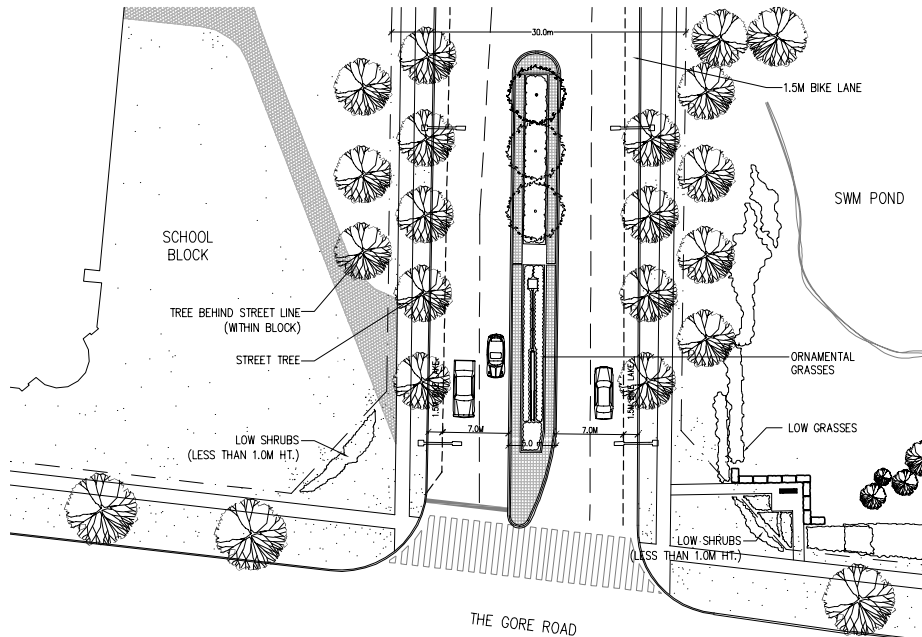


Figure 2.6.1.1e - Community Gateway Concept Plan at Castle Oaks Crossing & The Gore Road

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

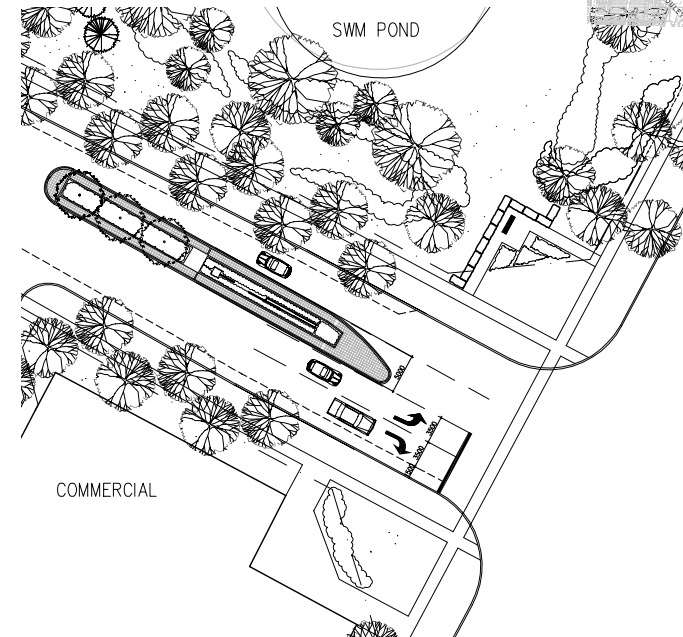


Figure 2.6.1.1f - Gateway Concept at Castle Oaks Crossing & Highway 50

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

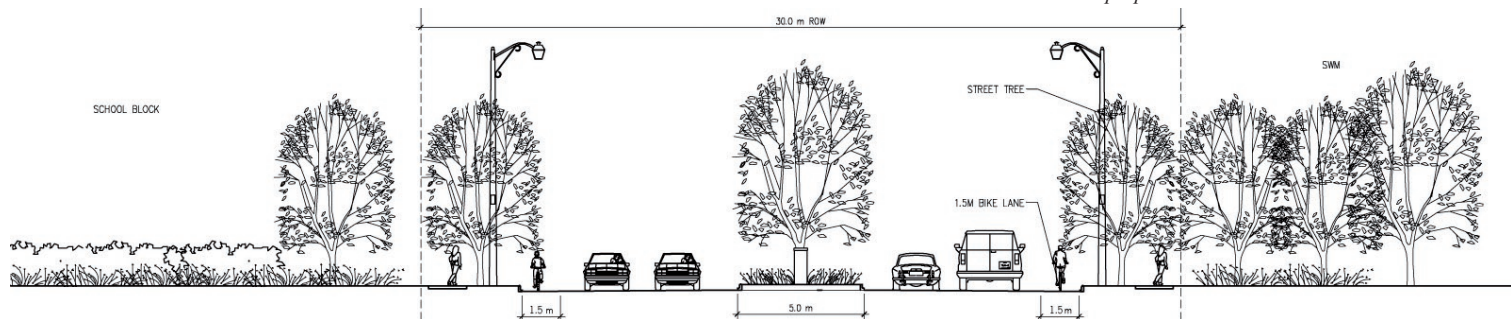


Figure 2.6.1.1g - Community Gateway Concept Elevation - Castle Oaks Crossing

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2.6.2 Neighbourhood Gateways

The Neighbourhood Gateways are smaller in scale than the Community Gateways. Community Gateways will consist of landscape elements behind the daylight triangle. Potential driveway access conflicts with adjacent residential lots negate the viability of significant landscaped centre medians.

Gateways:

- All landscape elements will be located behind the daylight triangle and beyond the Regional right-of-way;
- Landscape elements forming the gateway will consist of the elements behind the daylight triangles, in conjunction with landscaping such as low shrubs within the daylight triangles;
- For adjacent institutional or commercial uses the site plan should include landscape elements coordinated with the elements in the centre median;
- Landscape elements proposed in the adjacent lands should be reflective of its use, building form and function, open space views; landscape elements need not be identical for every corner but coordinated and complementary.

Landscaping:

- In adjacent open space blocks the corner will be developed with emphasis on enhanced planting. As with elsewhere in the community planting will be selected from a common and distinguishing palette of plant material with opportunities for flower beds.

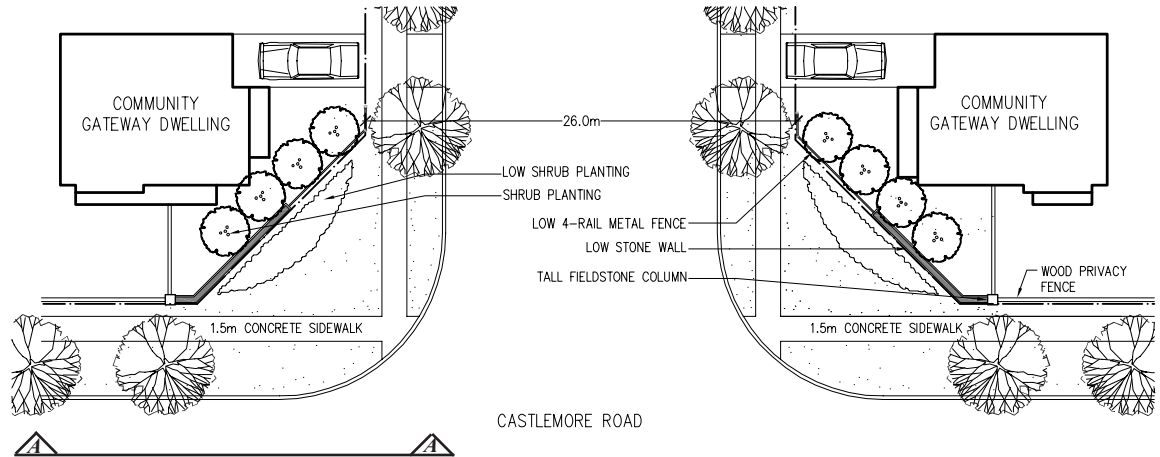


Figure 2.6.2a - Concept Neighbourhood Gateway Plan

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

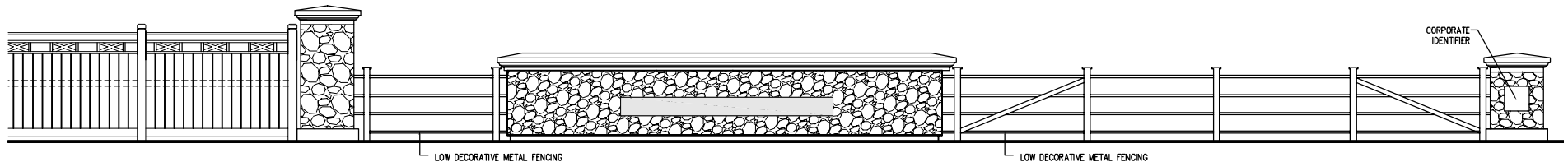


Figure 2.6.2b - Concept Neighbourhood Gateway Elevation A-A at Daylight Triangle

Chapter 2.0 LANDSCAPE GUIDELINES

2.6.2.1 Community Theming: Neighbourhood Gateways

Based on the Rural Theme and the Design Tool Kit of Parts the following design elements are proposed for the Neighbourhood Gateways:

- For adjacent commercial or institutional uses low 'field stone' walls defining the street line at the corners and ornamental plants defining the daylight triangle. These are to be coordinated with the site plans;
- For adjacent open space blocks ornamental planting defining the street line at the corners and the daylight triangle;
- For residential uses, behind the daylight triangle and within a dedicated entrance feature block (0.99m) will be provided.
- Within this block the following landscape elements will be provided:
 - Low 'field stone' sign wall
 - Low decorative 4-rail metal fencing;
 - Low 'field stone' column
 - Sideyard fencing for residential lots will consist of decorative wood privacy fence.

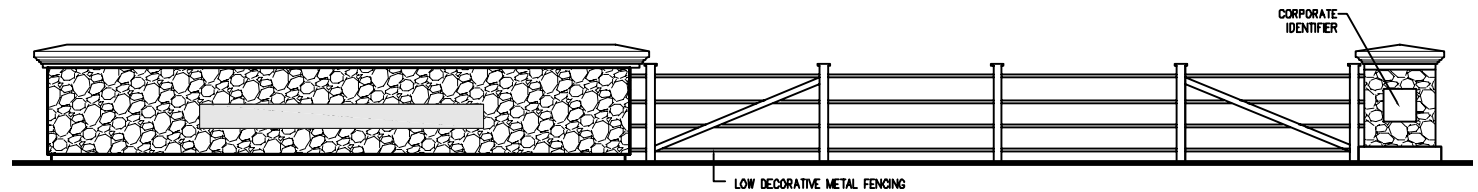


Figure 2.6.2.1a - Character of Low Stone Wall and Low Decorative Metal Fencing

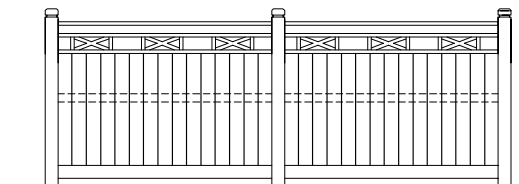


Figure 2.6.2.1b - Character of Decorative Wood Privacy Fence

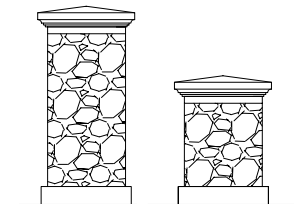


Figure 2.6.2.1c- Fieldstone Column & Pier

Chapter 2.0 LANDSCAPE GUIDELINES

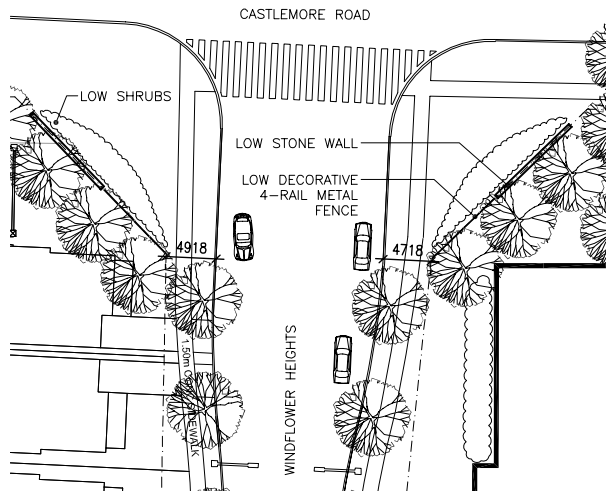


Figure 2.6.2.1d - Concept Neighbourhood Gateway at Castlemore Road & Windflower Heights

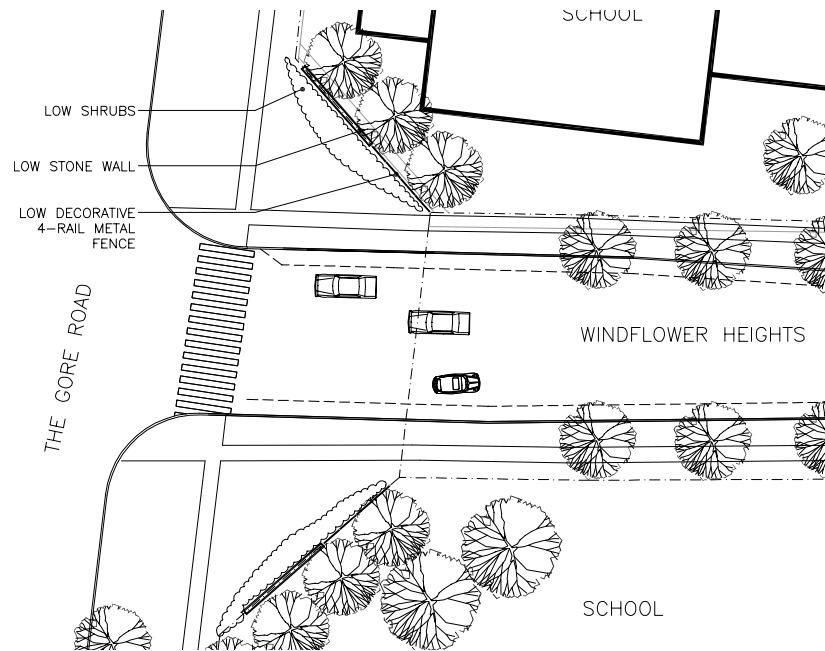


Figure 2.6.2.1f - Concept Neighbourhood Gateway at The Gore Road & Windflower Heights

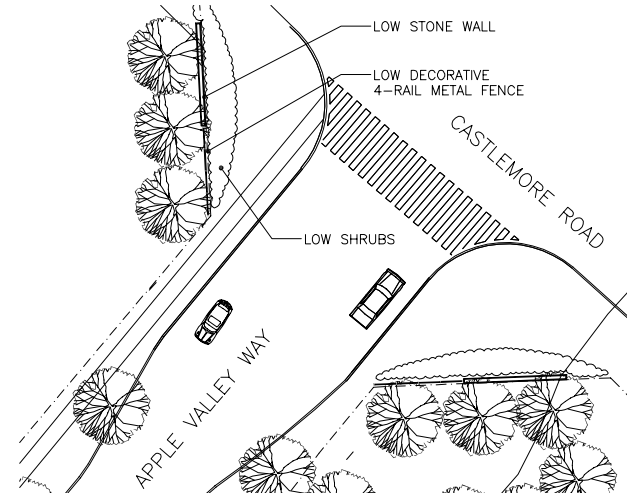


Figure 2.6.2.1e - Concept Neighbourhood Gateway at Castlemore Road & Apple Valley Way

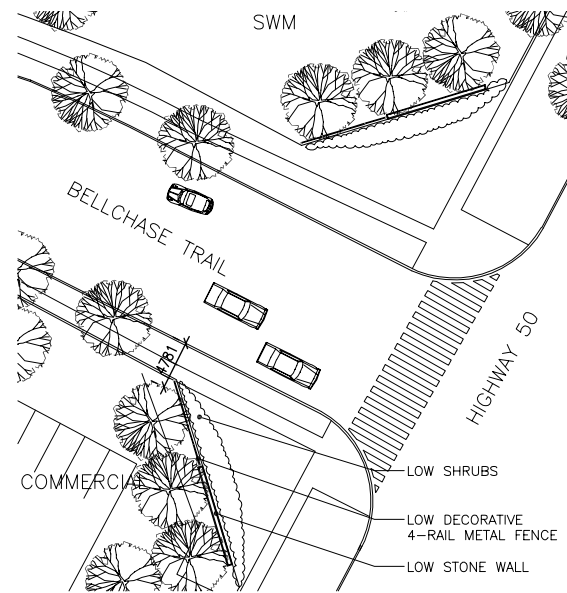


Figure 2.6.2.1g - Concept Neighbourhood Gateway at Highway 50 & Bellchase Trail



NOTE: These figures represent proposed alternative ROWs that are not part of the City's current standards. Ratification of the proposed alternative as depicted shall be required as part of the engineering submission for the first plan upon which the standard is proposed. Dedicated entry feature blocks may be required to accommodate landscaping and this will be determined at the plan review stage

Chapter 2.0 LANDSCAPE GUIDELINES

2.6.3 Neighbourhood Gateway (Castlemore Road And Clarkway Drive)

2.6.3.1 Community Theming: Neighbourhood Gateway (Castlemore Road And Clarkway Drive)

Based on the Rural Theme and the Design Tool Kit of Parts the following design elements are proposed at the neighbourhood gateway location:

- Wood privacy fence along the rear and side lot lines of residential lots;
- Fencing design will consist of decorative wood privacy fence;
- Low 'field stone' sign wall behind the daylight triangle (both corners);
- Low Decorative metal fence along window streets;
- Native and ornamental planting.

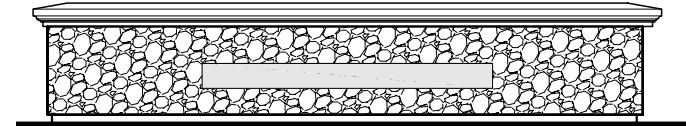


Figure 2.6.3.1a - Character of Low Stone Wall

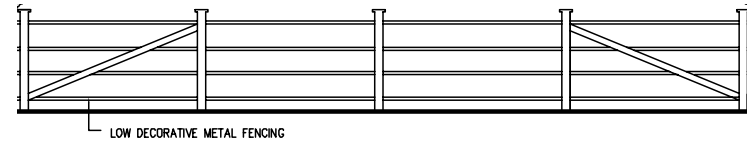


Figure 2.6.3.1b - Character of Low Decorative Metal Fencing

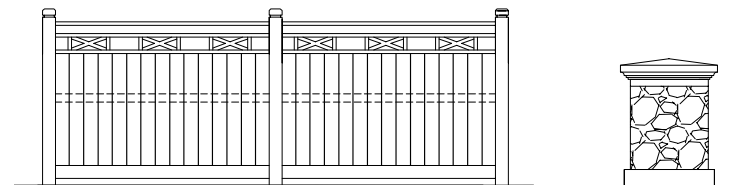
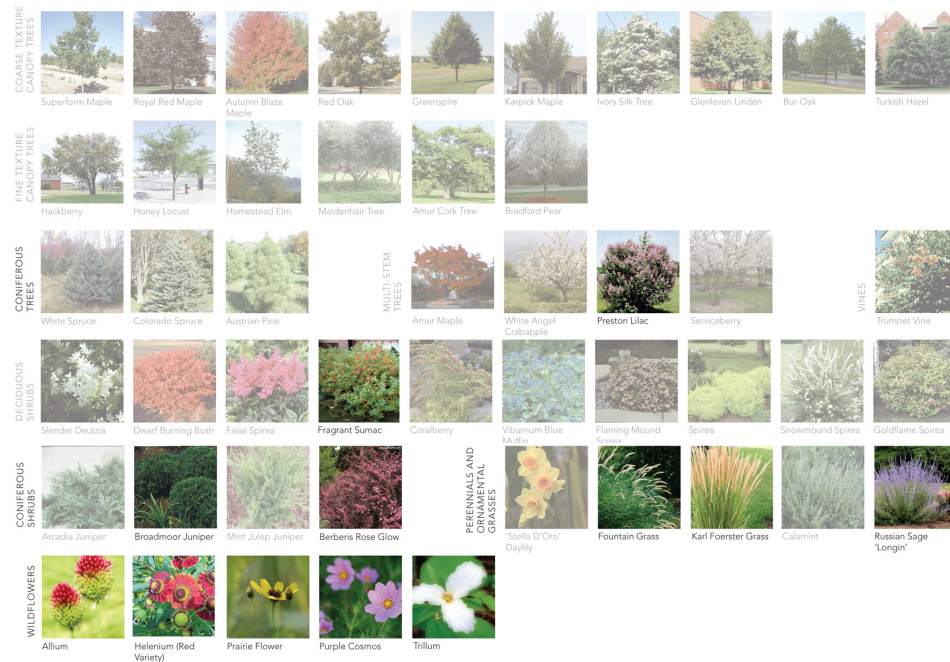


Figure 2.6.3.1c - Character of Decorative Wood Privacy Fence

Figure 2.6.3.1d - Low Fieldstone Pier

Chapter 2.0 LANDSCAPE GUIDELINES

2.6.3.1 Community Theming: Neighbourhood Gateway (Castlemore Road And Clarkway Drive)

The intersection of Castlemore Road and Clarkway Drive is a neighbourhood gateway for the community. Its role will be reinforced through landscape design.

Street Network:

- The west side is characterized by a rear lot condition.
- The east side is characterized by a window street condition.

Landscaping:

- On the west side the following elements will comprise the gateway feature:
 - Decorative wood acoustic or privacy fence.
 - Low feature wall behind the daylight triangle.
 - Columnar or coniferous trees behind the feature wall.
 - Multi-stem shrubs flanking the feature wall.
 - Low shrubs and/or native ornamental grasses in front of the low feature wall.
 - Flowers such as daffodils and daylilies.
- On the east side the following elements will comprise the gateway feature:
 - Low feature wall behind the daylight triangle.
 - Columnar or coniferous trees behind the feature wall.
 - Multi-stem shrubs flanking the feature wall.
 - Low shrubs and/or native ornamental grasses in front of the low feature wall.
 - Flowers such as daffodils and daylilies.

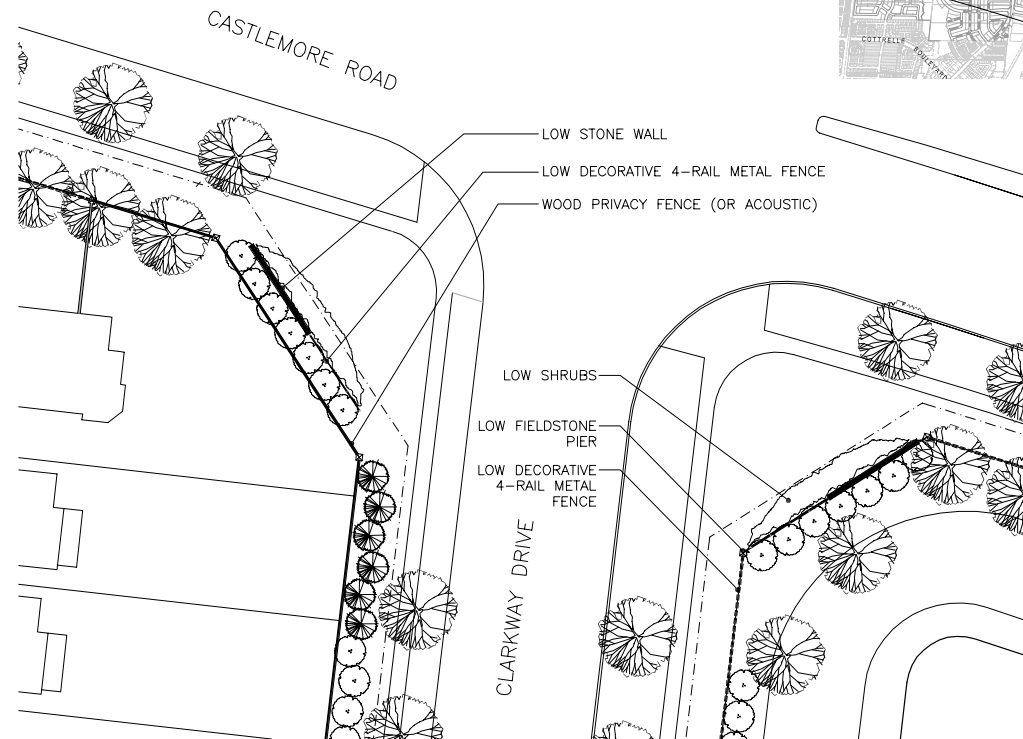


Figure 2.6.3.1e - Concept Plan of Neighbourhood Gateway at Castlemore Road and Clarkway Drive

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

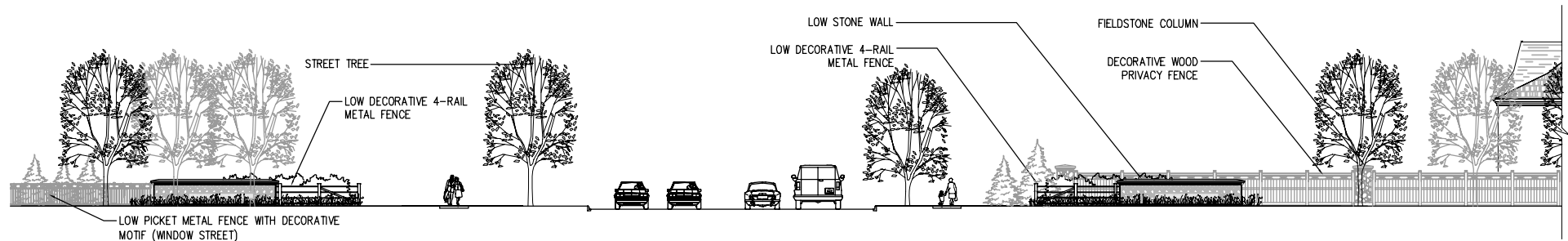
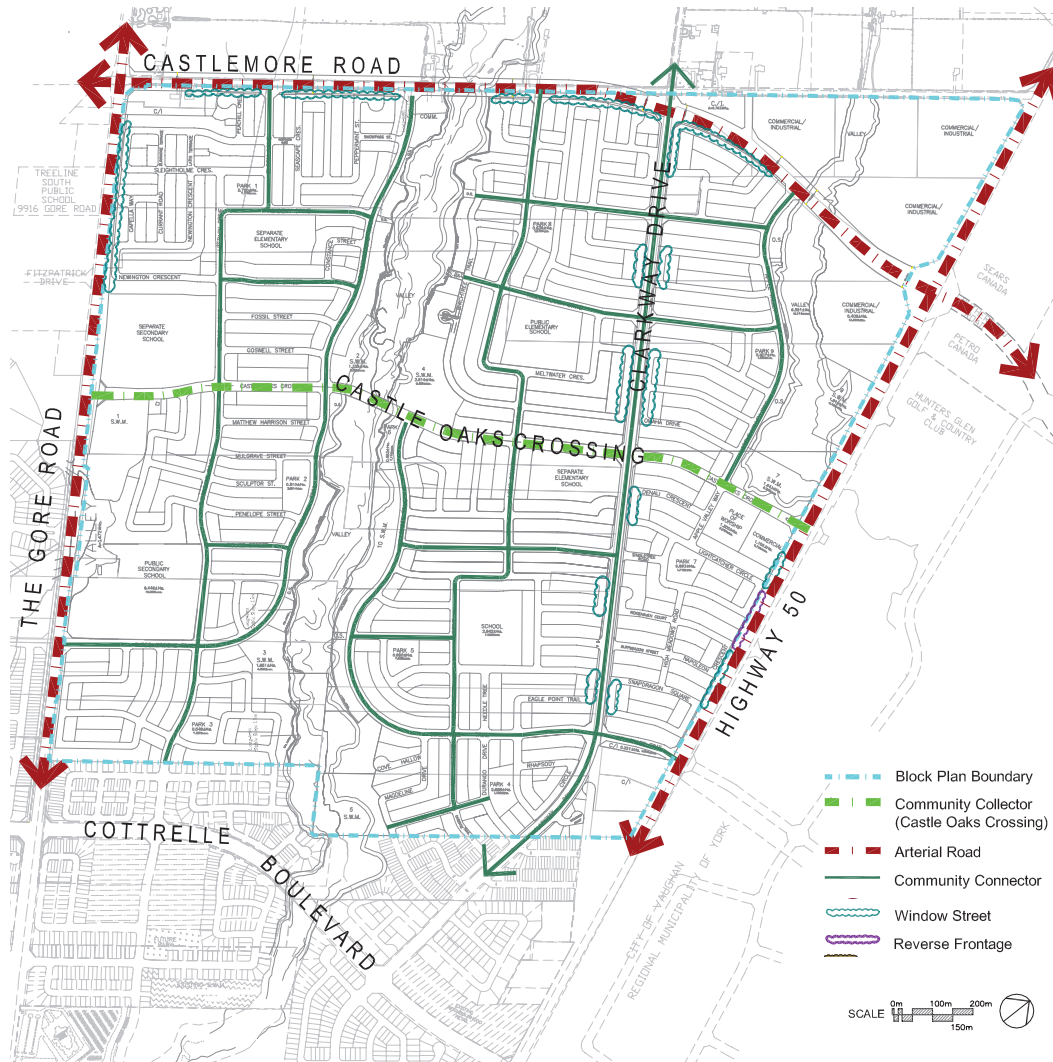


Figure 2.6.3.1f - Concept Elevation at Castlemore Road and Clarkway Drive

Chapter 2.0 LANDSCAPE GUIDELINES

2.7 SPECIAL STREETSCAPES



The streets that form part of this community are the existing arterial roads (community edges) and the interconnected system of local and collector roads (see Figure 2.7a). Streetscaping for these roads will include the selection and organization of street trees, light standards and fencing to City standards.

