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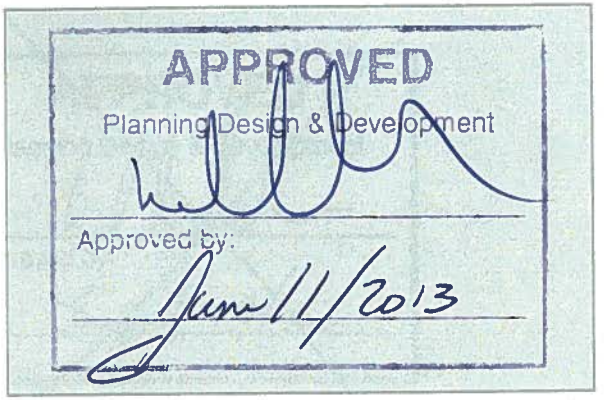

Approval Stamp

THE VALES OF THE HUMBER BLOCK PLAN AREAS 50-1 & 50-2

COMMUNITY DESIGN GUIDELINES

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Prepared for:
THE VALES OF THE HUMBER LANDOWNERS GROUP
& THE CITY OF BRAMPTON

March 27, 2013

THE VALES OF THE HUMBER BLOCK PLAN AREAS 50-1 & 50-2
City File # P20BP50-1 & P20BP50-2
Seventh (Final) Submission

Flower City
brampton.ca

DISCLAIMER

The text and images contained in this document reflect a conceptual representation of the intended vision and character of the proposed development within this block plan area. These guidelines incorporate current City standards, or approved alternative design standards (ADS's), as applicable, at the time of approval of this document. Final designs for block plan elements such as parks, streetscapes, gateway features, pathways, bridges, street lighting, street signs, road cross-sections, utility locations, fencing and associated construction standards etc., may change over time. Changes may be permitted, subject to City approval, due to amendments to City standards, changes in technology, safety and/or construction codes, changes necessitated by the availability of identified materials or modifications to maintenance practices, etc.

In addition, the built form/architectural guidelines depicted in this document are for the use of the original residential developer(s)/builder(s). 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. In this regard, the material represented in this document should not be construed or interpreted literally.

Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community without the expressed approval of the City of Brampton.

For further information or questions pertaining to the document or this disclaimer, the reader is encouraged to contact the Planning, Design and Developments, Community Design, Parks Planning and Development Division at (905) 874-2331.

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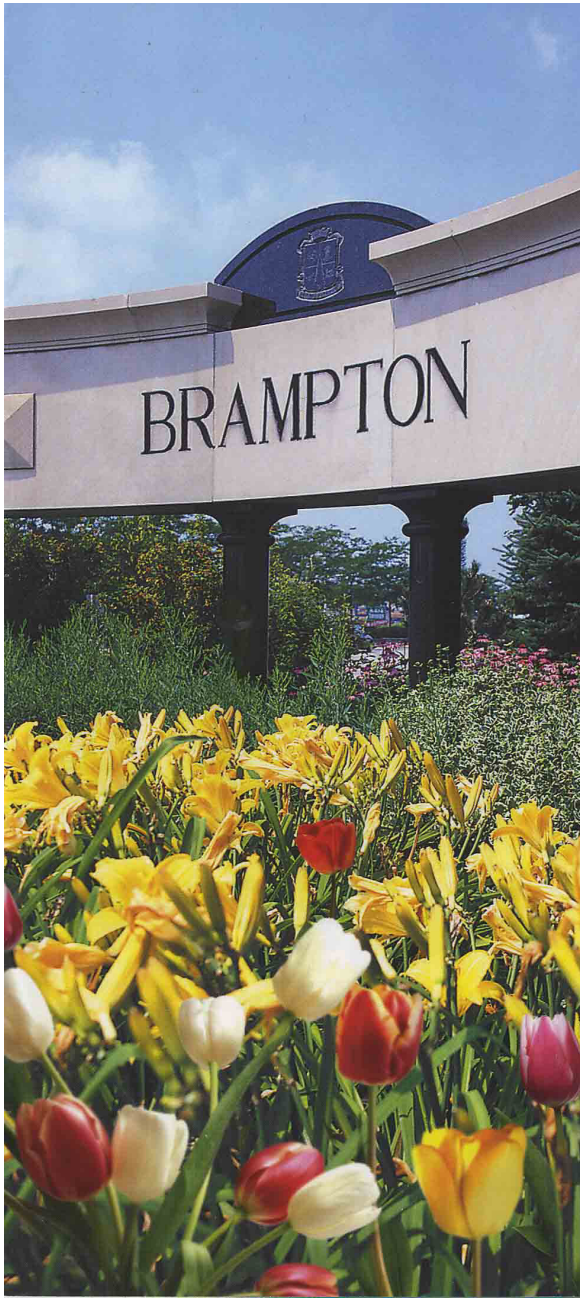


1.1 Purpose Of The Document

A number of studies have been filed in order to develop the Vales of the Humber Secondary Plan Area as an executive residential community. The approval of OP93-253 in 2005 designated The Vales of the Humber as "Urban Residential" land from "Estate Residential" land. It identified these lands as a new secondary plan area and was designated as Upscale Executive Housing Special Policy Area 4A.

The Growth Plan, which came into effect in June of 2006, seeks to build stronger and more prosperous communities. In addition to this, development in designated greenfield area, such as the Vales of the Humber, is required. Under the thrust of the Growth Plan's requirements, the process of designing a community, through the Secondary Plan Approval Process, was developed. The Process includes a Secondary Plan Stage, a Block Plan Stage 1 and a Block Plan Stage 2. The Community Design Guidelines document forms a part Block Plan Stage 2.

The purpose of the Community Design Guidelines document is to address and illustrate how various well integrated design elements define a community's general physical structure and form. These elements are described through landscape and built form guidelines conveying an overall vision for the quality of streetscapes, neighbourhoods, commercial and institutional areas, and open spaces. The document is intended to provide a clear direction for the future development, during the implementation process, of a coherent upscale residential community as the Vales of the Humber.

The principles for the design of Executive Housing Areas will be guided by the 'Design Workbook for Brampton's Upscale Executive Special Policy Areas' dated September 2000, and that learned from other Block Plan upscale executive developments since that time.

1.2 Study Area

Vales of the Humber is envisioned as an upscale, executive housing community characterized by high quality landscape and architecture. It is located in Northeast Brampton and bounded by Mayfield Road on the north, The Gore Road on the east, Countryside Drive on the south and a tributary of the West Humber River on the west. (Refer to Fig.1.2.) Vales of the Humber Block Plan Area 50-1 & 50-2 is divided into two sub-areas by McVean Drive, namely, Vales of the Humber Block Plan Area 50-1 & 50-2-1 and Vales of the Humber Block Plan Area 50-1 & 50-2-2 with McVean Drive (Refer to Fig.1.2 and Fig.1.3).

The 268 hectares of land currently contains natural features including two tributaries of the West Humber River, associated valleyland areas, woodlots and tree stands. Set amidst the executive housing community of the Vales of Castlemore, the historic Hamlet of Wildfield and upscale rural estate residential communities, the Vales of the Humber is connected to existing and planned Provincial highways, transit services and the balance of the City of Brampton through the bounding arterial road network.

The following common terms used in this document regarding design criteria are: 'shall/will', 'should', and 'encouraged/discouraged/may'. These terms are intended to have the following meaning with respect to compliance:

• 'Shall' / 'Will' - Guidelines using the words 'shall' or 'will' are mandatory and must be provided.

• 'Should' - Guidelines using the word 'should' are intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.

• 'Encouraged' / 'Discouraged' / 'May' - Guidelines using the words 'encouraged,''discouraged,' or 'may' are desirable but not mandatory.

The implementation of the CDG is dependent upon the completion of several supporting studies including, but not limited to, Environmental, Servicing, and Traffic. The final design for the Block Plan will have regard for these studies and will not necessitate amendment to the CDG document.

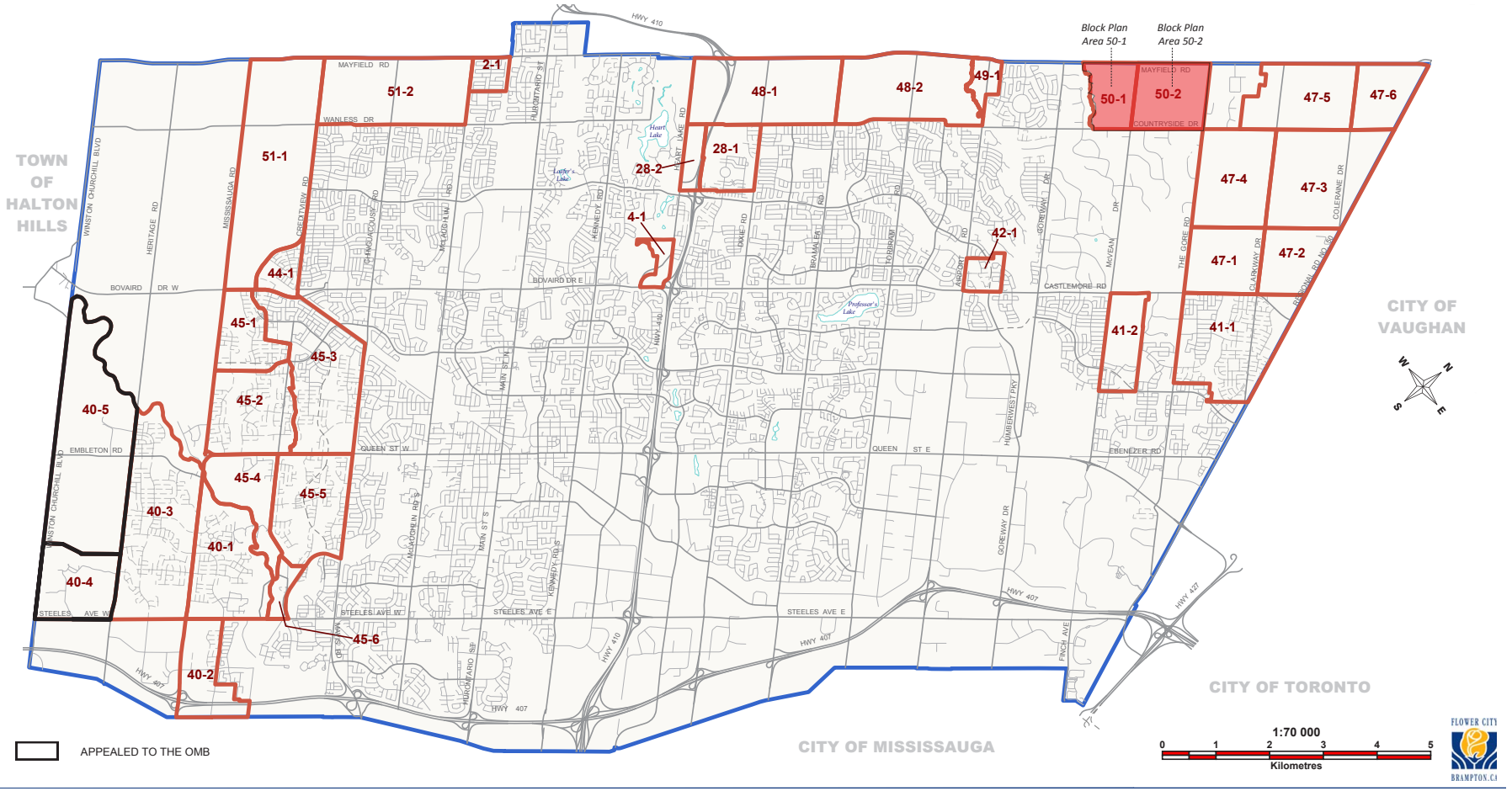


Fig 1.2: Location of the Proposed The Vales of the Humber Community in the City of Brampton amidst other Block Plans
Source: City of Brampton

1.3 Design Vision / Principles

The vision for the Vales of the Humber Secondary Plan Area is to develop a high quality upscale executive housing community that complements the surrounding residential neighbourhoods and respects the existing natural and built heritage features, whilst creating a walkable and transit supportive neighbourhood. This includes creating three distinct residential categories which are strategically located across the Area in a manner that responds to location-specific attributes. The three residential categories include Executive Residential Lots, Executive Transition, and Low Density Residential designations.

While the Executive Residential designation (having lots with 50ft (15m) to greater than 80ft (24m) frontages) is located on the peripheries of the community to showcase the executive nature of the Vales of the Humber, the Executive Transition designation (having lots with 45ft (13.7m) to 60ft (18m) frontages) is positioned as a transition between the Executive Residential designation and the Low Density Residential designation (having lots with 40ft (12m) to 49ft (15m) frontages). The Executive Transition designation itself contributes to the target of 1,000 executive residential lots with frontages of greater than 50ft (15m) and lot areas greater than 5,000 sq.ft (465sq.m). Of the estimated 2,100 dwelling units to be provided in the community, roughly 695, 585 and 820 units will be provided in the Executive Residential, Executive Transition and Low Density Residential designations, respectively. Of the estimated 2,100 lots to be provided in the Vales of the Humber, over 1,000 lots will meet the requirements for executive lots with an average lot size of slightly over 7,500 sq.ft (700 sq. m).

The principles that support the vision for this community are:

- Encouraging a series of neighbourhood nodes with amenities like schools and commercial plazas, around which "Low Density Residential" units will be clustered. These will transition into slightly larger "Executive Transition" lots, and further to large "Executive" lots along community edges and valleylands.
- Providing a range of architectural housing styles that showcase the executive nature of the neighbourhood.
- The Vales of the Humber executive development will be characterized by its high quality in the following three areas - design, use of materials and its execution.
- Establishing a network of internal east-west and north-south collector roads to ensure safe and convenient movement throughout the community.
- Providing a well connected open space system, integrated into the proposed community, and offering multiple outdoor recreational possibilities.
- Creating a well integrated pedestrian scaled community and easy access to daily amenities, by providing a pedestrian system that links parks, streets and boundary roads.
- Employing community gateway features and neighbourhood entrance elements to establish the executive character of the Vales of the Humber community. These create a sense of arrival and aid in creating visual distinction through design articulation.

