



The Community of Spring Valley

Credit Valley Secondary Plan, Sub-Areas 1 and 3

Area 45, Brampton

Community Design Guidelines: Architectural Design

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1.0 Introduction

The Community of Spring Valley (Credit Valley Secondary Plan Areas 1 and 3), is located in the western sector of the City of Brampton, west of Chinguacousy road, north of Queen St. west, south of the CNR tracks and Highway No. 7. (Figure 1 **Community Plan**)

This report addresses principles for the exterior design and siting of housing and commercial projects, to assure a consistently high standard of architectural quality in the exterior appearance of housing and streetscapes in this community. It should be read in conjunction with other related documents, including:

Strybos Associates: Community Design Guidelines: Landscape Design (March, 2004)

City of Brampton: General Zoning By-law

City of Brampton: Development Design Guidelines (2004)

City of Brampton: Architectural Design Guidelines for Residential Development

City of Brampton: Garage Zoning By-Law and Design Guidelines (1999)

Other City of Brampton initiatives such as The Flower City Strategy, Clean and Green Strategy, Parks Master Plan, Streetscape Master Plan.

All of these documents complement one another, and when read together, describe a community vision for Spring Valley. This document embodies urban design principles and concepts established in the City of Brampton's by-laws and guidelines, and is meant to be compatible with them. This document is also related to the Community Design Guidelines: Landscape Design (Strybos Associates) in that land-scape, siting and built form components all combine to constitute the physical and visual environment experienced by residents and visitors to the community.

1.1 Definitions

In the context of these guidelines, we consistently use three phrases, which are intended to have the following meanings:

may, encourage recommended, desirable to comply with statement

should need a convincing reason not to comply

must, shall mandatory, must comply with statement.

Wherever these Guidelines conflict with City of Brampton Zoning By-laws, Design Guidelines, or other municipal regulations, the stricter requirements shall apply, except where site-specific zoning regulations or design guidelines have been approved for the Spring Valley Community or for a neighbourhood within the Community. In such cases, approved regulations shall take precedence over these guidelines where there is a conflict.

1.2 General Purpose

Principle:

The **Community of Spring Valley** will be built on the principles of community liveability and integration of the development with the natural environment. Natural systems such as the Credit Valley Creek ravines provide continuity throughout the community, and act as a unifying open space and trail network linking together its component neighbourhoods. These neighbourhoods are also accessed by the “**Neighbourhood Connector**” and “**Green Connector**” road systems. (ref. Map)

The neighbourhoods of Spring Valley are structured around natural features such as the ravines mentioned above, major roads, and community and commercial facilities such as shopping centres, schools, community parks and parkettes.

Some of the means by which “Community Liveability” will be achieved are addressed in this document:

- Housing of high architectural quality, to be maintained consistently throughout the “build-out” of Spring Valley;
- Pedestrian orientation - the pedestrian open space environment (parks, parkettes, trails, walkways, streetscape, etc.) is developed and highlighted throughout the community;
- Appropriate use of high quality materials in housing, landscape, and streetscape.
- Attractive streetscapes – provided through a coherent mix of housing types, designs, and elevations, emphasising variety in massing, roof profiles, front entries, colour variation, etc. Visually prominent lots and houses may be subject to special urban design requirements designed to provide aesthetic and formal interest.

2.0 Community

Principle:

Given the size and extent of the Spring Valley Community, and the accompanying needs for flexibility, diversity, and freedom of choice, no specific architectural theme has been **required** for housing or other building types in the community at this time. Neighbourhood identity is largely evolved from design responses to the prominent natural features of the area such as Credit Valley lands, woodlots, and linear landscaped corridors, and the differing quality levels of housing in a given area. Over time, individual developers and builders may choose to develop more distinctive design themes for specific neighbourhoods, and once chosen, these themes should be internally consistent within a neighbourhood. Themes should also apply to public elements such as street-scape, as well as the exterior design of private housing, and would be detailed in supplementary detailed design guidelines documents.

Gateway elements are encouraged to help characterize and distinguish neighbourhoods from each other. Primarily, these will

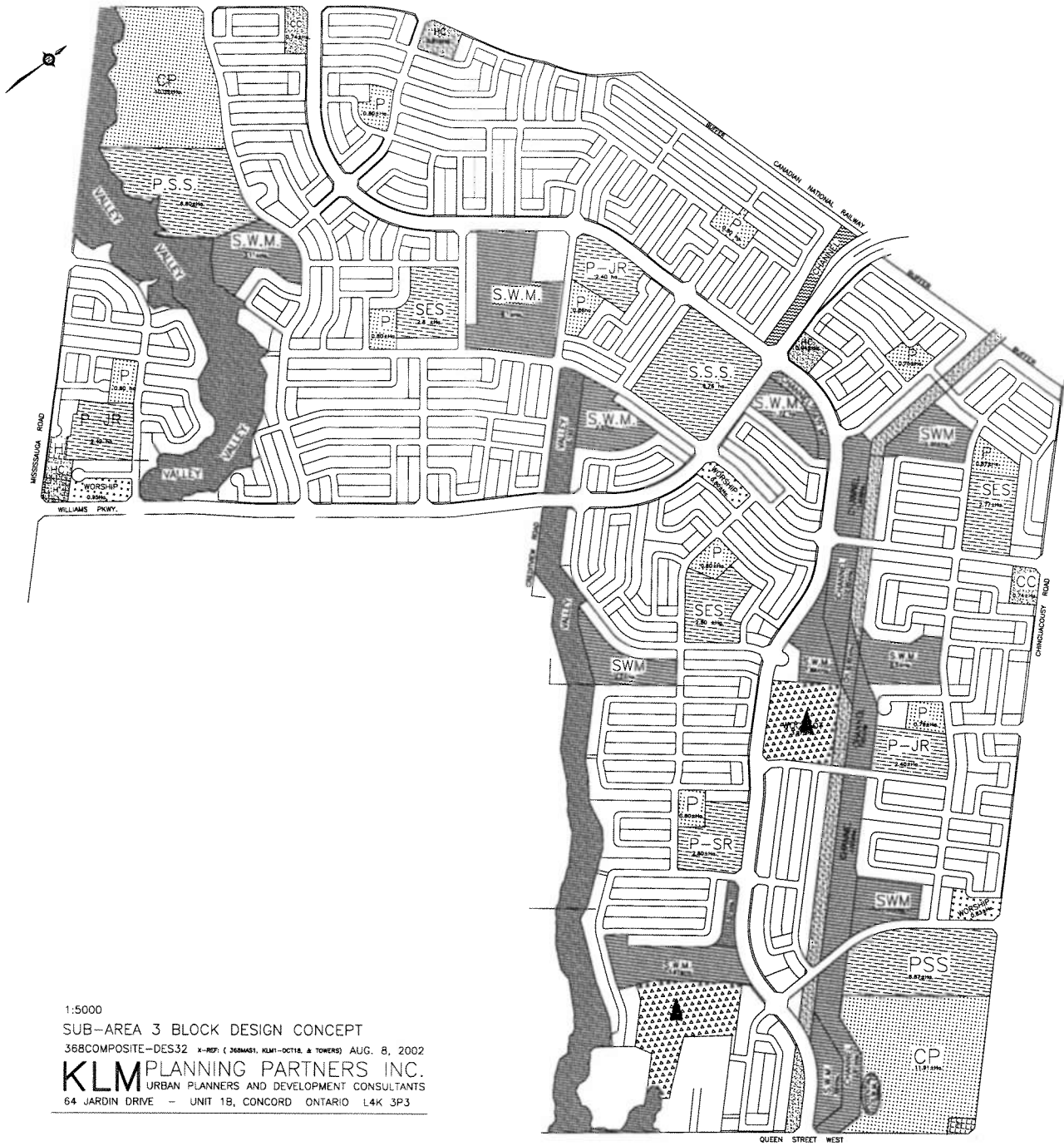


Figure 1 Community Plan

comprise landscaping and entrance wall treatments at neighbourhood entrances, but other elements are also encouraged to assist in this differentiation, such as characteristic architectural massing, materials, and details of houses, which by their locations and prominence, are highly visible to residents and visitors.

Site-specific locations and elements (e.g. heritage and farm structures, woodlots, ravines, other natural features, etc.) are encouraged for retention and integration into neighbourhood plans.

3.0 Roads

Principle: The Road Network provides a basic organising framework for the community. The City of Brampton has categorised roads in a hierarchy, by width, and by their function or role; in this document, each such category has different implications for architectural and streetscape design guidelines. (MAP)

With right of way widths of 36m, **Arterial Roads** are the widest roads in the Spring Valley Community, and constitute the edges of the community as well as the principal routes through it. The major arterial roads are:

Queen Street West (EW)

Williams Parkway (EW)

Part of Highway No. 7, an important Regional Road, is treated here as an arterial road for design guideline purposes.

New Creditview Road (NS)

Chinguacousy Road (NS), and

Mississauga Road (NS)(part).

The Brampton Zoning By-law only permits Reverse Lot Frontages along Arterial Roads, with no visible “**eyebrow**” streets. Therefore, only rear house elevations may be visible to drivers using Arterial Roads, and these will be screened behind landscaped buffer strips and 2.0m high acoustic fencing. Rear elevations will be subject to architectural review and special design guidelines, as described in Section 6.3.1.

Minor Collector Roads – 23m width:

Neighbourhood Connector Roads carry much of the road traffic between community neighbourhoods and provide visual and thematic cohesion to the entire community. Houses fronting on such roads are highly visible, and are subject to architectural review and “**Priority**” requirements, which are described below under Section 6.3.4.

Local roads: 20m in width;

Minor Local roads - 17m width.

Local roads have most of the fronting lots within the community,

with generally narrower and smaller houses and lots than in the rest of the community. Houses on local roads should meet the general Guidelines described in this document. Certain lots such as corner lots and lots at "T" intersections would be subject to additional "Priority" requirements (described in Section 6.4).

4.0 Streetscape and Elevations - Housing

Principle: The "Streetscape" of a residential block or series of blocks determines the public face of the community. Its principal elements are street trees, side-walks, and furniture (such as street lights, hydrants, signs, etc.), the street "enclosure", made up of the roadway, front yard setbacks, and house front walls, and the details of the house elevations themselves, arrayed along the street. Special attention is paid in this and following sections to such details since they largely determine the overall housing quality in the neighbourhood, and are major components of community appearance.