In addition to meeting the City's standard streetscape requirements the following is proposed:

Collector Roads will be differentiated through the specific use of coarse-textured canopy trees.

Local Roads will be differentiated through the specific use of fine-textured canopy trees.

Refer to Figure 2.7a.

Collector Road Streetscape



Local Road Streetscape



Figure 2.7a - Streetscape Hierarchy Map

Chapter 2.0 LANDSCAPE GUIDELINES

2.7.1 Community Road Edges (Window Streets)

Window Roads occur along Clarkway Drive, The Gore Road, (see Figure 2.7a) Castlemore Road and Highway 50. This condition typifies the community's edges and will be designed in a coordinated and unified manner. In this regard elements of the Design Tool Kit of Parts will be applied.

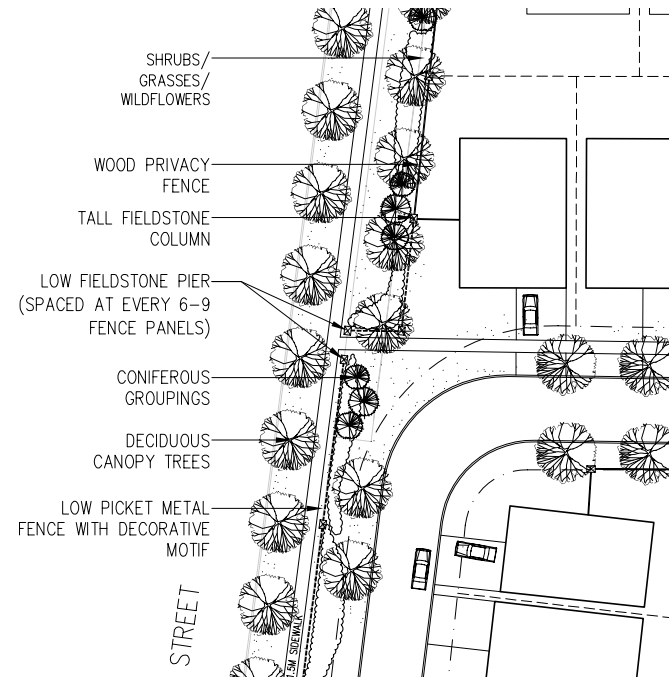


Figure 2.7.1a - Concept Window Street Plan

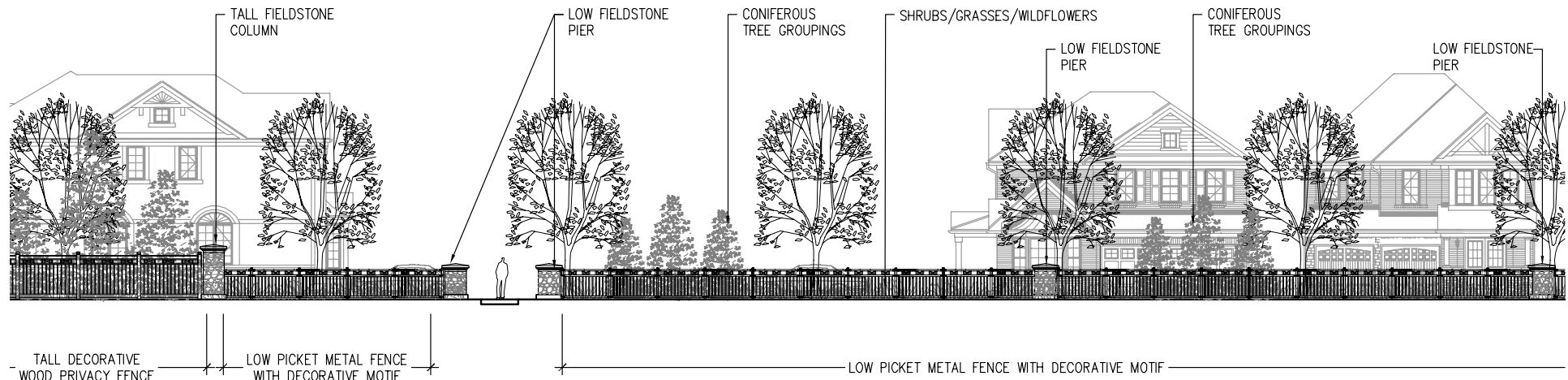


Figure 2.7.1b - Window Street Concept Elevation

Chapter 2.0 LANDSCAPE GUIDELINES

2.7.1.1 Community Theming: Community Road Edges (Window Streets)

The following landscape design elements from the Design Tool Kit of Parks will be provided:

- Low picket metal fence with a decorative motif;
- Intermittent low 'field stone' columns, spaced at every 6 to 9 fence panels;
- Low 'field stone' columns where pedestrian connections to sidewalks occur;
- Fine-textured canopy trees;
- Decorative wood privacy fence at sideyards;
- Native and ornamental planting.

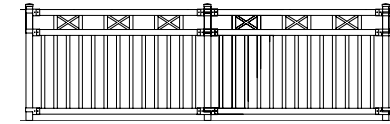


Figure 2.7.1.1a - Character of Low Picket Metal Fencing

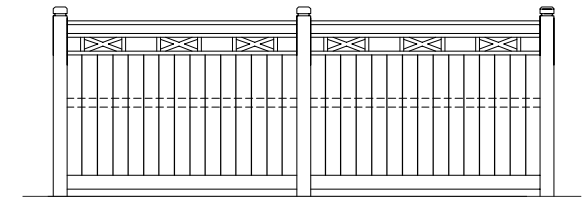


Figure 2.7.1.1b - Character of Decorative Wood Privacy Fence

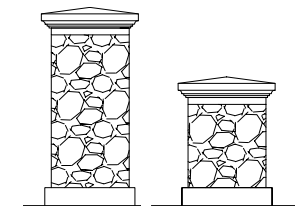
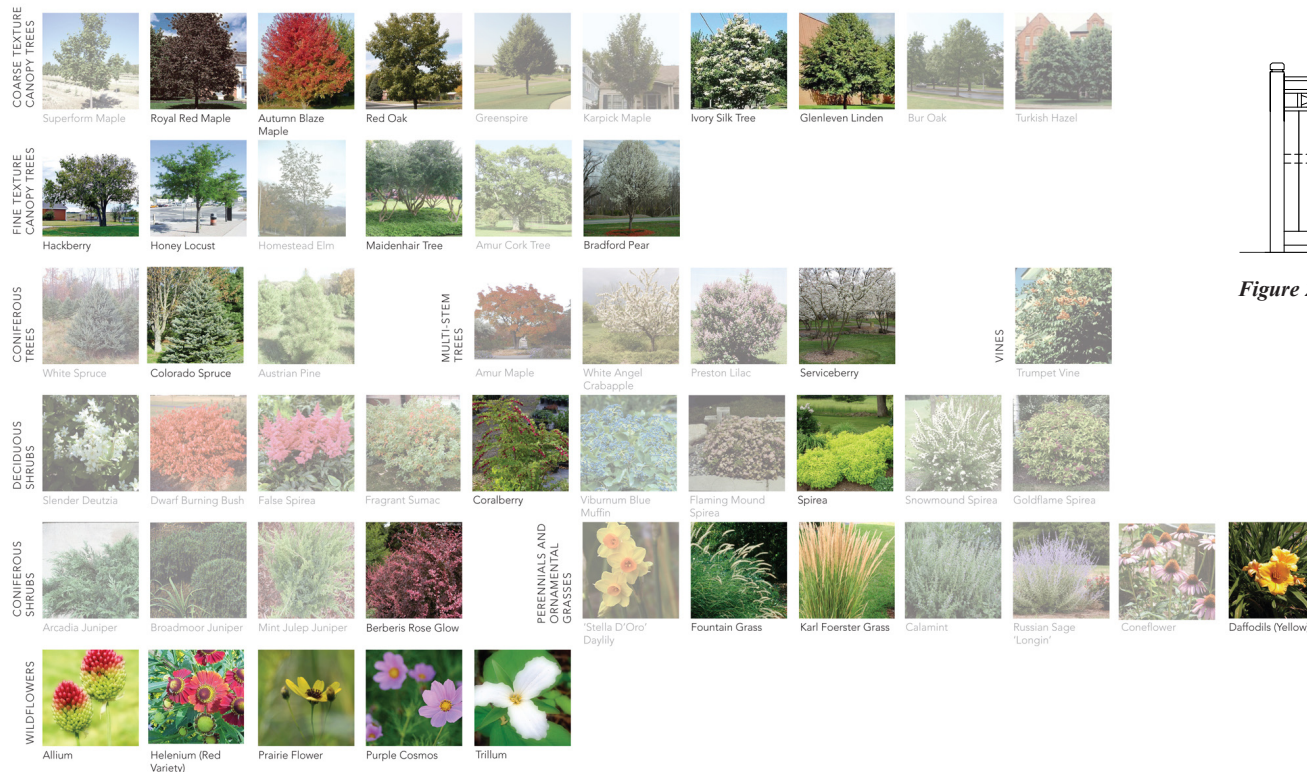


Figure 2.7.1.1c - Fieldstone Column and Pier



Chapter 2.0 LANDSCAPE GUIDELINES

2.7.2 Castle Oaks Crossing

Objectives:

Castle Oaks Crossing is the main east-west collector road running through the community. Emphasis will be placed on creating a visually attractive and distinct streetscape along this street which integrates the crossing, built form, open space and landscape.

Streetscape:

- Being the most prominent and widest street (26.0 metre right-of-way) within the community Castle Oaks Crossing will receive special design consideration. The following elements will enhance community identity and help to create a more pedestrian-scaled and attractive street zone.
- One row of large canopy deciduous street trees in the boulevard.
- One row of large canopy deciduous street trees behind the street line in parks, open space, stormwater management facilities, schools, places of worship and commercial sites.
- Where sideyards occur decorative privacy fence will be provided.
- Decorative street lights. (City Standard Decorative Light)
- On-road bike lane that is a minimum 1.5m wide to be located on both sides of the road
- Decorative roadway paving at intersections.

The following elements from the Design Tool Kit of Parts will be provided:

- Decorative privacy wood fence at corner lots;
- Tall 'field stone' columns terminating corner lot fencing;
- Low picket metal fence with a decorative motif, for corner lots flanking Castle Oaks Crossing, from the end column of the wood privacy fence to the front lot line;
- Low 'field stone' column at front lot line terminating the low metal fence;
- Soft landscape elements such as low shrubs will be provided within the daylight triangle, with height consideration to sight lines;
- Coloured concrete paving at pedestrian crosswalks.



Figure 2.7.2a - Corner building



Figure 2.7.2b - Consistent / continuous tree canopy

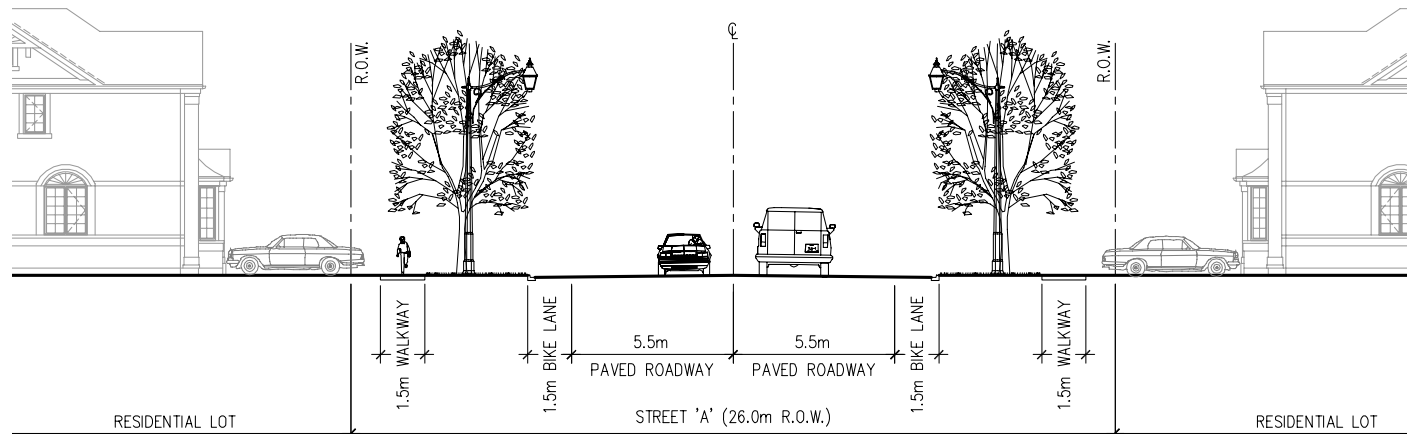


Figure 2.7.2c - Street 'A' Cross Section (26.0m R.O.W.)

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

Chapter 2.0 LANDSCAPE GUIDELINES

2.7.3.1 Concept Plan - Castle Oaks Crossing



Figure 2.7.3 - Concept Plan - Castle Oaks Crossing

Chapter 2.0 LANDSCAPE GUIDELINES

2.8 THE CROSSING (ROAD BRIDGE)

The crossing of the main valley feature in this community will be designed as a bridge crossing. Final engineering design will meet OSPD and/or Highway Traffic and City of Brampton safety standards. The following guidelines will apply:

Streetscape:

- In the approaches to the bridge street trees will be planted at 12.0m o.c. in a curbside boulevard.
- Decorative concrete paving may be incorporated within the pedestrian areas of the bridge.
- Decorative roadway paving, such as impressed asphalt, will be considered in this location.

Bridge Design:

- Bridge design should include poured-in-place piers and wing walls, detailed with false horizontal joints or reveals as shown. Precast pier cap design should be according to the Brampton standard coping details. End piers should have a formed recess in the street-facing elevation to receive a plaque with the Brampton rose or other appropriated City-approved logo. The continuous tubular metal railing between the piers should be painted in a consistent colour.
- Bridge and overpass soffits that are exposed to public view should be designed accordingly, having an attractive appearance and well-finished materials, consistent with the design and material finishes of the street-facing sides.
- The MTO standard box beam guide rail is recommended where guide rails are absolutely necessary along arterial roads. The continuous horizontal railing should be painted the same colour proposed for the metal railing and decorative metal work of the bridges and overpasses. Vertical supports should be painted in a white or pale grey, complementary to the value of the colour proposed for the metal railing and decorative metal work.

Planting theme:

- Flowers (daffodils and daylilies) at intersections and approaches to the bridge.
- Sumacs, dogwoods and lilacs along open space street frontages.
- The Vista Block at the southeast side of the crossing will reflect this rural theme in the crossing's design in its planting scheme.

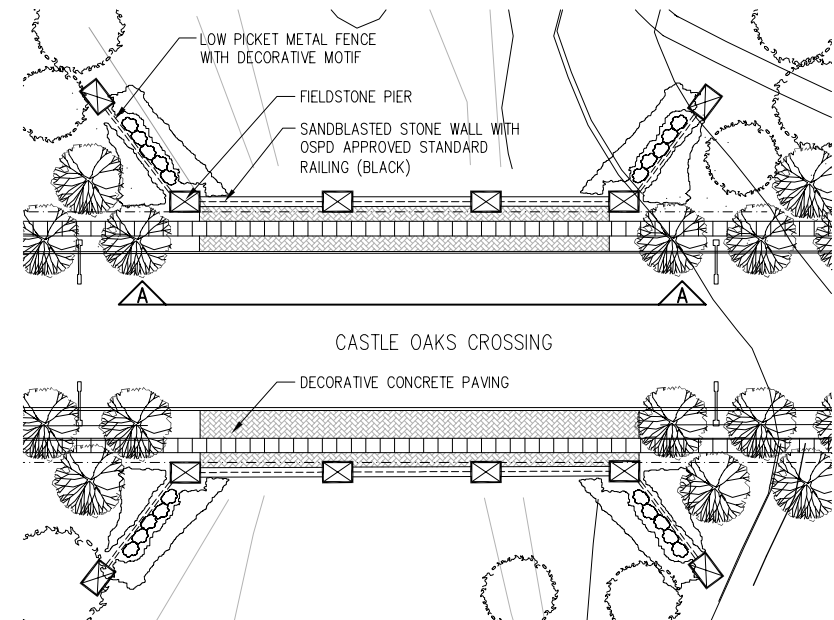
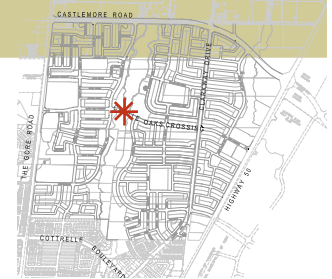


Figure 2.8a - The crossing demonstration plan

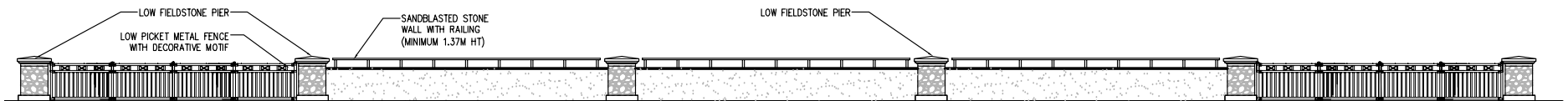


Figure 2.8b - Bridge Crossing Section

Chapter 2.0 LANDSCAPE GUIDELINES

2.8.1 Community Theming – The Crossing (Bridge)

The design of the bridge crossing may incorporate the following design elements:

- Low 'field stone' piers at the ends of the bridge;
- Standard safety rail painted black;
- 'Stone-like' pattern via form liner along the valley-side of the wing walls and bridge face.
- Bridge Design will be governed by bridge code, and current municipal standards.
- The 'Stone-like' pattern at the wing walls will be determined at detail design stage and reviewed/approved by the City's engineering department, finish as per current Brampton standard and to be approved by the City of Brampton.

These proposed enhancements are similar to those found in the bridge / entrance feature located along McLaughlin Road in the Fletcher's Fanshore community.

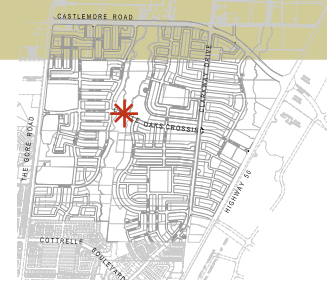


Figure 2.8.1a - Example of recently completed wingwalls and bridge face. Exposed concrete finish detailing may vary.

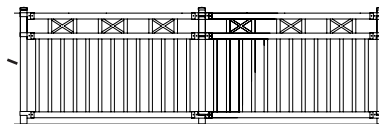


Figure 2.8.1b - Low Decorative Metal Fencing

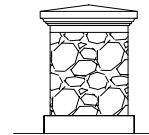


Figure 2.8.1c - Low Fieldstone Pier

Chapter 2.0 LANDSCAPE GUIDELINES

2.9 DESIGN REVIEW AND APPROVAL

These guidelines have been prepared to complement the City's existing process and procedures for review and approvals. In order to ensure that the proposed landscape design is consistent with the design intent prescribed in this report the developer / design landscape architect should submit landscape drawings for review. This will allow an opportunity for the Control Landscape Architect to identify any design issues that the developer / design landscape architect may wish to address prior to final submission.

Submission Requirements:

When 1st Submission is made to the City, the Control Landscape Architect should be circulated with the following:

- 2 sets of landscape plans

The Control Landscape Architect will review the drawings and provide comments to the design landscape architect in a timely manner. These comments should be addressed through revisions to the drawings and /or otherwise mutually agreed to changes prior to re-submission to the City. For final design approval the Control Landscape Architect should be circulated with the following:

- 2 sets of revised landscape plans
- A letter/ memo summarizing the changes to the landscape plans

Submissions for landscape design control review shall be made to:

STLA Inc. (NAK Group of Companies)
355 Adelaide Street West, Studio 400
Toronto, Ontario, M5V 1S2
Tel: 416.340.8100
Fax: 416.340.7100

Chapter 2.0 LANDSCAPE GUIDELINES

2.10 OPEN SPACE COST RESPONSIBILITY MATRIX

	CAPITAL COST RESPONSIBILITY	
	City (DC Funded)	Developer Funded
STREET TREES		
• 75mm cal. 15.0m O.C. average; any upgrades to size (Castle Oaks Crossing) or density; topsoil and sod within regional and municipal road right-of-ways.		•
BUFFER BLOCKS (100% PLANTED)		
• Planting to City of Brampton standards, any upgrades to species, sizes or densities.		•
• Acoustic fence and masonry pillars.		•
• Fencing at window streets - decorative metal fence, pedestrian connection upgrades		•
GATEWAY ELEMENTS/FEATURES		
• Decorative masonry elements and signage, planting, water service and irrigation at corners.		•
• Entry median, paving, planting, special soils, irrigation where required.		•
COMMUNITY MAILBOX AREAS		
• Hard surfacing, topsoil, sod and any planting.		•
STREET LIGHTING		
• Decorative pole and fixture (City Standard Decorative Light)		•
VISTA BLOCKS/OPEN SPACE BLOCKS		
• Topsoil, sod, shrub and tree planting		•
• Hard surfaces, decorative paving, seating, waste receptacles, railings, signage, retaining walls, built structures		•
• Decorative columns		•
VALLEYLANDS		
• Topsoil, seeding, planting restoration of areas disturbed by construction		•
• Rear lot chainlink fencing		•
• Rear lot retaining fencing (if required)		•
• Top of bank plantings		•
• Valleyland plantings to begin re-vegetation/re-establishment of woody vegetation, landscape restoration		•
• Screen planting at rear lots		•
HARRISON HEWGILL CEMETERY		
• Topsoil, sod, shrub and tree planting		•
• Hard surfaces, decorative paving, seating, waste receptacles, decorative columns, decorative fence, built structures		•

Chapter 2.0 LANDSCAPE GUIDELINES

2.10 OPEN SPACE COST RESPONSIBILITY MATRIX

	CAPITAL COST RESPONSIBILITY	
	City (DC Funded)	Developer Funded
BIKE PATH ON CASTLE OAKS CROSSING		
• 1.5m wide on road asphalt bike path on both sides of Castle Oaks Crossing		•
PARK BLOCKS		
• Grading, topsoil, sodding and tree planting	•	
• Walkways, hard surfaces, coloured decorative paving (under shade structure only)	•	
• Drainage system, internal	•	
• Signage and furniture, lighting	•	
• Playground to standards and approval of the City	•	
• Additional/upgraded planting (size, densities)		•
• Park entrance features, decorative paving		•
• Shade Structures in Parks #1 and 4		•
• Shade Structures in Parks #2 and 7	•	
• Decorative paving areas		•
• Feature walls/seat walls		•
STORMWATER MANAGEMENT FACILITIES		
• Topsoil, seeding, sodding, aquatic and woody shrub and tree planting, per City of Brampton standards		•
• Signage, as per City of Brampton standards		•
• Look-outs, in SWM #1 and 7, where opportunities occur (hard surfaces, decorative paving, seating, waste receptacles, enhanced plantings, railings, signage, retaining walls, built structures)		•
• Fountain in SWM #7		•
• Planting in excess of City of Brampton standard sizes and densities		•
• Decorative upgrades to pedestrian bridges including, but not limited to, decorative columns, railings, lighting		•
PEDESTRIAN PATHWAYS		
• Pathway within existing DC service level (including asphalt paving, pedestrian bridges, retaining walls walkway lighting, signage, seating, waste receptacles and planting)	•	
• Pathways exceeding existing DC service level (including asphalt paving, pedestrian bridges, retaining walls walkway lighting, signage, seating, waste receptacles and planting)		•
ROAD BRIDGE CROSSING		
• (Road bridge structure, decorative paving and wall treatments, lighting, decorative handrails and wall piers)		•
• Other upgrades to the bridge or approaches including enhanced planting		•

Chapter 3.0 ARCHITECTURAL GUIDELINES

This chapter provides a framework of architectural design guidelines for the exterior appearance of new residential buildings within the community. The following guidelines are intended to augment the urban design criteria established in Chapter 1.0 - 'Landscape Guidelines' and to assist developers, builders, designers and City staff in achieving a high standard of residential design quality to promote a safe, attractive community with a visual identity.