1.4 Updates to the Community Design Framework (CDF)

The Community Design Guidelines document is seen as a means to achieve a balance between environmental, urban design, open space and transit-oriented objectives and is intended to ensure the high quality construction of an upscale, pedestrian friendly, executive housing community.

The combined Secondary Plan and Block Plan Stage 1 reports identified the existing conditions and a series of opportunities and constraints in the Community Design Framework (CDF) document (Refer to Section 1.3 of the CDF). Unique characteristics of the area presented both opportunities and constraints to develop depending on how such features or elements are incorporated into the detailed community design. The following is a summary of those opportunities and constraints:

Legend

- Executive Residential Lots (50-80 feet; 15.2-24.4 metre lots)
- Executive Transition (40-59 feet; 12.2-18.0 metre lots)
- Low Density (40-49 feet; 12.2-14.9 metre lots)
- Valleylands (with buffer)
- Storm Water Management Ponds (SWMP)
- Parkland
- School Sites
- Place of Worship
- Commercial Sites
- Restoration/ Enhancement Area
- Roundabouts
- Potential Roundabouts
- Heritage Resource

Fig 1.3 : Block Plan Area 50-1 & 50-2(Nov.24,2011) of the Vales of the Humber

1.4.1 Opportunities and Constraints

A series of opportunities and constraints served as cues for the development of a framework and are as follows:

1.4.1.1a Natural /Cultural Heritage, Environment and Open Space

The Area's numerous natural features, including four valley corridors, provide many opportunities for the development of an executive housing community:

- They provide interesting vistas into the valleylands from immediately adjacent areas.
- A naturalized open space system can be developed in addition to a planned open space system resulting in a walkable, well-connected and attractive community.
- A combination of natural and planned open space systems provides an interesting opportunity to integrate a planned community with natural features, as well as to provide unique recreational spaces.
- Existing mature vegetation also serves as a natural screen between existing communities and the Vales of the Humber Secondary Plan Area.

The Hamlet of Wildfield, the last hamlet of the Toronto Gore Township, grew around St. Patrick's Catholic Church. The location of Wildfield was first known as Grantuille and later Gribben, and finally in 1891 was named Wildfield. The view along the road towards Wildfield has rolling topography and is dominated by the spire of St. Patrick's Roman Catholic Church.

Six heritage resources have been identified and include:

1. St. Patricks' Catholic Church and Cemetery

- The Church was built circa 1833 and was granted to serve the Irish Catholic settlers of the area.
- St. Patrick's Roman Catholic Church and Cemetery at 11873 The Gore Road , is designated as being of cultural heritage value or interest pursuant to Part IV of the Ontario Heritage Act. (Refer to Fig. 1.4.1b)

2. 11962 The Gore Road

- This building is listed on he City of Brampton's Municipal Register of Cultural Heritage Resources as a Category B property.
- It is a one and a half storey vernacular brick residence representative of mid to late 19th century architecture.

3. 6791 Mayfield Road

- This building is listed on he City of Brampton's Municipal Register of Cultural Heritage Resources.
- This early 20th century brick farmhouse has a historical association with early settlers to the Toronto Gore Township.
- This Heritage Property will be retained in situ and incorporated into a subdivision on a cul-de-sac.

11873 THE GORE ROAD

(ST. PATRICK'S ROMAN CATHOLIC CHURCH)

11962 THE GORE ROAD

6791 MAYFIELD ROAD

3864 COUNTRYSIDE DRIVE

11180 THE GORE ROAD

4. 3864 Countryside Drive

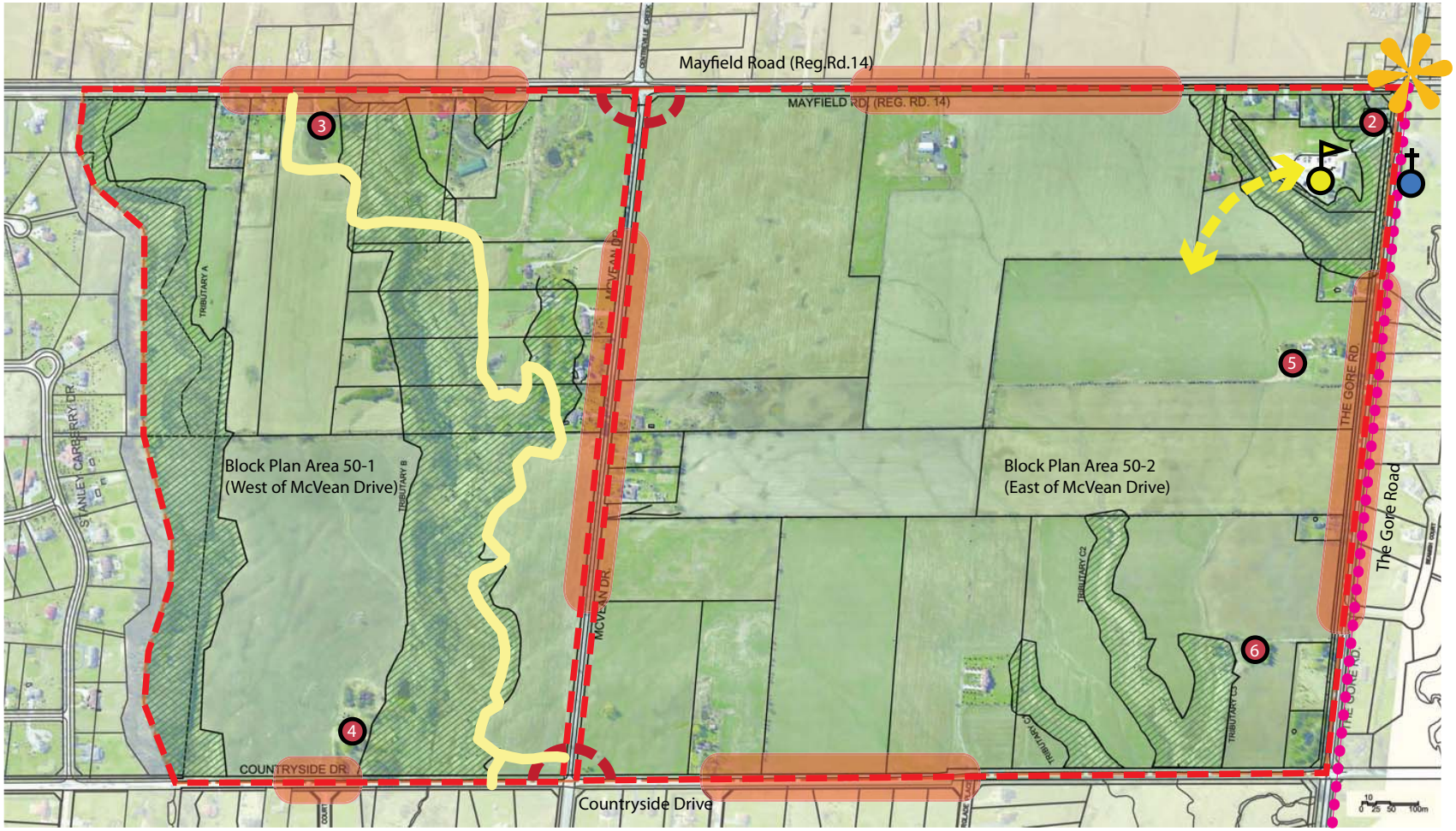
- This building is in the process of being designated under Part IV of the Ontario Heritage Act.
- This Pendergast log house is a rare example of a log house built in the early to mid 19th century.
- This heritage property must be conserved and prepared for relocation to another site.

5. 11598 The Gore Road

- This building is not listed on the Municipal Register or designated under the Ontario Heritage Act.
- This large, vernacular, two storey brick farmhouse is believed to have been built in the early 20th century and is associated with the Murphy family.
- In a Heritage Impact Assessment (HIA) prepared for the City by Unterman-McPhail Associates, it was determined that this property does not merit retention.
- This heritage property is slated for demolition.

6. 11180 The Gore Road

- This building is listed on he City of Brampton's Municipal Register of Cultural Heritage Resources as a Category B property.
- This building is an early 20th century two storey brick farmhouse and is associated with the Byrne family.
- In an HIA prepared for the City by MW Hall Corporation, it was determined that this property does not merit retention. Commemoration was requested as an alternative mitigation option.
- This heritage property is slated for demolition.



2 11962 The Gore Road
(Registered Cultural Heritage Resource)

3 6791 Mayfield Road
(Listed Cultural Heritage Resource)
(RETAIN IN SITU)

4 3864 Countryside Drive
(Registered Cultural Heritage Resource)
(RELOCATE)

5 11598 The Gore Road
(Unlisted Heritage Resource)
(DEMOLISH)

6 11180 The Gore Road
(Listed Cultural Heritage Resource)
(DEMOLISH)

St. Patrick's Elementary School
(RETAIN IN SITU)

St. Patrick's Roman Catholic Church and Cemetery

City Identified Floral Feature Gateway

Potential Link to School

Collector Road Access Zone

Potential Future Pathways

Potential Community Gateway Feature

Block Plan Area Boundary

Brampton Flower City Corridor

Natural Heritage Feature

Fig 1.4.1: Opportunities and Constraints

1.4.1.1b Guidelines for Heritage Buildings

The following guidelines apply to the Heritage Buildings that are being retained:

- Sufficient site area should be provided around heritage buildings to ensure that the general character of the landscape features surrounding he building are maintained.
- Where it has been determined that a heritage building may not feasibly remain in its existing location, the buildings(s) should be relocated to a suitable location within the immediate community in consultation with the City staff and Brampton Heritage Board
- The location and siting of relocated heritage buildings should support their prominence and historical role within the community. Where feasible, heritage buildings should be maintained as functional structures within the community. Where the original use of the resource cannot be maintained, adaptive re-use of the building is encouraged, subject to compliance with applicable Zoning By-laws.
- Private ownership of the heritage buildings is preferred.

1.4.1.2 Transportation and Servicing Infrastructure

Access to and from, and within the Area present a few opportunities and constraints:

- Significant region-owned and city-owned road systems connect the Area to the 400 series highway system including the planned
- Future northerly expansion of Highway 427, and provides an arterial road system slated for widening and improvements.
- Transit services can be connected to existing local level bus route services to promote transit usage through a network of east-west and north-south collector roads, in order to meet the accessibility needs of a new community.

1.4.1.3 Community and Neighbourhood Design

The Area is ideally positioned for an upscale, executive housing community given the fact that it is set amidst similar existing residential fabric and rural estate communities as well. This location presents a number of opportunities and constraints for neighbourhood development:

- Lotting patterns can vary from large lots on the community edges and valleyland edges, to smaller lots within the interior of the Area at important community nodes.
- The development of edges and intersections is seen as an integral opportunity to represent this neighbourhood as an executive residential area through attractive gateway features and streetscaping features (as required by the City of Brampton's Flower City Strategy policies). Whether it is the McVean Drive/Countryside Drive and McVean Drive/Mayfield Road intersections, or the McVean Drive and the Gore Road corridors, these existing elements contain considerable opportunities to develop important community nodes/features.

2 | CONFORMITY TO DEVELOPMENT DESIGN GUIDELINES

The Community Design Guidelines (CDG) provide additional guidelines that are not identified in the City of Brampton's Development Design Guidelines (DDG).

The DDGs provide a comprehensive list of guidelines (Part V and Part VI in particular). The DDGs are intended for standard built form in the City of Brampton and are to be applied to for all areas of the Vales of the Humber community. Section 3.3.2 Design Criteria for Standard Built Form Types within this CDG document should be considered as an addition to and/or reinforcement of the DDG.

This document describes the Community Design for Vales of the Humber and provides additional guidelines and criteria specific to the Special Character Areas (SCAs), that have been previously identified in the Community Design Framework (CDF), priority lots, all upscale executive housing lots and executive transition lots. Refer to Fig.2.0 to see areas of application of the various guideline documents.