4.1 General - Detached Houses 4.4.1 Variety

As a general principle, variety in exterior house elevations is encouraged, so that varied and distinctive streetscapes result. Different repetition patterns should be used on opposite sides of a street. Roof shape and overall building form are the primary determinants of streetscape variety. (Figure 2)



Figure 2 Roof Shapes

Every detached house model should have at least **2 distinct elevations** ("distinct" means substantial differences in "major" elements such as "roofscape" or "roof profile"). (Figure 3)



Figure 3 Two Elevations with the Same Floor Plan

Adjacent detached houses cannot have the same elevation, even if one house plan is “flipped” (i.e. “opposite-handed”) from the other. “Flipping” or “Handing” of house plans is encouraged, but does not count as a variation for the purposes of repetition.

Where bungalows, raised bungalows, or 1 1/2 storey houses are sited amongst predominantly 2-storey dwellings, they should be grouped in clusters of at least two units, and utilize raised front facades, roof heights, and massing to provide a reasonable transition between different house types and to avoid abrupt changes in the streetscape “skyline”. (Figure 4)



Figure 4 Bungalows: Two in a Cluster, High Roof Slopes

Conversely, there should be at least two 2-storey houses together before continuing with bungalows.

4.4.2 Repetition:

There should be no more than 3 copies of the same exterior house elevation in every 10 lots. A spacing strategy, which maintains 3 alternative house designs between any elevation repetition, would meet this rule, for example. Other spacing principles may also meet this rule.

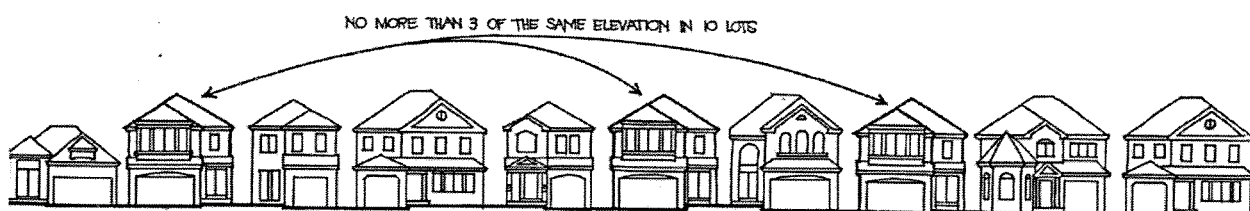


Figure 5 Repetition

Odd Numbers of Lots: In groupings of 9 or fewer lots, a maximum of 2 similar elevations is permitted. For groupings of greater than 10 lots, the “3 in 10” repetition rule should be maintained proportionally (e.g. 4 copies in 13 or 14 lots, etc.)

4.2 Semi-Detached Houses

With semi-detached houses, both attached units may have the same or **symmetric** elevation (i.e., one will be a “flipped” or “handed” version of the other), but **asymmetric** elevations are also encouraged, where the “A” and “B” sides differ from each other.

Different wall materials and colours are permitted for each semi-detached unit, although such changes should occur at logical architectural break points (such as changes in plan, floor levels, party walls, etc.).

4.3 Townhouses

Townhouses should be designed as a unified cluster of units, with the identity of individual units expressed within this grouping. A single main roof may be used over an entire cluster of units, or several roofs. There should be no more than 8 units in a cluster. A distinct identity may be given to each attached unit through variations in secondary roofs, elevations, wall elements, or entries. Adjacent units may also share certain common elements such as large gable or hip secondary roofs, and intermediate roofs. Different wall materials and colours are permitted for individual attached units or combinations of units, but such changes should occur at logical architectural break points. (Figure 6)



Figure 6: Unified Townhouse Block

4.4 Special Requirements - Priority Lots

In addition to the *General Design Guidelines* described above, certain *Special Requirements* may apply to **Priority Lots**, which by their location within a neighbourhood, have visual significance or prominence. These include:

- **Rear elevations of houses backing on to Arterial Roads:** Special requirements described in Section 6.4.4.
- **Visible side or rear elevations adjacent to parks, parkettes, schoolyards and commercial sites:** Section 6.4.4
- **Visible rear elevations of houses adjacent to “natural” open**

spaces such as ravine lands, Storm Water Management Areas, etc.: Section 6.4.4

- **Corner Lots, at “X” and “T” intersections, and “Elbows”** (All street widths): Special requirements described in Section 6.4.2.
- **“Gateway” and Neighbourhood Entry Lots:** (Special version of corner lots): Section 6.4.1.

Special requirements for each lot category are described in more detail in Section 6.4, but generally include the following:

- **Front Entry Element**, comprising Door System + Porch, Portico, or Veranda, or Entry Pavilion;
- **All brick walls** are encouraged, with accompanying brick details;
- **Upgraded trim** at doors, windows, rooflines, string courses, etc.

5.0 Lots - Housing

5.1 Front Setbacks

In general, a house, particularly its Front Entry Element, should be located as close to the front lot line as permitted in the Zoning By-Law (usually a minimum of 4.5m or so). On long streets, some variation in the front yard setbacks of houses (i.e. “stepping”) is encouraged to avoid monotony. In many cases, adequate streetscape variation can be provided by the use of different models, with varied garage projections, porches, Front Entry Elements, etc.

To allow for driveway parking, the garage portion of the Front Elevation must be set back a minimum of 6.0m (refer to relevant portions of the Zoning By-law). Although setbacks can be greater than the Zoning By-law minimum, excessive setback of the Garage should be avoided, because it may affect the Ground Floor Plan and the length of the useful rear yard.

5.2 Garage Widths, Garage Projections

The City of Brampton recently revised its policies with respect to garage widths and garage projections. Builders and designers should refer to the City’s Development Design Guidelines document, and should obtain the applicable By-Law and guidelines to determine actual requirements.

In general, the following principles are encouraged:

- 1) Garage widths shall be balanced within the proportions of the house and lot width. Large garages on narrow lots are to be avoided. For single family homes, the following provisions apply:
 - On small lots (< 10.4m wide), 1-car garages are permitted; interior width 4.3m, maximum door width 3.7m.
 - On mid-sized lots (10.4m to <11.6m), 1-car + storage garages are permitted; interior width 5.2m, maximum door width 4.6m.

- On larger mid lots (11.6m to <12.5m), 2-car garages are permitted; interior width 5.6m, maximum door width 5.0m.
 - On larger mid lots 12.5m to <14m, 2-car garages are permitted; interior width 6.1m, maximum door width 5.5m.
 - On large lots 14m and wider, 2-car + garages are permitted, with a maximum interior width no greater than 50% of the house width.
- 2) Garages located at the front wall of the house should be recessed from the main building face. Houses with recessed garages should comprise the majority of attached garage units in a neighbourhood.
 - 3) Within any Draft Plan, projecting garages may be permitted for up to 1/3 of single detached dwellings. The maximum garage projection shall be 1.5m in front of the main front wall of the dwelling.
 - 4) On lots 15m and wider, projecting garages are not permitted.

Where garages are attached to the house, their massing shall be integrated with the house. The scale of the house facade should be moderated by the use of intermediate roofs above the Garage, as well as over the Front Entry. A variety of massing treatments shall be provided for the second floor component over the garage.

Garages that are attached, but not within the mass of the house (for example at the side), should have roof forms which integrate well with the house architecture.

5.3 Driveways

In general, pairing of driveways is encouraged for several reasons:

- a) it consolidates the front yards and landscaped spaces of adjacent houses, imparting a more varied rhythm to the streetscape, and permitting more substantial planting areas.
- b) it consolidates curb cuts and maximizes the availability of on-street parking spaces.
- c) when paired, the siting of houses with articulated plans is improved because the side walls "match up", resulting in shorter exposed faces.

Paired driveways will be separated by landscaped strips, which provide opportunities to celebrate the City's Flower City Strategy.

For narrow lots (10.4m or less in frontage width), driveways of adjacent houses should be paired if possible (refer to Brampton's Development Design Guidelines). This may not be possible on

sloping streets, where lots have significant side slopes. For lots greater than 10.4m in frontage width, pairing of adjacent driveways is still encouraged for the reasons discussed above, but is not required.

For single car garages, driveway width should not exceed the exterior width of the garage.

For 2-car garages, the driveway should not exceed 5.5m in width.

On lots 14m wide or greater, garages may be sized for more than 2 cars, and driveways shall be a maximum of 6.5m at the curb until the driveway nears the garage door.

5.4 General - Integral or Attached Garages

Due to the general visual prominence of Garages, a variety of details is encouraged to moderate their massing. These include intermediate roof systems above the Garage such as shed and hip roofs, gables, etc.; lintels, including flat and arched openings, trim including stone or precast trim, brick soldier courses, other decorative header treatments, etc.

Garage doors should be sectional and panelled; glazed panels are also encouraged, particularly where doors are 3.6m (12') or wider. Differences between Garage floor elevations and Finished Main Floor elevations should be minimized to prevent excessive unrelieved wall surfaces above the doors.

2-car Garages: Where a garage width is 4.9m (16.0') or wider, a two single door scheme with a central masonry pier at least 0.3m (1.0') wide, shall be encouraged. This helps to moderate the scale of the house, and reduces the emphasis on "double-wide" garage doors.

3-car Garages: the 3rd door in a 3-car garage should be separated from other doors by a masonry pier, and set back from them by a further 0.5m min.

Special Lots Only: a Front Entry Element (comprising the Front Entry Door system + a Porch or Entry pavilion) should be provided; the garage massing and its intermediate roof system should be integrated with the Front Entry.

5.4.1 Dropped Garage Conditions

Where site conditions cause the Garage floor slab to drop more than 600mm (2') below that indicated on house plans, alternative designs must be submitted for architectural review. These may include:

- arched lintels above garage doors
- dropped garage intermediate roof
- lowering or extending windows, louvres, or other details located above the Garage doors.

5.5 Corner Lots

Appearance and privacy are often of concern on corner lots since so much of the house exterior and outdoor living areas are exposed to view by pedestrians and drivers.

5.5.1 Privacy fences: or landscaping are suggested on most corner lots, to enhance privacy for outdoor living spaces. Privacy fences are required where indicated on community Landscape and Open Space plans. Corner Lot privacy fences are also required in the vicinity of community mail boxes because of large numbers of people picking up mail and looking into otherwise exposed back yards.