A high degree of architectural design quality is one of the founding principles of the community vision for The Neighbourhoods of Castlemore Crossing. All new housing shall be subject to a privately administered Architectural Design Review Process prior to issuance of building permits by the City.

The Architectural Guidelines are organized as follows:

- .1 Design Guidelines for Community Streetscapes
- .2 Architectural Design Criteria
- .3 Design Guidelines for Garages
- .4 Design Guidelines for Priority Lot Dwellings
- .5 Architectural Design Review and Approval Process

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

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

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

These guidelines are for the use of the original residential builder, however subsequent homeowners are encouraged to abide by these guidelines should any alteration be contemplated to the exterior of the dwelling as originally approved, and that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

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

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

Accessibility

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

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

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

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

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

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

Chapter 3.0 ARCHITECTURAL GUIDELINES

3.1 DESIGN GUIDELINES FOR COMMUNITY STREETSCAPES

3.1.1 Community Identity Areas

Community Identity Areas (refer to Fig 3.1.1a) serve to foster a unique 'sense of place' within the community by providing identifiable landmarks. Community Identity Areas also provide opportunities to express and support the community theming for The Neighbourhoods of Castlemore Crossing.

Buildings located in or adjacent to Community Identity Areas will have heightened public visibility and will be considered Priority Lots, requiring special built form design consideration. Opportunities to accentuate an architectural theme, that complements the surrounding landscape treatment and creates a distinct streetscape, shall be explored in these areas during the dwelling design review / architectural control process.

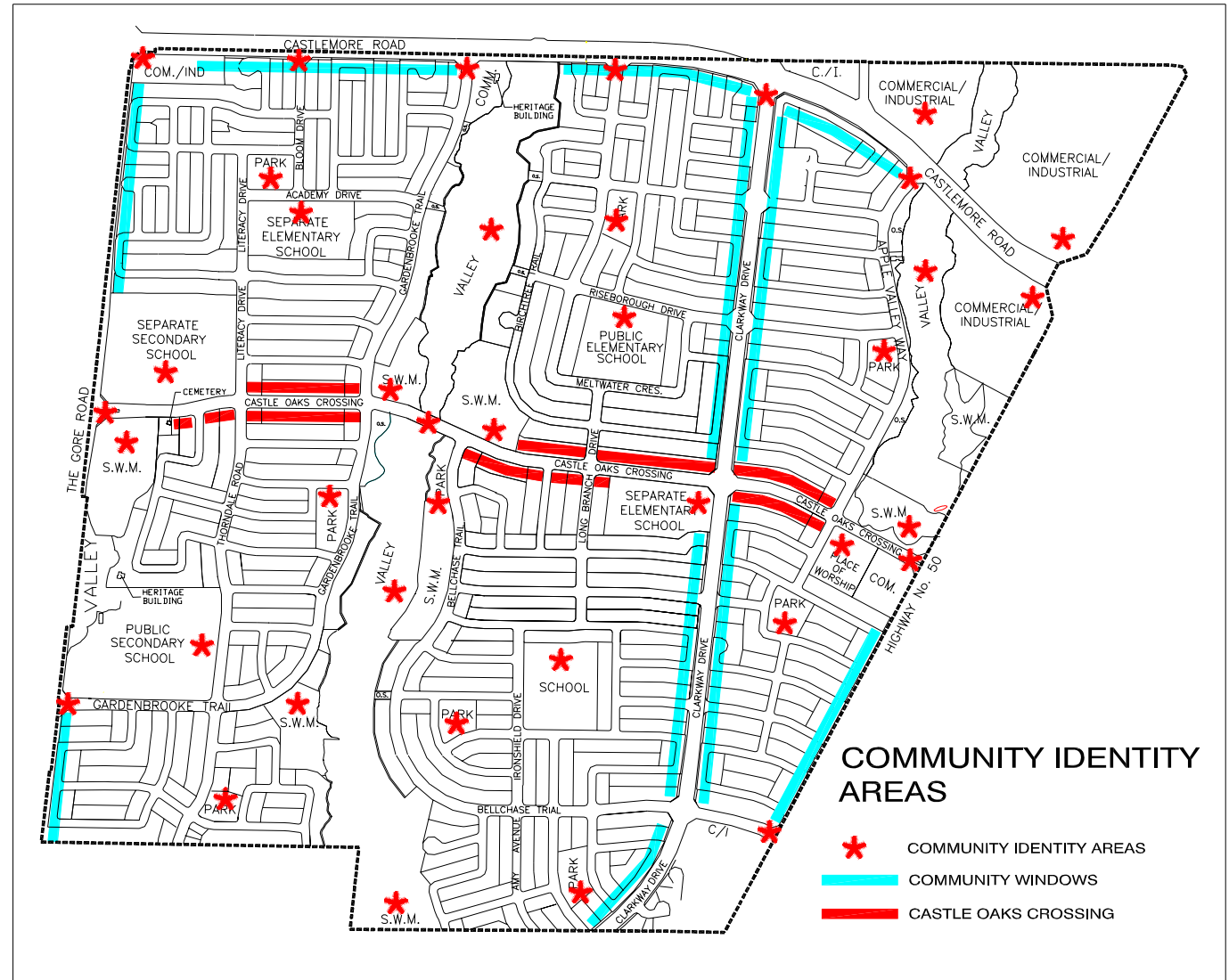


Fig. 3.1.1a - Community Identity Areas

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Outlined below are locations within The Neighbourhoods of Castlemore Crossing which are deemed to be Community Identity Areas together with a general overview of the recommended built form response for dwellings in these areas. Refer to Chapter 3.4 - Priority Lot Dwellings for detailed architectural design criteria for dwellings within or adjacent to Community Identity Areas. For design guidelines for non-residential buildings located within Community Identity Areas, refer to Chapters 4 and 5.

Community Identity Areas within the Neighbourhoods of Castlemore Crossing

i) The Crossing

- The bridge spanning the valleyland at Castle Oaks Crossing will act as a central defining landmark within the community.
- The 4 dwellings on Castle Oaks Crossing (3 corner lots / 1 lot flanking the SWMP) nearest to the Crossing will act as an architectural backdrop to the bridge and should command a dominant architectural presence.
- Given the importance of this area as a defining focal point within the community, exceptional dwelling designs shall be required for Crossing Dwellings.
- Built Form Response:
 - Special attention to massing, wall articulation and fenestration is required, particularly on elevations oriented toward the Crossings.
 - The design of all 4 Crossing Dwellings should be coordinated to incorporate similarity of architectural style, colours and materials.
 - Refer to Sec. 3.4.1 for further guidelines and diagrams.



Fig. 3.1.1b - Conceptual Image of Crossing Dwelling



Fig. 3.1.1c - Conceptual Image Dwellings on Castle Oaks Crossing

ii) Castle Oaks Crossing

- Castle Oaks Crossing is the main east-west collector road linking neighbourhoods on both sides of the valley.
- The importance of this street shall be respected through the enhanced design of its dwellings and landscaping to ensure a distinct streetscape character is provided.
- Diminishing the visibility of the garage along this street will be required.
- Built Form Response:
 - Dwellings on Castle Oaks Crossing shall not have projecting garages.
 - The use of rear yard garages will be required in strategic locations.
 - Housing within the Castle Oaks Crossing streetscape should use a co-ordinated and distinct architectural theme to foster an identifiable sense of place within the community.
 - Refer to Sec. 3.4.2 for further guidelines and diagrams.

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

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iii) Neighbourhood Parks

- Parks are strategically distributed throughout the community to provide a green space amenity and focal point within each neighbourhood.
- The housing which faces the parks provide an excellent opportunity to develop built form streetscapes that have a coordinated architectural theme complementary to the park theme.
- Dwellings which face parks will have a higher degree of public visibility within the streetscape due to the wider view afforded to these homes from within the park.
- Built Form Response:
 - Housing facing parks should use a co-ordinated architectural theme to foster an identifiable sense of place within the community.
 - The interplay of building materials and colours between housing and the park should be complementary and harmonious.
 - Corner dwellings facing parks should have a wraparound porch or other similar dominant architectural feature.
 - Dwellings which back or flank onto parks will be highly visible within the public realm and require an enhanced rear or side facade treatment.
 - Refer to Sec. 3.4.6 for further guidelines and diagrams.



Fig. 3.1.1d - Conceptual Image of Dwellings Facing a Park

iv) Community / Neighbourhood Gateways

- Community / Neighbourhood Gateways are located at main entrances to the community from Highway 50, Castlemore Road, The Gore Road, and Clarkway Drive.
- Gateway locations provide excellent opportunities to express the character of the community.
- Built Form Response:
 - Dwellings located at gateways require the highest order of design quality.
 - Minimum two storey massing is required.
 - The use of stone is mandatory as a main or secondary wall cladding material.
 - Refer to Sec. 3.4.4 for further guidelines and diagrams.



Fig. 3.1.1e - Conceptual Image of a Gateway Dwelling

v) Community Window Streetscapes

- Community Window Streets provide a view into the community from the adjacent arterial road. Housing is located on a single-loaded local road and will face or flank the arterial road.
- As with Community Gateways, these areas will represent the quality and character of the community to passersby.
- Built Form Response:
 - Minimum two storey massing is required.
 - The use of stone is strongly encouraged as secondary wall cladding material.
 - A unified architectural theme should be incorporated for dwellings within community window streetscapes.
 - Projecting garages will be discouraged.
 - Dwellings flanking an arterial road shall be designed using the same criteria required for corner lot dwellings.
 - Refer to Sec. 3.4.5 for further guidelines and diagrams.



Fig. 3.1.1f - Conceptual Image of Community Window Dwellings

NOTE: Fencing and gateway may not be as shown in the conceptual images of gateway and community window dwellings.

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vi) Valleylands / Pathway System

- Valleylands provide a natural open space amenity within the community and the opportunity for an interconnected pedestrian pathway system.
- Built Form Response:
 - Dwellings which back or flank onto valleylands require an enhanced rear or side façade treatment consistent with the design of the front elevation.
 - This is intended to foster an attractive built form backdrop to the public open space system for those who will use the pathway system.
 - Where mature vegetation obscures the rear elevation from public view, the level of upgrading may be reduced.
 - Refer to Sec. 3.4.7 for further guidelines and diagrams.



Fig. 3.1.1g - Conceptual Image of Housing Adjacent to Valleyland / Open Space Areas

vii) Vista Blocks

- Vista Blocks provide views into the valleylands and opportunities to connect with the valleyland pathway system
- Built Form Response:
 - The design of dwellings located on either side of a vista block should be co-ordinated to form a framed view into the valley.
 - The use of similar colours for both dwellings is recommended.
 - The design of these dwellings should support the landscape theme of the adjacent vista block.
 - Dwellings require well-articulated façades and ample fenestration facing the vista block.
 - An enhanced rear façade treatment similar to the dwelling's front and side elevations is required.
 - Refer to Sec. 3.4.7 for further guidelines and diagrams.



Fig. 3.1.1h - Conceptual Image of a Dwelling flanking a Vista Block

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viii) Stormwater Management Facilities

- Storm ponds visually augment the adjacent natural open space areas. Most of the storm ponds are located adjacent to the central valley. As well, several have been provided at main entries to the community and will serve as green gateways to the community.
- Built Form Response:
 - Dwellings which back or flank onto storm ponds will be highly visible within the public realm and require an enhanced rear or side facade treatment consistent with the design of the front elevation.
 - Refer to Sec. 3.4.7 for further guidelines and diagrams.

ix) Schools

- Schools function as landmark buildings within the community and often serve as a neighbourhood centre.
- Refer to Section 5 for design guidelines for School Sites.
- Built Form Response:
 - Housing facing schools should use a co-ordinated and distinct architectural theme to foster an identifiable sense of place within the community.
 - Dwellings which back or flank onto schools will be highly visible within the public realm and require an enhanced rear or side facade treatment consistent with the design of the front elevation.
 - Refer to Sec. 3.4.7 for further guidelines.

x) Places of Worship

- Places of Worship shall be designed as landmark buildings.
- Refer to Section 5 for design guidelines for Places of Worship.
- Built Form Response:
 - Dwellings which back or flank onto places of worship will be highly visible within the public realm and require an enhanced rear or side facade treatment consistent with the design of the front elevation.
 - Refer to Sec. 3.4.7 for further guidelines.

xi) Commercial / Industrial areas

- Several Commercial / Industrial sites occur within the community providing shopping and employment opportunities for residents. These sites are located along the eastern (Highway 50) and northern (Castlemore Road) edges of the community.
- Refer to Section 4.0 for design guidelines for Commercial / Industrial sites.
- Built Form Response:
 - Dwellings which abut Commercial / Industrial sites provide an important architectural backdrop to these highly active areas and require enhanced rear and/or side facade treatments.
 - Refer to Sec. 3.4.7 for further guidelines.



Fig. 3.1.1j - Conceptual Image of Upgraded Rear Façade Backing onto a School, a Place of Worship or a Commercial/Industrial Site

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3.1.2 Community Safety

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

- De-emphasizing the presence of the garage within the streetscape.
- Providing ample fenestration facing public areas to foster casual surveillance (eyes on the street). Refer to fig. 3.1.2a.
- Providing large, usable front porches to promote interactive outdoor spaces as an interface between private and public realms.
- Ensuring the front door / main entry feature is visible from the street.
- Ensuring all entries to the dwelling are well lit.
- Avoiding entries that are deeply recessed/ hidden from the street.



Fig. 3.1.2a - Community streetscapes should be designed to foster “eyes on the street” for community safety

3.1.3 Street & Building Relationships

A well-defined street edge contributes to the pedestrian-oriented goals of the community (refer to fig. 3.1.3a). Attractive streetscapes typically consist of a landscaped boulevard adjacent to a defining edge of private front yards and carefully placed, well-designed dwellings. The following design guidelines shall apply:

- The front façade of the dwelling shall directly relate to the street and shall visually dominate the garage.
- Front yard setbacks shall generally be consistent to define the street edge and create a visually ordered streetscape.
- Siting houses close to the minimum required front yard setback is recommended unless otherwise stated for any Special Areas within the community.
- Controlled variation in front yard setbacks is desirable on long, straight street blocks to provide visual relief. Setback variation should follow a curving pattern occurring across a grouping of dwellings. Haphazard variation in setbacks should be avoided.
- Projections into the front yard, such as porches, entrance canopies, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape.
- Porch and balcony projections up to 1.8m into the minimum front and flankage yard are permitted, unless contrary to zoning. Bay windows may project up to 1.0m.
- For corner lots, both street frontages shall be addressed in a similar and appropriate manner (refer to fig. 3.1.3b and to Section 3.4.2 - Corner Lot Dwellings).



Fig. 3.1.3a - The street edge should be well-defined through building placement



Fig. 3.1.3b - Corner buildings should address both street frontages

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3.1.4 Façade Variety Within the Streetscape

Attractive, harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity. The visual appeal of streetscapes is enhanced when the arrangement of the dwellings is ordered with respect to model variety, massing, height and repetition within the group.

- Variety of architectural expression among publicly exposed façades should occur within each street block (see fig. 3.1.4a).
- Each model should have two distinctly different elevations. Popular models may require more than two elevations to avoid repetition and monotony within the streetscape.
- 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.
- Identical dwelling elevations shall not be permitted directly adjacent or directly opposite one another.
- Identical elevations shall not comprise more than 30% of a street block and shall have different exterior material colours. To further promote visual diversity along each street, a minimum of 2 dwellings (or 2 pairs of semis) must occur between identical elevations of the same model. (see fig. 3.1.4b).
- A maximum of 3 alternative elevations of the same model may be sited adjacent one another.
- There shall be at least 3 different model designs (having a different building footprint and floor plan) within each group of ten dwellings.
- Publicly exposed elevations shall incorporate adequate articulation, proportions, wall openings and massing variety to avoid large, blank façades.



Fig. 3.1.4a - Variety of harmonious architectural expression should occur within the streetscape

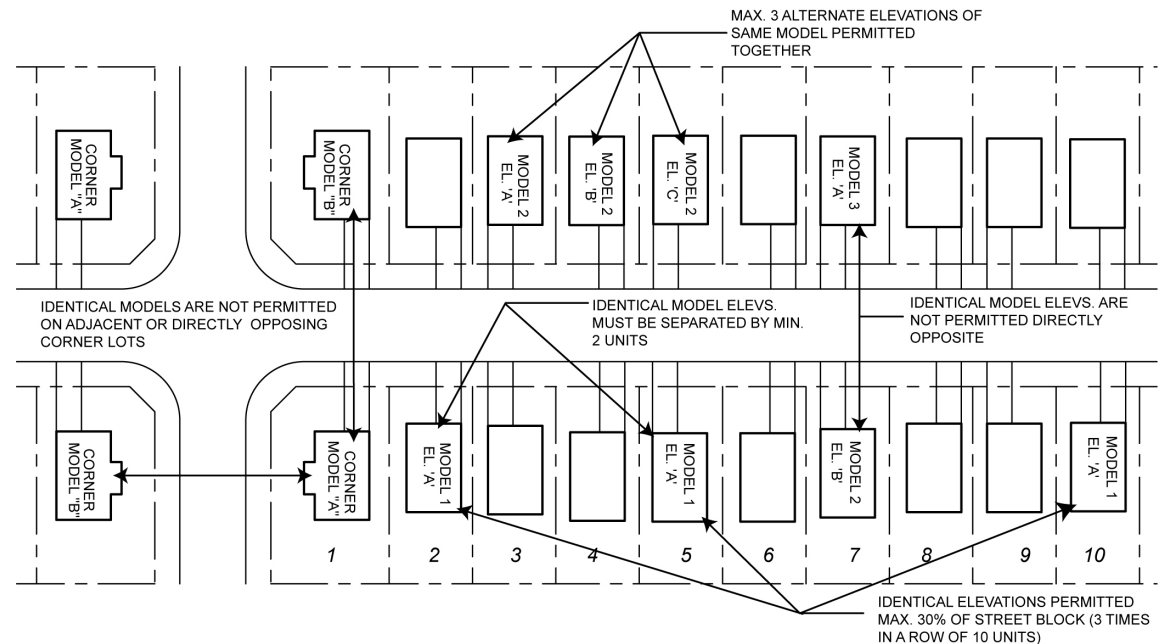


Fig. 3.1.4b - Model repetition criteria

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3.1.5 Dwelling Types

New housing within the community will be comprised of Single Detached dwellings, Semi-Detached dwellings and Street Townhouses (refer to figs 3.1.5 a,b,c). A harmonious variety of house types, architectural styles and elevation treatments will be required to provide visual diversity within the streetscape and to provide a broad range of housing choice to the marketplace.



Fig. 3.1.5a - Single detached



Fig. 3.1.5b - Semi-detached



Fig. 3.1.5c - Townhouses

3.1.6 Dwelling Massing

i) Detached and Semi-Detached Dwellings

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

- Dwellings adjacent or opposite one another must be compatible in massing and height. Extreme variation in massing should be avoided (see fig. 3.1.6a).
- The apparent variation in height and massing between adjacent one and two storey dwelling types should be minimized in the following ways:
 - Where two storey dwellings are located adjacent bungalows, they should occur in groupings of at least two adjacent dwellings.
 - Where bungalows, or other lower profile dwellings such as raised bungalows or 1 1/2 storey dwellings are located adjacent two storey dwellings, they should occur in groupings of at least two adjacent dwellings and their design should include enhancements such as taller, steeper roofs, dormers, side gables or raised front elevations, appropriate to the architectural style of the dwelling, for an effective visual transition between dwelling types.
 - Consideration to the siting of single bungalows will be given, on a limited basis, where massing compatibility with adjacent dwellings can be visually demonstrated.
 - Single bungalows are permitted on corner lots or lots adjacent to open space areas.
- 3-storey dwellings are permitted within the community provided they are designed with appropriate massing, proportions and detailing to minimize the perception of height. This can be achieved by incorporating the 3rd storey into the roof massing.
- 3-storey dwellings shall not be sited adjacent to bungalows, raised bungalows or 1-1/2 storey dwellings.
- The use of asymmetrical elevations is preferred for semi-detached dwellings.



Fig. 3.1.6a - Dwelling massing within the streetscape shall be compatible

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ii) Townhouses

Since townhouse blocks are comprised of individual units grouped together into a larger architectural form, the massing and design of each townhouse block rather than the individual units, will be reviewed and approved based upon the design merits of the block. Refer to fig. 3.1.6b.

The following design criteria shall apply for townhouses:

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



Fig. 3.1.6b - Conceptual image of desired townhouse massing

3.1.7 Driveways

- Driveway locations shall be approved by the City.
- A mix of paired and unpaired driveways should be provided in accordance with City requirements.
- The frequency and width of curb cuts should be kept to a minimum.
- Adjacent driveways at cul-de-sac and street elbow locations are to be designed to eliminate overlap between the property line and the curb. Landscape strips must separate each driveway at the curb.
- Driveways for dwellings adjacent intersections, transit stops, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveways located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- Driveway widths shall not exceed the width of the garage.
- Where 3-car garages are permitted (60 ft. lot frontage or greater), the driveway width should taper to 6.5m maximum at the curb.
- All driveways shall be finished with a hard surface paving material.

3.1.8 Streetscape Elements

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

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3.1.9 Fencing

- The design of fencing visible from the public realm should be compatible throughout the community.
- Corner lot fencing shall be provided by the developer/builder for all corner dwellings.
- Corner lot fencing is intended to screen private rear yards otherwise exposed to flanking streets and must be :
 - designed by the developer's consulting landscape architect.
 - consistent with the design, materials and details of other community fencing.
 - in compliance with applicable noise fencing requirements and municipal standards.
 - located within private property.
 - follow the lot line to a point approximately 1500 mm beyond the corner of the dwelling and then return to within 1350 mm of its flanking face to accommodate a gate.
- Where front yard fencing occurs, its design should be :
 - consistent in design and materials with the architectural style of the community.
 - no greater than 900 mm in height.
 - designed to allow for transparency.
 - uniform in appearance throughout the community.
- Privacy fencing is encouraged to extend between the side walls of garages on adjacent lots.
- The builder is completely responsible for ensuring fencing complies with the City of Brampton fencing requirements and by-laws.

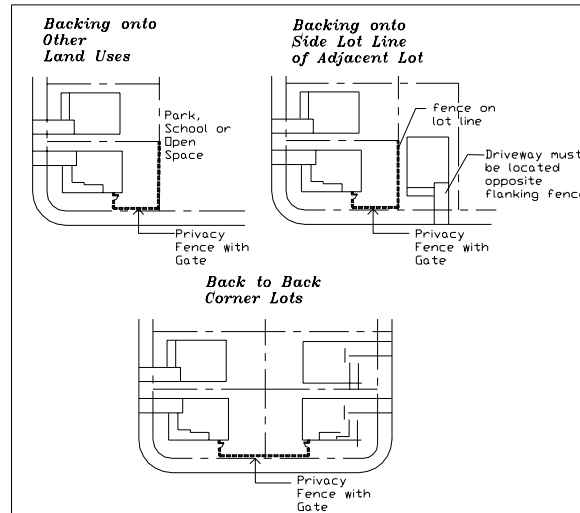


Fig. 3.1.9a - Typical corner fencing locations



Fig. 3.1.9b - Conceptual image of corner lot fencing

3.1.10 Municipal Address Signage

- The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the neighbourhood.
- Each builder shall provide a high quality municipal address signage treatment. A range of styles may be used on a neighbourhood by neighbourhood or street by street basis provided a unified and consistent approach is implemented.
- The municipal address shall be located prominently in a well-lit area on the front façade of the dwelling. It is imperative that address signage is clearly visible during the evening hours for 911 emergency purposes.
- Acceptable designs include:
 - Etched masonry plaques set into the wall cladding;
 - Pre-finished ceramic / composite plaques set in a bezel;



Fig. 3.1.10a - Examples of municipal address signage

- Pre-finished metal plaques.

3.1.11 Light Fixtures

- Builders shall install a quality grade of exterior coach light fixtures wherever they are visible from the street (front and flanking elevations).
- The use of "jam jar" fixtures is prohibited on street facing elevations of the dwelling.
- The size, quality and design style of light fixtures shall be identified to the design control architect by the builder prior to installation.

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3.2 ARCHITECTURAL DESIGN CRITERIA

3.2.1 Architectural Styles and Influences

Residential architecture will provide a harmonious mix of both traditional and modern influences throughout the community and provide a private realm built form that is complementary to the public realm community design initiatives. A common thread linking the various homebuilders in the community will be the use of distinctive, well-designed architecture and the use of high quality building materials (brick, stone, stucco).

Appropriate stylistic influences, which are based upon traditional period Ontario architectural precedents, may include (but shall not be limited to) the following:

- Georgian / Colonial • Victorian • Tudor
- French Eclectic • Arts and Crafts • Second Empire

The use of dwelling designs based upon contemporary/modern architecture may be permitted at the discretion of the Design Control Architect based upon design compatibility and location within the community.

It is not intended that these Architectural Guidelines impose a rigorous application of these styles. They are simply meant to assist Builders with a suggested design direction for inspiration, design quality, compatibility and consistency.

The design of each building should have distinguishing elements characteristic of a single identifiable architectural style. Mixing discordant architectural styles together within a single building is not permitted. Regardless of the architectural style of the building, however, it is important that a consistent level of design quality is achieved.

A meeting should take place between the builders, their design architects and the control architect, prior to the design of models, to determine which architectural styles are appropriate, given their location within the community. A coordinated approach to design styles shall be employed to ensure harmonious architectural styles are used, particularly in neighbourhoods containing several different homebuilders.