The Special Character Areas include:

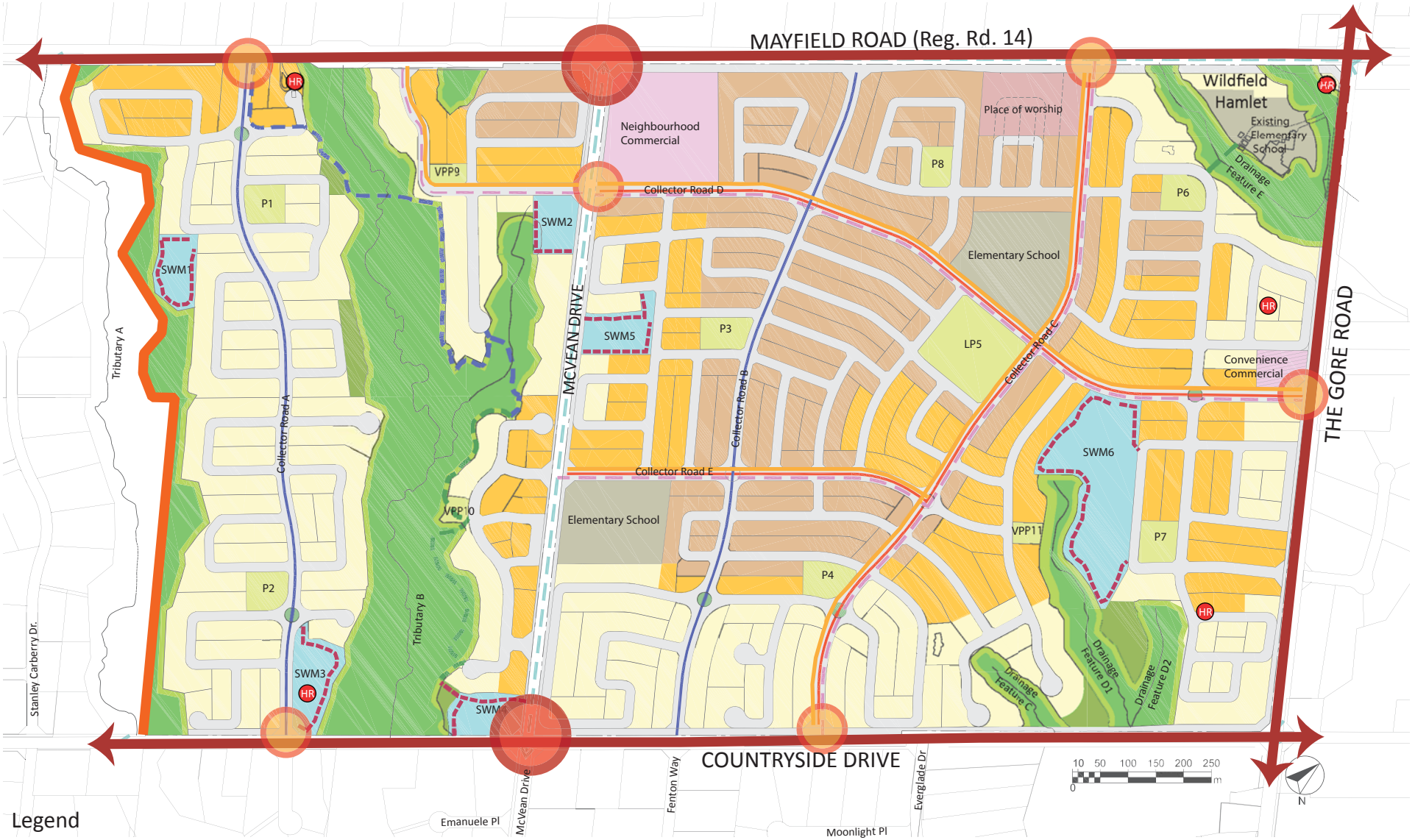
- Wildfield Hamlet
- Village Centre (Local Park)
- McVean Drive Corridor

Priority Lots for the Vales of the Humber community include:

- Corner Lot Dwellings
- Community Gateway Lots
- Community Window Street Lots
- Lots along Collector Roads
- View Terminus Lots
- Upgraded Side/Rear Yard Lots
- Lots Facing Parks
- Roundabout Lots

The Upscale Executive Housing areas also fall under CDG conformity. All upscale executive housing required to be delivered within Block Plan Areas 50-1 and 50-2 shall conform to these approved Community Design Guidelines.

Fig 2.0: Area of Applicability



Legend

- Executive Lots
- Executive Transition Lots
- Low Density Lots
- Heritage Resource
- Valleylands (with buffer)
- Storm Water Management Ponds
- Parkland
- Restoration/ Enhancement Area
- School Sites
- Place of Worship
- Commercial Sites
- Roundabouts
- Potential Roundabouts
- Community Gateways
- Neighbourhood Gateways
- Western Limit of Block Plan
- Community Boundary (Arterial RoadS)
- Collector Road (23.0m R.O.W)
- Collector Road (24.0m R.O.W)
- Conceptual 3.0m Green System Trail
- Proposed 3.0m Green System Trail
- Bike Routes
- Sidewalk Paths
- Proposed 3.0m Asphalt Multi-use Recreation Path in Arterial Boulevard (City Class Pathway 1)
- SWM Pond Trails

Fig. 3.1 - Community Structuring Elements Plan

3.1 Structuring Elements

The following structuring elements form the foundation for the development of the Vales of the Humber Secondary Plan Area and help establish a well integrated and executive scale street network, open space system and framework for neighbourhood developments within the community.

3.1.1 Natural Heritage System (NHS) and Open Space System

The proposed Natural Heritage System (NHS) will be designed to meet the environmental objectives required to create a long-term sustainable NHS in an urbanized setting. It shall be based on the recommendations of the approved environmental studies, add value to the existing natural environment, achieve multiple objectives (protect natural habitats, connect natural areas and features, protect ecological diversity) and will be balanced and implementable. The Block Plan Area 50-1 & 50-2 Master Environmental Servicing Plan will identify the features and functions of the existing natural areas and recommend an NHS that is based on the conservation of existing ecological attributes.

The complex of existing valleylands, wetlands and woodlots found within Block Plan Area 50-1 & 50-2 is an essential component in the structuring of the proposed land use fabric, including road layout, residential blocks, parks, SWM ponds, schools, etc., and will provide vital amenity features within walking distance of each neighbourhood.

There are 4 distinct NHS formations in the Vales of the Humber community (Refer to Fig.3.1.1d). These are described as follows :

1. Located in the north-east corner of the community at the intersection of Mayfield Road and the Gore Road, this valleyland area encircles the existing Wildfield Hamlet, including the existing St. Patrick's Catholic Elementary School. The valley provides a natural buffer between the hamlet and the proposed new development south and east of the NHS. A crossing is required by the Dufferin Peel Catholic District School Board to provide a pedestrian linkage between the school and the new residential community to the south-west of the valley, which will be confirmed by the Master Environmental Servicing Plan (MESP) Part 2 reports.
2. Three fingers of a valleyland are formed on the south-east corner of the community, separated by Countryside Drive The middle finger is connected to the south edge of the large SWM pond, resulting in an extensive continuous open space system.
3. The most prominent valleyland feature lies to the west of McVean Drive and runs the entire north-south length of the community, from Mayfield Road in the north, where it is fronted by Executive Residential and Executive Transition lots on either side, to Countryside Drive in the south, where it is anchored by two proposed SWM ponds. A pedestrian trail will be provided along this feature, with a crossing at the northern extent. As well, viewsheds into the NHS are provided by window streets, which can also serve as potential trailhead connections and access points. Final trail locations and crossings are subject to ongoing analysis and are considered conceptual in the context of the CDG. As well, when non-participant properties become active and submit an application for development, the final location of the trail will be assessed and confirmed at that time.
4. A longitudinal portion of a north-south valleyland system forms the west edge of the community. It is abutted by Executive Residential lots, as well as a SWM pond, with publicly accessible viewsheds provided through the location of window streets at the north and south limits, as well as at the middle.

The proposed land use fabric, including streets, residential blocks, parks, schools, etc. has, in part, evolved from the prominent NHS layout and will provide vital amenity features for the community.

The following guidelines reflect the intention to preserve the designated existing NHS and integrate it with the proposed community development:

- Preserve and enhance natural heritage features as the main structuring elements of the community, where introduced adjacent public or private open space features will be designed to preserve the natural features and not negatively impact any of its multiple functions.

- The design of street layouts adjacent to NHS lands shall provide viewshed opportunities as appropriate into the natural features to heighten the integration with the community.
- The delineation of the NHS lands in the maps and diagrams is inclusive of the required buffer lands.
- Provide opportunities for passive recreation through the integration of trails within the NHS/buffer and connecting with the community's overall trails and pathways network.
- A promotional/information plan should be implemented, educating Block Plan Area 50-1 & 50-2 purchasers on the NHS and its purpose, composition, long term objectives with regards to sustainability, how the system is intended to evolve, and the related maintenance requirements.
- Signage along trails and at trailheads within the NHS should be provided to educate trail users and inform that the trails may be developed to a standard (screenings) that does not support winter maintenance. The City of Brampton is currently developing a palette of signs for the City's trails. Any trail signage should reflect the City's approved standards.

Refer to Part V –Block Plan Design Guidelines for relevant design criteria under Section 2 – Open Space System of the City of Brampton's Development Design Guidelines.

All proposed NHS related elements reflected in this document are being evaluated in the context of the Vales of the Humber Master Environmental Servicing Plan (MESP) and further modification to these elements in the CDG may occur as a result of the review of the MESP.

Fig. 3.1.1a - Information signage can serve to educate residents of the importance and characteristics of the NHS features, as well as trail network connections.

Fig. 3.1.1b - A buffer zone shall be provided adjacent to the edge of the NHS, at the interface with introduced built and open space features.

Fig. 3.1.1c - In several locations, SWM ponds are situated adjacent to the existing NHS, providing an extension to the open space system.

Legend

- Natural Heritage System (Valleys 1,2,3,4)
- 10m Wide Environmental Buffer Block
- Restoration/ Enhancement Area

Fig 3.1.1d - Natural Heritage System

3.1.2 Roads, Edges, Roundabouts and Gateways

The Vales of the Humber community establishes a road network that is intended for the safe and convenient movement of pedestrians, cyclists and vehicles. This network creates important intersections, community edges, community and neighbourhood gateways, and movement corridors, all of which will serve to promote the executive character of the community. East-west and north-south collector roads, integrated with the system of local roads and forming gateways at arterial road intersections, comprise the basic framework of the road network (refer to Fig. 3.1.2).

3.1.2.1 Boundary Roads and Edges

The major boundary roads that form the important edges of the community, include:

1. Mayfield Road

This east-west arterial route is a major thoroughfare for the City of Brampton and region and forms an important edge with the Town of Caledon to the north. It provides access to three important gateways for both the Vales community and the City of Brampton. The compact residential fabric proposed along this road, east of McVean Drive, is enhanced by a commercial block and a place of worship site. The character of this road will be enhanced by a generous landscaped boulevard with an integrated multi-use trail.

2. The Gore Road

This north-south road forms an important edge as it is fronted by the Wildfield Hamlet Special Character Area. It also provides an important entryway into the Vales of the Humber community through a major east-west collector road. Proposed built form and gateway feature design along this edge should reflect the existing rural character.

3. Countryside Drive

This east-west road accesses three important entryways into the Vales of the Humber community. It also abuts three of the four valleylands within the Area, as well as two large SWM ponds. Window streets are proposed in parts along Countryside Dr., providing views of Executive Residential frontage and flankage lots. This arterial boulevard shall also integrate a multi-use path to facilitate the comprehensive community trail network.

4. Western Boundary

The western edge of the community is formed by a north-south valley corridor (Valleyland 1 - Refer to Fig.3.1.1d), a component of the overall natural heritage system, that provides a green natural boundary to the Vales of the Humber community.

Legend

- Community Boundary Roads (Arterial RoadS)
- Western Limit of Block Plan
- Roundabouts
- Collector Road - 1 &2 (23.0m R.O.W)
- Collector Road - 3,4 & 5 (24.0m R.O.W)
- Valleylands (with buffer)
- Restoration/ Enhancement Area

Fig 3.1.2 - Roads, Edges and Roundabout Locations

3.1.2.2 Collector Roads

A network of collector roads have been proposed which are designed as multi-modal connections, safely and efficiently accommodating vehicles, pedestrians and cyclists. Currently, these collector roads are proposed as either a 23.0m right-of-way or a 24.0m right-of-way. The proposed 23.0m road reflects the current Brampton Standard No. 202, and the proposed 24.0m road reflects Standard No. 216.

The function of the 23.0m collector road is to accommodate single lane traffic in both directions, on-street parking on one side and sidewalks within the boulevards on both sides. The intent is to provide an appropriately scaled road that will be comfortable for pedestrians and cyclists, provide convenient on-street visitor parking, and achieve a measure of traffic calming through a reduction in the perceived scale of the street (refer to Fig. 3.1.2.2b).

The function of the 24.0m collector road is to integrate dedicated bike lanes on both sides of the street, along with single lane traffic in both directions and the addition of on-street parking on one side of the street. The bike lanes provide important and convenient linkages to various community features, such as schools, parks, retail and natural open spaces, serving as an important component of sustainable community design (refer to Fig. 3.1.2.2c). Collector Roads 'C', 'D' and 'E' will have on-street dedicated bike lanes.

The proposed collector roads serve as links to the different neighbourhood areas and their character shall be largely derived from the adjacent residential character of the community.

There are 5 designated collector roads (refer to Fig. 3.1.2), which are described as follows:

1. Collector Road 'A'

The 23.0m R.O.W. north-south collector road located west of McVean Dr. and the adjacent valleylands. It is predominantly characterized by Executive Residential with Executive Transition Residential anchoring the north end at Mayfield Rd. and a SWM Pond at the south end along Countryside Dr. Two 0.50 ha. parks front onto the road, each defining the centre of two neighbourhood areas.

2. Collector Road 'B'

The 23.0m R.O.W. north-south collector road located immediately east of McVean Dr. This road is characterized by a mix of Low Density Residential and Executive Transition Residential, with some Executive Residential in the south end at the Countryside Dr. intersection. One 0.50 ha. park fronts onto the road, helping to define the neighbourhood area. The road also provides convenient connections to the proposed elementary school in the north end at the intersection with the 24.0m R.O.W. east-west collector road.

3. Collector Road 'C'

The 24.0m R.O.W. north-south collector west of the Gore Rd. Integrates a dedicated bike lane and provides a valuable link to the Village Centre (Local Park) area at the intersection with the 23.0m east-west collector road, and to the Place of Worship and Wildfield Hamlet to the north. It also provides access to the large SWM Pond to the east.

A roundabout proposed north of Countryside Dr. will be designed as an important landscape feature that will help define the entry into the community.

Fig. 3.1.2.2a - On-street dedicated bike lanes will serve to connect with the proposed trail network, providing links for the entire community. Collector roads 'C', 'D' and 'E' will have integrated on-street dedicated bike lanes.

4. Collector Road 'D'

The 24.0m R.O.W. east-west collector road immediately south of Mayfield Road. It is anchored by the proposed Neighbourhood Retail site to the west, at the intersection with McVean Dr., and the Convenience Retail site to the east, where it meets the Gore Road. It integrates a dedicated bike lane and provides direct links with other important community uses, including the Local Park, elementary school and SWM pond.