5.5.2 Meters, Utilities, etc.

The flankage elevations of corner lot houses are generally designated for upgrading because of their additional visual exposure to drivers and pedestrians. Such upgrades often include improved windows, extended trim, roof elements, porches, etc., resulting in additional design effort and expense. Therefore comparable attention should also be given to the visual impacts of hydro and gas meters and piping, and other utility elements. These should be kept off front and side exposed elevations, and located on interior side or rear elevations, where they will have minimal visual impacts, as with other street houses. Where utilities must be exposed, they should be recessed, wherever possible.

For corner lots, this document encourages co-ordination among City officials, builders, developers, and utilities suppliers to place utility connections in locations where they will have minimal visual impacts.

6.0 Dwelling Unit

Principle The goal of this Section is to encourage good exterior architectural design of the dwelling unit, using high quality built form, a diversity of quality materials, colours, and elements to provide a high level of variety and interest. It is not intended to impose or restrict any specific architectural style, however, the use of one or several such styles or of elements from them is acceptable if done with integrity and in conformance with the objectives of this Section.

6.1 “Visual Logic”

The logical use of materials and architectural elements is required. For example, heavy materials such as brick and stone, if located on upper storeys, must appear to be adequately supported by masonry below. Stucco should be supported by stucco or masonry. Light materials such as siding can be supported by the same siding material or by masonry.

Wall materials cannot be used as “wallpaper” (e.g. high quality masonry materials on the front facade only) and should be chosen to be consistent on all elevations of the house. For example, if the sides and rear of the house are clad in brick, there should also be some brick on the front of the house; if three sides of the second storey are clad in siding, there should also be some siding on the second storey at the front of the house.

Decorative roof elements are encouraged, particularly in the form of painted wood panels or louvres set within large gables. However, the use of black glass is discouraged in such roof areas and in gables above porches or garages, where it might suggest a room or a third storey that does not actually exist or “cannot” exist. (Figure 7)



Figure 7 Avoid Black Glass in Roof Elements

Opaque (black) glass is acceptable when used as part of a window system - for example, a half-circle at the top of rectangular windows for a Living Room or Bedroom, or in spandrels at the landings of glazed stairwells.

Shutters, even if inoperable, should correspond to the width of the window, and curved shutters should match the curves of the windows that they flank.

6.2 Front - Major Elements

Major elements are the most prominent and important components in the front facade, and have the greatest visual impact in determining variety and repetition among houses. They include Main and Secondary Roofs, Massing (including garage projections, front Entry (including "Front Entry Elements"), and Walls. (Figure 8)

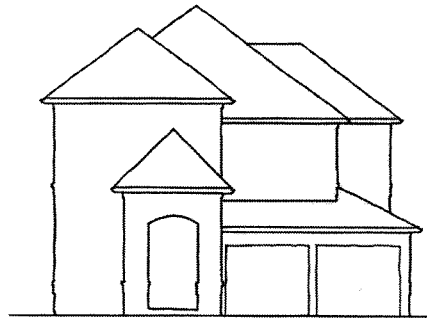


Figure 8: "Major" Elements

- 6.2.1 Main Roof:** A minimum roof slope of 5.9:12 is desirable to have a massing balanced between roof elements and lower wall elements. This minimum will be strictly enforced. Steeper roof slopes are also encouraged.

Main and secondary roof slopes on houses should be consistent; particularly from front to back. (Side slopes should be consistent as well, but do not necessarily have to be the same as the "front-to-back" slopes). Turrets may have steeper roof slopes than the main roof.

Bungalow roofs should have steeper pitches (such as 8:12 or greater) to aide compatibility with higher 2-storey dwelling; "raised" bungalows are also encouraged as a house form, to integrate bungalows into a predominantly 2-storey streetscape.

Main roof overhangs should not be less than 200mm (8").

- 6.2.2 Secondary roofs** cover bays or smaller plan projections on the elevation, and are attached to the main roof at the upper level. They should be integrated with (i.e. within) the main roof profile.

A variety of roof types and profiles are encouraged from elevation to elevation – a mix of gable, hip, dormers, and turret forms may be used. Secondary roofs should be varied in terms of their size, prominence, and location on the front elevation. Mansard, and Dutch

Barn roofs should not be used.

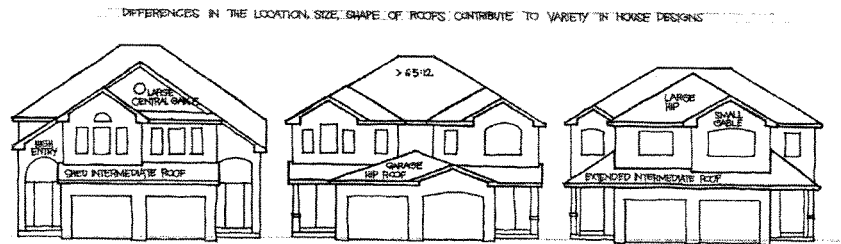


Figure 9 Variety of Roof Types

Location of Secondary Roofs: builders should balance the number of house models and elevations which locate their most prominent roofs over the Garage, with models concentrating their major secondary roofs over the Entry area.

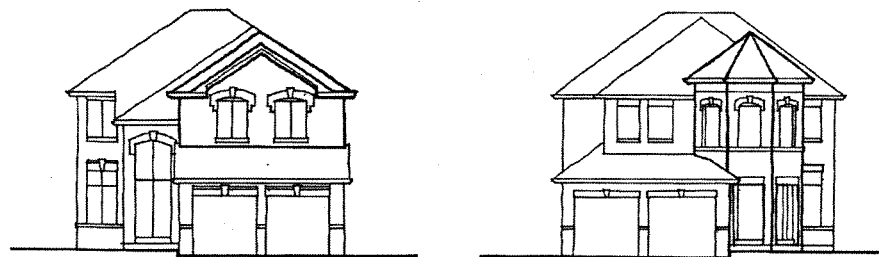


Figure 10
Secondary roof concentrated over the **Garage**

Secondary roof concentrated over the **Entry** area.

6.2.3 Intermediate roofs are roofs midway on the façade, at or near the 2nd Floor level, and are encouraged at Garages, Porches, Front Entry Elements, etc. to moderate the scale of the house and to provide visual interest. Intermediate roofs need not have the same slope or as steep a slope as Main and Secondary Roofs, but should have consistent front-to-back slopes themselves. (Figure 11)



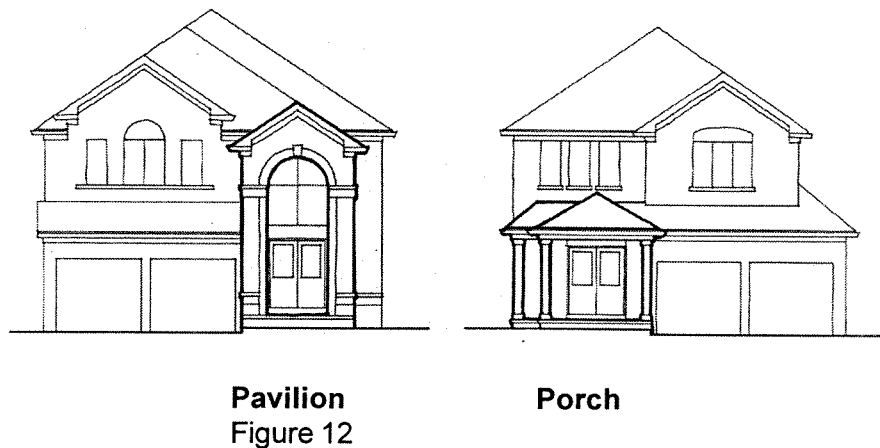
“Intermediate” roofs

Figure 11

6.2.4 Front Entry

Designers are encouraged to consider the principal entrance or "Front Entry Element" as an important symbolic component, providing circulation space, weather protection, a useful sitting area, visual prominence and balance to the house elevation.

A **Front Entry Element** consists of a Front Entry Door system, together with a "shelter" element such as a Porch, Portico, Veranda, Entry Pavilion, or Canopy, etc. The use of both components in a Front Entry Element is *required* for **Priority Lots** (i.e. high visibility locations), and is *encouraged* in other locations such as local streets.



Porches are encouraged to be open, welcome, and light in character to encourage their use in good weather. If provided, porches and verandas are encouraged have a minimum useful depth of 1.5m (5'-0") for sitting areas, preferably located to one side of the area immediately in front of the Entry Door(s). On "wrap-around" porches, only one side need conform to this 1.5m dimension.

Porch flooring materials should be substantial and non-slip, such as concrete, non-slip ceramics, painted wood, etc. Porch supports shall be appropriate to the design character of the house, with painted wood or pre-finished vinyl columns, brick, stone, or wood piers, alone or in combination, together with sturdy wood railings, pre-finished metal or vinyl railings, and pickets as required by the Building Code and grade conditions. Front entrances having more than 3 steps to grade should include traditional style railings with the same design as the porch railing. In general, the use of light wrought iron supports or railings is not acceptable.

Porch and canopy roofs should be integrated with the intermediate roof system of the elevation, utilising the same materials as the main roof. Such roofs may be separated elements or integrated with the garage roof or main roofs of the elevations. Smaller

elements such as gables may be used to give the Entry a distinctive character or visual prominence.

2nd Storey balconies and terraces are also encouraged; (i.e. with access doors, legal railings, etc.)

6.3 Front - Minor Elements

Minor elements are important in the front elevation, but in comparison with “major” elements, are generally smaller in size, with lesser visual impact. They are less definitive in determining variety and repetition. Minor elements include windows, doors, wall materials and colours, and finer detailed components such as railings, lighting, chimneys, roof materials, etc. However, changes in minor elements by themselves are generally not enough to constitute “distinct” elevations.



Figure 12: “Minor” Elements

- 6.3.1 Doors** – an emphasis on Main Entry doors by design, glazing, panelling, colour, hardware, etc. is encouraged as a counterpoint to large garage doors. Entry doors should be visible to drivers and pedestrians, from both the sidewalk and street.

In general, Front Doors should both be visible from the street or sidewalk **and** should face the street; i.e. the door plane should be parallel to the Front Lot Line. On internal lots, doors should not be angled or perpendicular to the front lot line; on corner lots, doors should parallel either the front or the flanking lot line, as appropriate.

Front Entries should be considered as integrated Entry systems with sidelights, fanlights, etc. A variety of styles is encouraged, including panelling, glazing, sidelights, fanlights, painted trim, etc. Good quality hardware with prominent handles, knockers, kick-plates, escutcheons, , etc. is encouraged.