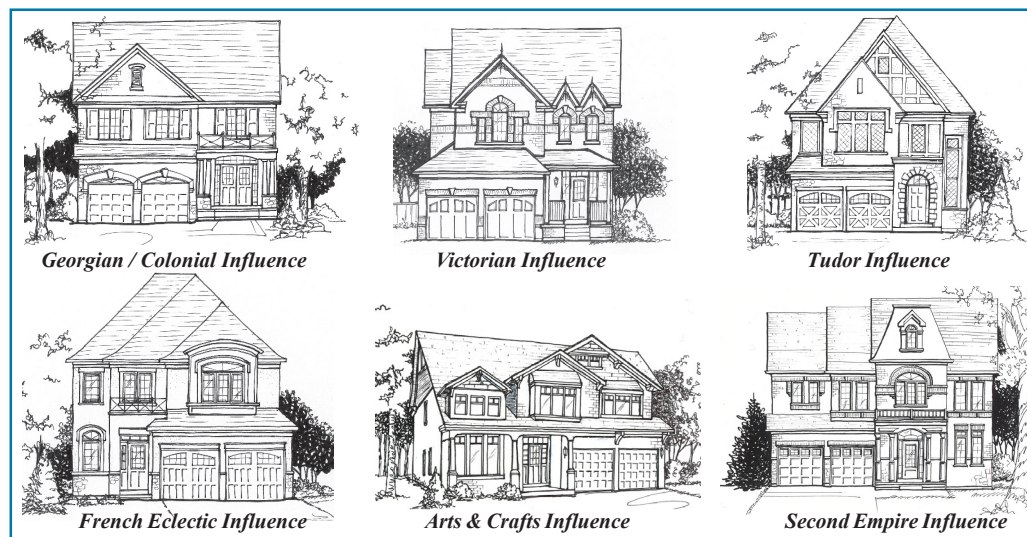


Fig. 3.2.1a - Conceptual images of modern adaptations of Traditional architectural influences



Fig. 3.2.1b - Variety of residential architecture based on traditional and modern influences

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- It is not the intention of this document to mandate that each neighbourhood be themed to a specific architectural style.
- Given the large scale of the community, it is advisable that a range of legible and coherent architectural styles be provided within neighbourhoods throughout the community including, but not limited to: Victorian, Georgian, Arts & Crafts, French Eclectic, Tudor/English influences.
- Contemporary/modern influences are also appropriate provided they exhibit appropriate design compatibility with tradition-based architecture.
- Uninteresting generic architecture, devoid of character will not be permitted.
- A key requirement within each neighbourhood will be the use of dwelling styles which exhibit compatibility within the streetscape.
- Each builder should develop a palette of dwelling elevations using at least 2 legible style influences but no more than 3.
- Shown are conceptual examples of potential architectural influences within The Neighbourhoods of Castlemore Crossing Community which relate to traditional period Ontario architectural precedents.



ARTS & CRAFTS INFLUENCE



VICTORIAN INFLUENCE



FRENCH ECLECTIC INFLUENCE



GEORGIAN INFLUENCE



TUDOR/ENGLISH INFLUENCE

Fig. 3.2.1c - Conceptual streetscape images using architectural influences complementary to theme of “Ontario’s Rural Landscape”.

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3.2.2 Publicly Exposed Elevations

Publicly exposed elevations shall be developed with attention to massing, proportion, materials and details consistent with the architectural style of the dwelling. This will contribute to attractive streetscapes and to the positive visual image required for the community. The following guidelines shall be applied:

- Provide façade design variety within the general framework of the architectural styles, materials and colour palettes of the community.
- Complementary architectural details, materials and colours should be used for the design of adjacent and neighbouring dwellings to preserve consistency and visual harmony within the streetscape.
- Front entries should be designed to reinforce the architectural style and design character of the dwelling. Front entry doors should be oriented to and visible from the street.
- Window openings should be generous, with proportions and detailing appropriate to the architectural style of the dwelling, yet with sufficient design variation to contribute to dwelling identity.
- Large blank wall faces shall be avoided where exposed to public view.
- Street-facing garage doors should not dominate the dwelling façade.
- Façade design for priority lot locations such as corner lots, gateway lots or other highly visible elevations shall be given special consideration. (Refer to Section 3.4 - Design Guidelines for Priority Lot Dwellings)

3.2.3 Architectural Detailing

- Each dwelling design shall include materials and architectural detailing characteristic to the style of the dwelling on all publicly exposed elevations. Where a dwelling elevation has reduced visibility from the public realm, the level of building detail may be simplified.
- Details appropriate to the architectural style of the dwelling may include the following :
 - Masonry (clay brick) : Soldier course banding or lintels, quoined corners, piers and corbelling (brick detailing should project 12 mm beyond the building face).

- Precast : sills, lintels, keystones, imposts.
- Stone : Stone accent features such as plinths or projections.
- Stucco: Pre-finished, molded architectural details such as lintels, cornices, window surrounds, etc.
- Siding: Vinyl or prefinished fibre-cement siding with horizontal or board + batten profiles can serve to accentuate key areas such as dormers, box-outs, gables, etc.
- Wood trim : Window and door casings, louvres, frieze boards, cornice and other moldings.
- Where a masonry band or plinth occurs on the front elevation, it must return a minimum of 1200mm along the sidewall elevations.
- A frieze board is required on all publicly exposed elevations, returning a minimum of 1200mm along the sidewall elevations.

3.2.4 Building Projections

- Visual interest of the dwelling from the street can be enhanced through the use of projecting elements consistent with the architectural style of the dwelling, including:
 - Roof extensions
 - Dormers
 - Porticos
 - Chimney projections
 - Bay windows
- To avoid monotonous façades, 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, ie. Georgian or Colonial).
- Porch projections and bay window projections into the front and flankage yards are encouraged subject to limitations of the zoning by-law.

3.2.5 Main Entrances

The main entrance to the dwelling should convey its importance as both a focal point of the façade and the interface between the private realm of the dwelling and the public realm of the street (see fig. 3.2.5a).

- Main entries to the dwelling should be directly visible from the street.
- Weather protection at entries should be provided through the use of covered porches, porticos, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling. Enhancements to emphasize the entry are encouraged and may include: pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door.
- Natural light at the entry should be provided through the use of sidelights, transoms, fanlights or door glazing.
- Large concentrations of steps at the front entry are to be avoided.



Fig. 3.2.5a - Main entrances should be designed as a focal feature of the dwelling

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3.2.6 Porches/Porticos

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

- The design of a porch or portico shall be consistent with the architectural style of the dwelling (for example, a wraparound porch is generally consistent with Victorian period architecture but would not be appropriate to Georgian period architecture).
- Porch and portico depths should be at least 1.5m to facilitate comfortable seating.
- Front porches may project up to 1.8m into the front or flanking yard.
- The size of the porch/portico and its components (columns, piers, brackets or moldings) shall be proportional to the scale of the dwelling.
- Porch/portico columns should generally be no less than 200 mm square or diameter.
- Porch/portico roofs shall generally be supported on a continuous frieze resting on columns. Their soffits shall be :
 - at least 150 mm above the top of masonry openings at the building face.
 - at least 100 mm above the bottom edge of the continuous frieze resting on the top of the columns.
- Ground-level wood porch decking is prohibited on front or flanking elevations.
- Masonry veneering shall be applied to the front and sides of the porch face to ensure no more than 300 mm of exposed concrete foundation wall is visible.
- Use of precast steps at the main entrance is discouraged.
- Where more than 3 precast steps (600mm maximum) are necessary to access the front or flankage porch they shall either be poured-in-place concrete with the exposed sides finished to match the front façade cladding or a precast unit with a masonry veneer ledge on the side (eg. 'Parsons - Brick Ledge' precast step or similar). Refer to fig. 3.2.6b.
- Where railings are required, they shall be of a 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.

- Porches and porticos provide an excellent opportunity to express the City's Flower City Strategy civic design initiatives (see fig. 3.2.6c).

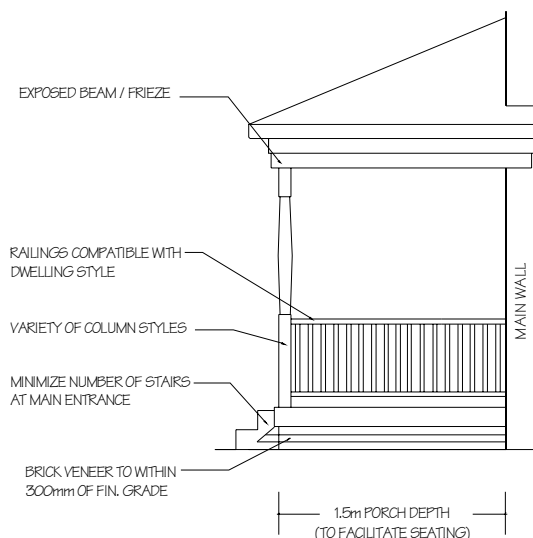


Fig. 3.2.6a - Typical porch detail



Fig. 3.2.6b - Steps should have masonry veneer on sides where more than 3 precast steps are necessary (front or flanking elevations only)



Fig. 3.2.6c - Porches provide opportunities to express the City's Flower City Strategy civic design initiatives

3.2.7 Wall Cladding

- A high standard of design, detail, quality and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape. The choice of wall cladding materials and colours shall be compatible with the architectural style of the dwelling.
- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. False fronting shall be avoided (i.e. no 2 storey full-brick fronts with siding on the sides and rear). Exceptions to this may be permitted where siding is used as a main cladding material on the front façade or where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design.
- 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.
- Where material changes occur, they should define transitions between base, middle and upper portions of the dwelling.
- Stone façades or plinths shall return along the side walls a minimum of 600 mm (2') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
- The following main wall cladding materials are suitable:
 - Brick should have earthtones with a smooth or weathered appearance.
 - Stone should be complementary to the brick colour. Certain colours, styles and textures of manufactured stone may be inappropriate.

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- **Stucco** in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering;
- **Siding** in vinyl, composite wood or fibre-cement in either horizontal shiplap or vertical board + batten profiles.
- Where vinyl siding or stucco is contemplated as a main cladding material, they shall be used in conjunction with masonry which should form the base of the dwelling on all elevations.
- Dwellings with vinyl siding as a main cladding material shall be limited to no more than 20% of any street block.
- Where vinyl siding is used, it shall be of a demonstrated high quality to ensure durability.
- Crezone panelling and/or stucco board as main cladding materials are not permitted and will be restricted to minor detailing such as over dormers or accent areas.
- The use of secondary or accent materials such as stone, stucco, precast or siding is encouraged where consistent with the architectural style of the dwelling and complementary to the primary cladding materials.

3.2.8 Exterior Materials & Colours

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

- Colour palettes should be selected from the paint manufacturers' "historical colour collection".
- Dwellings adjacent or directly opposite one another shall not have main wall cladding of the same colour. Identical colours shall be separated by a minimum of 2 dwellings.
- Street blocks shall have no more than 30% of the dwellings sharing the same main wall cladding colour.
- The use of an accent colour for brick detailing such as lintels, bands or quoins shall be complementary to the colour of the main façade brick.
- The roof shingle colour shall complement the colour of the primary wall cladding. The use of light coloured shingles, such as white or light grey, shall be avoided.
- Garage door colours should be muted to blend with the main wall cladding colour.

- Front door colours should generally be more dominant to draw the eye to the entry.
- Aluminum soffits, eavetroughs, frieze boards and fascias should be a single colour for each dwelling.
- Trim paint colours (i.e. columns, louvres, wood detailing, etc.) should blend closely with the dwelling's aluminum soffit, eaves and fascia colour.
- The colour of porch railings shall be coordinated with the trim paint colours of the dwelling. The use of white prefinished railings shall be limited to ensure a variety of handrailing colour within the streetscape.
- Where accent panels (stucco, crezone, wood) are used, the field panel should be a contrasting colour to the trim boards.
- Variety of window colour is encouraged.
- All flashings shall be prefinished or painted to match adjacent wall cladding colour or roof.
- Each builder shall submit an "Exterior Material and Colour Schedule" to the Control Architect for review and approval (see fig. 3.2.8a, Pg.63).

3.2.9 Windows

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

- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate.
- All windows on front, flanking and other high exposure elevations shall be thermally-sealed, double-glazed casement or double-hung type.
- The use of maintenance-free vinyl-clad windows is encouraged. Colour variety is also encouraged.
- Windows on low exposure elevations may be horizontal sliders provided the glass is set within a sash.
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.

- Sills and lintels should be consistent with the architectural style of the dwelling.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling. Bay windows may project up to 1.0m into the front or flanking yard, unless contrary zoning, and may include a foundation.
- At siding and stucco finishes, window and door apertures must have a 100 mm min. wide casing.
- Where shutters are used, they should be half the width of the window.
- Window acoustic performance must meet or exceed the noise attenuation requirements of noise reports applicable to The Neighbourhoods of Castlemore Crossing.

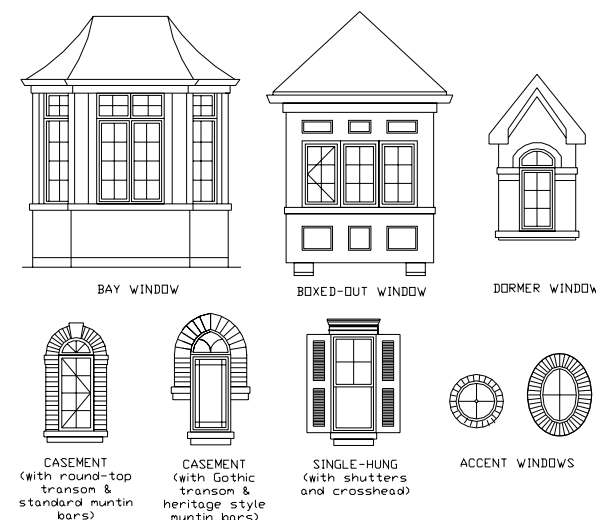


Fig. 3.2.9a - Examples of window style variety

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Typical Exterior Material and Colour Schedule

Pkg. No.	Brick	Stucco	Stone	Siding	Siding Trim	Roof Shingles	Raingoods (S/E/F) / Frieze	Entry Door Paint	Garage Door Paint	Trim Paint (Panels/ Columns/ etc.)	Shutters	Windows	Railings	Flashing	Mortar Tint
<i>Manufacturer.</i>															
Pkg #1															
Pkg. #2															
Pkg #3															
Pkg #4															
Pkg. #5															
Pkg. #6															
Pkg. #7															
Pkg. #8															

Fig. 3.2.8a - Typical exterior colour schedule

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3.2.10 Dormers

Dormers are often added to roof form of a building to enable greater headroom and allow natural light in the roof/ loft of a building. They can also be used as a decorative, non functional element of the roof form where it is desirable to emulate the appearance of certain architectural styles. These are known as 'false dormers' (constructed with black or mirrored glass) and should be used sparingly.

- The main types of dormers (refer to fig. 3.2.10a) are:
 - Gable fronted dormer: the front of the dormer rises to a point at the ridge of the dormer roof.
 - Hipped roof dormer: the roof slopes back from the front of the structure to a point further back.
 - Arched roof dormer: the roof is arched and typically clad with metal.
 - Inset roof dormer: the front of the dormer is recessed within the roof.
 - Shed dormer: often used in gable-roofed homes, a shed dormer has a single-planed roof, pitched at a shallower angle than the main roof.
 - Eyebrow roof dormer: smaller, half-round or triangular forms.
 - Wall dormer: locates the window flush with the wall plane above, or more often through, the cornice line.
- The use of low maintenance materials should be used to avoid the dormer becoming unsightly through neglect.
- The size, proportion, shape, design, location and finishes of the dormer should be designed to reflect the architectural style of the dwelling.
- Dormer windows shall be of a similar quality, style and muntin bar configuration of the main windows within the dwelling.

DORMERS

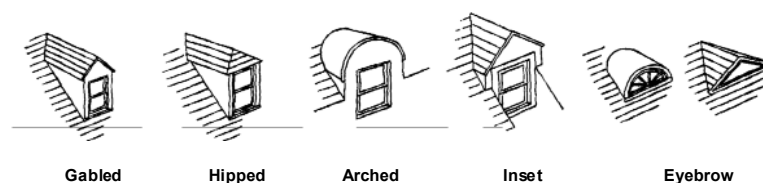


Figure 3.10a - Examples of Dormer Types

3.2.11 Roofs

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

- A variety of roof types and forms are encouraged consistent with the architectural style of the dwelling and may include gables, dormers, hips or ridges set parallel or perpendicular to the street; alternate designs for a given model should have differing roof designs.
- Within the design of a streetscape, attention shall be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Minimum main roof slopes should be 8:12 pitch (side slopes) / 6:12 (front to back slopes); Bungalows should have minimum 8:12 side slopes and front to back slopes (refer to fig. 3.2.11a);
- Increased pitches on side roof slopes, front facing hips, gables and dormers will be required where architecturally appropriate. Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts or Georgian). The use of lower roof slopes will be at the discretion of the Control Architect on an individual basis and will be dependant upon the architectural style of the dwelling.
- Flat main roofs are not permitted, unless as they are used as a component of a mansard roof.
- Roof overhangs shall be a minimum of 150 mm; 300mm is preferred unless constrained.
- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to match the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile (e.g. Velux type).

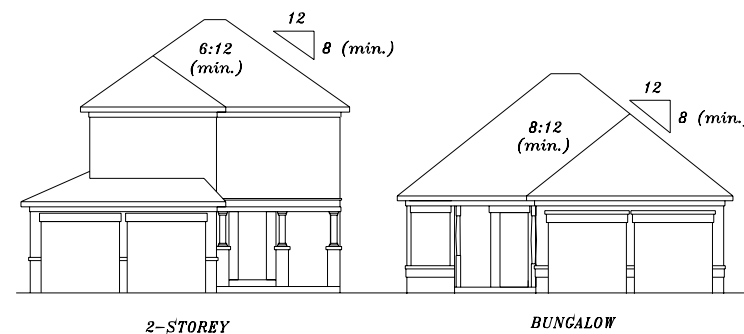


Fig. 3.2.11a - Minimum required roof pitch

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3.2.12 Foundation Walls

- Exposed concrete foundation walls have a negative visual impact and are to be avoided.
- Grading should be coordinated with dwelling foundation design and construction to ensure that generally no more than ~250 mm (10") of foundation wall is exposed above grade on publicly exposed elevations and ~300 mm (12") on non-publicly exposed elevations.
- Where sloping grades occur, finished wall materials and foundations shall be stepped accordingly to minimize exposed foundation walls. Special care shall be taken for front and flanking dwelling elevations and elevations exposed to public view to ensure the height of the exposed concrete foundation wall is minimized.
- In low exposure locations where sloping grade occurs, such as interior sideyards between dwellings, it is recognized that exposed foundation wall heights may exceed the ~300mm (12") target.
- Special care shall be given at garage locations to ensure foundation wall height is minimized. Additionally, foundation wall height on the middle masonry pier(s) of the garage shall be a consistent height with the outer piers; i.e. any exposure of the foundation should be uniform in height.
- Streetscape drawings are required to show all publicly visible facades of the dwelling with a true finished-grade relationship and to indicate where stepping of the foundation wall is necessary in order to follow sloping grade.
- Builders shall advise their site superintendents and foundation forming contractors to strictly comply with this criteria. The Control Architect, in conjunction with the City, will undertake frequent site visits to monitor this matter.

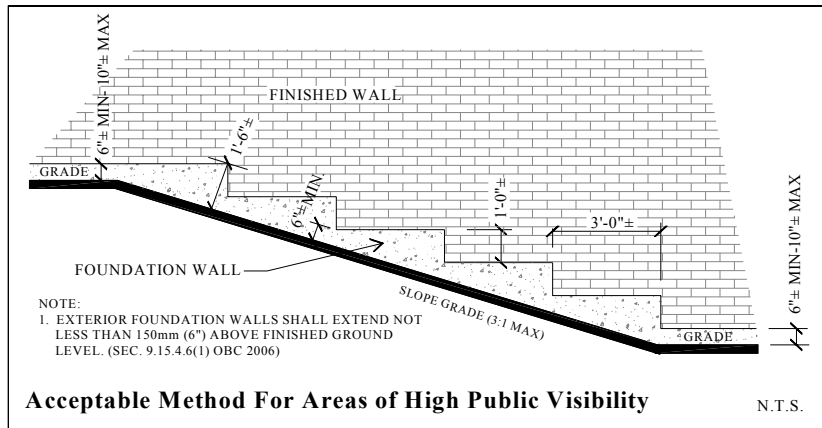


Figure 3.2.12a - Stepped foundation wall detail for sloped grade conditions with high public visibility

3.2.13 Adverse Grade Conditions

- Where severely sloping grade conditions occur, the builder shall provide dwelling models which are adapted to suit the site.
- This is particularly important for lots having back to front sloping grade conditions (full or partial front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained.
- The following are suggested design approaches for reducing the height of elevated front entries and the impact of the large number of exterior steps they require :
 - Integrate groups of steps into the front walkway over the length of the front yard.
 - Turn steps toward the driveway.
 - Provide a dwelling design having a lowered foyer and internal steps up to the main living level.

3.2.14 Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be located out of direct view from any street, preferably on dwelling wall faces perpendicular to the street, and recessed into the wall wherever possible.
- For corner lot dwellings, utility meters should be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess treated with an architectural surround or otherwise screened architecturally to reduce their visibility from the street.
- Townhouses (interior and flankage units) shall be designed with recessed or screened utility meters (refer to fig. 3.2.14a).
- Air conditioning units should be located away from the dwelling's front and flanking yards.



Fig. 3.2.14a - Example of recessed meters

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3.3 DESIGN GUIDELINES FOR GARAGES

Guidelines for garage design are intended to ensure that the garage is not a dominant element in the streetscape and that its design harmonizes with the dwelling. The design and siting of all garages shall be in accordance with all City zoning requirements.

3.3.1 Attached Garages

- Attached garages shall be complementary in terms of character and quality to the principal dwelling.
- For single detached lots with widths less than 15.0m, the maximum projection of an attached garage is 1.5m beyond the ground floor front wall or porch face of the dwelling. Projecting garages will be permitted on up to 60% of a street block, the balance of dwellings on the street block shall not have projecting garages. Refer to figure 3.3.1a.
- Regardless of the lot frontage, projecting garages will not be permitted on the following:
 - Crossing Dwellings (refer to Sec. 3.4.1)
 - Dwellings on Street 'A' (refer to Sec. 3.4.2)
 - Dwellings Facing Parks (refer to Sec. 3.4.6)
- For single detached lot widths of 15.0m or greater, no garage facing the front lot line shall project into the front yard beyond the ground floor front wall or porch face of the dwelling.
- For semi-detached and townhouses lots the maximum projection of an attached garage is 2.5m beyond the ground floor front wall or porch face of the dwelling. Garage designs Projecting garages will be permitted on up to 60% of a street block, the balance of dwellings on the street block shall not have projecting garages. Refer to figure 3.3.1b.
- Where a second storey habitable room is located above at least 60% of the garage's width, it shall not be set back more than 2.5 m. Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style of the dwelling).

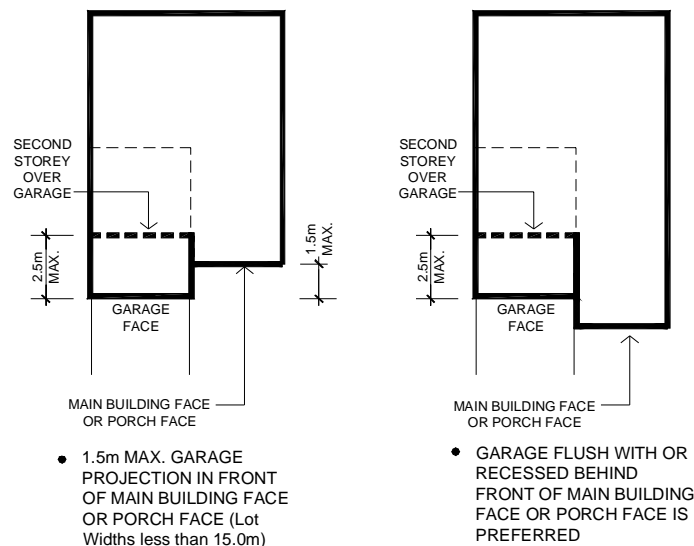


Fig. 3.3.1a - Garage projection criteria for single detached dwellings

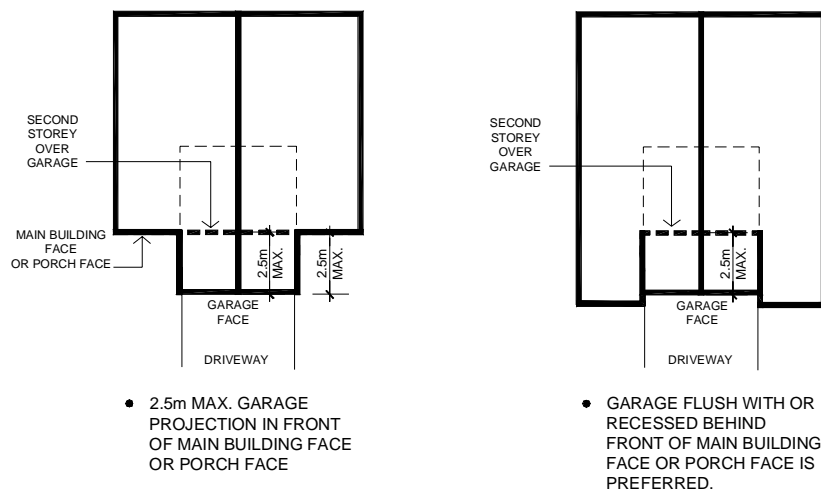


Fig. 3.3.1b - Garage projection criteria for semi-detached and townhouse dwellings

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- Minimizing the appearance of street-facing attached garages within the streetscape is a key requirement for all dwelling designs in order to comply with the community design vision for The Neighbourhoods of Castlemore Crossing. This can be achieved in a number of different yet effective ways, such as:
 - integrating the garage into the main massing of the house, flush with the main wall;
 - locating the garage at the side of the house, recessed behind the main front wall face;
 - providing a tandem garage;
 - limiting the projection of the garage to a maximum of 1.5m on lots less than 15.0m.
 - refer to figure 3.3.1c.
- Semi-Detached and Townhouse dwellings should generally be restricted to single-car garages. Consideration may be given to 2-car garages where wider lot frontages (i.e. 9.0m) have been provided. This shall be at the discretion of the Control Architect and must comply with City zoning regulations.
- Three-car garages are permitted on lots with frontages of 18.3m (60 ft) or greater provided the face of the garage is articulated. This can be achieved by offsetting the outside bay by approx. 4'-0" (other solutions to provide articulation to the front face of the garage will be reviewed by the Control Architect on their merits).
- A variety of lintel (header) treatments appropriate to the architectural style of the dwelling shall be provided above the garage doors.
- Coach lamps shall be provided on all garages at the rate of one fixture per garage door. Fixtures can be mounted either beside the garage door or above the garage door where space permits.