A roundabout is proposed west of the Gore Road, which, along with the neighbourhood gateway feature, helps to define the entry into the community and the Village Centre.

5. Collector Road 'E'

The 24.0m R.O.W. east-west collector road north of Countryside Dr. intersects McVean Dr. at the proposed middle school block at its west end. It integrates an on-street dedicated bike lane. The east end has terminating views towards the proposed Vest Pocket Park, valleyland corridor and SWM pond.

The combined collector road network has been strategically designed to provide convenient, community-wide, multi-modal connections to all neighbourhood features, including parks, schools, ponds, natural heritage features, places of worship and commercial amenities. As a principal structuring element, these roads provide the framework for local streets and block patterns at the neighbourhood scale.

Landscape / Streetscape Guidelines (Collector Roads)

- Serve as the primary community connector, providing movement for pedestrians , cyclists and drivers.
- Integrate dedicated bike lanes or additional width bike-friendly vehicular lanes that will serve to connect with the proposed trail network as part of a comprehensive trail and pathway system linking the entire community.
- Provide a landscape roundabout feature at the intersection of the 24.0m north-south / east-west collector to emphasize the community prominence of this location, in conjunction with the Local Park, as the Village Centre.
- Ensure proposed landscape roundabout does not compromise sightlines.
- Consider enhanced crosswalk treatments at the roundabout location to slow vehicular speeds and distinguish roundabouts as special character features of the community.

Refer to Part V –Block Plan Design Guidelines for relevant design criteria under Section 3 – Street Network of the City of Brampton's Development Design Guidelines.

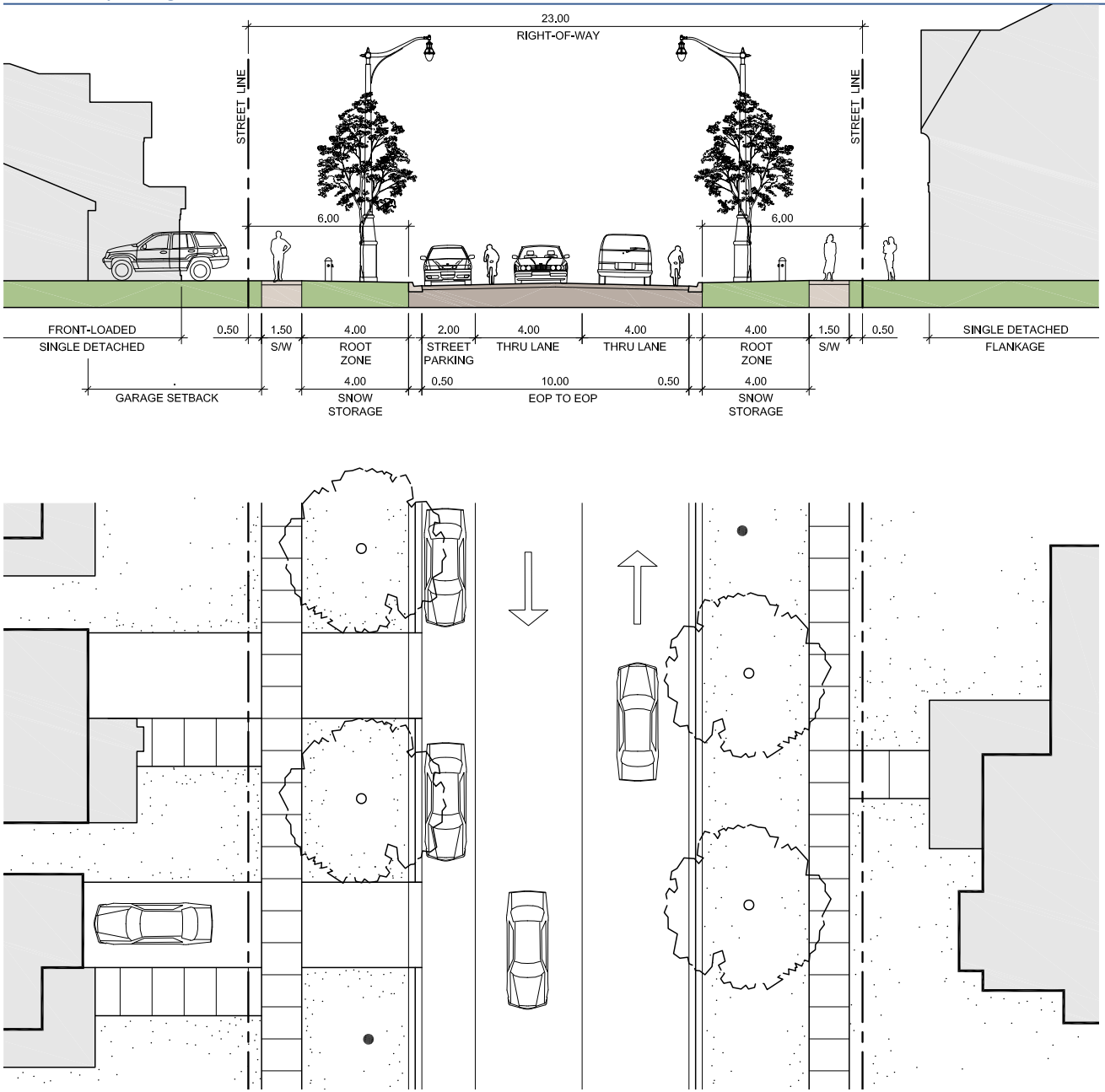


Fig. 3.1.2.2b - 23.0m R.O.W. Minor Collector Road - 2 thru lanes / on-street parking / bike friendly vehicular lane widths. Reflects current Brampton Minor Collector Road Standard Dwg. #202.

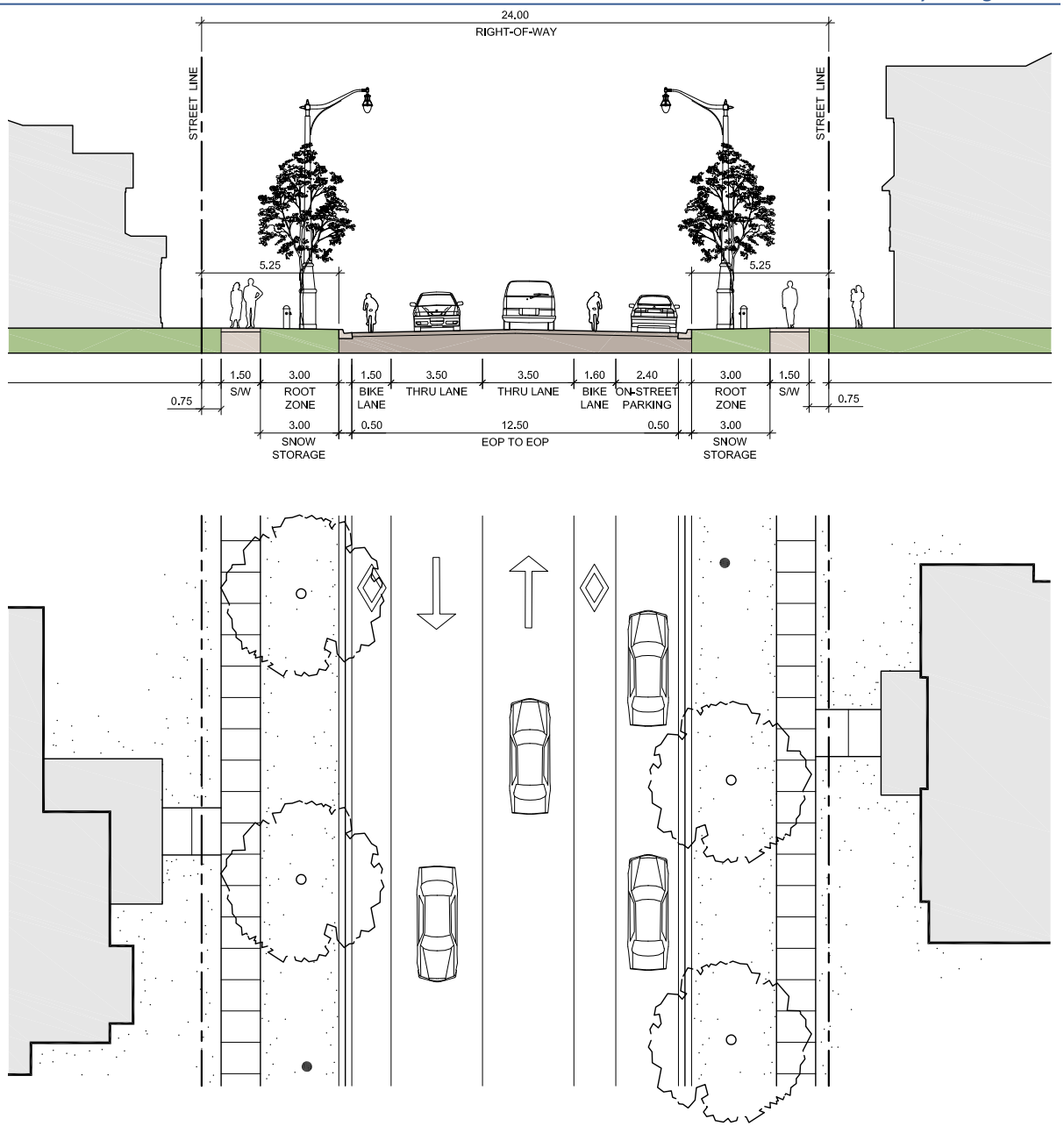


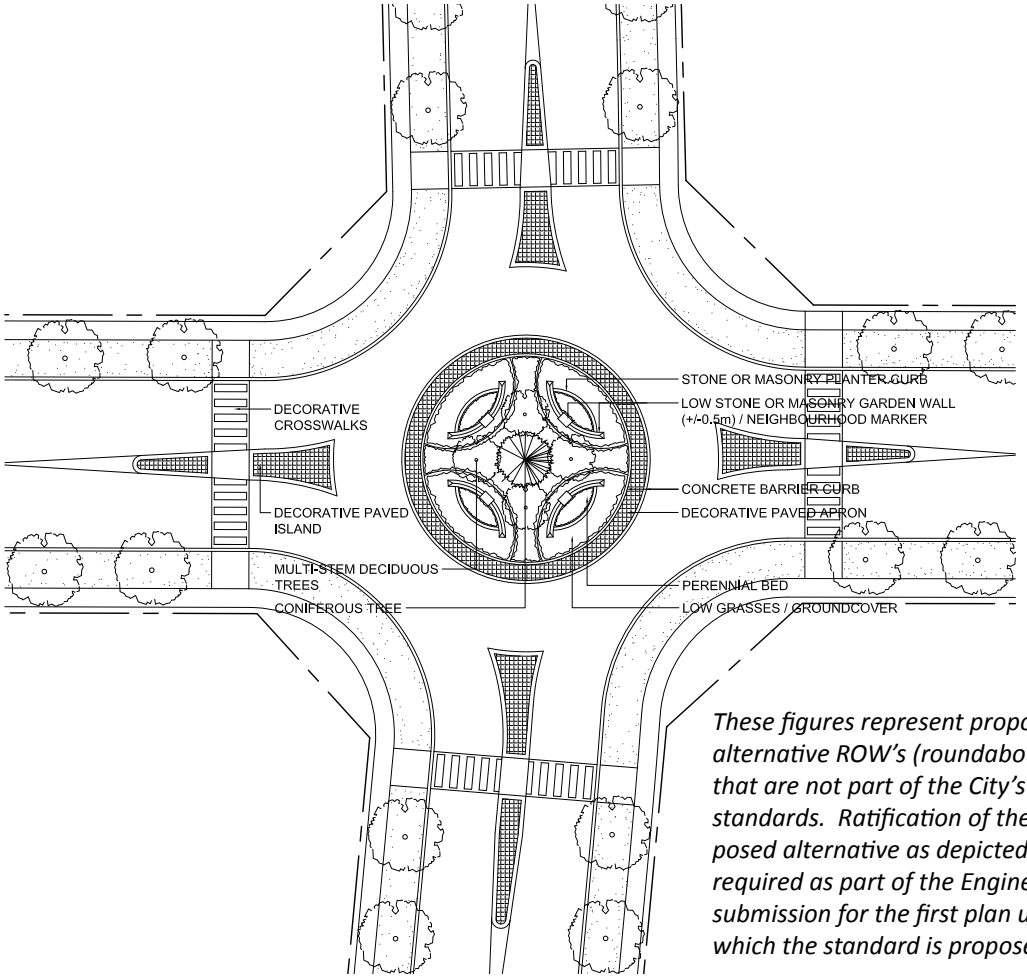
Fig. 3.1.2.2c - 24.0m R.O.W. Minor Collector Road - 2 thru lanes / on-street parking / dedicated bike lanes. Reflects current Brampton Minor Collector Road Standard Dwg. #216.

3.1.2.3 Roundabouts

Roundabouts have been integrated into the street fabric at key locations to facilitate safe and efficient flow of vehicular and pedestrian traffic and provide an attractive streetscape feature that will serve as a community gateway and neighbourhood identifier. Five roundabouts have been proposed for collector roads within Vales of the Humber, including two on the north-south collector road west of McVean Drive, one on the northern east-west collector road abutting the Convenience Commercial site, and one on each of the north-south collector roads east of McVean Drive (refer to Fig. 3.1.2). An additional 3 roundabouts are also contemplated, including olong Collector Road E at Collector Road B & C, as well as Collector Road C at Collector Road D. The merits and feasibility of including these 3 roundabouts is currently under review by the Transportation consultant.