Door openings should be surrounded by wall material; doors tight under soffits are not acceptable. In general, there should be a

minimum of 150mm (6") above all openings, which may include a frieze board.

Decorative front door casings, masonry surrounds, and porticos, are encouraged and are required where no porch or verandah is provided.

Other doors should complement the Main Entry doors in appearance, panelling, etc. but need not be as elaborate in detailing or trim.

6.3.2 Windows – the type and design of windows used, particularly on the front elevation, should respond to the architectural style expressed. A variety of window styles is encouraged, including angled and "box-out" bays, arched and oriel windows, combinations etc., with various trim details in wood, brick, stucco, etc.

Large windows are encouraged for principal rooms such as Living, Dining, Great Rooms, Family Rooms, etc., particularly at Ground Floor level.

Projecting brick, stone, or precast sills and lintels should be provided; and the wall material should extend around the entire window. Windows placed "tight" under soffits (i.e. without expressed lintels) are not acceptable.

Vertical window proportions are preferred, and large window areas should be assembled from groups of vertical windows.



"Vertical" Window Proportions

Figure13

Highly visible windows (i.e. on the Front Elevation, as well as other exposed or "visible" Elevations) shall be casement, fixed, or single- or double-hung. On rear elevations requiring upgrades, high quality, full-height sliding windows are also acceptable.

Shutters are acceptable if they match windows in width and form.

6.3.3 Wall Cladding

As indicated earlier, under the heading, "Visual Logic", the logical use of wall materials is required – heavy materials such as brick and stone, if located on upper storeys, must appear to be adequately supported by equivalent masonry materials below.

Wall materials and detailing (such as stone bases, stone and brick banding or soldier courses, etc.) introduced on the front elevation of the house shall be "wrapped around" the side elevations a minimum of 1.2m. If siting results in adjacent houses being offset by more than 1.2m (i.e. with side walls exposed more than 1.2m), such returns shall be increased to the length of this exposure, so that decorative treatments appear continuous and unbroken.

The above requirement does not apply to brick quoins - quoins need only be returned 400 to 600mm, as detailed on the front of the house.

Variety: Brick and stone shall be the principal materials used for the community of **Spring Valley**. Stucco and vinyl siding may be used as secondary materials or as principal materials on a minority of housing, (not exceeding 30% of the total number on a given block). Vinyl sided houses are *not* permitted adjacent to arterial roads. If combinations of materials are used, colour compatibility will be important.

6.3.4 Exterior Colours and Materials:

Brick – clay brick is preferred; Metric Modular, Ontario, CSR, Premier, or Max sizes are permitted, but oversize "jumbo" units are not permitted. Different brick surface treatments are encouraged – smooth pressed, wire cut, pressed sanded finishes with moderate dimpling are all acceptable brick finishes. Decorative brick detailing is also encouraged - including pilasters, arches, banding, soldier courses, corbelling, quoining, precast and stone accents such as keystones, lintels, and other elements.

Vinyl siding may be utilized as a principal or partial wall cladding only in conjunction with appropriate high quality detailing. This should include substantial 4" or 6" trim at outside corners, 6" min. frieze board under roof soffits and casings around windows and doors. Such trim elements should be in colours complementary to the main siding colour. Narrow horizontal patterns (4" or double 4") are required, and high standards of workmanship are expected. Siding materials other than vinyl (i.e. wood, composition, metal, etc.) are not acceptable to the City of Brampton.

Rainwater goods (eaves troughs, rain water leaders, etc.) may be in vinyl or coloured aluminum, but should match other vinyl trim colours. Similarly, it may be necessary to utilize aluminum clad

trim at corners, fascias, friezes, soffits, around louvred vents, etc., but colours should match other vinyl trim colours. Shutters may be used at the sides of windows and may substitute for casing trim. In such locations, shutter colours need not match vinyl trim colours, but should be complementary to the overall colour scheme.

Where vinyl siding is the principal wall material, strong architectural detailing is required to avoid large flat planes, and wherever possible, an appropriate masonry plinth or base should be incorporated. Panels of accent siding shall be encased in 25 x 100mm (1" x 4") trim. (eg. gables, pediments, bays, etc.)

Architectural elements such as Front Entry Elements, projecting 1 and 2 storey window bays, gables and pediment roofs, etc. are encouraged, and should be trimmed in vinyl to match the rest of the house elevations. Porch and stair railings, columns, brackets, etc. should be substantial, and compatible with other vinyl trim in both form and colour.

Stucco: As with other siding materials, stucco may only be used with high quality detailing, including min. 4" trim at outside corners, and around doors and windows. A good level of other detailing, such as pilasters, cornices, and string courses, is also encouraged. Appropriately located crack control joints are also required. Stucco surface textures may be smooth, moderately sanded, or textured; heavily fissured surfaces are not permitted. Special attention should be paid to the detailing of sills and flashings to avoid water penetration, and undesirable streaking and staining of wall faces.

Concrete foundation walls should be limited in exposure, particularly on the Front Elevation. Wall cladding should extend to within 0.3m (1'-0") of finished grade.

Trim detailing is encouraged on all exposed elevations. This may include elements such as louvres, frieze boards, brackets, dentils, bargeboards, gingerbread, scalloped shingles, etc., as well as pilasters, cornices, column capitals and bases.

A frieze board or brick soldier course is recommended under all roof soffits for all exposed elevations of the house and garage. Louvred vents or other decorative appliques shall be encased in rowlock brick or casings similar to trim used elsewhere on the facade.

Other Elements: Utility and service elements such as hydro and gas meters, air conditioning condensers, etc. shall be located discretely on side wall faces perpendicular to the street wherever possible. On corner lots with two street faces, these elements should be located on the "inner" side elevation.

All vent stacks, gas flues, and roof vents should be located on the rear slope of the roof if possible, and must be painted out to match the roof colour.

Colour Packages

All materials (walls, trim, doors, roofing, etc.) should be grouped into co-ordinated and complementary "colour packages" for approval by the Control Architect. Builders should ensure that they have enough colour packages both for consumer selection and avoidance of repetition. For neighbourhood variety and diversity, colour packages, particularly wall colours, should be distinct from one another, with a spectrum ranging from neutral and light tones through to "earthtones" and full colours.

Walls should generally be of one colour. Trim elements, including soffits, eaves, rainwater leaders, fascias, frieze boards shall all be the same colour within the colour package. Accent, trim, and mortar colours should be complementary rather than contrasting to the main wall colour.

Adjacent houses should not have the same colour package. Repeated elevations within 10 lots also cannot have the same colour packages. Colour packages should not appear more than 3 times in every 10 lots.

The use of the same colour package directly opposite on the other side of the street is discouraged. Attempts to site popular brick colours such as grey and beige more frequently are also not permitted.

The use of contrasting brick colours within the same colour package is also discouraged unless it is appropriate to a specific architectural style (e.g. Ontario Farmhouse) that is being used consistently in the neighbourhood.

The Main Entry Door should have its own colour, but strong primary colours such as red or blue should be avoided.

Garage doors, frames, and related decorative panels should all be finished in the same colour, which should be complementary to the surrounding wall material. This colour should be less prominent than the Main Entry Door colour. The intention is to minimize the visual impact of these doors.

Roof colours should complement the main wall colour. Darker and brown/ earthtone shingle colours are encouraged. The use of lighter shingle colours such as white, light grey, rainbow red, rainbow green, etc. is not permitted.

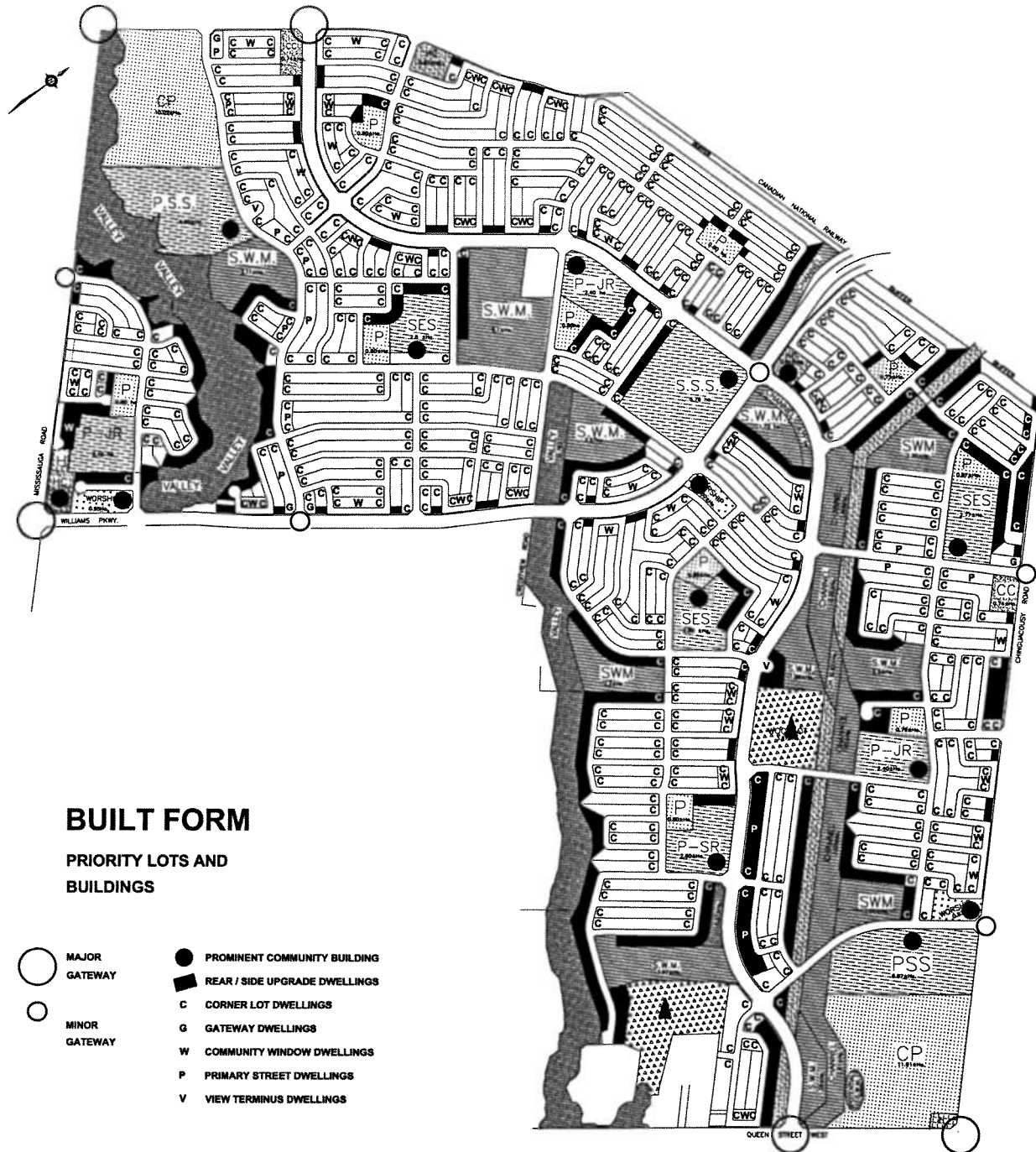


Figure 14

6.4 "Priority Lots" and Buildings

The plan above: Figure 14: **Built Form**, highlights locations and buildings which, by virtue of their public role or locational prominence, are highly visible to both residents and visitors. These sites are generally seen from several aspects, sometimes from long distances or vistas. Accordingly, care must be taken in the design of such sites and buildings to ensure that all visible faces receive careful consideration in terms of built form, roof profiles, materials, glazing, and landscaping. In particular, community buildings such

as schools, recreation centres, churches, etc., on large sites should be sited to resolve community movement patterns, terminate vistas, define gateways and street corners, as appropriate. Vertical architectural elements and large trees may be used to denote prominent "Landmark" buildings and locations in an otherwise flat and gently rolling landscape. Detailed exterior and interior landscaping treatments also offer significant opportunities to integrate such sites with Brampton's Flower City Strategy.