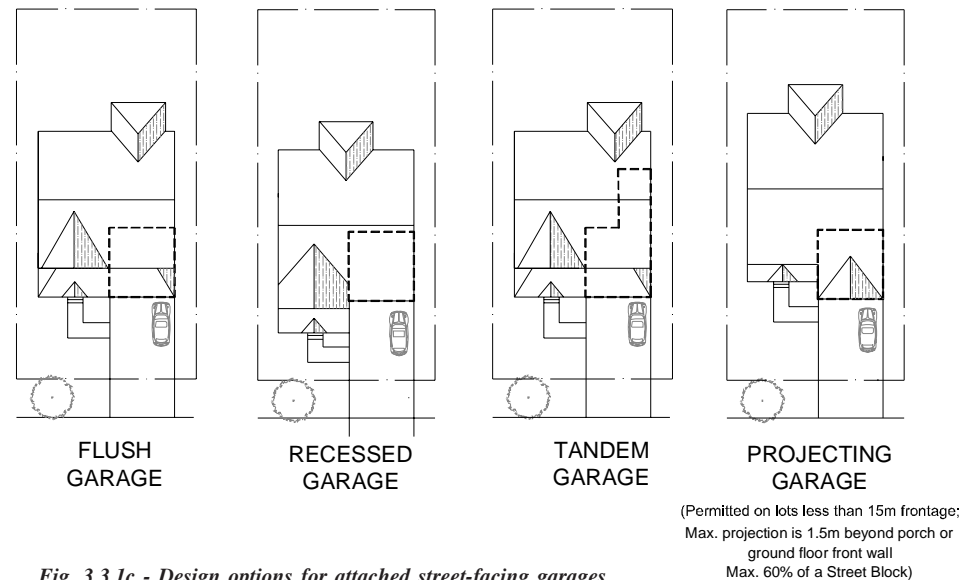


Fig. 3.3.1c - Design options for attached street-facing garages

3.3.2 Garage Doors

- Where the garage is visible to the street, the use of 8'-0" wide single-bay garage doors separated by a masonry pier is preferred. The use of 16'-0" wide double-bay doors may be considered on a limited basis only, based upon the merits of the dwelling design and the garage door style.
- Garage doors shall have panelled, sectional roll-up doors, with a variety of glazed top panels.
- A variety of garage door styles will be required (see fig. 3.3.2a). The use of upgraded garage door styles will be encouraged.
- Each builder shall provide at least 3 different garage door designs to ensure adequate variety within each street block.
- Garage doors must be of a high quality with a demonstrated durability suitable to our northern climate. In this respect, certain garage door types may not be permitted.
- Builders shall clearly state the garage door style, type, model number and manufacturer on the model working drawings for review and approval by the Control Architect.

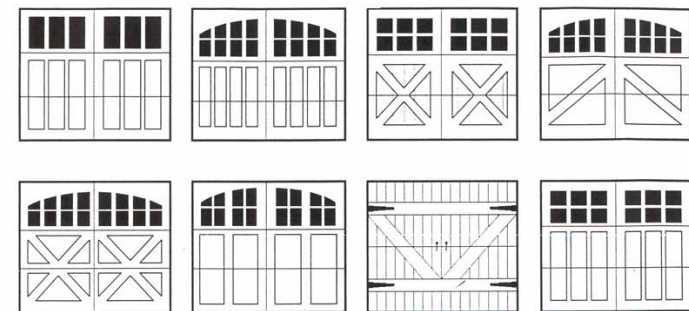


Fig. 3.3.2a - Variety of garage door style is required

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3.3.3 Rear Yard Garages

Rear yard garages are encouraged as an alternative means of minimizing the negative visual impact of the garage on the streetscape. The use of rear yard garages is required in designated areas along the main east-west collector street (Street 'A') as referenced in Section 3.4.2. Rear yard garages may be detached from the dwelling or attached to the rear wall of the dwelling (see Fig 3.3.3a). The following design criteria applies:

- The minimum lot frontage for a 2-car rear yard garage with the garage doors facing the street is 11.6m; the minimum lot depth is 30.0m.
- Rear yard garages are to be of a complementary design quality (same cladding materials and colours) as the principal dwelling.
- Detached rear yard garages shall be setback a minimum of 0.3m from the side lot line and a minimum of 0.6m from the rear lot line.
- A 6.0m minimum setback shall be maintained between the garage doors and any portion of the house which overlaps the garage.
- For a rear yard garage facing an interior side lot line a minimum of 6.0m shall be maintained between the garage doors and the side lot line.
- In order to keep scenic views unobstructed, detached rear yard garages should not be located in the rear yard of ravine or park lots.
- Detached garages on corner lots shall be accessed from the flankage street and will be of increased design quality consistent with the main dwelling.
- Driveways accessing rear yard garages shall be kept to a single lane width. Nothing shall project into this driveway, such as steps, chimneys, wall projections or window wells to ensure a clear access width of 3.5m.
- The maximum access width to the rear yard garage shall be a maximum of 3.5m.

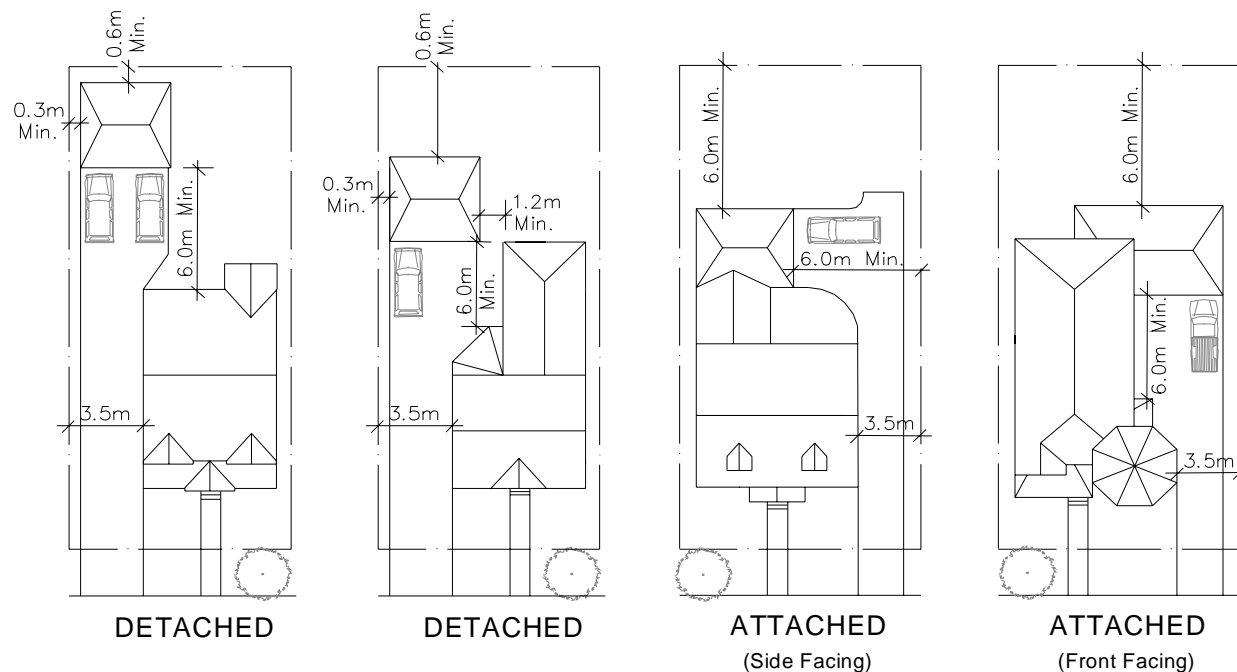


Fig. 3.3.3a - Rear yard garage options

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3.3.4 Criteria for Side Facing Garages

Side facing garages which project in front of the dwelling may be permitted on a limited basis for lots widths 18.3m (60ft) or greater subject to the following:

- Only small groupings of these dwellings may be permitted to a maximum of 4 in a row separated by at least 6 dwellings non-side facing garages.
- The treatment of the front wall of the garage facing the street shall exhibit design variety, ample fenestration and detailing consistent with that of the front facade of the habitable portion of the dwelling. Refer to Fig. 3.3.4a.
- Side facing garages shall not be sited on corner lots.
- Dwellings must be designed to allow for entry steps to project without interfering with vehicular access to the garage nearest to the house.
- Dwellings of this nature shall be sited in pairs with the garages located to the outside of the pair to create a courtyard effect between dwellings. Refer to Fig. 3.3.4b.
- The setback to the wall of the garage facing the street shall be 4.5m; bay projections will be permitted to encroach up to 1.8m into the minimum front yard.
- The garage doors shall be setback a minimum of 7.5m from the side lot line.
- The maximum driveway width at the streetline shall be 6.0m.
- Roofline variation above the garage doors should be provided through the use of habitable rooms, dormers and/or gables.
- Variations in plan profile should be exhibited for 3 car garages. This can be achieved by offsetting one or more of the garage bays a minimum of 300mm (12").



Fig. 3.3.4a - Conceptual image of side facing garage

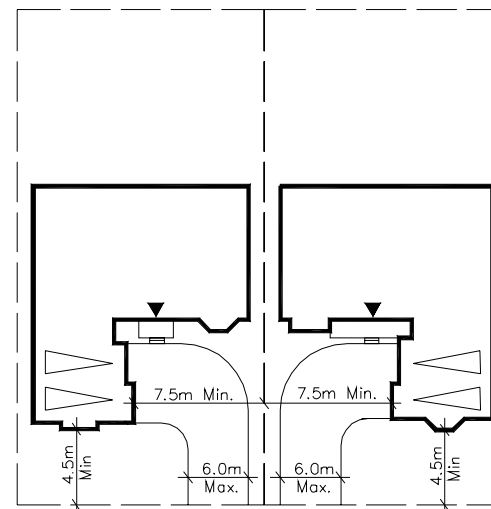


Fig. 3.3.4b - Siting criteria for side facing garages

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3.3.5 Criteria for Dropped Garage Conditions

- Dropped garages conditions occur on rear-to-front sloping lots when additional risers at the front entry are required. This can create “top-heavy” garage massing by increasing the expanse between the top of the garage door opening and the underside of the soffit above.
- Where the slab of the garage drops more than 600 mm (2'-0") below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review, shown on the streetscape, and indicated clearly on the site plan.
- Suggested design treatments to reduce the visual impact of the taller garage include:
 - increase the garage door height by 300 mm.
 - lower the garage roof;
 - add a decorative gable louvre or feature;
 - provide additional detailing, such as masonry soldier coursing over lintels, or continuous brick banding.
 - provide a window scaled to the dwelling, above the garage doors;
 - provide wide profile arched lintels over the garage doors;
 - relocate coach lamp fixtures above the garage doors.
- refer to figure 3.3.5a.

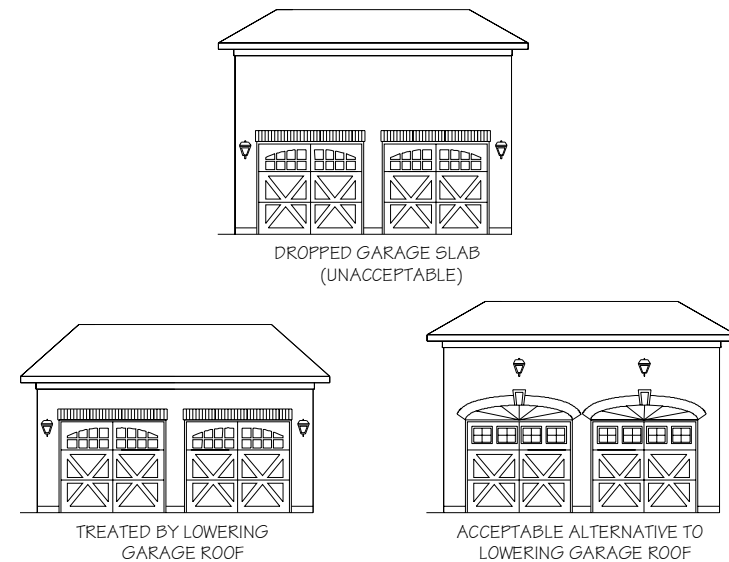


Fig. 3.3.5a - Dropped garage condition

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3.4 DESIGN GUIDELINES FOR PRIORITY LOT DWELLINGS

Within any community certain dwellings will possess greater visual significance due to their increased level of public exposure. These are typically referred to as Priority Lot Dwellings. Priority Lot Dwellings occur in visually prominent locations such as community entry points, window streets, corners and view termini or where adjacent to public or highly visible areas such as parks, schools, open spaces and commercial areas.

Dwellings located within or adjacent to Community Identity Areas (refer to Sec. 3.1.1) will also be considered Priority Lot Dwellings. Special attention shall be required for the site planning and architectural design on publicly exposed elevations of Priority Lot Dwellings to enhance their visual character. This can be achieved through the use of elements characteristic to the architectural style of the dwelling such as bay windows, towers, porches/porticos or stone accents. The enhanced treatment of priority lot dwellings adds detail, variety and interest to the streetscape at appropriate locations.

For the locations of dwellings on Priority Lots, refer to the Priority Lot Location Plan - Figure 3.4a.

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NOTE:

At the time this plan was created, the Community Park designation still remained in effect. This plan represents the conceptual revision to the plan should that designation be deleted. Should the Community Park be retained in accordance with the current OP designation, the Priority Lot Location Plan shall be revised by the Control Architect to indicate this and resubmitted to the City for approval.

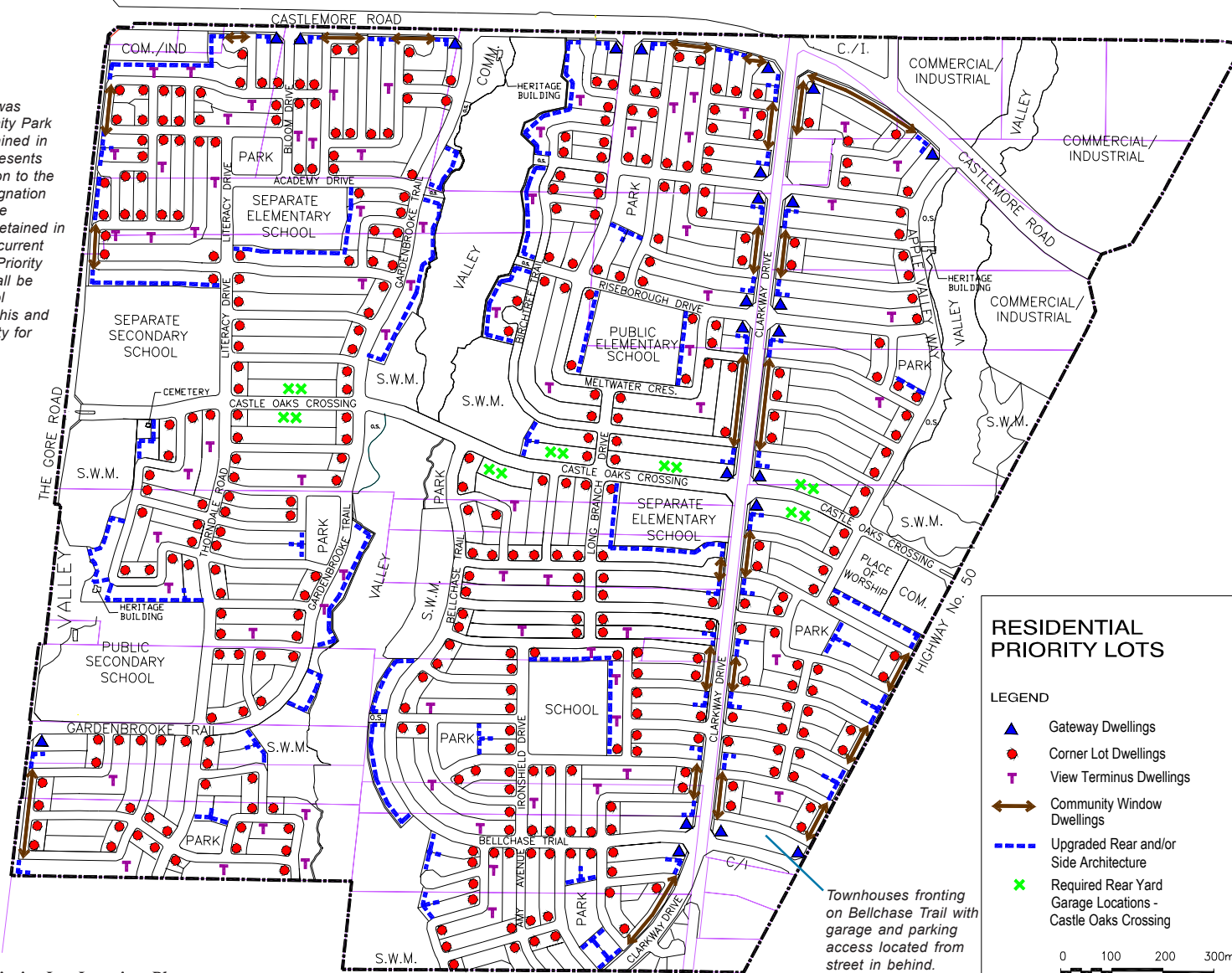


Fig. 3.4a - Priority Lot Location Plan

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3.4.1 Crossings Dwellings

A defining urban design element within the Neighbourhoods of Castlemore Crossing Community is the centrally located bridge along Castle Oaks Crossing which crosses the valleyland and links together neighbourhoods on the east and west sides of the community. The 4 dwellings on Castle Oaks Crossing (3 corner lots / 1 lot flanking the SWMP) nearest to the Crossing will act as an architectural backdrop to the bridge and should command a dominant architectural presence. Given the importance of this area as a key Community Identity Area, exceptional quality building designs shall be required for Crossing Dwellings.

- All Crossing Dwellings should be designed using the same design criteria as Corner Lot Dwellings (refer to Sec. 3.4.3) and Castle Oaks Crossing Dwellings (refer to Sec. 3.4.2)
- A high degree of wall articulation and fenestration is required on elevations oriented toward the Crossing.
- The design of all 4 Crossing Dwellings should be coordinated to incorporate similarity of architectural style, colours and materials.
- 2 to 2-1/2 storey building massing is required. Bungalows are not permitted on these lots.
- All 4 dwellings should incorporate a wraparound porch or similar dominant architectural feature oriented toward the Crossing.
- The use of a roof turret/tower and/or bay feature at the front corner of the dwelling should be incorporated into the design of Crossing Dwellings to establish a dominant built form element.
- The use of stone as a main or secondary wall cladding material is required.

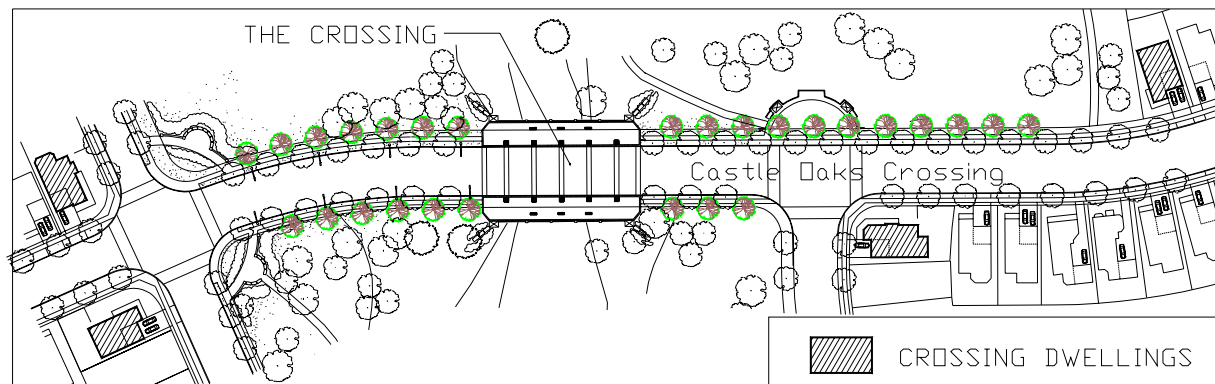


Fig. 3.4a - Location Plan Showing Crossing Dwellings

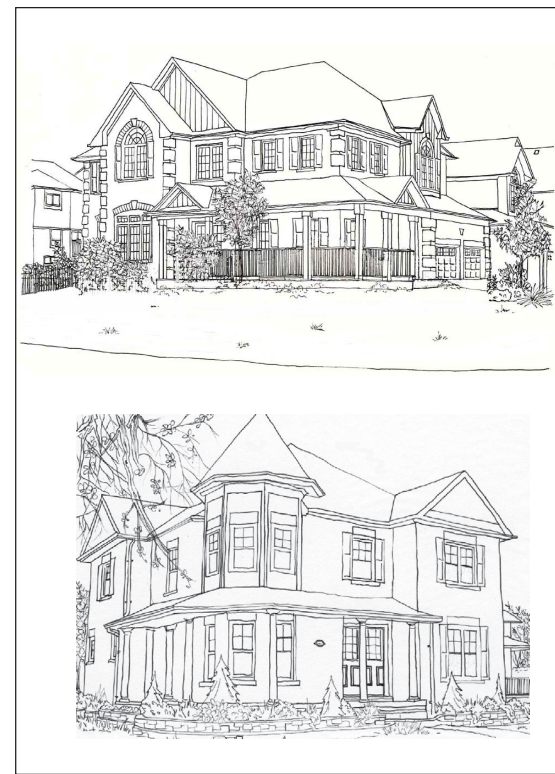


Fig. 3.4.1b - Conceptual Images of Crossing Dwellings

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3.4.2 Dwellings on Castle Oaks Crossing

Castle Oaks Crossing plays a major role in linking neighbourhoods together within the Community. Due to its importance within The Neighbourhoods of Castlemore Crossing, it has been deemed a Community Identity Area. Special design consideration is required for housing and streetscaping along Castle Oaks Crossing as follows:

- The impact of the garage on the Castle Oaks Crossing streetscape shall be diminished in the following manner:
 - Garages which project beyond the ground floor front wall of the dwelling shall not be permitted.
 - The use of rear yard garages is required in key locations (see Fig. 3.4a Priority Lot Map for locations). Within each street block there shall be at least 2 dwellings constructed with rear yard garages (see Fig. 3.4.1c). There locations within each street block should be chosen to maximize public visibility (i.e. opposite the Stormwater Pond, School site, T-Intersection).
 - The rear yard garage can be either attached or detached from the dwelling, as demonstrated in Figs. 3.4.2a and 3.4.2b (Dwelling Types B & C). The minimum lot frontage required for a rear yard garage is 11.6m; the minimum lot depth required for a rear yard garage is 32m.
 - Refer to Sec. 3.3.2 for detailed design criteria for rear yard garages.
 - Dwelling Type A (front yard garage) will comprise the majority of dwellings on Castle Oaks Crossing. The use of recessed garages with a roof above or porte-cochere style garages is encouraged to minimize the visual impact of the garage. The garage doors shall be setback a minimum of 1.0m from the main front wall containing an entry door.
 - Wall massing above the Dwelling Type A garage shall be diminished by stepping the 2nd storey back, using an intermediate roof above the garage and providing a variety of 2nd storey wall articulation.
 - The use of upgraded garage doors will be required for all Type A Dwellings.

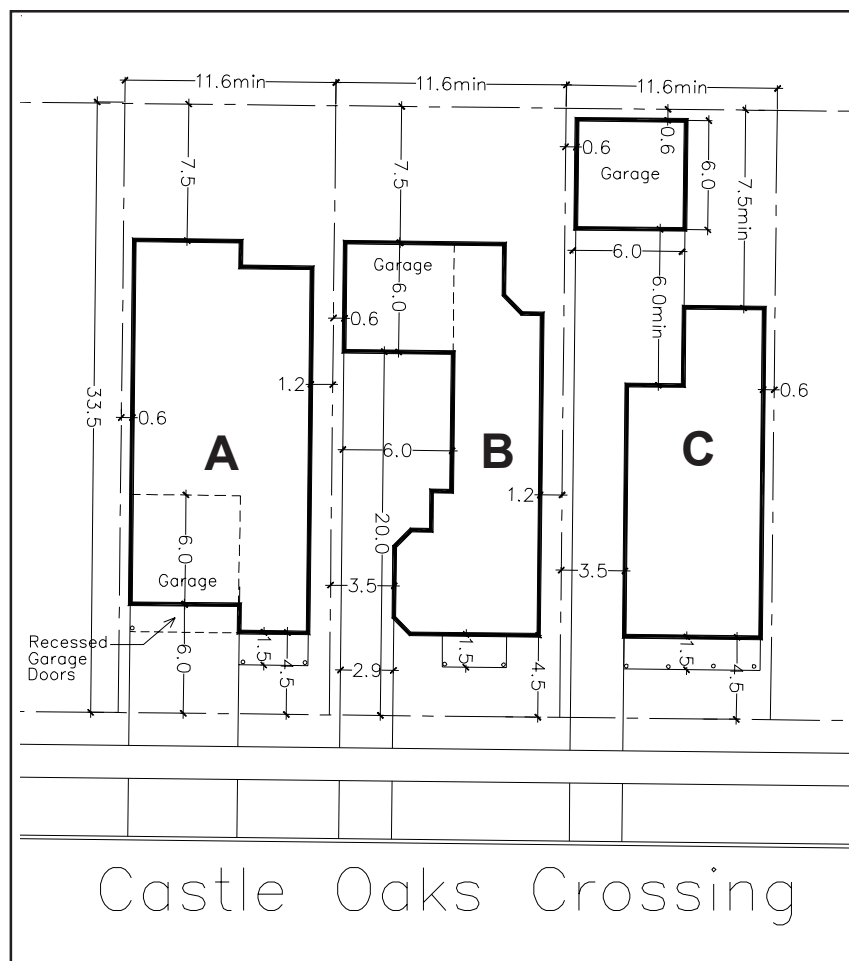


Fig. 3.4.1a - Conceptual Lot Typology on Castle Oaks Crossing



A



B



C

Fig. 3.4.1b - Conceptual Images of Garage Options

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- A harmonious mix of dominant and identifiable traditional architectural styles shall be provided for all dwellings on Castle Oaks Crossing (the use of contemporary generic architecture is discouraged). Builders and their architects shall coordinate the design of Castle Oaks Crossing Dwellings with the Control Architect at the beginning of the model design phase and prior to offering dwellings for sale.
- Use of stone or stucco accents shall be provided for all housing on Castle Oaks Crossing.
- A range of compatible heritage brick tones and paint colours shall be implemented for dwellings on Castle Oaks Crossing.
- Compatible variety in massing among dwellings shall be provided. The use of bungalow models on Castle Oaks Crossing is not permitted in order to maintain dominant streetscape massing.
- A dominant and interesting roofscape will be required for Castle Oaks Crossing dwellings. The minimum main roof pitch (in profile to the street) shall be 10:12.
- Wherever practicable, corner lots should flank onto Castle Oaks Crossing.
- Corner lots facing Castle Oaks Crossing shall be designed with their main entrances facing the flankage lot line. The use of wraparound porch features facing Castle Oaks Crossing will be strongly encouraged. This is required for Crossing Dwellings.
- See Sec. 3.4.1 for design guidelines for 'Crossing Dwellings' on Castle Oaks Crossing.