The following are guidelines related to the design of roundabouts:

- The landscape treatment shall reflect a high quality in design and use of materials, and may consider a combination of various elements, including decorative paving, plantings, grass, low decorative walls, public art component, signage, decorative lighting.
- All proposed landscape elements within roundabouts shall not impede critical visibility paths. All sight lines shall be maintained.
- All hard and soft landscape elements shall be designed to minimize maintenance.
- Plantings may consist of trees, shrubs, ornamental grasses, perennials and flowering bulbs. No mowed grass shall be used.
- For manageable low maintenance requirements, minimize species diversity.
- Emphasis shall be placed on plants with showy colour, texture and form that will provide interest throughout the year.
- Masonry or stone markers shall be integrated into the design of the roundabout to denote specific neighbourhoods and provide opportunities for branding and a sense of entry.



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

Fig. 3.1.2.3a - Conceptual design of a roundabout comprising a combination of landscape materials.

Fig. 3.1.2.3b - Image examples of landscaped roundabouts as attractive community streetscape feature. Contrary to the image, vegetation is no longer permitted within the apron portion of the roundabout.

3.1.2.4 Window Streets

Window streets are proposed at the perimeter of the community, along The Gore Road, Countryside Drive and McVean Drive.

The treatment shall be characterized by upgraded landscape elements, distinguishable from City standard treatment.

The design shall include stone or masonry columns defining pedestrian entry points, with additional columns located for supportive aesthetic purposes, 1.2m ht. ornamental metal fence, substantial tree buffer planting, and higher planting density of low spring bulbs and daffodil/daylily mix. All planting shall comply with City of Brampton window street treatment standards. As well, the styling of the metal fence shall differ from standard metal fencing to reflect the character of the community.

Fig. 3.1.2.4a - Image example of an upgraded window street treatment separating lots from arterial roads.

Fig. 3.1.2.4b - Conceptual elevation of a typical window street design with masonry or stone columns, ornamental metal fence and higher planting density.

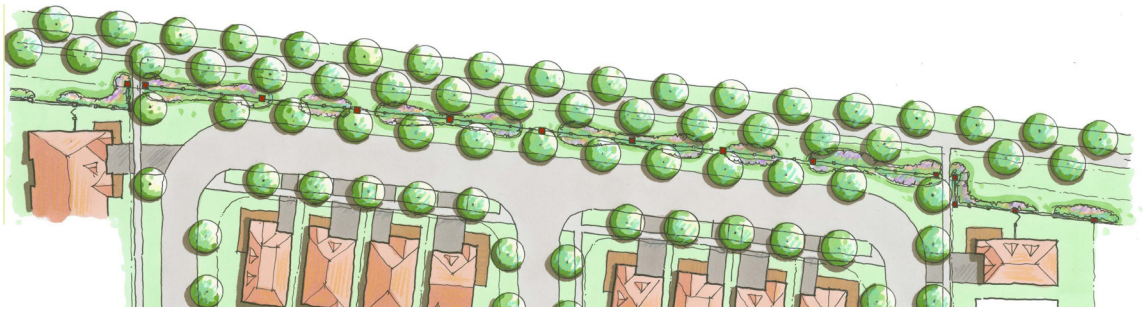


Fig. 3.1.2.4c - Conceptual plan of a typical window street design.

3.1.2.5 Privacy and Acoustic Fencing

The proposed wood privacy fencing shall be similar to the "light duty" version of the City standard acoustic fence, but at 1.8m ht., with alternative top rail and post design and 38mm T&G boards. Acoustic fencing shall be consistent with the City standard Acoustic Wood Fence Type 'A' - dwg. 837, with alternative top rail and post design.

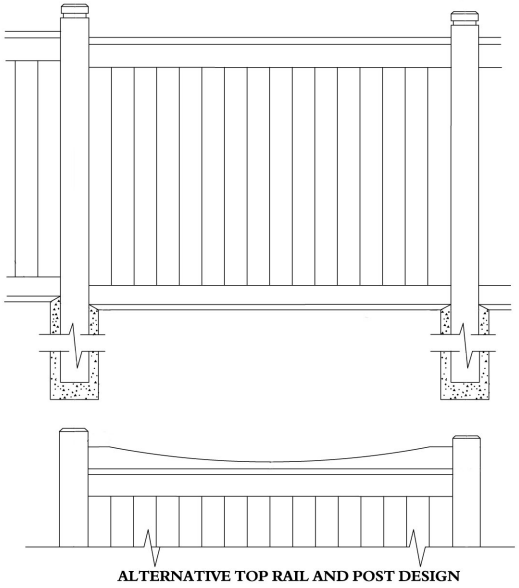


Fig. 3.1.2.5 - Proposed privacy fencing shall be similar to the City standard acoustic fence (light duty) with alternative top rail and post design (refer to City standard dwg. 837).

3.1.2.6 Gateways

Through a consistent design and material palette, gateways are an effective way to create a sense of entry into an identifiable community and neighbourhood. Gateways provide an opportunity for branding the community and reflecting its character and theme. In doing so, they also serve as effective way-finding markers.

Vales of the Humber will feature a hierarchy of gateways located at key intersections to highlight important community entry points. The gateways shall be categorized as either a Community Gateway or Neighbourhood Gateway, depending on location.

Community Gateways are situated at the following locations:

1. South-east/west corner of Mayfield Rd. and McVean Dr. -

- McVean Drive is a prominent arterial corridor which runs north-south through the community. Its location at the intersection of Mayfield Road is characterized by Neighbourhood Retail on the south-east corner and Low Density Residential on the south-west corner. Anticipating the high level of traffic at this entry, it will serve to define the community for both residents and visitors.

2. North-east/west corner of Countryside Dr. and McVean Dr. -

- Given the prominence of both McVean Dr. and Countryside Dr. as principle transportation corridors for the community and beyond, this intersection will be a key location for branding the community and providing a sense of entry. This location is characterized by SWM pond on the north-west corner and a Executive Residential window street on the north-east corner.

Neighbourhood Gateways are proposed at the following locations:

1. Intersection of the north-south Collector Road 'A' (west of the valleyland) and Mayfield Rd.
2. Intersection of the north-south Collector Road 'A' (west of the valleyland) and Countryside Dr.
3. Intersection of the east-west Collector Road 'D' (south of Mayfield Rd.) and McVean Dr.
4. Intersection of the east-west Collector Road 'D' (south of Mayfield Rd.) and The Gore Road.
5. The intersection of the north-south Collector Road 'C' (west of The Gore Road) and Mayfield Rd.
6. The intersection of the north-south Collector Road 'C' (west of The Gore Road) and Countryside Dr.

Through scale, materials and composition, the Community Gateway shall be considered the most pronounced entry feature, compared with the Neighbourhood Gateway.

The following guidelines shall be used to distinguish the proposed gateway hierarchy:

1. Community Gateways

- Shall primarily consist of a combination of walls and columns with a pronounced signage identifying the Vales of the Humber community.
- Feature to consist of masonry, stone and/or precast concrete components.
- Additional materials may be integrated into the design that may have relevance to the theme of the community or an important heritage feature (i.e. metal fencing components, wood arbour, planter rockery, etc.).
- Raised planters shall be considered, either adjoined to the wall/column configuration or as a separate feature.
- In-ground lighting shall be provided to illuminate the gateway and signage at night.

2. Neighbourhood Gateways

- Shall consist of an arrangement of walls and columns that clearly has a lower profile than Community Gateways, and is less expansive.
- Less pronounced signage, but one which may identify the neighbourhood or special character area.
- At-grade planting beds.

The following guidelines shall apply to both Community Gateways and Neighbourhood Gateways:

- Only robust, durable design and features shall be considered, with minimal long term maintenance requirements.
- Landscape treatment may consider a combination of various elements, including plantings, grass, decorative walls, columns, metal fencing and signage.
- Any walls or columns as part of the gateway feature shall be located outside the road-right-of-way due to clear zone and safety requirements, including sight lines.
- Opportunities to commemorate or connect with the heritage legacy of the community should be explored through design materials and/or signage, particularly as related to special character areas.
- Material and design theme should reflect or be complementary to adjacent built form design.
- Where possible, the gateways shall be coordinated with street lighting for optimum illumination.
- All above ground utility boxes should be sited away from the gateway area.
- Plantings may consist of a variety of trees (deciduous and coniferous), shrubs, perennials and flowering bulbs. Emphasis should be placed on specifying native plant materials.

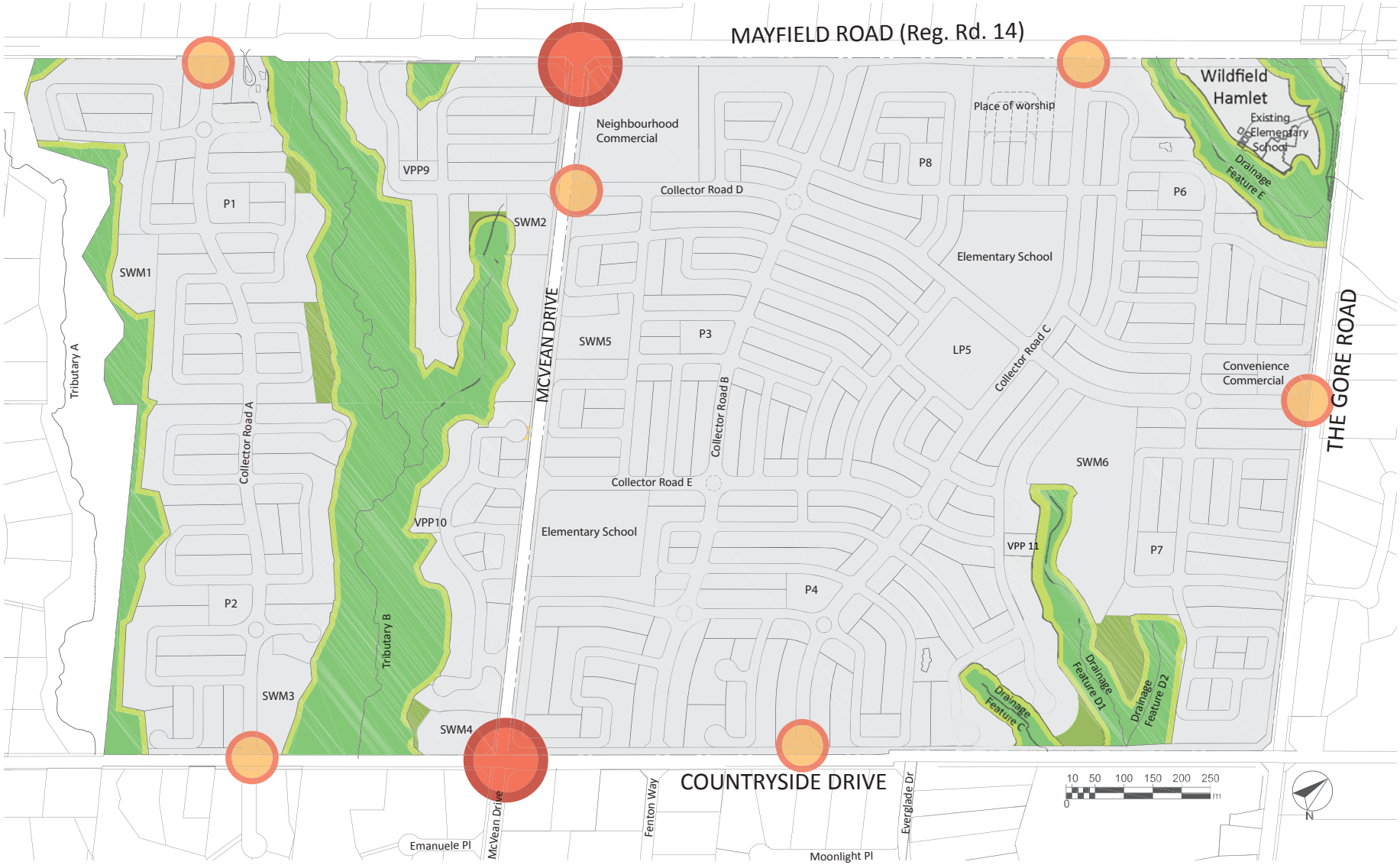
- Emphasis shall be placed on plants with showy colour, texture and form that will provide interest throughout the year.
- For manageable low maintenance requirements, planting scheme should be relatively simple, generally reflecting one tree, two shrubs, two perennials and two or three flowering bulb species.
- All planting to have automatic irrigation.

Refer to Part V –Block Plan Design Guidelines for relevant design criteria under Section 5 – Edges and Gateways of the City of Brampton's Development Design Guidelines.

Fig. 3.1.2.6a - Image examples of pronounced Community Gateway features that consider a combination of various elements, materials and scale to distinguish it from Neighbourhood Gateway locations.

Fig. 3.1.2.6b - Neighbourhood Gateways shall have a clearly defined lower profile when compared with Community Gateways.

Fig. 3.1.2.6c - Image example of how the gateway material and design theme can reflect or be complementary to the adjacent built form.