**6.4.1 "Gateway Dwellings" and Neighbourhood Entries
(Indicated "G" on the Built Form Plan)
At "Gateways" (intersection of 2 Arterial Roads, and
"Neighbourhood Entries", the intersection of Arterial and
Major Collector Roads)**

"Gateway" dwellings are a special condition of the "Corner" Lot, and generally have three visible wall faces or elevations. Neighbourhood Entry features will include enhanced architectural treatment outlined here, or landscape features elements (outlined in Community Design Guidelines: Landscape Design) or a combination of both. Both are the responsibility of each neighbourhood builder or developer, and are subject to architectural review.

Since these locations are the first views that many visitors have of a neighbourhood, builders should also give consideration to the use of a distinctive architectural theme or style for gateway buildings. Detailing should reflect appropriate elements of the heritage context nearby.

Upgrade elements include:

- Front Entry Element (may be located on the side or "flankage" elevation)
- Additional and larger windows are encouraged where feasible, particularly on side or flanking elevations exposed to the street, and on higher Ground Floor levels.
- Detailing and trim around doors and windows, including brick soldier course lintels and sills. Stone or precast lintels and sills are also acceptable.
- Corner elements, particularly wrap-around features such as turrets, and porches, which integrate that narrow "front" elevation with the longer "flankage" elevation.

**6.4.2 "Corner Lot Dwellings"
(Indicated "C" on the Built Form Plan)
All intersections ("X" and "T"), and "elbows", all street widths**

An enhanced architectural treatment is required as follows:

- high quality massing and detailing are encouraged for all elevations which may be visible to passers-by. The same importance should be given to a visible flankage wall as to the Front Elevation and detailing initiated on the front elevation should be continued along the entire flankage elevation.

- 2-Storey elements such as projecting bays, and additional and larger windows, as appropriate to the house plan and its orientation to streets, should also be considered.
- Front Entry Element (may be located on the side or “flankage” elevation).
- The use of distinctive elements such as turrets, bays, large gables, etc. is also encouraged at prominent locations and corners, on wider streets (20m+ in width).
In addition to enhanced architectural treatment, the long (flankage) elevation of a house on a corner lot should be considered for locating the Principal Entry to the house. Both the “front” and “flankage” elevations of the house will be reviewed. (See also Section 6.5 **Wall and Roof Planes**).

**6.4.3 “Community Window Dwellings”
(Indicated “W” on the Built Form Plan)**

Lots on local streets that also face primary streets and can be seen from them

Most front elevations which meet the other guidelines in this document will be acceptable; however front elevations should be in higher quality masonry or stucco, because of their high visibility.

- Consideration should be given to enhanced Front Entry Elements (porches or pavilions).

**6.4.4 “Reverse Frontage Dwellings”
(Indicated “R” on the Built Form Plan)**

**Rear elevations of houses backing on to Arterial Roads including those separated by drainage channels;
Visible side and rear Elevations adjacent to parks, parkettes, schoolyards, and commercial sites;
Visible rear elevations of houses adjacent to “natural open spaces” such as ravine lands, storm water management areas etc.;**

While the Second Storey is of greater concern visually because of its exposure above the level of fencing and landscaping, an upgraded elevation treatment is required for the Ground Floor as well, and should be consistent for both storeys. This should include:

- Brick wall material consistent with the Front Elevation;
- Detailing and trim around doors and windows, including brick soldier course lintels and sills. Stone or precast lintels and sills are also acceptable.
- Vertical format casement, fixed, single or double hung windows; full-height high quality sliding windows (i.e. no small horizontal sliders with fixed glazing above).
- Complementary glazed doors (French or sliding) may be introduced at the Ground Floor.

**6.4.5 “Primary Street Dwellings”
(Indicated “P” on the Built Form Plan)
Located on arterial or community collector roads**

Since these locations occur along the primary routes in and out of a neighbourhood, and are often proximate to “Gateway Buildings”, builders should give consideration to the use of a distinctive architectural theme or style for Primary Street buildings. Detailing should reflect appropriate elements of the heritage context nearby.

Most model elevations which satisfy the other guidelines in this document will be acceptable. Consideration should be given to the following:

- Masonry or masonry/stucco front elevations
- Enhanced detailing encouraged, additional and larger windows are also encouraged where feasible.
- Front Entry Element (Porch or Pavilion).

**6.4.6 “View Terminus Dwellings”
(Indicated “V” on the Built Form Plan)
Located at “T” intersections, or visible from prominent community buildings**

Most model elevations which meet the other guidelines in this document will be acceptable. Normally two dwelling units will be involved. Consideration should be given to the following:

- Masonry or masonry/stucco front elevations
- A larger Front Yard Setback for both dwellings (where feasible).
- Paired Front Yards, with enhanced landscaping
- Enhanced detailing and roof elements.
- Matched Front Entry Elements (Porch or Pavilion) for both dwellings.

6.5 Wall and Roof Planes

Large or long wall and roof planes should be avoided, and should be articulated into smaller elements. This applies particularly to the flankage elevations of houses on corner lots. (Figure 15)

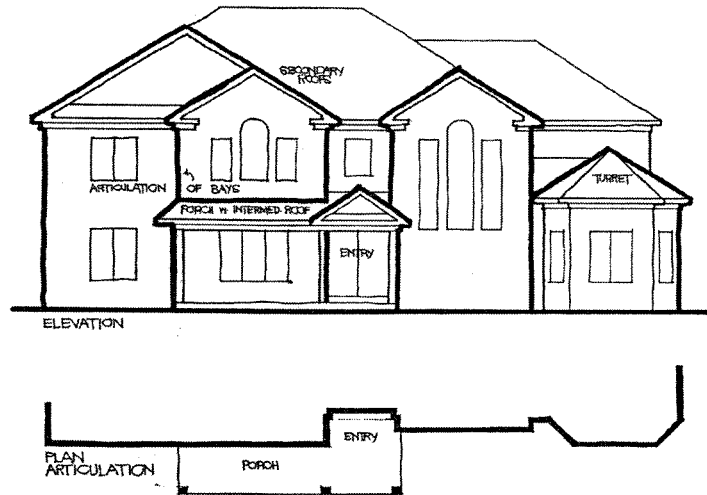


Figure 15: Articulation of Large Walls and Roofs

On wide frontage lots, elements such as the Front Entry Element, porches, garages, and rooms at grade, should be articulated in plan, elevation, and roof profile, to provide visual interest. Other decorative elements such as masonry fireplaces, bay and bow windows, oriel and arched windows, etc., may also be used.

7.0 Public, Commercial, Community Buildings

Principle

By virtue of their important role in community life, public buildings such as churches, schools, libraries, fire halls, community and commercial centres, etc., are expected to meet high standards of building, siting, and landscape design. The massing and siting of public buildings fulfill several functions in addition to accommodating their respective activities: the definition of street edges, definition of public entry and gathering spaces, and the definition or enclosure of related activity spaces such as playing fields and parks. Public access to, and the use of, such facilities, both indoor and outdoor, should be encouraged if appropriate. This can be enhanced by open, transparent design, and vistas, pathways, planting, lighting, and "landmark" elements which direct users and visitors to public entrances and parking.

Building massing should be distinctive and characteristic of the functions and uses enclosed, but also scaled to, and integrated with, community residential architecture. Where appropriate, architectural elements should be developed and located to enhance building identity and visual prominence. Building and landscape materials should be selected for their compatibility, quality, permanence, durability, and resistance to damage.

7.1 Site Layout

7.1.1 Setbacks and Build-To Envelopes

- a) In general buildings should be close to the street line(s) to provide strong defining street edge(s). Uses and tenancies should be transparent to, and accessed from, public streets and sidewalks. For small commercial sites, a minimum of 60 % of the total street frontage should be occupied by buildings. Both large and small tenancies are encouraged to relate to the street.