Fig. 3.4.1d - Images of Upgraded Garage Door Styles for Type A Dwellings on Castle Oaks Crossing

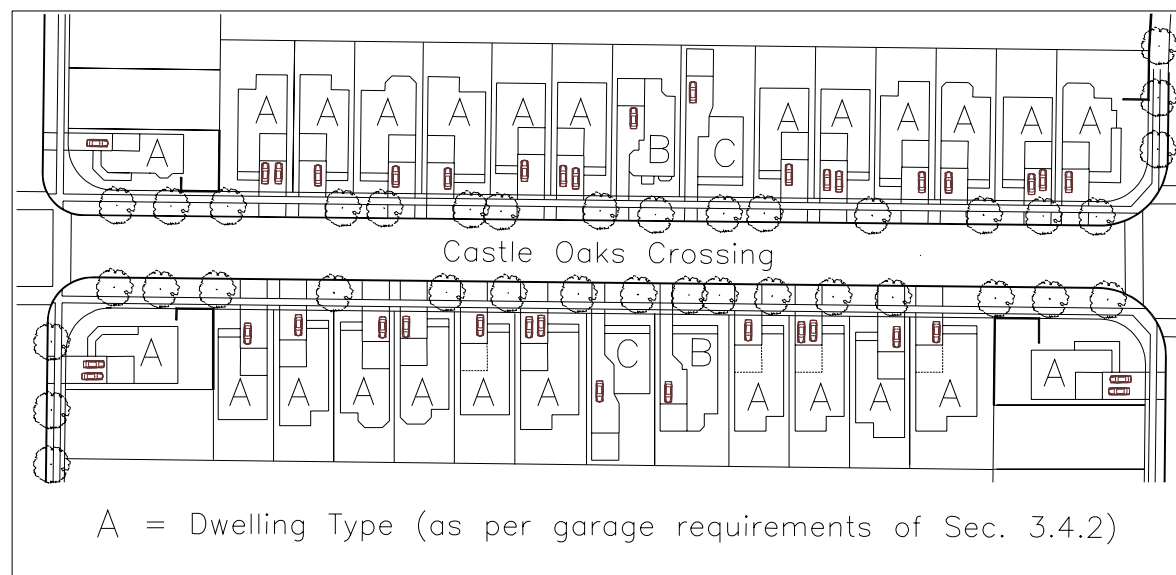


Fig. 3.4.1c - Excerpt of Castle Oaks Crossing Demonstration Plan (Conceptual Image Only)

Chapter 3.0 ARCHITECTURAL GUIDELINES

3.4.3 Corner Lot Dwellings

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

- Building setbacks should be close enough to the street to give definition to the street edge at the corner.
- Ground level elements such as porches/porticos, windows, projecting bays and their details, should relate to the pedestrian scale at the street.
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for interior lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Both street frontages for corner lot dwellings shall have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- The preferred design for corner lots is to have the main entry to the dwelling located on the long elevation facing the flanking street (flanking main entry).
- An angled main entry facing the daylight triangle (angled main entry) is also acceptable.
- Main entries facing the front lot line or shorter side of the lot (front main entry) are discouraged and may be permitted on a limited basis on low exposure corner lots (such as an interior street elbow lot; not on a Primary Streetscape corner) at the discretion of the Control Architect. Where the dwelling design has the main entrance within the building face at the shorter side of the lot, the design of the flanking face will include a secondary entry, projecting bay or other appropriate architectural feature.
- Architectural design elements required for Corner Lot Dwellings include:
 - entry portico or porch on the long side of the dwelling.
 - well proportioned apertures for doors and windows, located to create well balanced elevations.
 - wall projections along the flanking wall face.
 - gables, dormers, eyebrow window or other appropriate elements to enhance the roof form.
 - enhanced rear elevation detailing and windows, equivalent to the street facing elevations.
- The main entry from the flanking elevation should be connected by a paved walkway to the sidewalk.
- Identical elevations on abutting or directly opposite corner lots are discouraged. However, building designs which have compatible architectural style, massing, elements and details are encouraged on abutting or directly opposite corner lots to provide both harmony and variety to the streetscape.
- A privacy fence shall be provided to enclose the rear yard of all corner lot dwellings.

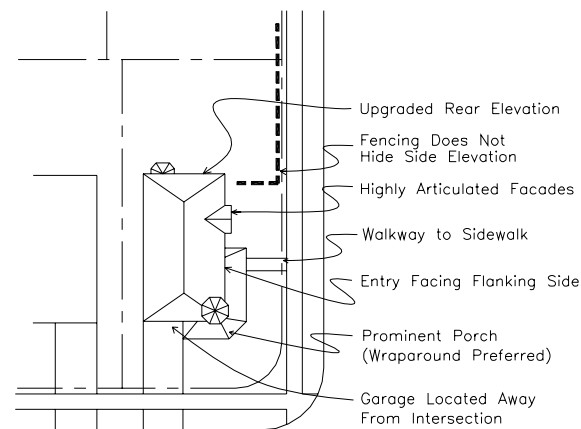


Fig. 3.4.3a - Conceptual plan view of corner dwelling



Fig. 3.4.3b - Interior lot model upgraded to suit corner condition



Fig. 3.4.3c - Typical corner dwelling designs

Chapter 3.0 ARCHITECTURAL GUIDELINES

3.4.4 Community Gateway Dwellings

Community Gateway Dwellings are located at the main points of entry to the community. It is paramount that their design convey the upscale character and design quality of the Neighbourhoods of Castlemore Crossing to residents, neighbours and visitors. In addition to the design characteristics of Corner Lot Dwellings (refer to Sec. 3.4.3), the design of Gateway Dwellings shall conform to the following :

- All dwelling elevations exposed to public views should be of similar upscale character and quality.
- The design of a Gateway Dwelling should include distinctive built form at the corner such as added height or architectural elements consistent with the dwelling's architectural style. This may include a projecting bay, single storey extension or other design feature.
- All Gateway Dwellings shall be a minimum of 2 storeys.
- The use of stone is required as a primary or accent wall cladding material for all Gateway Dwellings in order to convey a high quality image for the Neighbourhoods of Castlemore Crossing.
- Detailing should include large, well proportioned windows, shutters, precast details, masonry detailing, quoined corners or masonry chimneys where appropriate.
- The main entry should be oriented to the higher order street or to the daylight triangle, unless this conflicts with noise

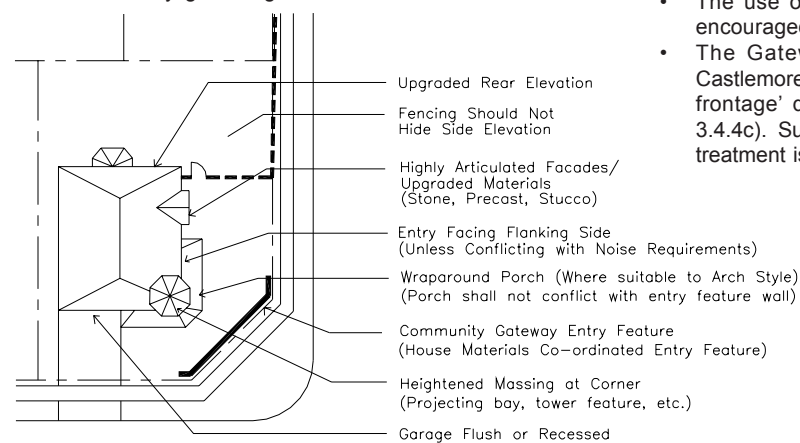


Fig. 3.4.4a - Conceptual plan view of Gateway Dwelling



Fig. 3.4.4b - Conceptual Images of Gateway Dwellings

attenuation requirements or with a community entry gateway feature.

- The garage face should be recessed or flush with the adjoining wall face.
- Porches, projecting bays or other extensions should not encroach on any adjacent community gateway entry feature.
- Dwelling design, colours or materials should be consistent with or complementary to any adjacent community gateway entry feature.
- Gateway corner lot fencing or noise attenuation fencing is required to screen rear yard amenity areas. Fencing shall comply with City of Brampton by-laws.
- The use of enhanced landscaping or planting will be encouraged for Gateway Dwellings.
- The Gateway Dwelling at the southwest corner of Castlemore Road and Clarkway Drive will be a 'reverse frontage' dwelling (similar to the image shown in Fig. 3.4.4c). Superior rear and flankage elevation architectural treatment is required.



Fig. 3.4.4c - Conceptual Image of Reverse Gateway Dwelling

Chapter 3.0 ARCHITECTURAL GUIDELINES

3.4.5 Community Window Dwellings

Single-loaded streets which are parallel and adjacent to arterial roads provide framed views into the community from these major roads. Dwellings in these locations are referred to as Community Window Dwellings and are important in establishing the overall community character to residents and passersby.

- Community Window Dwellings are highly visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well-proportioned windows, a projecting bay, or other design feature to reflect their visual prominence.
- Dwellings with projecting garages will be discouraged.
- The use of upgraded building materials, such as stone or precast detailing is encouraged to reflect the quality of the community.
- Dwellings which flank onto an arterial road will be considered Community Window Dwellings. The design of these dwellings shall be consistent with the requirements of Corner Lot Dwellings.

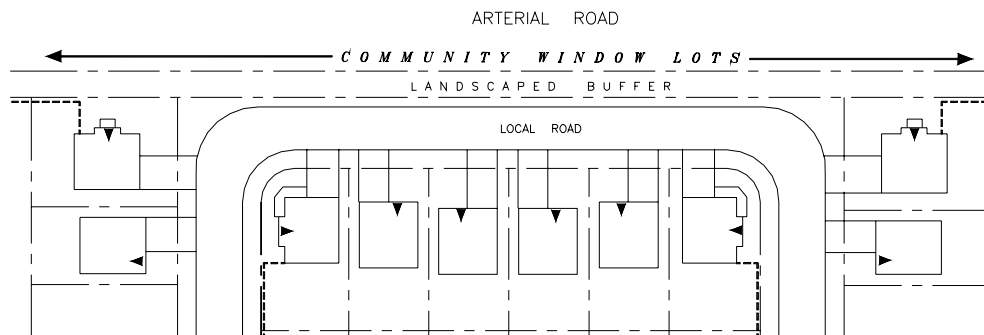


Fig. 3.4.5a - Conceptual plan view of community window dwellings



Fig. 3.4.5b - Conceptual images of community window dwellings

NOTE: The fencing may not be as shown in the conceptual images of community window dwellings.



Chapter 3.0 ARCHITECTURAL GUIDELINES

3.4.6 Dwellings Facing Parks

Parks will be considered Community Identity Areas as described earlier in this document. Housing facing the parks will have a higher degree of public visibility within the community and will be deemed to be Priority Lots. A coordinated and unified architectural treatment will be required for these homes as follows:

- These dwellings shall provide a distinguished architectural backdrop to the park in order to foster an identifiable sense of place within the community for these areas of heightened public activity.
- Housing facing a park should be complementary to the landscape treatment proposed for the park. The use of architectural styles which relate to traditional period Ontario architecture should be used (refer to Section 3.2.1). The use of Contemporary Generic Architecture shall not be permitted in these key Community Identity Areas facing parks.
- In addition to the above requirements, the following design criteria will apply for Dwellings Facing Parks:
 - Full width porches across front of dwelling facing park should be provided.
 - Dwellings with garages projecting in front of the porch are not permitted facing parks.
 - Minimum side roof slopes for dwellings facing park is 10:12 to contribute to a dominant roofscape.
 - Special consideration shall be paid to colour schemes and exterior material choices to ensure jarring contrasts are avoided. Colour schemes for all dwellings shall be coordinated. For example the use of similar brick and roof tones (i.e. red brick with black roofs) to suit the architecture of the dwellings.
 - The use of stone accents on these dwellings is required; (i.e. introduce a stone plinth or bay).
 - Consistent and dominant massing (i.e. either all 2-storey or all 3-storey dwellings) Mixing bungalows with 2-storey dwellings (or 2-storey with 3-storey dwellings) is not permitted.
 - Corner dwellings facing a park should have a wraparound porch, tower feature, balcony or other dominant feature at the corner of the dwelling.
 - The use of second storey balconies overlooking the park is encouraged.
 - Dwellings which back or flank onto parks will be highly visible within the public realm and require an enhanced rear or side elevation treatment consistent with the front elevation (refer to Sec. 3.4.7).

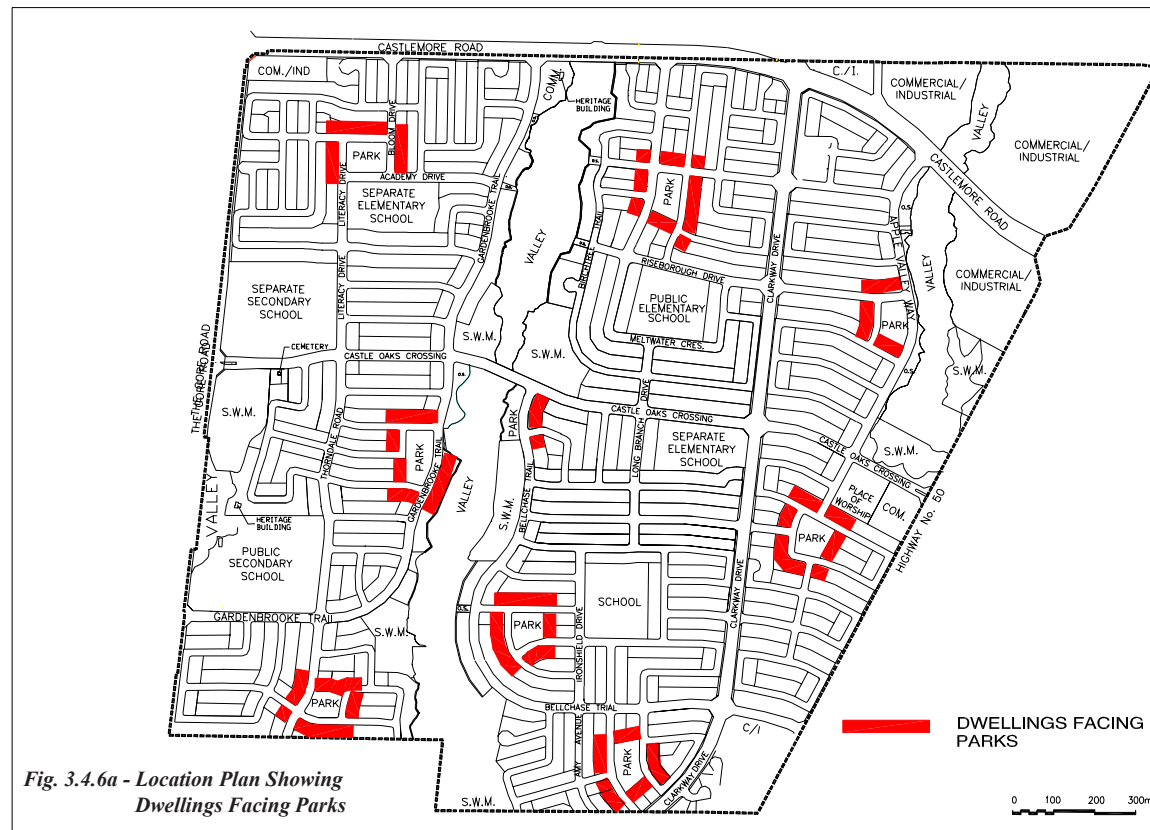


Fig. 3.4.6a - Location Plan Showing Dwellings Facing Parks



Fig. 3.4.6b - Conceptual Images of Dwellings Facing a Park

Chapter 3.0 ARCHITECTURAL GUIDELINES

3.4.7 Upgraded Rear & Side Yard Architecture

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

- Applicable enhancement situations include the following:
 - Dwellings backing or flanking onto parks, open space, vista blocks, public walkways, storm water management ponds, parks, schools, places of worship, institutional or commercial uses.
 - Reverse frontage lots backing or flanking onto a public road.
 - Dwellings on curved streets where stepped setbacks leave sidewalls exposed to public view.
 - Those portions of an elevation (including roof) exposed to public view and located above the limit of solid fencing.
- Applicable enhancements on the exposed elevations include the following :
 - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing.
 - Covered rear porches.
 - Gables, dormers or eye-brow window within the roof.
- Entrance / access points to open space features shall be reinforced by the siting of adjacent built form. The siting and articulation of the adjacent building(s) shall reinforce the sense of entry, frame views and provide visual connections to the open space.
- Building projections such as porches or bay windows are encouraged into the side yard adjacent to the open space or walkway to provide visual interest. Increased side yard setbacks with encroachments permitted for architectural elements have been provided in these locations.
- The design of houses flanking open space areas and public walkways should incorporate features that provide emphasis to the corner of the structure and its side elevation, such as corner bay windows, wrap-around porches and roof elements.
- Where a long row of rear elevations is exposed to public view, rear façades should include variation in building edge or building setback.
- Where the exposed elevations occur adjacent areas of limited public visibility, such as a heavily treed woodlot, the level of architectural enhancement may be reduced.



Fig. 3.4.7a - Conceptual images side and rear elevation upgrades (adjacent to park)



Fig. 3.4.7b - Conceptual image of rear elevation upgrade (reverse frontage condition on Hwy 50)

Chapter 3.0 ARCHITECTURAL GUIDELINES

3.4.8 View Terminus Dwellings

The Neighbourhoods of Castlemore Crossing Block Plan has been designed to enhance the visual experience by preserving views and vistas to natural features and creating view corridors to community features such as parks, stormwater ponds and community buildings. Within the residential areas of the community, View Terminus Dwellings typically occur at T-intersections where one road terminates at right angles to another or on the outside lots of curved streets, street elbows and the end of cul-de-sacs. These dwellings terminate an axial view corridor and should receive enhanced architectural design and landscaping treatment.

i) Guidelines for View Terminus at T-Intersection:

- Where lot depths permit, View Terminus Dwellings should have a greater front yard setback than adjacent dwellings.
- Driveways for paired View Terminus Dwellings should be located to the outside of the lots to provide opportunities for increased landscaped treatment, reduce the visual impact of the garages on the axial view and create a stronger architectural image.
- View Terminus Dwellings should have enhanced design or architectural detailing, giving them greater visual interest.
- The dwellings on the corner lots opposite the T-dwelling should frame the view from the street.

ii) Guidelines for View Terminus at Curved Streets and Street Elbows:

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

- Provide distinctive architectural design and greater front yard setbacks, where feasible, than for adjacent dwellings.
- Locate driveways to the outside of paired lots, where feasible, to allow for enhanced front yard landscaping opportunities.
- Where dwelling side elevations are fully exposed to the public realm, their design and materials should be consistent with the front elevation.

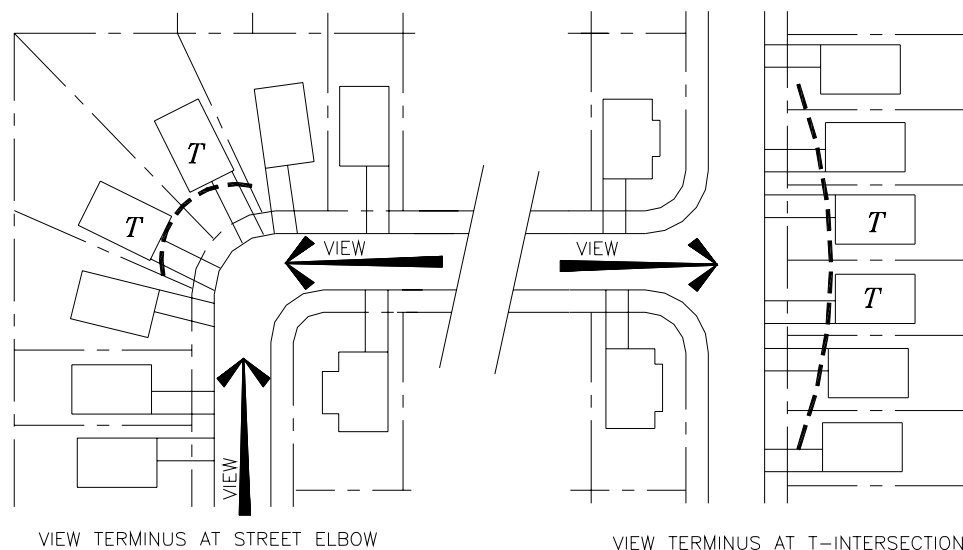


Fig. 3.4.8a - Conceptual plan view of view terminus dwellings



Fig. 3.4.8b - Conceptual image of view terminus dwelling (at T-Intersection)



Fig. 3.4.9a - Conceptual image of view terminus dwelling (at Street Elbow)

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas

The following sections outlines general design principles for the development of the commercial blocks to ensure appropriate integration of these uses into the community.

The community plan provides for commercial and mixed commercial/ industrial uses of varying size and function located along the community's perimeter. These areas range in size but are generally located at major intersections or gateway locations identified on the block plan. The components that make up these areas are generally the same and will be developed based on similar objectives. These objectives are:

- To reinforce a positive community identity through appropriate architecture, building location and landscaping that promotes a pedestrian friendly atmosphere.
- To balance the functional requirements of each site with their role in fostering an attractive, human scale shopping environment that promote pedestrian activity.

A concept plan for each commercial site has been provided to demonstrate the following general design criteria for the development of these blocks. It is noted that these are only examples of the stated design principles and will not necessarily apply to the final site plans. Due to the conceptual nature of each site and the uncertainty at this point in time of the exact use for each site, flexibility in the design review process by staff should be provided. Site specific guidelines have also been provided for each site in conjunction with the concept plan which shall be in addition to the following general guidelines for commercial development within the community.

Note: A demonstration plan for the Commercial Industrial Block at the southeast portion of the site adjacent to the existing woodlot has not been provided in this document, however, the applicant for this site will be required to submit a Commercial Design Brief for Site Plan approval.

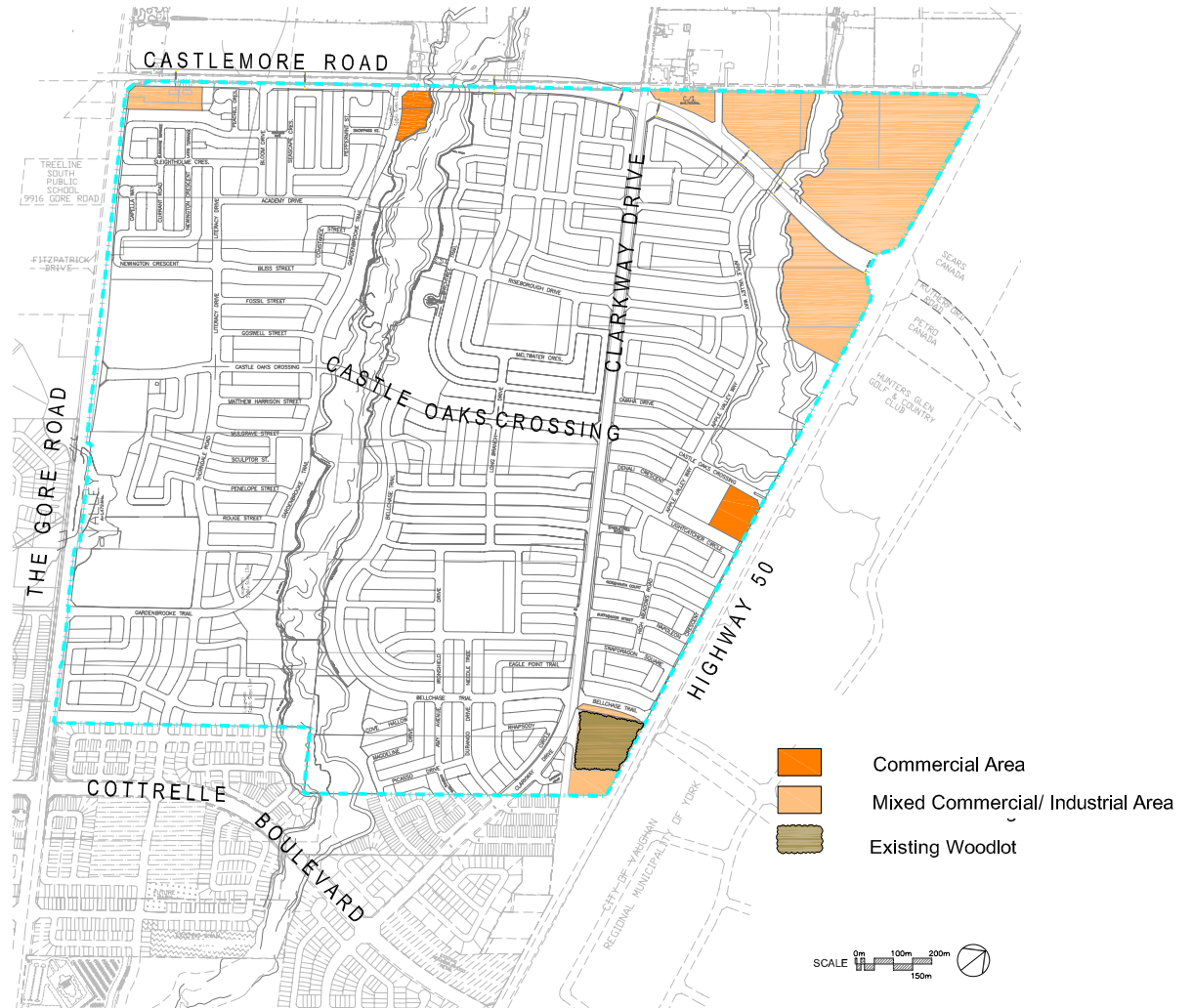


Figure 4.0 - Commercial / Industrial uses

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas



Image A - Landscaping within parking area



Image B - Landscaped buffer along street edge

4.1 SITE PLANNING

- Buildings should be located to reinforce the street edge and intersections.
- Locating large, expansive parking areas along the street edge is discouraged. Where it occurs landscaping, such as treed islands, should be provided to minimize its visual impact.
- Similarly, garbage, storage and service areas should also be located away from the street edge.
- Priority locations for buildings are:
 - View termini (i.e. t-intersections).
 - Along primary streets.
 - At corners / gateway locations.
 - Flanking entry roads.

4.2 GATEWAYS

- Where city, community or neighbourhood gateways have been identified the buildings and are encouraged to be located to form part of that gateway.
- In these locations hard and soft landscape elements will be coordinated with built form to create an integrated appearance.