Legend

- Community Gateways
- Neighbourhood Gateways
- Valleylands (with buffer)
- Restoration/ Enhancement Area

Fig 3.1.2.6d - Gateway Feature Location Plan

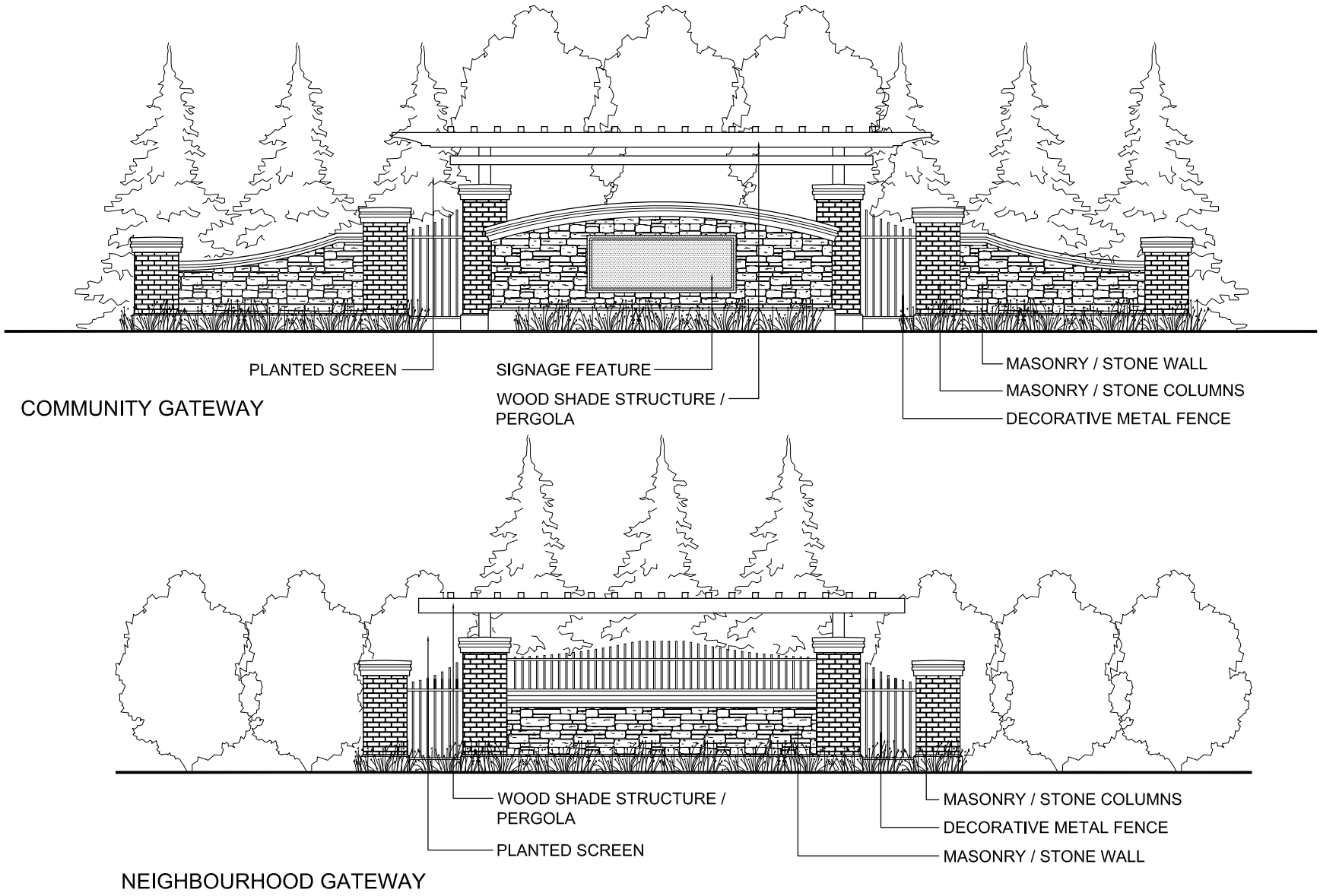


Fig 3.1.2.6e - Conceptual elevation examples illustrating the distinction between Community and Neighbourhood Gateways

Fig. 3.1.3a - Vales of the Humber community shall be well linked through a variety of pedestrian and cycling connections.

3.1.3 Trails and Pathways

In order to develop walkable, cycle friendly, pedestrian scaled neighbourhoods within the community, designed trail and pathways shall be integrated into the open space system and road network. These will enable convenient, continuous, accessible and safe movement options through the community and into the surrounding network. It will allow the recreation and commuter user to connect with a variety of land uses, including parks, schools, place of worship, commercial areas and natural features, from all neighbourhood areas.

Integrated with the sidewalk network, the following proposed trails and pathways will be situated within the community, consistent with the City of Brampton's Trails and Pathways Master Plan Designations (refer to Fig.3.1.3b):

A. Multi-Use Recreation Path (City Class I Pathway)

B. On-Street Bike Lanes (City Class II Pathway)

C. Signed Bike Route (City Class III Pathway)

D. Green System Trail (categorized as primary, secondary and tertiary)

E. Pedestrian Crossings

As a component of the trail network, pedestrian bridge crossings shall be provided to enable linkages across two separate valleyland corridors.

Crossing 1

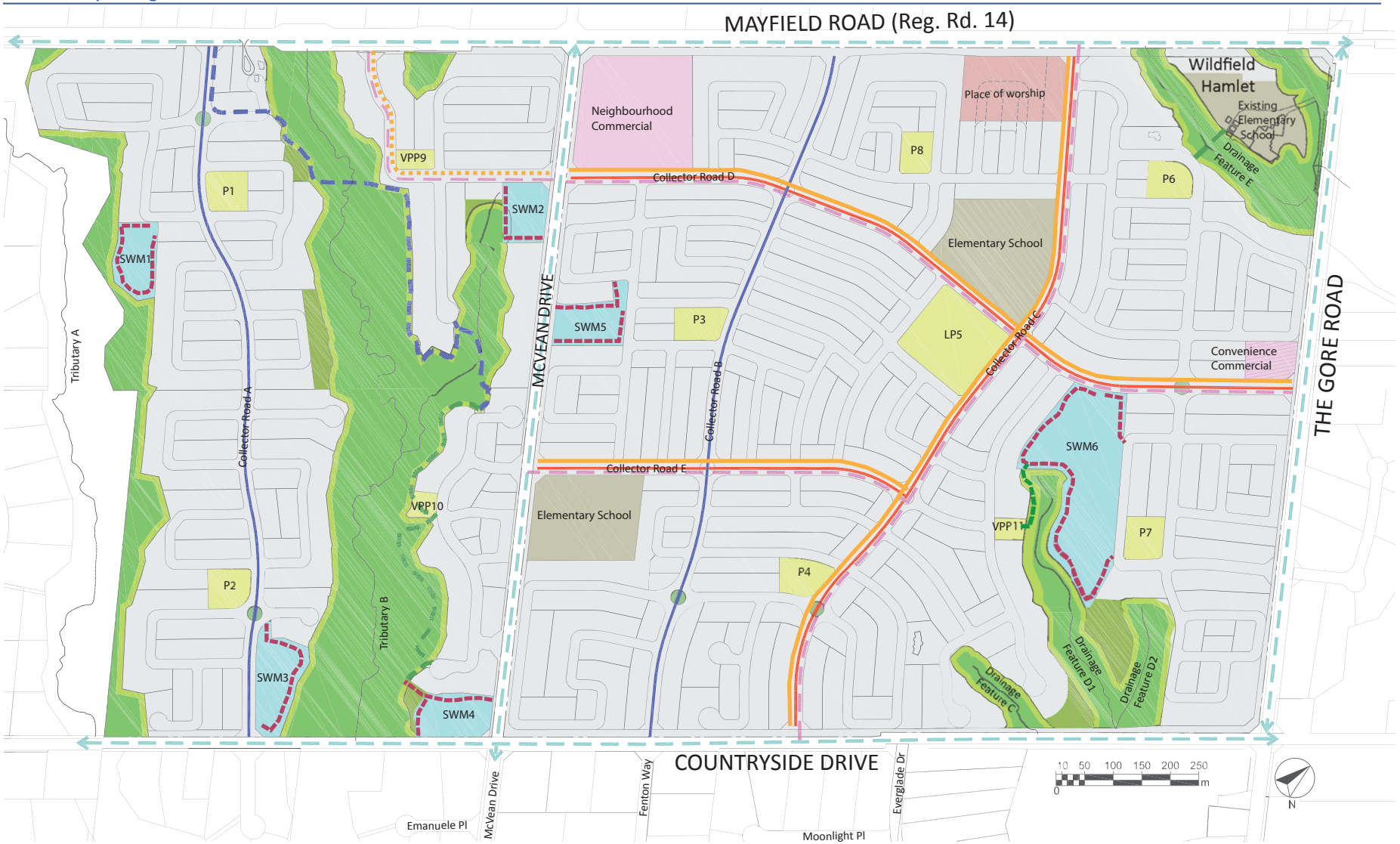
- Located within the valleyland system west of McVean Dr., at the terminus of Street C, just south of Mayfield Rd.

Crosssing 2

- Located in the north-east corner of the community, which links the park and the Executive / Executive Transition Residential neighbourhood to St. Patrick's Elementary School (at the direction of the Separate School Board).

In addition to relevant design criteria within Part V– Block Plan Design Guidelines / Section 2.3 Multi-Use Trail System of the DDG, refer to Section 3.3.2 Trails and Pathways of the CDG for guidelines related to proposed location and treatment.

All pathways in and adjacent to the NHS reflected in this document, including proposed pedestrian crossings, will be evaluated in the context of the Vales of the Humber Master Environmental Servicing Plan (MESP) and further modification to these pathway locations in the CDG may occur as a result of the review and approval of the MESP. Should changes to the trail location be required through review and approval of the MESP, after approval of the CDG's, the location of the trail shown in this document may not be the final version. As well, when non-participant properties become active and submit an application for development, the final location of the trail will be assessed and confirmed at that time.



Legend

- 23.0m Collector Road
- 24.0m Collector Road
- SWM Pond Trails
- Conceptual 3.0m Green System Trail
- Proposed 3.0m Green System Trail
- Proposed 3.0m Asphalt Multi-use Recreation Path in Arterial Boulevard (City Class Pathway 1)
- Proposed Signed Bike Route (City Class III Pathway)
- Proposed 1.5m On-Street Bike Lanes (City Class II Pathway)
- Sidewalk Paths
- Valleylands (with buffer)
- School Sites
- Parkland
- Storm Water Management Ponds
- Place of Worship
- Roundabouts
- Restoration/ Enhancement Area
- Commercial Sites
- Potential Roundabouts

Fig 3.1.3b - Trails and Pathways Location Plan

Fig. 3.1.4a - Parks and open spaces will be used to define neighbourhoods and provide opportunities for community gathering.

3.1.4 Residential Neighbourhoods and Focal Areas

The proposed street network and the location of tableland parks provide the framework for the creation of distinct neighbourhood areas (refer to Fig. 3.1.4e).

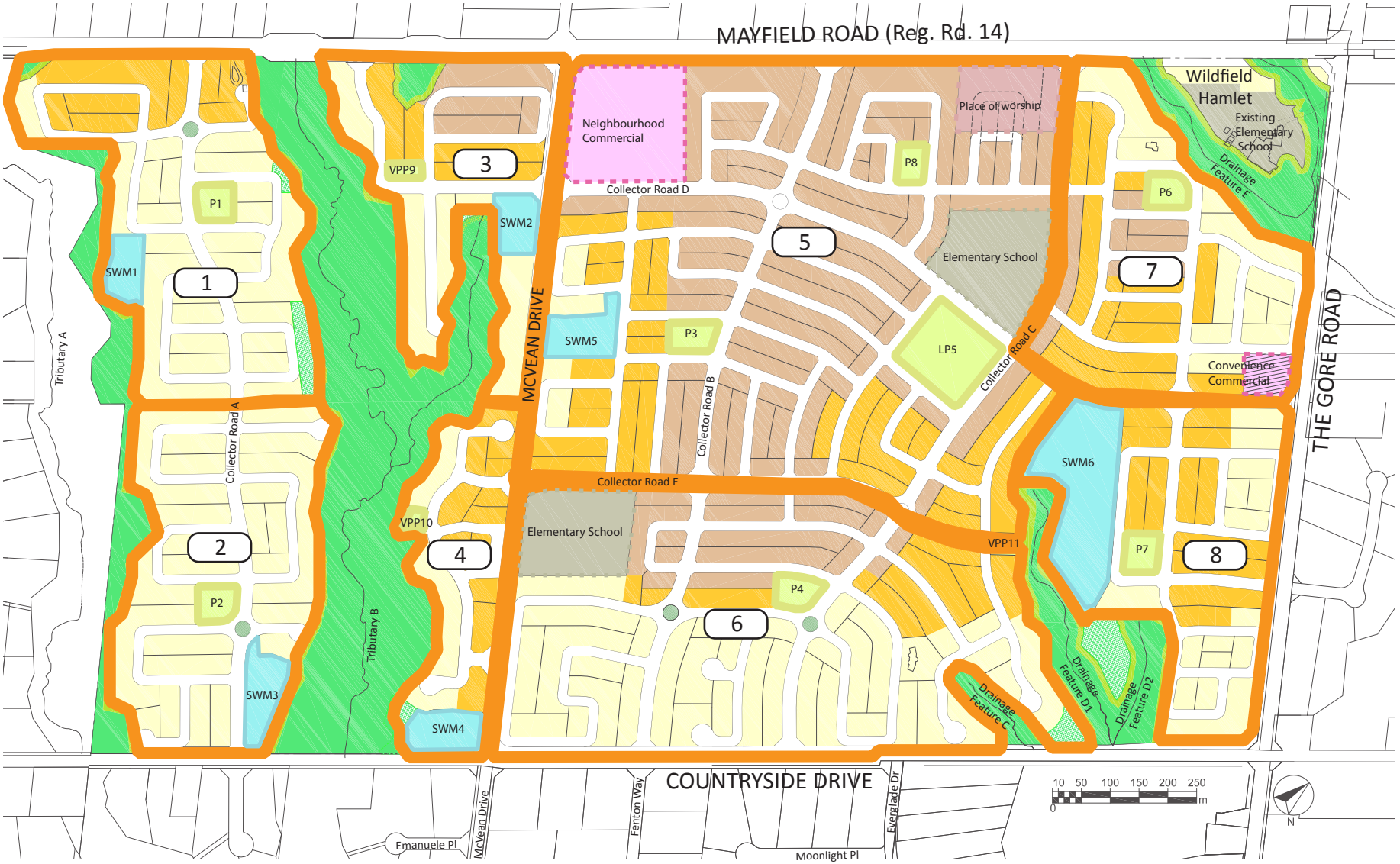
All eight neighbourhood areas identified within the community have at least one proposed Neighbourhood Park space as its central focal element. As well, many neighbourhoods also contain a SWM pond, which serves as an important community open space amenity.