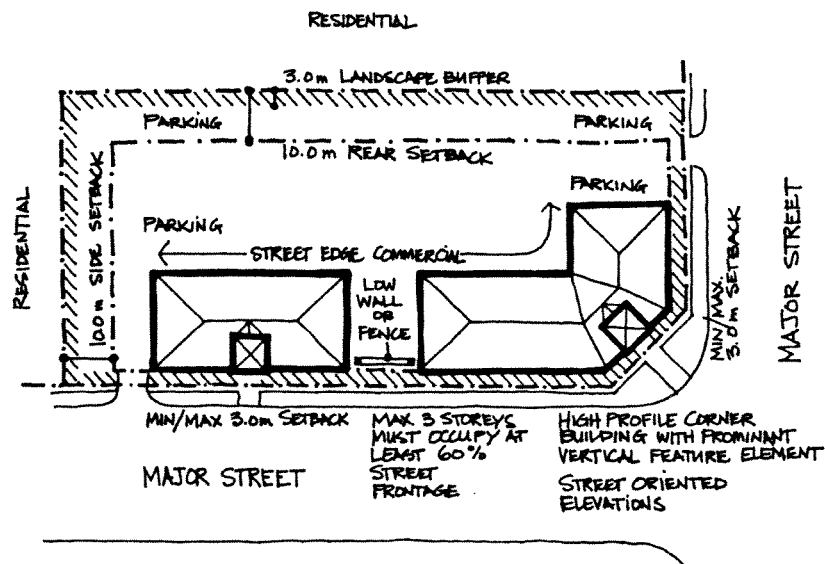


Figure 16 Setbacks and Building Locations

- b) While commercial and mixed-use buildings are encouraged to locate near street frontages, site or other conditions may, on occasion, indicate locations near side or rear property lines, abutting residential zones. In such cases, a minimum setback of building from property line of 10.0m is required, of which a minimum of 3.0m should be a landscaped buffer. (See City of Brampton requirements)
- c) For buildings built close to the street line on public road front-ages, setbacks may vary between a minimum of 3.0m and a maximum of 6.0m in depth, to allow space for decorative paving, landscaping, and street furniture, as well as some variation in building frontages.
- d) The visual impacts of parking should be minimized, with landscaping and walkways used to break up and buffer large parking areas. Landscaping and architectural features such as low walls with iron fencing can minimize the street impact of parking entries and lots beside buildings.

7.1.2 Vehicular Access and Parking

- a) Vehicle access points to a site should be visible, but located away from major road intersections, in accordance with City requirements, and aligned or co-ordinated with driveways or roads on the opposite side of public streets, to simplify traffic interactions at these points. Access points to Regional Roads will require approval by both the Region and the City of Brampton Engineering Department. Access to other minor roads will require approval by the City Engineering Department.
- b) Where a commercial site abuts another commercial or institutional use, site traffic patterns and entry/exit points should be coordinated. Parking must be provided at the ratios required by Municipal Zoning regulations for specific tenant types. Required parking spaces for the disabled should be located as close as possible to building entries, adjacent to sidewalks, and with curb cuts accessible to wheel chairs.
- c) A "Main Street" relationship linking short-term on-street parking and drop-offs, walkways, and building entrances is desirable. Public sidewalks should not be located directly adjacent to driving lanes.
- d) Multiple unit residential and mixed-use developments should have dedicated access and parking areas. With on-grade parking, this can be accomplished informally through a combination of signage, controlled access routes, and landscaping; with underground parking, controlled access and differentiation are readily achieved. (See Fig. Vehicular and Pedestrian Access). For privacy and safety reasons, grade level residential uses should be separated from parking by means of substantial landscaped areas; driving

lanes will not be permitted directly adjacent to residential buildings.

- e) Pick-up and drop-off zones, transit stops, and taxi stands should be highly visible, accessible to the disabled, and close to building entries and pedestrian routes. They should not conflict with important pedestrian movements on-site

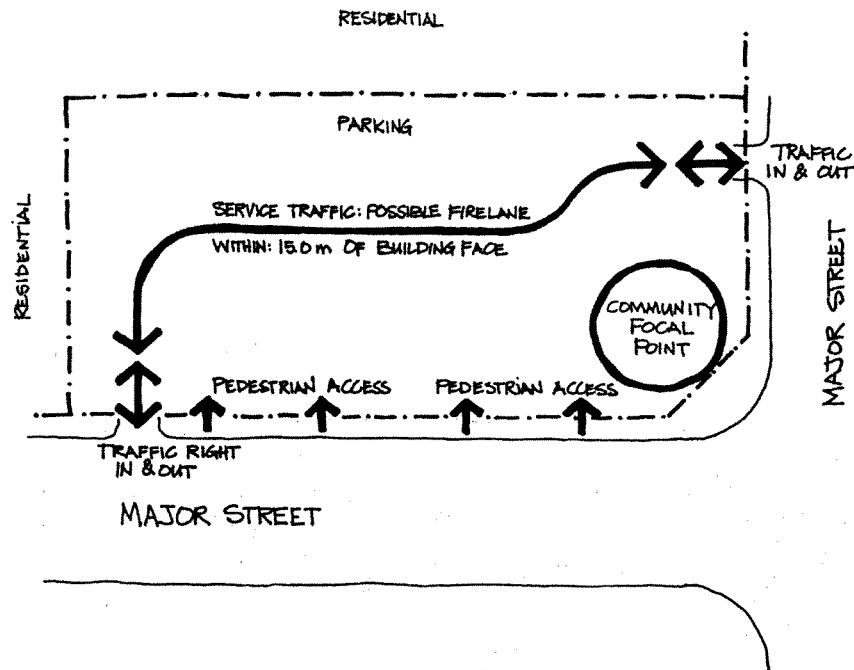


Figure 17 Vehicular and Pedestrian Access

7.1.3 Pedestrian Walkways and Access

- a) Pedestrian walkways should provide access to all major buildings and open spaces on site, to public sidewalks (along street frontages), to transit and taxi stops, and to pedestrian connections linking to residential neighbourhoods. Local residents should be encouraged to walk to neighbourhood shopping via short, direct routes.
- b) Sidewalks may be located directly adjacent to commercial building frontages, but should be separated from roadways by protective landscaped strips and short-term "convenience" parking areas. Walkway design should be co-ordinated with drop-offs, transit stops, pedestrian crossings, etc. Once getting out of a car, pedestrians should have only a short distance to reach a walkway.
- c) Sidewalks should be a minimum of 2.5m wide, well lit at night, and designed for pedestrian safety. Potential conflicts between major service routes and pedestrian routes should be avoided. Where walkways must cross driveways, pedestrian safety should be emphasized through curbs, signage, lighting, and special pavement markings. Landscaping, trees, and street furniture can also be used

to show where walkways are located.

7.1.4 Service Areas and Garbage

- a) Where possible, truck docks and service areas should be located away from residential areas. Where site or other conditions make such locations necessary, loading and service areas must be visually and acoustically screened from adjacent residential properties and pedestrian walkways, be well lit, and designed to avoid potential entrapment areas.
- b) All garbage storage, including compactors or other noisy equipment shall be located inside buildings and properly ventilated. Refrigerated spaces shall be provided for the temporary storage of food and organic wastes.
- c) Air conditioning equipment and exhaust fans should be located on roofs away from walls or parapets and shielded visually and acoustically. (Figure 18 **Location of Mechanical Equipment**)

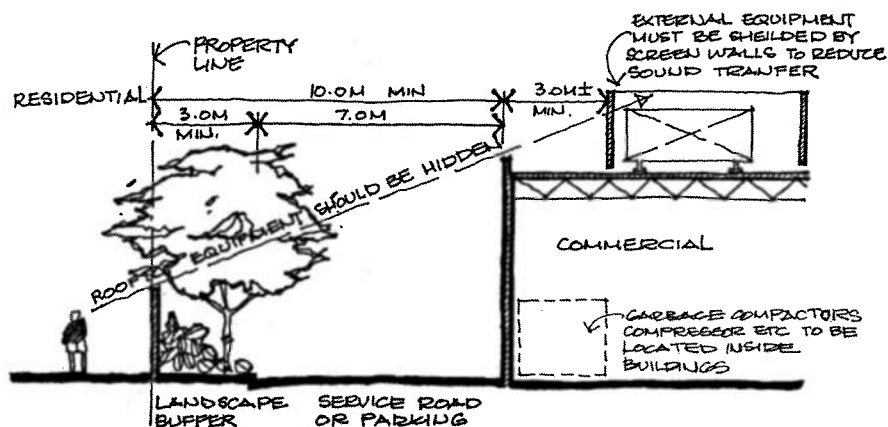


Figure 18 **Location of Mechanical Equipment**

- d) Where service areas must be located near interior property lines, loading docks and delivery doors should be arranged to reduce noise and view problems. Floodlighting shall be directed away from adjacent lots. Building-mounted lighting should not allow horizontal spillover of light onto adjacent properties. (Figure 19, following: **Service Areas and Garbage**)

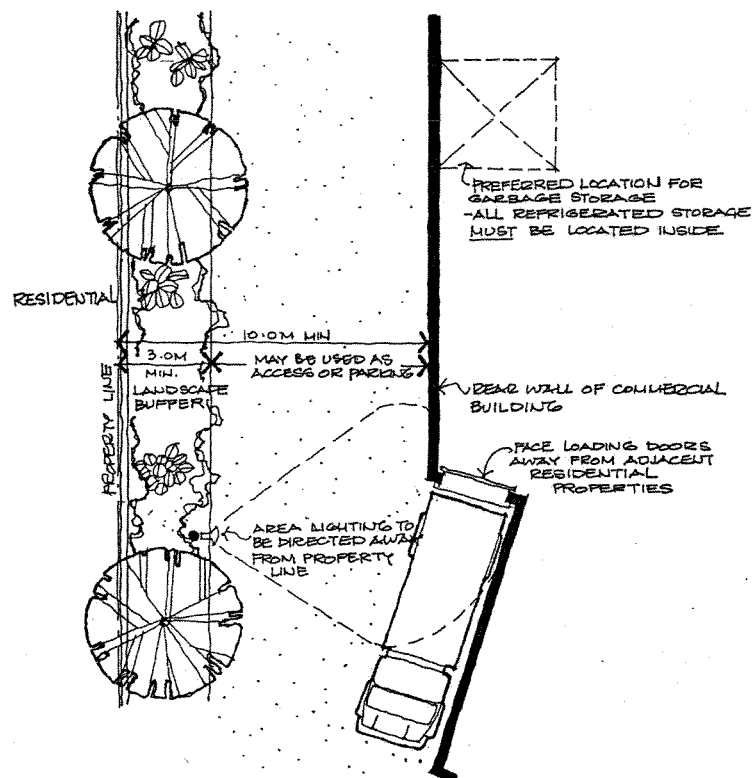


Figure 19 Service Areas - Garbage

- e) Garbage and delivery areas for buildings located near street frontages are potentially highly visible and should be sheltered and designed to be as discreet as possible. Service doors should be designed as standard single or double doors, rather than as larger overhead loading docks.

7.1.5 Building Urban Design, Grouping and Forms

- a) On larger commercial developments, users with major servicing requirements, such as larger commercial tenants (over 8,000 sq. ft.), auto repair and maintenance, food stores, restaurants and drug stores, etc. should be located towards the interior of a site where deliveries can be arranged in sheltered locations out of direct view, such as between buildings, or between buildings and property lines.