4.3 PARKING

- Parking should be located to the side or rear of the building.
- Where possible, primary locations for parking areas should be internal to the site away from the street, where possible.
- Parking areas should not occupy more than 50% of any street frontage.
- Parking that is located along the street frontage should be screened from the street by a landscaped buffer. The landscape buffer may consist of a combination of the following:
 - Landscape berms
 - Low walls / planters
 - Low decorative fencing
 - Trees and shrubs
- These features should be consistent in design and co-ordinated in terms of colours, materials, styles and forms, both with each other and with other elements of the community's streetscape design.
- Entrances to parking areas should be clearly identified through the combined use of signage, lighting, landscaping and traffic calming elements. These elements should be designed and coordinated to avoid creating visual 'clutter' within the streetscape.
- Internal vehicular routes should be designed with a clear hierarchy of circulation and parking and coordinated with the pedestrian circulation system.
- Delineation of vehicular routes may be enhanced through the following:
 - Raised islands with or without planting
 - Painted line markings
 - Textured and/or coloured pavement
 - Traffic bollards

- The number of driveway accesses to roadways should be minimized to reduce interruptions to pedestrian walkways and increase opportunities for street tree planting.

4.4 LANDSCAPING

- In large areas of parking landscaping will be provided in raised islands to provide visual relief, to create a comfortable, pedestrian-scaled environment and to promote a high quality community image.
- Landscaping which screens parking areas and focuses attention on the buildings is encouraged.
- Streetscape elements established for the community should be provided along the street frontages for commercial and institutional uses to maintain a consistent urban community character.
- Site fencing design shall be complementary with the community fencing design where facing public streets.
- Community entrance features, such as walls, columns or decorative fencing shall be co-ordinated with the architectural detailing of the commercial building.
- Provision of a continuous landscaped connection between the buildings and the street is encouraged in order to promote a pedestrian friendly environment along adjacent street frontages.

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial A

4.5 STREETSCAPE

- Landscaped buffers will be provided along the street edge. These will range in width depending on the size of the adjacent road or the type of adjacent land use. Generally the following will apply:
 - 6.0 - 9.0m - Highway 50 (Figure 4.0a, b & c)
 - 6.0m - Arterial Roads (Figure 4.0d)
 - 3.0m - Collector and Local Roads (Figure 4.0e)
 - 3.0m - Open Space or Valleyland (Figure 4.0f)
 - 3.0m - 6.0m - Residential (Figure 4.0g)
- Within the landscape buffers along roads, a single row of deciduous canopy trees will be planted in combination with lower shrub planting. Landscape buffers along Hwy 50 and arterial roadways should strive for a double row of deciduous trees. One distinct tree species should be used along the entire street frontage. Similarly, shrubs will consist of a simple palette of primarily native shrubs and ornamental grasses mass planted in large swathes.
- Small paved pedestrian plazas may be provided where building entrances and walkway connections from the sidewalk occur. In these areas planting, paving, signage, site furniture and any transit stops will be coordinated.
- Entryway features at access points to commercial and industrial areas should be coordinated with the overall design theme of the community.
- Hard landscape features associated with the gateway will be coordinated with the building (configuration, lay-out, scale and materials).
- Between the building and the street line planting will be provided to enhance the appearance of the building.
- Within the landscape buffers adjacent to open space/valleyland naturalized planting will be provided and could include native shrubs and grasses.

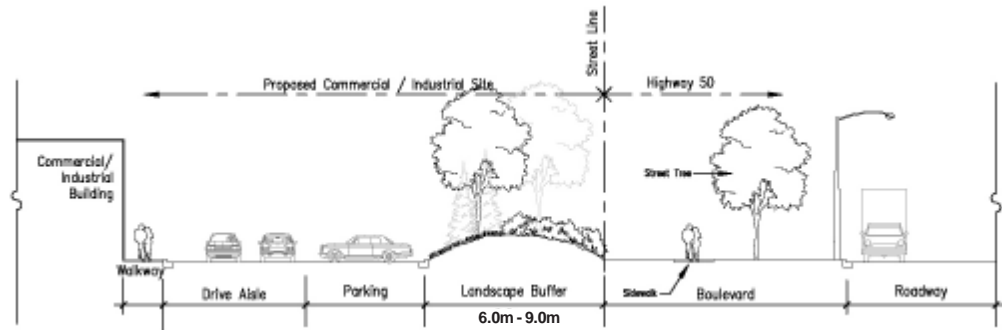


Figure 4.5a - Landscape buffer - Parking along Highway 50

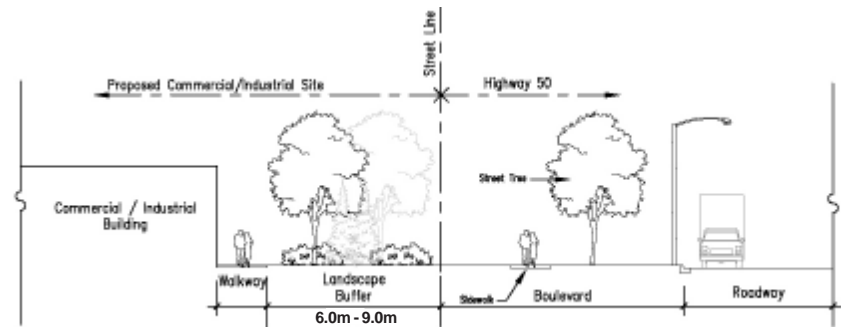


Figure 4.5b - Landscape buffer - Building along Highway 50

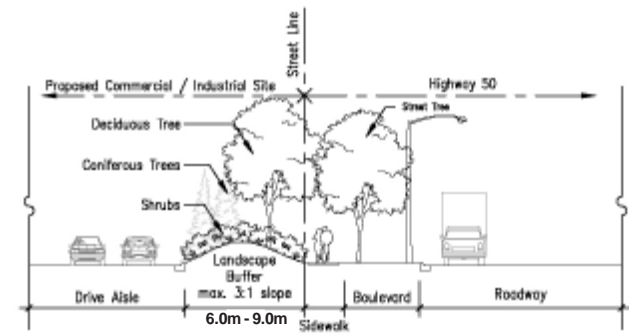


Figure 4.5c - Landscape buffer - Loading along Highway 50

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas

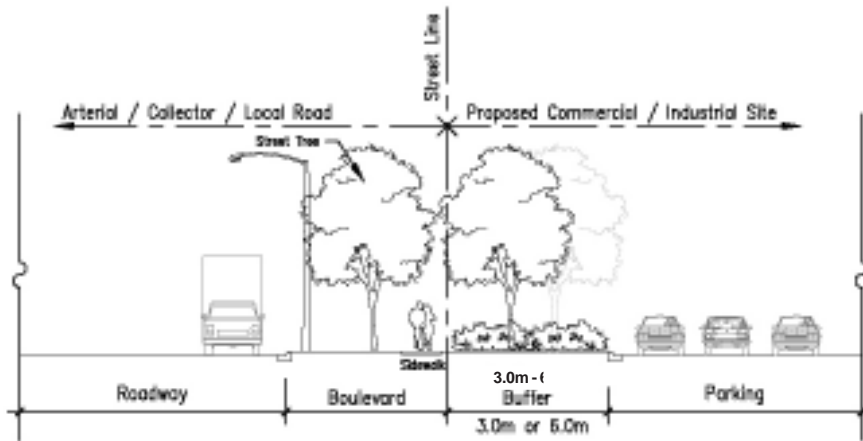


Figure 4.5d - Landscape buffer - Parking along the road

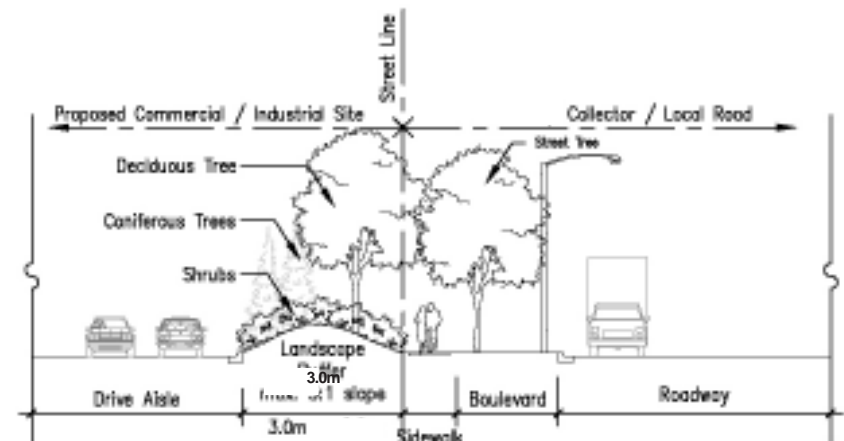


Figure 4.5e - Landscape buffer - Loading along the road

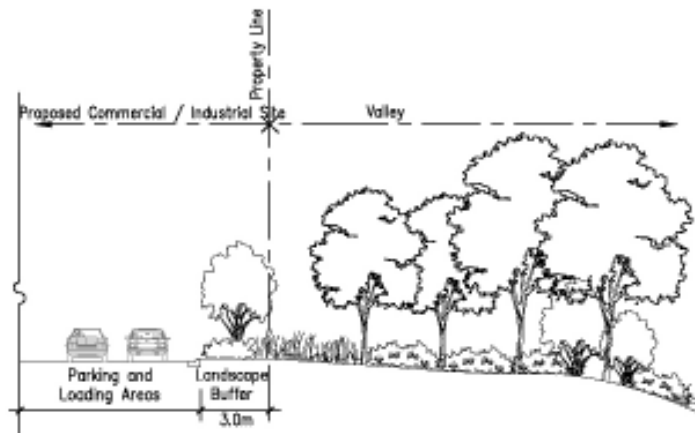


Figure 4.5f- Landscape buffer - Open space interface

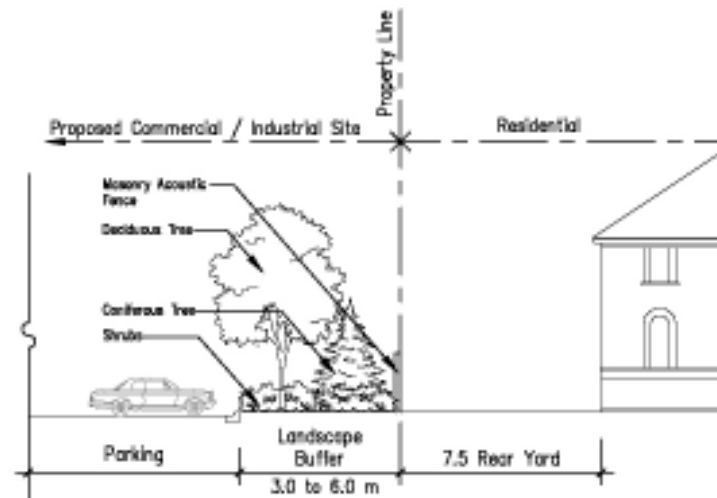


Figure 4.5g- Landscape buffer to residential

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas



Image 4.6 - Building defines street edge

4.6 BUILDING LOCATION

- Buildings should be designed to have a positive relationship to the street, with the primary façade parallel to the roadway to appropriately address, define and relate to the adjacent street frontages.
- Building frontages should ideally occupy a minimum of 50% of the street frontage and extend in front of parking areas, where practical.
- Buildings should be accessed from the sidewalks adjacent to the street.
- Corner buildings should be sited close to the intersection and address both street frontages in a consistent manner. This should include enhanced architectural design features and increased massing.

4.7 BUILDING MASSING

- Buildings should relate well to adjacent development by having regard for the size and scale of the neighbouring building(s).
- Building mass should be sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties.
- For multi-building sites, the larger anchor building should be located further away from the street with smaller edge buildings defining the street edge.

4.8 BUILDING DESIGN

- Buildings should be pedestrian in scale with facades which express a high quality character.
- Architectural styles should relate to the tradition-based influences of residential areas in the community.
- Appropriate architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing, character lighting) shall be provided to avoid uninteresting expanses of roof and wall façade.
- The use of high quality building materials in traditional tones and textures characteristic of the neighbouring residential community is required. This may include brick, stone, stucco, textured block. The use of plain concrete block, glass curtain wall, vinyl or metal siding is discouraged.
- Distinctive building designs shall be provided at corner locations and view termini to reinforce their landmark status in the streetscape.
- Main entrances should be grade-related, face the street and be given design emphasis.
- Building designs are encouraged to incorporate pitched roofs in order to integrate into surrounding residential areas. Where larger buildings are proposed, a pitched mansard roof, roof parapet or cornice treatment should be provided.
- Rooftop mechanical equipment shall be integrated into the roof design and screened from public view.

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas



Image 4.6a - Pedestrian walkway with painted lines



Image 4.6b - Pedestrian walkway



Image 4.6c - Trees flank and define sidewalk

4.9 PEDESTRIAN CIRCULATION

A linked pedestrian system is important to facilitate convenient and safe access to and from buildings.

The pedestrian system may consist of:

- Walkways along building faces.
 - Walkways through parking areas and the raised islands within these areas.
 - Connections to the sidewalk within the public right-of-way.
-
- Walkways should be between 1.5m and 2.0m in width and paved with a hard surface material.
 - Sidewalk depths should be maximized along storefronts with consideration to the provision of an appropriate canopy or arcaded treatment for pedestrian weather protection.
 - Walkways should be consistent and coordinated throughout the commercial site.
 - Pedestrian routes should be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments.
 - Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided.

4.10 FENCING

- For commercial sites adjacent to residential areas, a 2.2m high masonry acoustic wall or approved equal such as the Durisol Precast Brick Wall System, shall be provided. These should be coordinated with any wood acoustic fence.
- Acoustic walls / fencing visible from the street may be accompanied by landscaping.
- For commercial sites adjacent to open space, a 1.2m high black vinyl chainlink fence should be provided.

4.11 LIGHTING

- Lighting design should be visually and thematically coordinated with both building and landscape design.
- Lighting should be designed to promote pedestrian comfort and safety.
- Lighting shall be designed to minimize projection onto or spill over into adjacent residential areas.
- Energy efficient technology should be used wherever possible.
- Light standards should include design elements that allow for hanging flower baskets and banners.
- Lighting for individual buildings should be integrated into the building architecture.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas

4.12 SIGNAGE / SITE FURNITURE

- The design of retail signage should be visually and thematically consistent with the building design.
- Signage should be characteristic of the neighbourhood identity while respecting the business community's desire for corporate logos.
- Ground related signage structures should be co-ordinated with landscape design.
- Signage should be incorporated into the building architecture.
- Plastic backlit signage and tall pylon signage should be discouraged. High quality, front lit signs which are integrated into the building design are encouraged.
- Signage shall be designed in accordance with the City of Brampton Signage By-law.
- The incorporation of site furniture is recommended to enhance pedestrian areas, reinforce an attractive image and improve function. This may include:
 - Benches
 - Trash Receptacles
 - Decorative traffic bollards
 - Bicycle racks
 - Walkway lighting
 - Patio tables and chairs

4.13 LOADING / SERVICE / GARBAGE AREAS

- Loading / Service / Garbage Areas will be located away from residential areas and public view and screened with landscaping, walls or fencing to minimize negative impacts of noise, visibility, odours and vibrations on adjacent properties.
- Loading, service and garbage areas should be located away from residential areas and public view and should be
- Where possible, loading, service and garbage areas should be consolidated and integrated into the building design.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Noise attenuation measures shall be provided where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings/structures to reinforce the image of the community.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.

Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas

4.14 DEMONSTRATION PLANS

The following demonstration plans have been provided to illustrate the design principles that have been discussed as they apply to some of the sites within the block plan. The plan layouts are conceptual in nature and do not reflect property boundaries, existing buildings/features or the variety of future land uses that could occur. Accordingly, the demonstration plans should be interpreted as illustrations only.

Note: Landscape Design Guidelines will be submitted for all demonstration plans along with development proposals at which time Landscape Architectural and Urban Design/Architectural details will be reviewed, approved and secured by the City. For information on site specific development approvals, please contact Planning, Design and Development Department. A demonstration plan for the Commercial Industrial Block at the southeast portion of the site adjacent to the existing woodlot will not be provided in this document, however, the applicant for this site is required to submit a Commercial Design Brief for Site Plan approval.

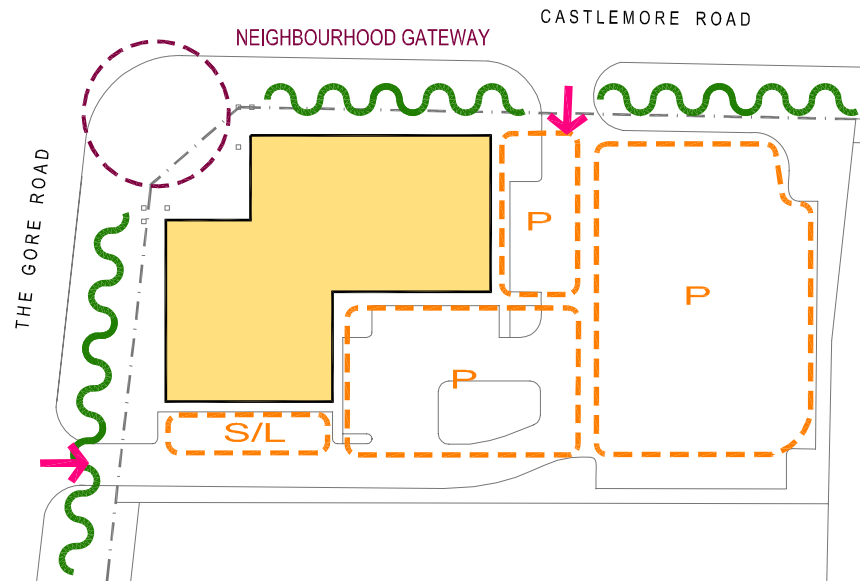


Figure 4.14a - Neighbourhood Commercial demonstration plan A

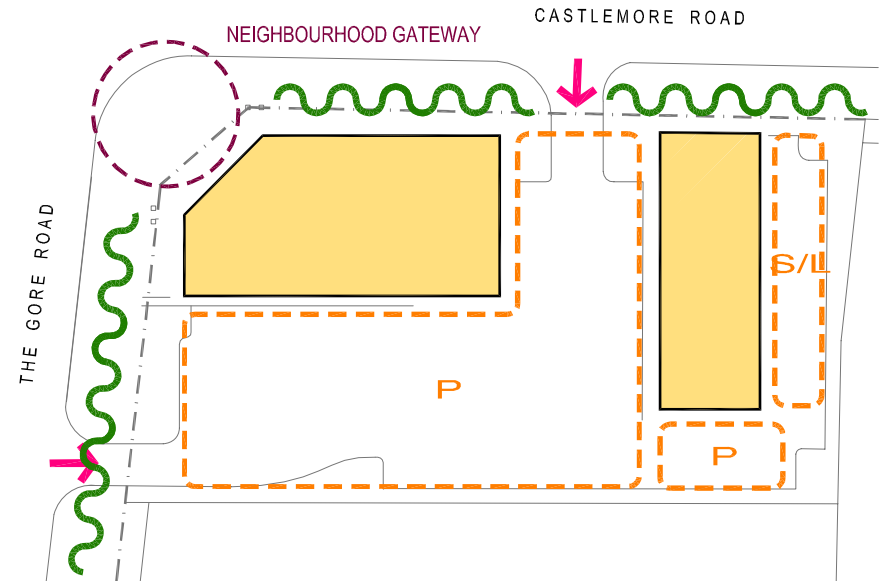


Figure 4.14b- Neighbourhood Commercial demonstration plan B



Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas

(High Quality landscape buffer along Castlemore Road)

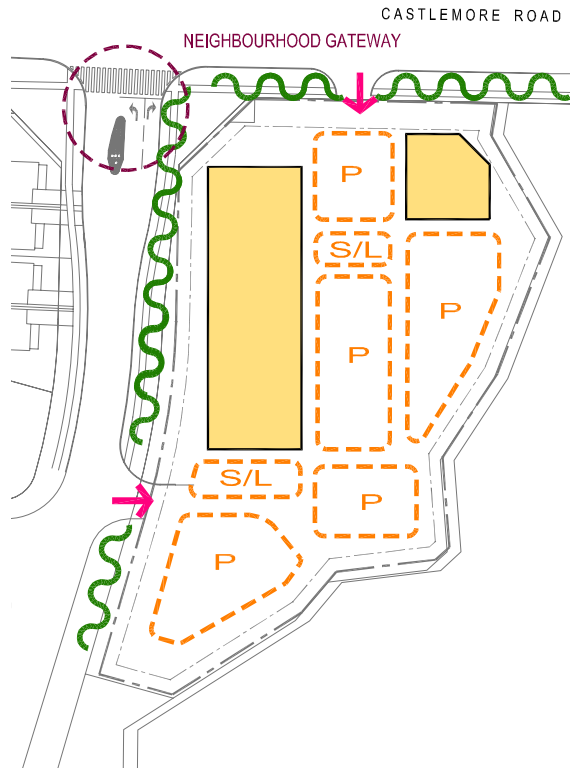


Figure 4.14c - Commercial demonstration plan A

(High Quality landscape buffer along Castlemore Road)

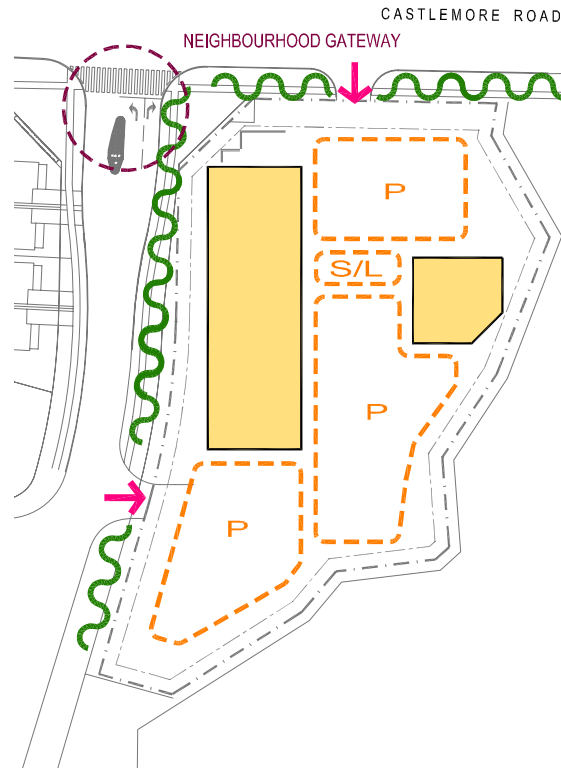


Figure 4.14d - Commercial demonstration plan B

(High Quality landscape buffer along Castlemore Road)

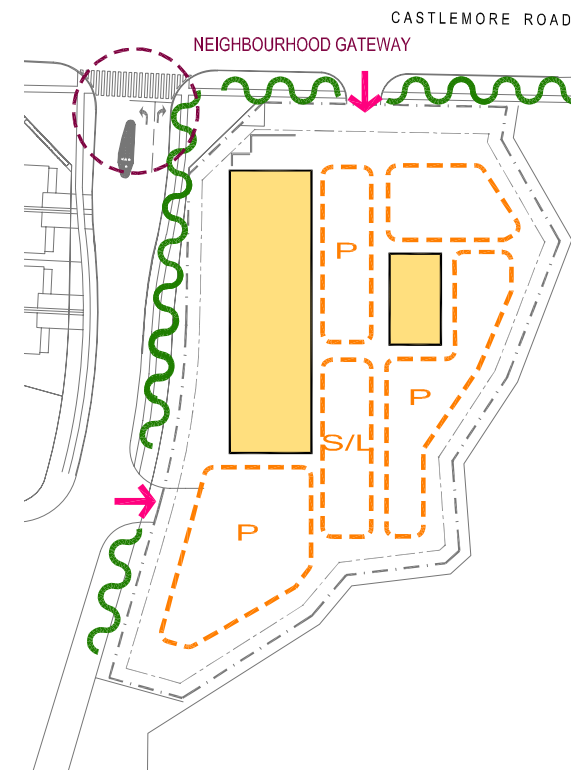
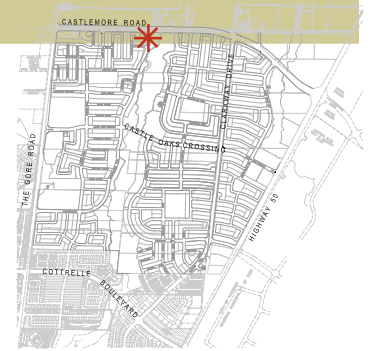