The character of all residential designations within any given neighbourhood, including Low Density Residential, Executive Transition Residential and Executive Residential, shall be defined by the design of these parks, SWM ponds and all other public realm components related to the streetscapes.

Each neighbourhood area shall, therefore, be identifiable through distinguishing built form and public realm themes and features.

The following treatment and elements shall be considered: (Note: Greater detail can be found in the corresponding sections within the CDG).

- Built form exterior colour and material packages can be used to define or distinguish neighbourhood areas (refer to section 3.4 Built Form Guidelines).
- Each individual park shall be designed with a unique theme and overall layout, particularly with regard to play structure types, arrangements, activities and colours (refer to section 3.3.1 Neighbourhood Parks).
- Lookout features included with SWM ponds shall be designed as unique elements that are neighbourhood specific in regards to layout and orientation (refer to section 3.1.6 Stormwater Management Ponds).
- Streets within each neighbourhood shall be distinguished by its street tree species, creating themes that may be further reflected in the park designs (refer to section 3.3.3 Street Tree Planting Strategy).



Legend

- Neighbourhood Boundary
- Natural Heritage System (NHS)
- Place of Worship
- Neighbourhood Parks
- Storm Water Management Ponds (SWMPs)
- Commercial Sites
- School Sites

Fig 3.1.4b - Residential Neighbourhood Areas Plan

3.1.5 Parks and Open Space Hierarchy

Note: In addition to being a Structuring Element, proposed Neighbourhood Parks have been developed specific to The Vales of the Humber and are described and illustrated in greater detail in the section 3.3.1 Neighbourhood Parks.

Neighbourhood Parks provide open spaces for both active and passive recreation activities. The proposed distribution throughout the community ensures that parks will be located within walking distance (generally understood to be approximately a 400m radius) of all neighbourhood areas.

A strategic approach to the programming of each individual park has been undertaken, the purpose of which is to ensure a balance of facilities are provided for all areas of the community, responding to community requirements and reflecting the hierarchy of proposed park types.

Within Vales of the Humber, a total of 11 parks have been proposed, with an approximate combined area of 13.5ac. (5.5ha.). The park types that are expected to comprise the parkland dedication proposed for the community include:

A. Local Park - 1 *(LP5 in Fig.3.1.5b)*

B. Parkettes - 7 *(P1-P4,P6-P8 in Fig.3.1.5b)*

C. Vest Pocket Parks - 3
(VPP9-VPP11 Fig.3.1.5b)

These designations are informed by the most recent Draft Parks and Public Spaces Hierarchy (October 6, 2009), prepared by the City of Brampton's Community Design, Parks, Planning & Development department. The City's Draft Revised Parks Hierarchy strives to:

- Provide a better distribution of land.
- Apply new evolving park typologies.
- Address service gaps that may result from physical barriers such as wetlands, woodlots, major roads, major utility corridors, etc.
- Fit park type, design and facilities to Greenfield areas (outlying, developing portions of the City, e.g. Vales of the Humber), Central areas (downtown and Queen St. corridor) and Urban areas (lands in between Greenfield and Central areas).

Specific to the Vales of the Humber Block Plan Area 50-1 & 50-2, the Draft Revised Parks Hierarchy will enable the following:

- Introduce the 'Local Park', along with defining other park types, which will allow enhanced programming at the neighbourhood level.
- Redefine other Neighbourhood Park types, including Parkettes and Vest Pocket Parks, to better address gaps in service levels.
- Provide an enriched experience for residents through the provision of a variety of park size and programming opportunities.

In addition to relevant design criteria within Part V – Block Plan Design Guidelines / Section 2.1 Parks of the DDG, refer to Section 3.3.1 Neighbourhood Parks for landscape guidelines related to individual park components proposed for Vales of the Humber.

Fig. 3.1.5a - Each neighbourhood shall have a park as a focus, which will include multiple activity and programming opportunities.

Legend

- Parks
- Valleylands (with buffer)
- Restoration/ Enhancement Area
- 800m Walking Radius (from Local Park)
- 400m Walking Radius (from Parkettes)
- 200m Walking Radius (from Vest Pocket Parks)

Fig 3.1.5b - Parks and Open Spaces Location Plan

3.1.6 Stormwater Management Ponds

In addition to their primary water quality and quantity control functions, stormwater management (SWM) ponds will be designed to maintain the environmental and ecological integrity of the Natural Heritage System and to provide a net benefit to the environmental health of the community, to the extent practical. As well, they provide a secondary role by accommodating pedestrian accessible passive use opportunities through the integration of pathways that will complement the parks and open space system.

The ponds have been located in relation to existing natural drainage patterns of the site and, where appropriate, within the vicinity of existing natural heritage features. From a community design standpoint these locations will augment the extent of natural areas and provide viewshed opportunities to and through the NHS.

There are a total of 6 SWM ponds located within Block Plan Area 50-1 & 50-2. Ponds #2-5 have been situated in high visibility locations, adjacent to arterial roads and important community/ neighbourhood edges. These provide valuable opportunities to establish gateways into the community and, through the use of unifying elements and materials, define the community and provide a sense of continuity and cohesiveness. Pond #1 is located on the western edge of the community, adjacent to the valleyland and will serves as an extension of the NHS into the community. Pond #6 is the largest in the community and will be considered a major open space facility for the surrounding neighbourhoods. It is linked to a valleyland on the south and west sides, a collector road along the north, with local street access on the east and west sides to serve as important view terminus, and surrounded by residential lots on most of its perimeter.

With approved City of Brampton design standards, these key components of the open space system should be developed to accommodate passive recreation and should be designed in accordance with the following criteria.

Landscape Guidelines:

Standard Treatment

The following applies to all residential neighbourhoods.

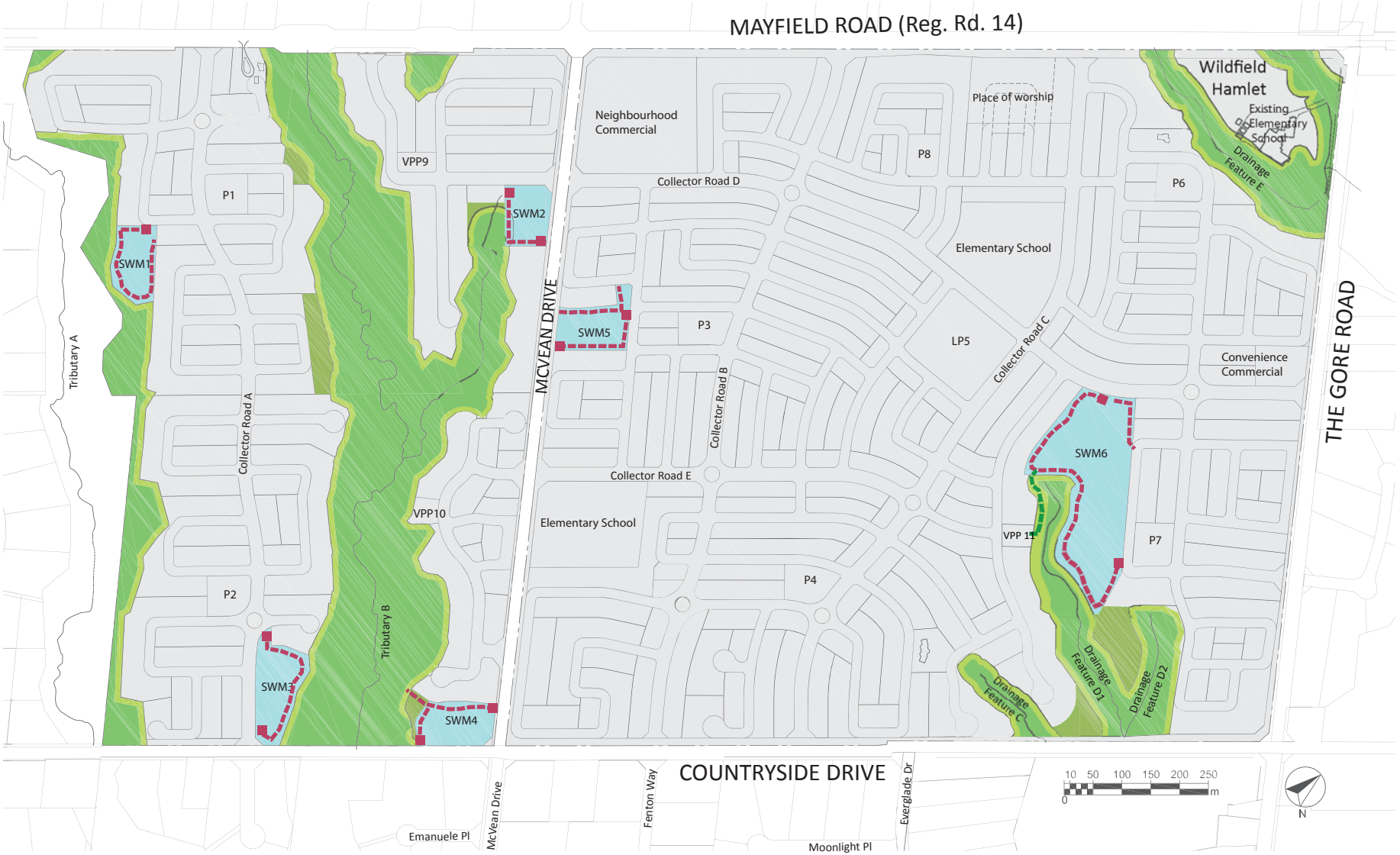
- All SWM ponds will integrate lookout features at prominent locations to provide views into and through the pond.
- All SWM ponds will have a granular surface for internal local pathway loop(s).
- SWM ponds shall be in designed in accordance with the City of Brampton's SWM standards.
- Ponds located within or adjacent to upscale Executive Residential areas will showcase enhanced lookout treatments, with articulated shade structures, decorative paving, seating elements and ornamental planting.

Non-Standard Treatment

All ponds will reflect an enhanced landscape treatment. The following guidelines shall apply:

- Upgraded lookouts for SWM ponds that are more extensive than standard and include well articulated shade structures, seating elements (benches and/or seatwalls), decorative paving, decorative fencing (if applicable) and upgraded planting.
- Pond and/or lookout locations that are situated adjacent to NHS features and provide vistas or trail connections towards these features shall include information signage and trailhead markers.

Refer to Part V –Block Plan Design Guidelines for relevant design criteria under Section 2.5 – Storm Water Management Facilities of the City of Brampton's Development Design Guidelines.



Legend

- Valleylands (with buffer)
- Storm Water Management Ponds (SWMP)
- Restoration/ Enhancement Area
- SWM Pond Trail Locations
- Trailhead Marker / Signage
- NHS Trail Location

Note: The MESP review and approval process may necessitate changes to the location and configuration of the Storm Water Management Ponds (SWMP) .

Fig 3.1.6a - Stormwater Management Ponds (SWMP) Location Plan

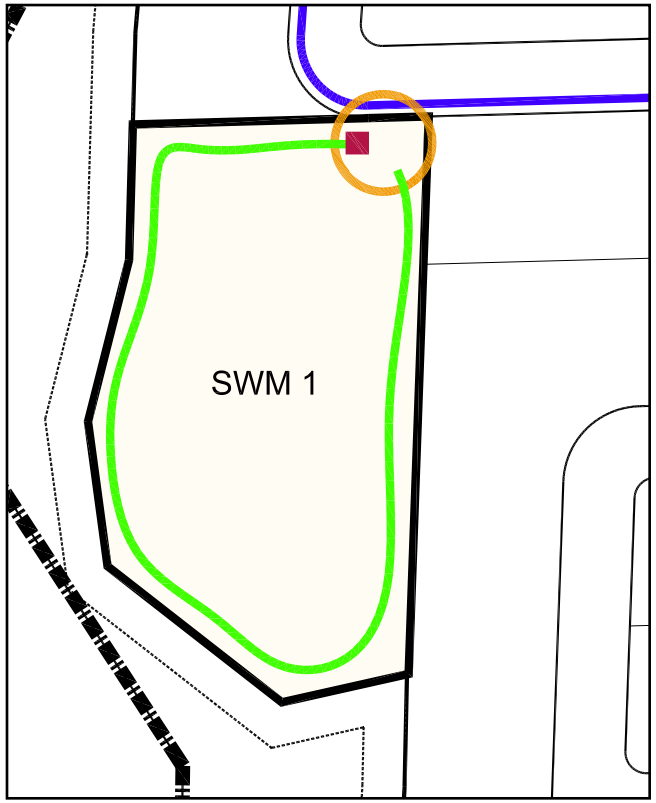


Fig. 3.1.6b - SWM Pond #1 Facility Fit Concept (0.93ha./2.29ac.)