Smaller retail tenants, offices and personal services such as barber shops and beauty shops etc., residential buildings or mixed-use buildings with lesser servicing requirements may be located and serviced near street edges. Street-related buildings should be entered directly from adjacent public sidewalks.

- b) Site corners (facing 2 streets) shall have significant buildings located close to the street edges, with facades, windows, and entrances oriented towards the street and public sidewalks. Buildings shall be grouped in an identifiable, cohesive urban design concept. This can be done in several ways:
 - i) Buildings should be grouped to define a public, essentially pedestrian "square" or meeting place with landscaping, fountain(s) or sculpture providing a central focal point for the entire community.
 - ii) Buildings should be related to each other through compatible scale, materials, colours, built form, and roofscape. Transitions in form and roofscape should be used to moderate changes between small and large buildings and tenancies.
 - iii) Street-related building complexes should be permeable (i.e. visually and physically accessible) from the edges or perimeter of the community, and may incorporate highly visible architectural or landscape visual reference points to define a community "Gateway".

7.2 Architectural Form

As with its residential neighbourhoods, a distinctive architectural vocabulary of building forms, roofscape, materials, colours, and details should be developed for the commercial and mixed-use areas of the Spring Valley. This vocabulary or framework should be compatible with similar components for residential neighbourhoods, particularly highly visible elements such as roofscapes, materials, small scale massing, and architectural details. Within this design framework, some variety among buildings is encouraged, just as the neighbourhoods are encouraged to have varied, non-repetitive groupings of houses. However, such variation is not meant to encourage extensive use of corporate design models and signage. A balance must be struck between individual or corporate identity as expressed in built form, graphic design, and signage; and between a consistent and coherent overall image for the area and for the community.

7.2.1 Massing, Roofscape

- a) Buildings should be not higher than 3 storeys. Single storey structures should be designed to replicate the scale of more substantial 2 and 3 storey buildings traditionally found in town centres. This may be done with parapets, sloped roofs and roof details such as dormer windows, broken gables and eaves lines etc. (Figure 20, following).

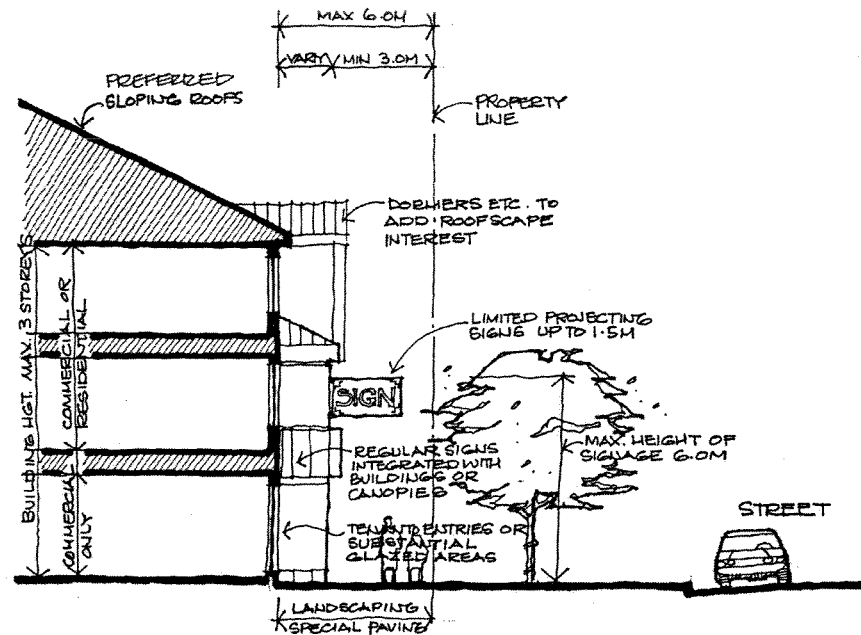


Figure 20 Commercial Building Massing and Street Edge

- b) If possible, building rooflines should be sloped or pitched. To limit excessive overall roof height on larger buildings, roofs may be sectioned into smaller multiple spans or combinations of flat and sloped roofs.

7.2.2 Street Edge

- a) Building elevations near property lines should be street-oriented, with substantial transparent glazing, entry doors, etc. wherever feasible. Where this cannot be achieved for functional reasons, translucent or opaque glazing, and similar solutions should be used to maintain a similar visual impression.
- b) Long building frontages should be broken up into smaller sections to reduce scale and introduce variety and interest. Setbacks may be varied between sections to contribute to this differentiation.

7.2.3 Building Interiors

- a) Ground-level spaces within buildings should be devoted to semi-public uses such as lobbies, common amenity areas, etc. or tenancies requiring direct public access such as service uses, offices, etc. Transparency and substantial glazing are encouraged; blank walls should be avoided adjacent to public walkways. However, ground level residential units should be considered only if private outdoor space can be provided immediately adjacent to them.
- b) Canopies of metal and glass or canvas to provide weather protection are encouraged on building frontages adjacent to walkways.

Canopies can also be used for signage and identification.

7.2.4 Building Materials and Colours

- a) In keeping with the character of traditional Ontario town centres and with the architectural controls for the adjacent residential neighbourhoods, brick and stone masonry should be the dominant materials for all building walls, including walls facing internal property lines.
- b) Combinations of different brick colours and patterns, or bricks with pre-cast stone are encouraged. Colours should be in the red/brown/"earthtone" group. Materials for residential, commercial and mixed-use buildings may match or be complementary, however, sharply contrasting colour schemes are discouraged. Exposed concrete block or concrete bricks are not acceptable.
- c) Pitched roofs may be finished in shingles or pre-finished metal in standing seams, battens or shingled forms. Colours should be complementary to wall materials and in dark rather than light tones. Bright primary colours (red/blue/yellow etc.) should not be used.
- d) Window and curtain wall framing should be coloured and complementary to wall materials. Mill finish aluminum is not acceptable.

7.2.5 Visual Prominence

- a) To promote smaller scale buildings and visual interest, changes of materials for walls and roofs may be made within sections of larger buildings. Such changes should occur logically; i.e. at breakpoints in plan or elevation, and should be avoided within a single tenancy.
- b) Tenant and building entrances should be clearly visible and accentuated using architectural elements integrated with the overall design.

7.3 Other Issues

7.3.1 Environmental Concerns: Noise, Lighting and Smells

- a) All development on commercial, mixed-use, and multi-unit residential sites will be reviewed by the City of Brampton for the purpose of avoiding and/or minimizing negative impacts on adjacent properties and surrounding neighbourhoods.
- b) Special care should be taken to avoid sound and smells which might have negative impacts on adjacent properties and streets, firstly by careful location of possible sources and secondly by use of enclosures, walls and fences. Noise levels at property lines adjacent to residential neighbourhoods should not exceed the ambient noise levels present before development.

- c) Site and building lighting and signage should be an integral part of the overall architectural design for the project. Proponents will be required to demonstrate such an integrated approach in their submissions. Site lighting should be directed within the site only. Use of low-level decorative lamp standards with compatible designs is encouraged, particularly in pedestrian areas and along walkways. Area lighting with a larger number of smaller low-level fixtures is preferred to fewer tall, high-output light standards.
- d) Flood lighting of buildings should be avoided or restricted to areas around main entrances. Flood lighting of trees and other landscape elements is acceptable.
- e) Security and utility lighting should be provided at minimum acceptable lighting levels, directed away from adjacent properties, and not designed to switch on and off.

7.3.2 Signage

- a) High quality building and corporate signage is encouraged. Signage should be integrated with architectural and site design and should not predominate on any building facade or in site landscaping. Signage may be illuminated, but flashing signs are not permitted. Backlit signage boxes are discouraged.
- b) Signage should be integrated with the overall design of a building and can be wall-mounted or free-standing, but should not be located above eaves level. Same-height cutout letters are recommended. Refer also to the City of Brampton Sign By-law for any other size or mounting restrictions.

7.3.3 Fencing and Site Landscaping

- a) All interior property lines adjacent to non-commercial areas should have fences or masonry walls at least 1.8m high. Fences should be substantial, and visually and acoustically opaque. Decorative low-maintenance walls and fences are encouraged.
- b) In general, buildings are encouraged adjacent to major streets rather than parking areas. Where parking areas must be located near major streets, they should be screened by low, dense landscaping high enough to prevent car headlights shining out of the site. Low maintenance ground cover, evergreen shrubs and bushes are acceptable. Planted areas should be punctuated by openings for visual access, and walkways.
- c) A high level of site landscaping is encouraged to enhance the character and quality of the development. Street edges should be reinforced with large calliper trees traditionally found in Ontario towns, particularly large spreading deciduous species such as maple, oak, and ash. These provide a level of wind break, rain and sun protection, highly appreciated in urban areas. Flowering tree species can provide memorable seasonal experiences. Infill

planting of evergreens and smaller, salt-resistant shrubs can provide visual balance until more slowly growing trees mature.

- d) On-site plantings should be concentrated to emphasize walkway patterns and focal areas at major building entries and >social= public outdoor spaces.
- e) Paving materials used at street edges, along walkways and in special pedestrian areas should be designed for durability, texture and interest. Unit materials such as cobbles, lockstone and stone sets can be used in combination with brushed or grooved concrete paving to provide economic and visually interesting surfaces.

8.0 Review Process

8.1 Housing

8.1.1 Description

Houses to be built in the Spring Valley Community are subject to an Architectural Review Process administered by the "Control Architect(s)", as approved by the City of Brampton, who will review submitted plans for conformance with these Guidelines. Architectural Review is intended as the first stage in the Plans Approval Process, and builders must receive written approval of Architectural Review before applying for Building Permits from the City of Brampton. The Control Architect will stamp approved drawings with a stamp created for that purpose.

The Architectural Review Process is concerned only with external appearance, site layout, and certain streetscape issues. Housing mix, internal space planning, etc. are the prerogatives of the builder and his consultants, who are also responsible for satisfying the requirements of other authorities with respect to the Ontario Building Code, City of Brampton Zoning By-Law, Site Plan Review, and other applicable regulations. Plans requested under the Architectural Review Process are for information only and as a guide in assessing exterior appearance issues.

Included in the Review are external architectural design, building form, building materials and colours, following the Guidelines in this document. City staff may also periodically review the process to assess compliance with the Guidelines. Certain issues that are mentioned in this document, such as garage widths and projections, setbacks, driveways, etc. are also included in the City of Brampton Zoning By-Law, and conformance will be assessed by City staff. Builders and designers should refer to original City of Brampton documents for accurate information in this regard.