Figure 4.14e - Commercial demonstration plan C



Chapter 4.0 DESIGN CRITERIA FOR NON-RESIDENTIAL DEVELOPMENT

Commercial / Industrial Areas

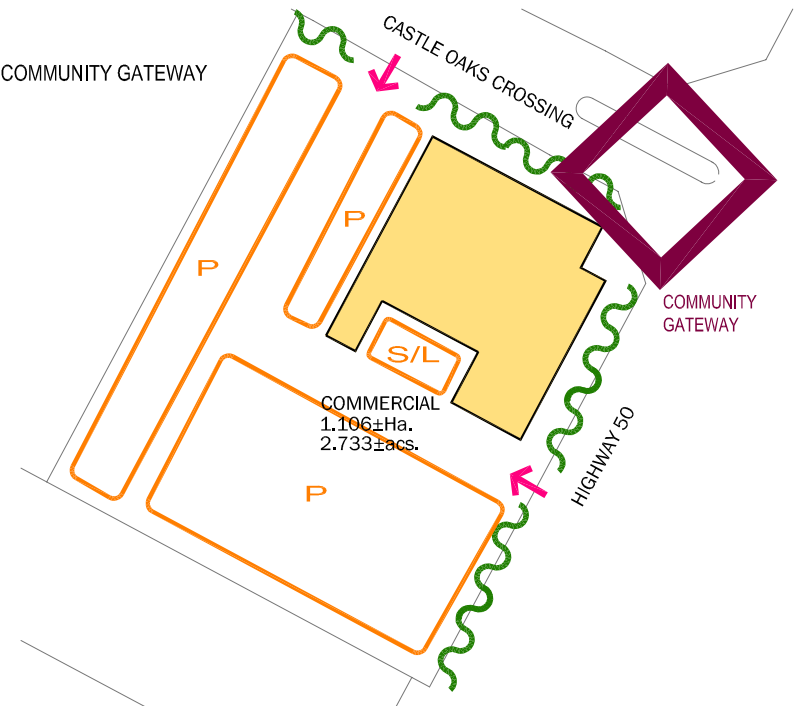
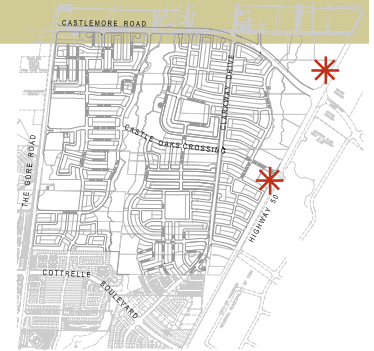
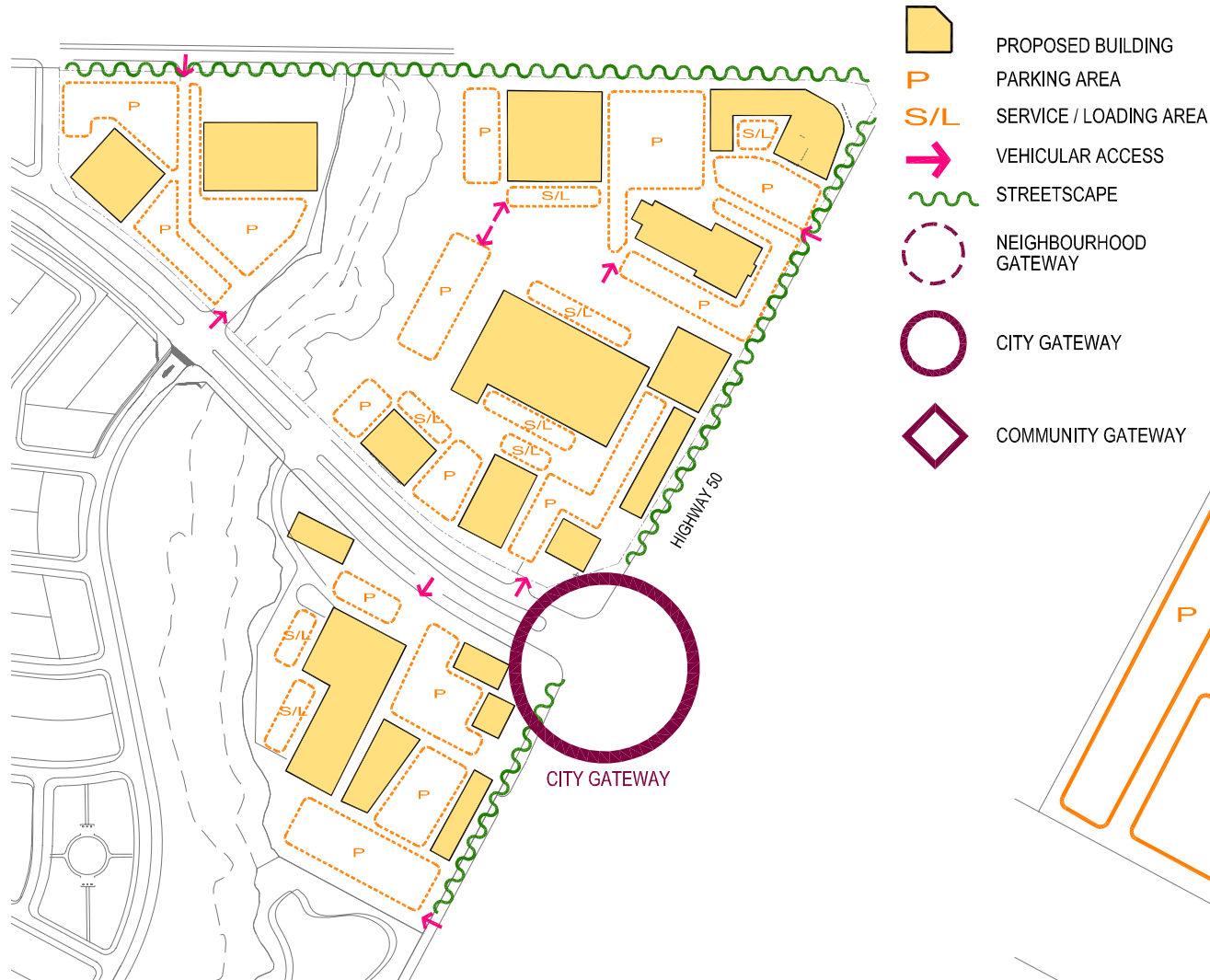


Figure 4.14f - Commercial Industrial Demonstration Plan A

Figure 4.14g - Commercial Industrial Demonstration Plan B

Chapter 5.0 INSTITUTIONAL USES

Institutional or public buildings are important community places where members of the community will gather on a regular basis for recreational, social and spiritual pursuits. Because of their prominent locations and their special functions they become landmarks within the fabric of the community. As such they should be developed to achieve a number of objectives. These are:

- To create a positive image within the community and promote the City's vision of quality communities through the integration of landscape design, site planning and architecture.
- To balance functional requirements with visual aesthetics.
- To balance pedestrian and vehicular needs.

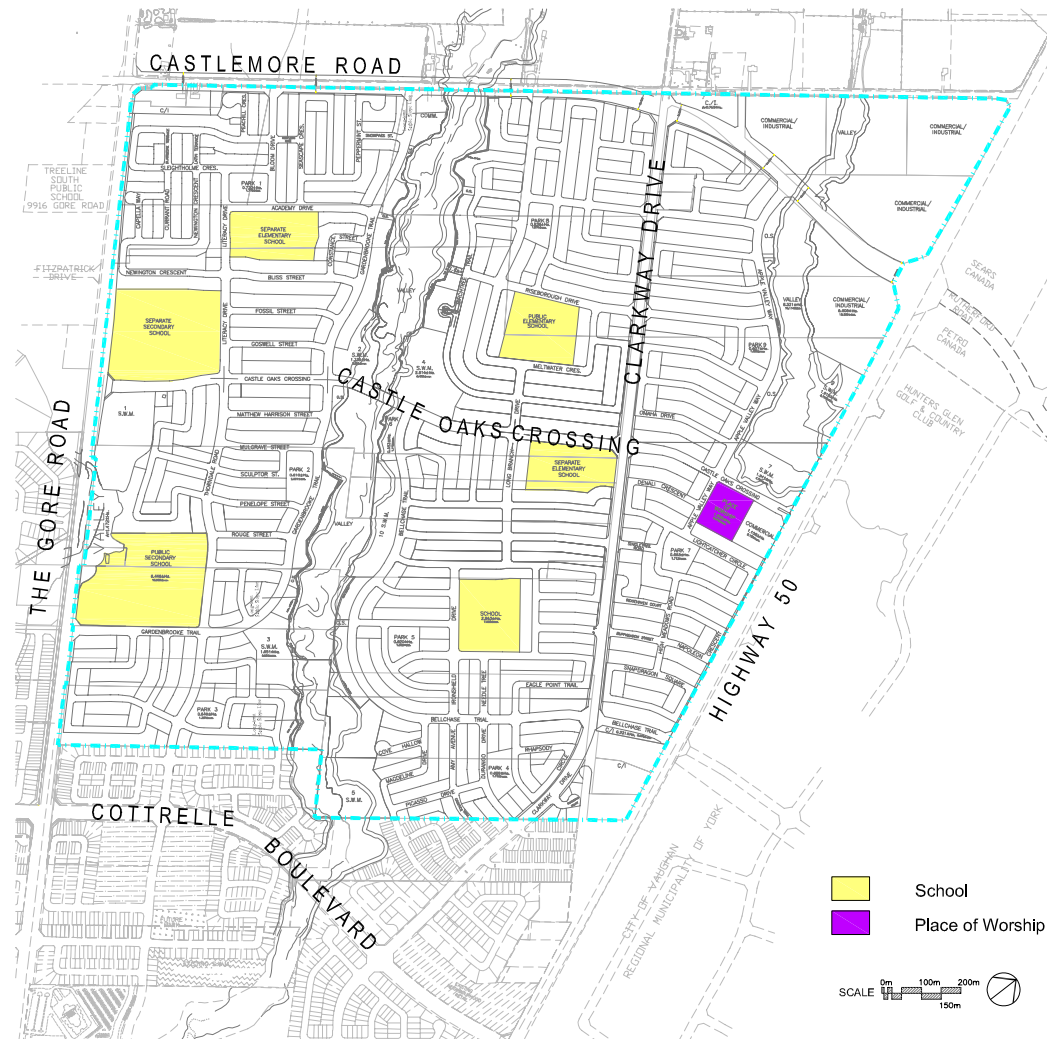


Figure 5.0 - Institutional uses

Chapter 5.0 INSTITUTIONAL USES

5.1 PLACES OF WORSHIP

The block plan for the Neighbourhoods of Castlemore Crossing provides for two Place of Worship sites. A concept plan has been provided to demonstrate the following general design criteria for its potential development (see figure 5.1). It is noted that this is only an example of the stated design principles and will not necessarily apply to the final site plans.

The following section outlines general design principles for development of Place of Worship sites to ensure appropriate integration of the use into the community. In general places of worship buildings should be designed as landmarks within the community.

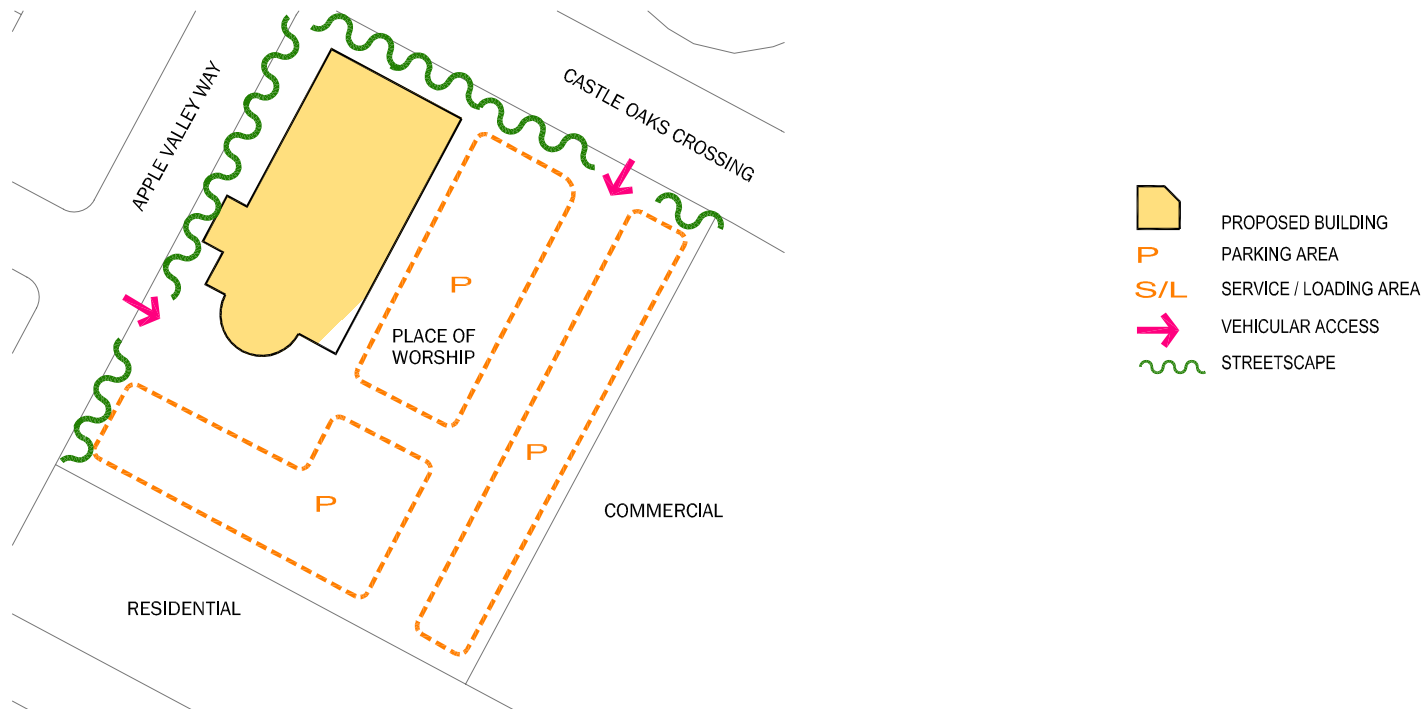
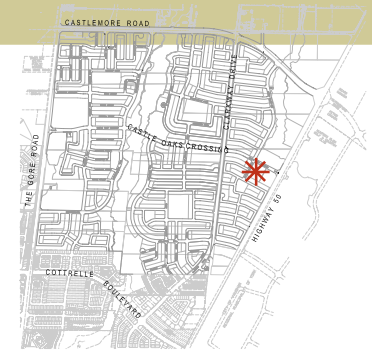


Image 5.1 - Place of Worship Demonstration Plan

Chapter 5.0 INSTITUTIONAL USES



Image 5.1.1 - Building located close to corner

5.1.1 SITE PLANNING

- Place of Worship buildings should be located in highly visible and easily accessible areas within the community, such as on sites which terminate a vista or on a major corner.
- The design and orientation of the building should establish distinctive focal features oriented to public view.
- The main entry to the building should be oriented towards the street.
- Provide usable outdoor pedestrian areas for gathering along the street.
- Vehicular access points to the site should be minimized and shall be located to provide safe, visible access and egress. On-site vehicular access routes should avoid conflicts with pedestrian routes and entrances to the building.
- Outdoor storage of garbage will not be permitted.

5.1.2 PARKING

- Surface parking areas should be located to the side or rear of the building(s). Where visible from the street, they shall be screened through the use of edge landscaping and/or architectural elements.
- Where parking is located along the street edge a 3.0 metre wide landscape buffer should be provided. The landscape buffer should be continuously planted with shrubs and include a row of canopy trees that are coordinated with the street trees within the boulevard.
- The visual impact of large expansive parking areas should be minimized through their configuration and the provision of landscaped areas.

5.1.3 STREETScape / LANDSCAPING

- Parking areas located along the street will be screened by a landscaped buffer that includes trees and shrubs. Additionally, architectural walls, decorative fencing and piers/columns could be used to enhance the urban / pedestrian street zone.
- Places of worship shall be well landscaped and have pedestrian walkways to the sidewalk along the street and to parking areas.
- A minimum 3.0m landscape buffer with a wood privacy fence will be required along the boundary with residential lots.

5.1.4 BUILDING DESIGN

- Buildings should be located close to the street/intersection.
- The architectural style and material choices should be of a consistent quality on all elevations and should have a traditional character to harmonize with adjacent development.
- Service areas and roof top mechanical equipment shall be screened from public view.

5.1.5 LIGHTING

- Lighting should be directed inward and downward to lessen its impact on neighbouring residential uses.

Chapter 5.0 INSTITUTIONAL USES

5.2 SCHOOLS

The Block Plan for the Neighbourhoods of Castlemore Crossing provides for an even distribution of school sites which have been located and configured in conjunction with the requirements of the School Boards. Schools will act as landmarks within the community and will help to define the character of the individual neighbourhoods.

Refer to Figure 5.0 for the locations of School sites within the community.

The site planning and development of school sites is a process involving the Peel District School Board, the Catholic School Board and the municipality. Through the site plan process the respective parties will have the opportunity to address their design objectives. To the extent that community and urban design criteria affect the development of the school site the following design criteria are provided for consideration.

5.2.1 SITE PLANNING

- School building(s) should be located to form landmarks within the community. This would include locations close to the street, to define the corner or to terminate a t-intersection.
- Vehicular circulation, drop-off and parking areas should be designed to minimize conflict with pedestrian circulation routes and traffic congestion.
- With the limited amount of space available on most school sites, flexibility should be built into the design of outdoor areas including spaces that can accommodate a variety of different recreation, social and teaching activities.
- Landscaping along the street should be formalized to create an urban edge along the street.
- Outdoor recreation facilities will have a suitable separation distance from residential development.

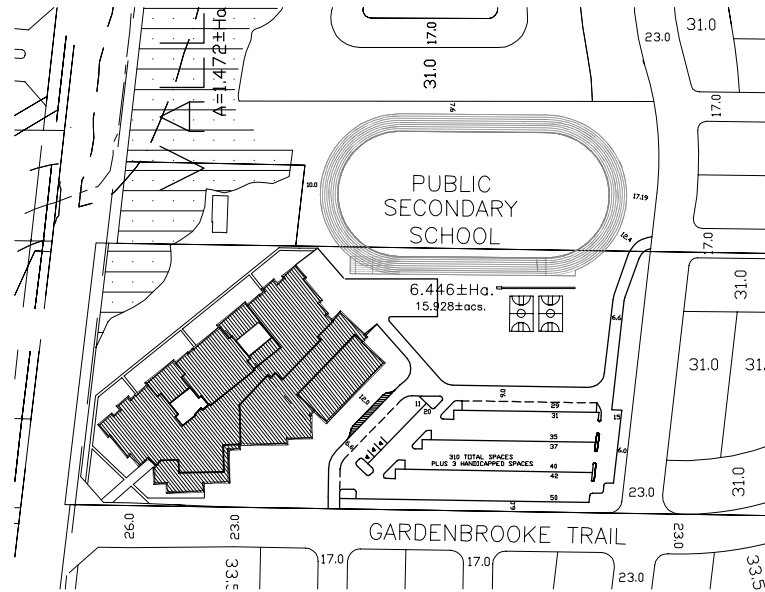


Image 5.2a - Secondary School Demonstration Plan

Chapter 5.0 INSTITUTIONAL USES

5.2.2 BUILDING LOCATION

- School buildings should appropriately address and define the street by generally being located close to the streetline.
- School buildings located on corner sites should be sited close to the intersection and address both street frontages in a consistent manner.
- School buildings which are not located on corner sites should be located to terminate the approaching view from an intersecting street.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- Buildings should be sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties.

5.2.3 BUILDING DESIGN

- Schools should incorporate prominent building features into their design which help to reinforce their landmark status by responding to their location and public views.
- Building facades should express a high quality character. Each school should develop its own distinct visual identity, while harmoniously blending into the community fabric.
- High quality building materials shall be used. Preferred main wall materials include brick, stone or textured block.
- Main entrances should be directly visible from the street and be given design emphasis. Entrances oriented to intersections are encouraged.

5.2.4 PARKING AND SITE ACCESS

- Parking areas should be located to the side or rear of the building. Where visible from the street, they shall be screened through the use of edge landscaping and/or architectural elements.
- Vehicular access points should be well-defined, minimized and shared with adjacent parks where feasible.
- Pedestrian routes should be well defined and provide easy, direct and barrier-free pedestrian accessibility to school entrances.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided.
- Vehicle circulation at the front of the school will be limited to drop off zones and visitor parking.

5.2.5 SIGNAGE AND LIGHTING

- Lighting for school buildings should be integrated into the architecture.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture.
- Ground level signage should be designed to incorporate planting beds.

5.2.6 LANDSCAPING

- Landscaping which screens parking areas and focuses attention on the school is encouraged.
- Streetscape elements established for the community should be provided along the street frontages for institutional uses to maintain a consistent urban community character.
- Provision of a continuous landscaped connection between the buildings and the street is encouraged in order to promote a pedestrian friendly environment along adjacent street frontages.

Chapter 6.0 ARCHITECTURAL DESIGN REVIEW AND APPROVAL 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.

6.1 ROLE OF THE DESIGN CONTROL ARCHITECT

The role of the Design Control Architect (John G. Williams Limited, Architect) is to review the builder's submissions in a fair and timely manner. The design review process is summarized as follows:

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

6.2 PRELIMINARY REVIEW PROCESS

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review. They should clearly depict internal planning, entry conditions, building elevations, fenestration, exterior details and materials.
- Exterior building materials and colours shall be submitted at the time of preliminary model review.
- Submissions for preliminary review and approval should include:
 - Site Plans & Floor Plans
 - Exterior Elevations & Details
 - Special Dwelling Units or Lots (when applicable)
 - Typical Streetscape Elevations (when applicable)
 - Landscaping if integral to lot & dwelling design
 - Corner Lot Fencing Locations (when applicable)
 - Materials & Colours

- Floor plans are reviewed and approved in order to support approval of the exterior design. Floor plans will have a dashed line with dimensions indicating the second floor wall face where it varies from the first floor wall line.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect.
- The Control Architect is to review models with City staff prior to giving final approval.
- The applicant should allow up to 5 working days for comments after review with City staff.

6.3 FINAL REVIEW AND APPROVAL

6.3.1 Working Drawings

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

6.3.2 Site Plans

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

6.3.3 Streetscape Drawings

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

6.3.4 Exterior Colour Packages

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

6.4 Submission Requirements

- The Builder is required to submit to the Control Architect for final review and approval, the following:
 - 6 sets of engineer approved site plans;
 - 4 sets of working drawings;
 - 3 sets of streetscapes;
 - 2 sets of colour schedules;
 - 1 set of colour sample boards (to be returned to the Builder)
- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re approval by the Control Architect.

Chapter 6.0 ARCHITECTURAL DESIGN REVIEW AND APPROVAL PROCESS

- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the City as necessary.
- Submissions should be made to:
John G. Williams Limited, Architect
40 Vogell Road, Unit 46
Richmond Hill, ON L4B 3N6
Tel: (905) 780-0500
Fax: (905) 780-9536

6.5 City of Brampton Approval

- 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.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the Builder from complying with the requirements and approvals of the City of Brampton and/or any other governmental agency.

6.6 Monitoring For Compliance

- The Control Architect will conduct periodic site visits to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans which are considered by the Control Architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder and City.
- The Builder will respond to the Control Architect in writing within 7 days of notification of their intention to rectify the

problem after which the Developer and the City will be informed of the Builder's response or lack of response.

- The Developer and/or City may take appropriate action to secure compliance.

6.7 Dispute Resolution

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

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

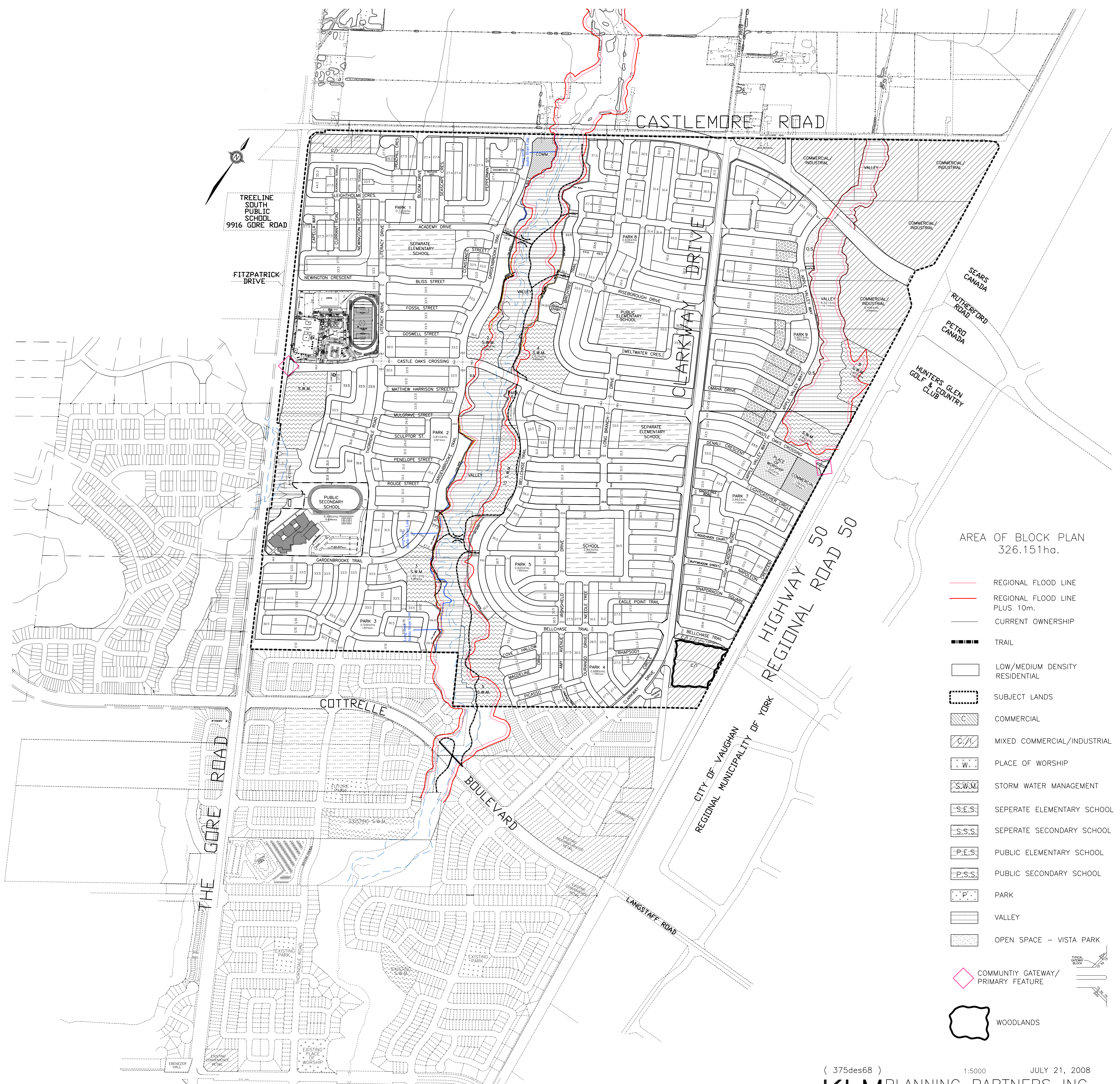
To ensure that the building design and development is consistent with the Approved Architectural Guidelines, the process should include:

- Orientation meetings with the Developers, Builders and their Consultants;
- Model Design review and approval;
- Siting review and approval;
- Coordination with other consultants;
- Regular site monitoring for compliance.

The Control Architect will:

- Coordinate addendums and Supplementary Guidelines to reflect changes and revisions (if applicable).
- Coordinate the consultation process with the City and submit monitoring reports (if required).

THE NEIGHBOURHOODS OF CASTLEMORE CROSSING BLOCK PLAN COMPOSITE



AREA OF BLOCK PLAN
326.151ha.

- REGIONAL FLOOD LINE
- REGIONAL FLOOD LINE PLUS 10m.
- CURRENT OWNERSHIP
- TRAIL
- LOW/MEDIUM DENSITY RESIDENTIAL
- SUBJECT LANDS
- COMMERCIAL
- MIXED COMMERCIAL/INDUSTRIAL
- PLACE OF WORSHIP
- STORM WATER MANAGEMENT
- SEPARATE ELEMENTARY SCHOOL
- SEPARATE SECONDARY SCHOOL
- PUBLIC ELEMENTARY SCHOOL
- PUBLIC SECONDARY SCHOOL
- PARK
- VALLEY
- OPEN SPACE - VISTA PARK
- COMMUNITY GATEWAY/ PRIMARY FEATURE
- WOODLANDS

CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

(375des68) 1:5000 JULY 21, 2008
KLM PLANNING PARTNERS INC.
URBAN PLANNERS AND DEVELOPMENT CONSULTANTS
64 JARDIN DRIVE - UNIT 1B, CONCORD ONTARIO L4K 3P3
PHONE (905) 669-4055 FAX (905) 669-0097 design@klmplanning.com