8.1.2 Submissions

Builders may submit Model Plans and Siting (Lot Plans) at the same time, but it is generally preferable to submit Model Plans and Elevations first, in case there are substantive comments and changes by the Control Architect that could affect both models and siting. After Model Review, builders can then proceed to Siting with models that are generally acceptable (i.e. "approved in principle"). Even so, builders should recognize that Siting Review may result in comments which could require minor changes to house plans previously approved.

Preliminary Review

Builders may submit preliminary working drawings for Model Review. Drawings should be clearly stamped preliminary and indicate the Model Name, and display all proposed front elevations. Preliminary Review of Individual Site Plans shall include model and elevation designations, including adjacent lots, and a

preliminary streetscape. Two sets of drawings are required for Preliminary Review.

Final Review Submissions for Final Review are to be couriered, original drawings. Alterations or required approved upgrades noted during Preliminary Review, shall be incorporated onto the Final Submission drawings. Five sets of drawings are usually required for Final Review.

8.1.3 Model Review

Builders should obtain review and approval for all house models and elevations prior to any of them being offered for sale. They should ensure that there are sufficient models and distinct elevations being offered relative to the number of lots involved, so that repetition problems are avoided. Usually a minimum of 2 distinct elevations should be provided for each house model, with as many as 4 elevations provided for models which sell well. Model and elevation variations may also have to be developed for unusual lot conditions such as slopes, odd lot shapes, ravines, corner lots, etc.

Materials to be Submitted

- 1) House plans and elevations in working drawing format, scale: 3/16" = 1'-0" or metric equivalent, showing roofs and wall materials, roof slopes, dimensions, detailing, location and sizes of windows, doors, etc. "Upgrade" side ("flankage") and rear elevations shall also be included, as appropriate.

A digital (CAD) Architectural Control Review stamp will be supplied by the Control Architect, and shall be incorporated into the title block, on the front of the CAD drawing submitted for review. Alternatively, for manually drafted drawings, a blank space of approximately 3" x 3" (8cm x 8cm) is required on each drawing, adjacent to the title block, for the review stamp.

- 2) Material and colour selections, presented as colour packages; two sets of colour photographs of material sample boards shall be submitted with lists of colours selected for each element.

8.1.4 Siting Review

All sitings of houses on lots shall be submitted for review; as the overall design of streets and neighbourhoods is of central interest, applications should be made in the largest blocks possible.

Materials to be Submitted

- 1) Overall Site Plans, scale 1:250, indicating locations of units with model and elevation designations, relationship to adjacent lots and units, driveways and principal grade levels.

- 2) Individual Site Plans on legal size sheets, with model and elevation designations, and driveways and principal grade levels. Adjacent lots shall be clearly marked with model and elevation designations, or be labelled as empty, i.e. not yet sited.
- 3) In conjunction with the submittal of Individual Site Plans, a Streetscape Drawing showing the elevation of the street, including the sited lot under review, all adjacent sited building elevations and empty lots, shall be submitted for review.
- 4) Material and colour selections: indicate on Site Plans which material/colour package is to be used for each unit/lot. Alternatively, colour packages may be designated on a list of lot numbers.
- 5) Additional information (such as elevation upgrades) or details for houses on Special Lots, if not submitted earlier, shall be included at this stage.

8.1.5 Dispute Resolution

Should there be a dispute between the Control Architect and the Builder or his designer, regarding delays in approvals or in the interpretation of guidelines, which cannot be resolved by discussion, the proponent should set out the dispute and reasons therefor, in writing. The following process will apply:

- 1) The proponent should contact any member of the Developer's Group, providing a written statement, with a copy to the Control Architect.
- 2) The Developer's Group will convene a panel of 3 members to review the dispute, by telephone or in person, and will issue a written opinion to resolve the matter.
- 3) Normally, this will complete the matter, but should any participant remain unsatisfied, application may be made to the City of Brampton, Director of Urban Design and Zoning, for the City's position.

8.1.5 Monitoring for Compliance

The Control Architect will conduct periodic drive-by site inspections to monitor development. Any significant visible deficiencies or deviations in construction from the approved plans, considered by the Control Architect as not complying with the Architectural Control Guidelines, will be reported in writing to the Builder and the City. The Builder will respond to the Control Architect in writing within 7 days, indicating his intent to rectify the problem. The Control Architect will inform the developer and the City of the Builder's response or lack thereof. The developer and/or City may take appropriate action to secure compliance.

8.1.7 Fee Schedule

Fees are paid directly by the builder making the application to the Control Architect, after reviews of the application are completed.

Model Review

Fees

Review of Model type + up to 2 alternative elevations for a total of 3 elevations for each model, is \$60 / model, \$50 / for each additional model elevation beyond 3. These fees are payable at the time of review. GST is additional.

Siting Review

Fees (per lot - see below)

Review of Siting for repetitions, detailing, garage projections, etc.

Siting Review for all lots will be \$60 / lot up to 24 lots submitted at one time and \$50 / lot for 25 or more lots submitted at one time. These fees are payable at the time of review.

“Lot” = 1 detached Lot (one unit)

1 semi-detached Lot (pair of units)

1 townhouse grouping (consisting of up to 6 attached units).

Other

Builders must arrange for delivery of packages to the Control Architect and for the return of reviewed packages. The Control Architect will retain 1 copy of the Model Plans and 1 copy of the Site Plans for record purposes. Therefore, builders should submit the required number of copies for other authorities or consultants, + copies for their own purposes, and add 1 additional copy for the Control Architect. Usually this will require a minimum of 4 or more copies of Model Plans and Site Plans.

Resubmissions, if required, will be charged at the above rates.

8.2 Public, Commercial, Community Buildings

8.2.1 Description

Public, Commercial, and Community Buildings to be built in the Spring Valley Community are also subject to an Architectural Review Process, which will be integrated with the City of Brampton’s Site Plan Approval process for such buildings, conducted under Section 43 of the Planning Act. The Architectural Review portion of the process will be administered by the “Control Architect”, as approved by the City of Brampton, who will review submitted plans for conformance with the Guidelines in this document. The Site Plan Review portion of the process will be administered by City staff.

It is the intent of the review process will generate common positions agreed to by both the Control Architect and City staff. The

Architectural Review portion of the process is concerned with external appearance, site layout, and certain streetscape issues.

Included in the Review are external architectural design, building form, building materials and colours, following the Guidelines in this document. Certain issues that are mentioned in this document, such as setbacks, driveways, etc. are also included in the City of Brampton Zoning By-Law, City design guidelines, and other regulatory documents, and conformance will be assessed by City staff. Applicants should refer to original City of Brampton documents for accurate information in this regard.

Applicants are also responsible for satisfying the requirements of other authorities with respect to the Ontario Building Code, City of Brampton Zoning By-Law, and other applicable regulations. Plans requested under the Architectural Review Process are for information only and as a guide in assessing exterior appearance issues.

For most applications, the Control Architect will furnish the applicant with a point form review letter, listing conditions for approval, and items to be modified. Prior to sending this letter, (s)he will review it with City staff who will add further comments or corrections as required. If the required changes are few in number, and can be marked up on drawings, these modified drawings will suffice for approval purposes. Otherwise, corrected drawings must be resubmitted. The Control Architect will stamp approved drawings with a stamp created for that purpose, and this stamp will be necessary for project applications to pass the Site Plan Review process.

8.2.2 Submissions

Since public, commercial, and community building projects are uniquely situated on a particular site, both building (architectural) and site plan drawings should be submitted at the same time, since the building plans will not be repeated for other sites.

Plans and drawings should be submitted first to the Control Architect, who will review his comments with City staff, as described above.

Materials to be Submitted Architectural Plans

- 1) Building plans and elevations in working drawing format, scale: 1:100 or other standard scale, showing roofs and wall materials, roof slopes, dimensions, detailing, location and sizes of windows, doors, etc.

A digital (CAD) Architectural Control Review stamp will be supplied by the Control Architect, and shall be incorporated into the title block, on the front of the CAD drawing submitted for review. Alternatively, a blank space of approximately 3" x 3" (8cm x 8cm)

is required on each drawing, adjacent to the title block, for the review stamp.

- 2) Material and colour selections, presented as colour packages; two sets of colour photographs of material sample boards shall be submitted with lists of colours selected for each element.

Site Plans

- 1) Overall Site Plan, scale 1:250, indicating locations of building(s), setbacks, relationship to adjacent lots and buildings, driveways, parking, service and garbage areas, utilities, principal grade levels.
- 2) In conjunction with the submittal of Individual Site Plans, a Streetscape Drawing showing the elevation of the street, including the sited lot under review, all adjacent sited building elevations and empty lots, shall be submitted for review.
- 3) Landscape Plan, scale 1:250, indicating, planting, species, surface materials, site lighting, street lighting.

8.2.3 Dispute Resolution

Should there be a dispute between the Control Architect and the applicant, regarding delays in approvals or in the interpretation of guidelines, which cannot be resolved by discussion, the applicant should set out the dispute and reasons therefor, in writing, to the City of Brampton, Director of Urban Design and Zoning. City staff will review the objections, and convene an integrated meeting involving the applicant, Control Architect, and City staff, to resolve the objections.

8.2.4 Monitoring for Compliance

The Control Architect will conduct periodic drive-by site inspections to monitor development. Any significant visible deficiencies or deviations in construction from the approved plans, considered by the Control Architect as not complying with the Architectural Control Guidelines, will be reported in writing to the Applicant and the City. The Applicant will respond to the Control Architect in writing within 7 days, indicating his intent to rectify the problem. The Control Architect will inform the City of the Applicant's response or lack thereof. The City may take appropriate action to secure compliance.

8.2.7 Fees

Fees for the Architectural Review portion of Site Plan Review are paid directly by the Applicant to the Control Architect, after reviews of the application are completed.

Since the time required for review will vary with the size and complexity of each project, a definitive fee schedule cannot be

determined in advance, and fees will be billed on an hourly basis. Fees are based on a senior architect hourly rate of \$115/hour and will be held firm for two years from the date of this document, at which time they will be reviewed. GST is additional.

Other

Applicants must arrange for delivery of packages to the Control Architect and for the return of reviewed packages. The Control Architect will retain one set of Plans for record purposes. Therefore, applicants should submit the required number of copies for other authorities or consultants, + copies for their own purposes, and add one additional copy for the Control Architect. Usually this will require a minimum of 4 or more copies of architectural and site plans.