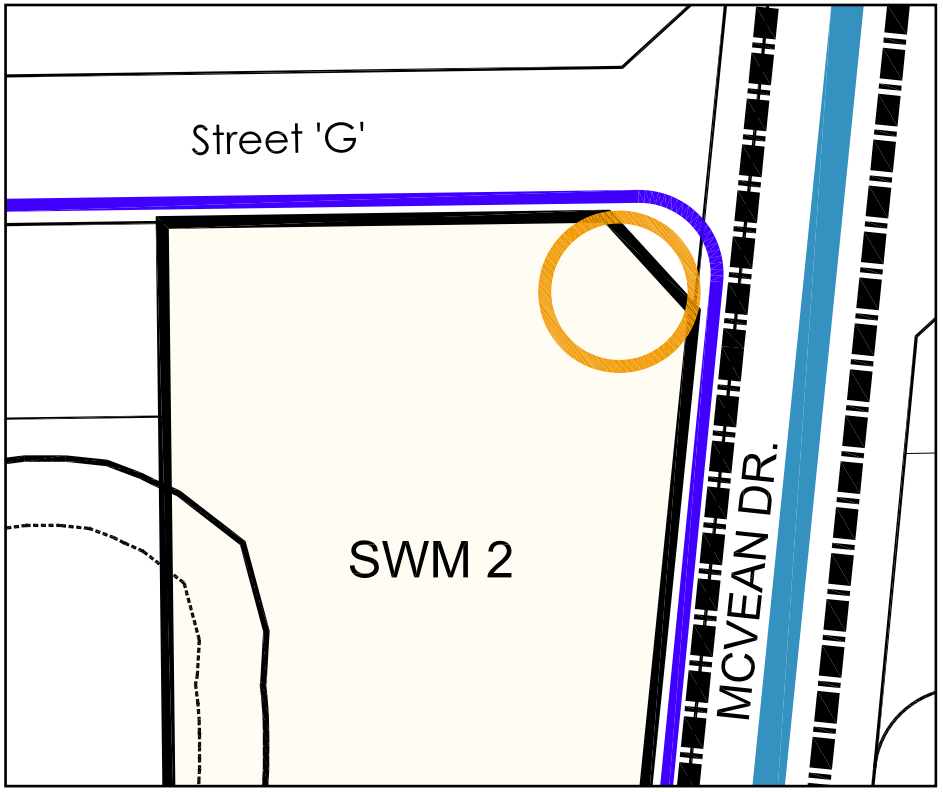
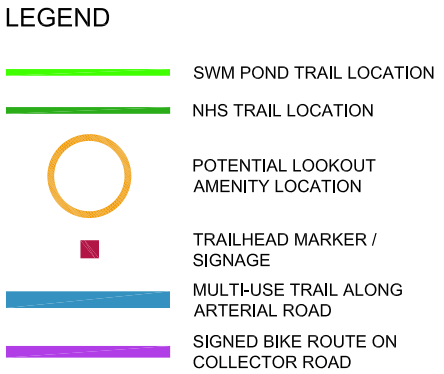


Fig. 3.1.6c - SWM Pond #2 Facility Fit Concept (0.81ha./2.00ac.)



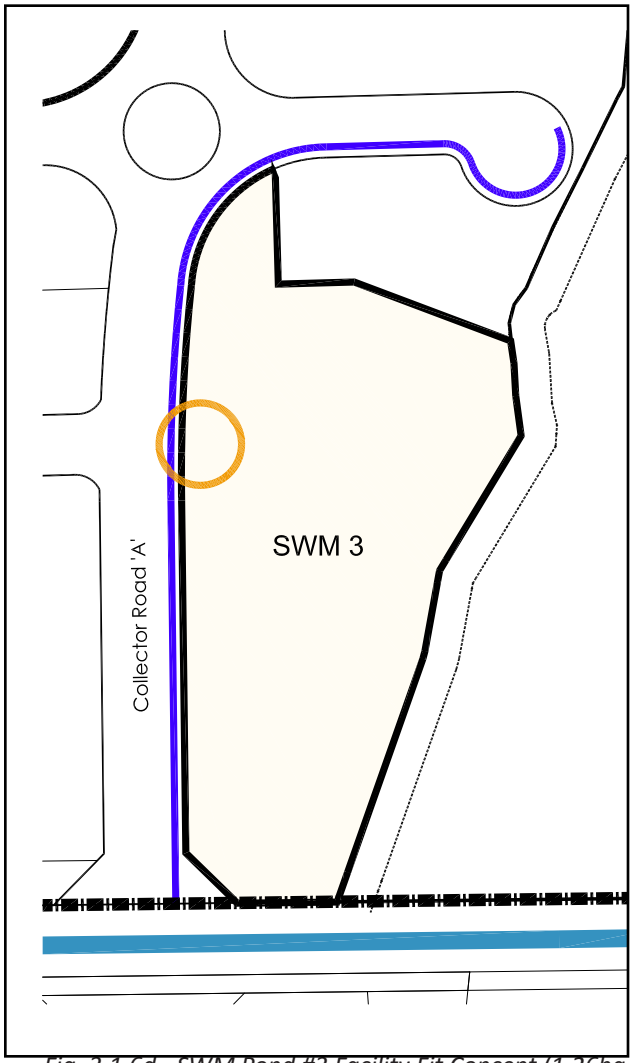


Fig. 3.1.6d - SWM Pond #3 Facility Fit Concept (1.26ha./3.13ac.)

LEGEND

- SWM POND TRAIL LOCATION
- NHS TRAIL LOCATION
- POTENTIAL LOOKOUT AMENITY LOCATION
- TRAILHEAD MARKER / SIGNAGE
- MULTI-USE TRAIL ALONG ARTERIAL ROAD
- SIGNED BIKE ROUTE ON COLLECTOR ROAD
- ADJACENT SIDEWALK

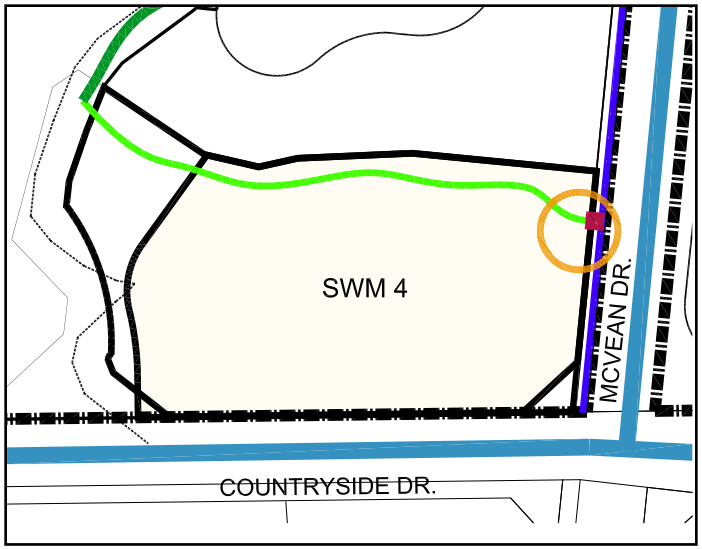


Fig. 3.1.6e - SWM Pond #4 Facility Fit Concept (0.98ha./2.41ac.) (Note: extension of trail portion within the NHS to be in conformity with the final MESP).

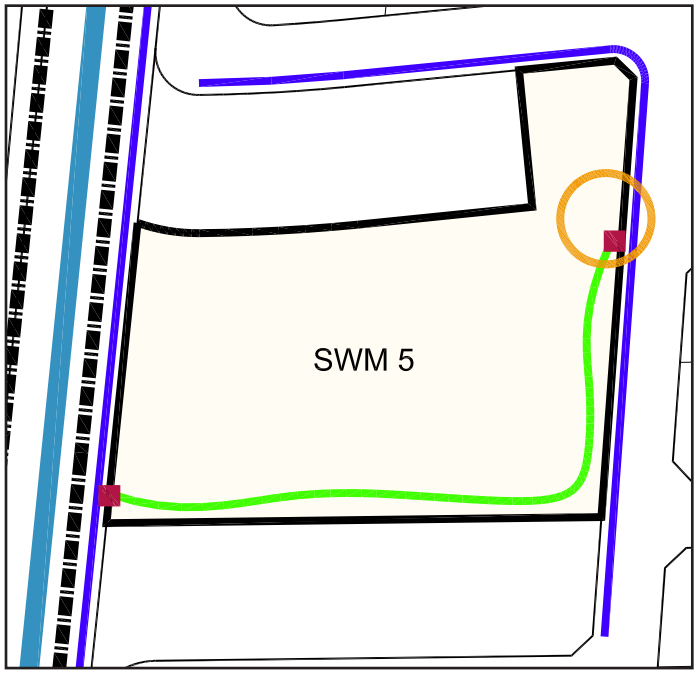


Fig. 3.1.6f - SWM Pond #5 Facility Fit Concept (1.03ha./2.00ac.)

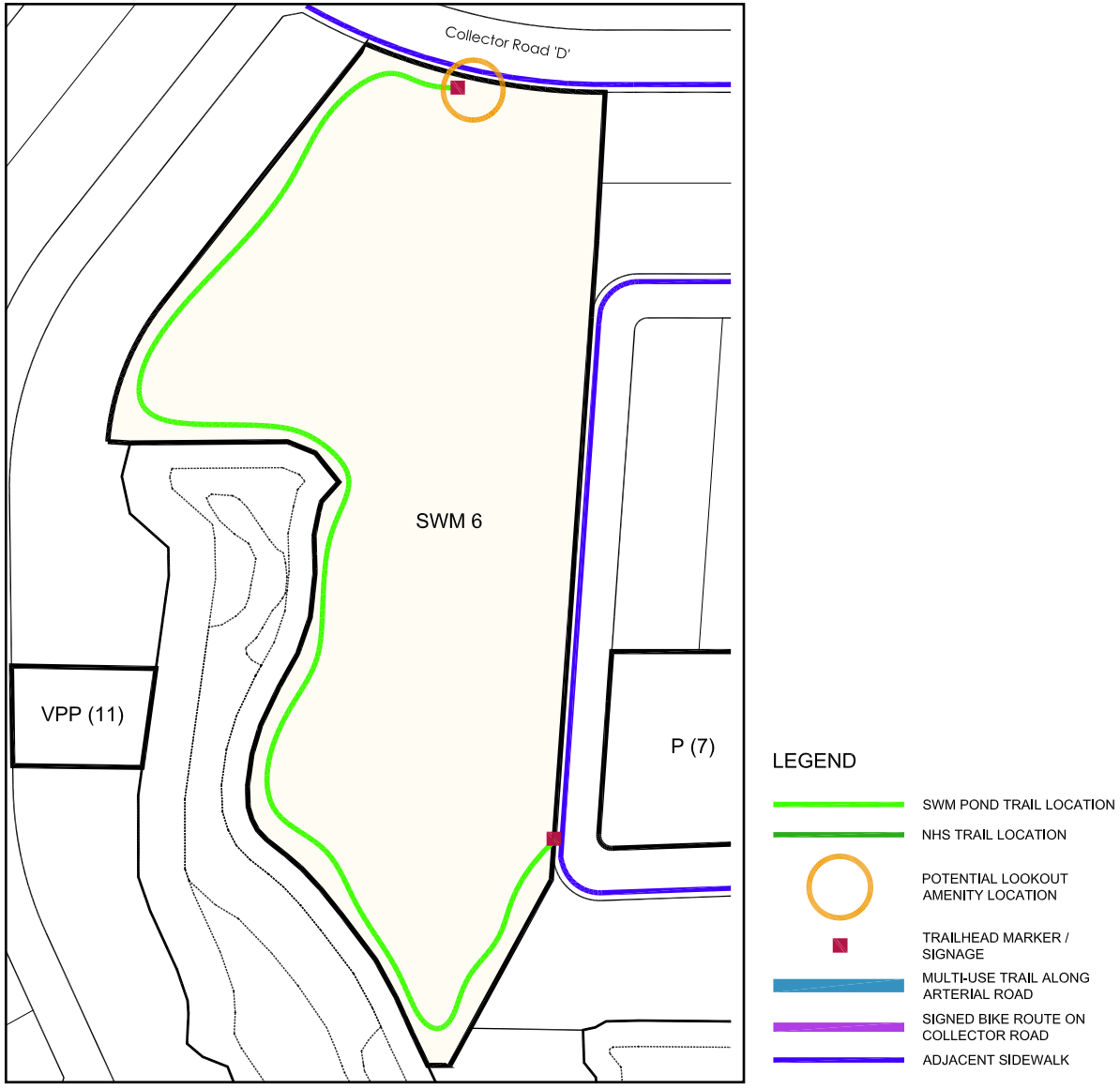


Fig. 3.1.6g - SWM Pond #6 Facility Fit Concept (4.27ha./10.55ac.)

Fig. 3.1.6h - Image example of an upgraded lookout for SWM ponds that include seating amenities, decorative paving and ornamental planting.

Fig. 3.1.6i - Stormwater management ponds shall provide opportunities for passive use and nature observancy through the integration of trail connections.

3.2 Special Character Areas

Special Character Areas (SCAs) are those zones or components of the plan that require a more detailed level of guidelines due to their unique location, characteristics, and/or relevance to the site and adjacent areas. Three SCAs have been demarcated within the Area (refer to Fig.3.15) and offer a unique opportunity to display the executive nature of the Vales of the Humber community.

3.2.1 Wildfield Hamlet

Wildfield is the last remaining hamlet of the Toronto Gore Township. The Hamlet of Wildfield is located on the north-east corner of the Area (refer to Fig.3.15) at the intersection of Mayfield Drive and The Gore Road. The properties of Wildfield that remain today include St. Patricks' Roman Catholic Church and Cemetery (11873 The Gore Road) and 11962 The Gore Road. Guidelines pertaining to the lands adjacent to the hamlet cater to creating integration between it and the proposed Vales of the Humber community. A transition through the use of deeper lots, suitable house designs and appropriate pedestrian connections and street layouts, is proposed.

Built Form Guidelines

The built form character shall reflect the heritage value of the Wildfield Hamlet. To reflect this former heritage character, adjacent new development, as depicted in Fig. 3.2, should incorporate architectural features demonstrated in the existing hamlet structures.

- Where railings are used, their design shall reflect the heritage character of Wildfield hamlet through detailing and/or materials.
- Exterior Colour packages prepared for this Special Character Area should include colour schemes in traditional tones and textures.
- The use of single-gable roofs with front gables is encouraged;
- Larger roof overhangs while ensuring compatibility with the architectural style adopted is encouraged
- Vertical, rectangular windows and rectangular stone lintels are encouraged
- Diversity of elevations shall include some design using Gothic arched windows or windows with Gothic transoms.
- Sash or simulated sash style windows are encouraged.
- Decorative brick detailing above windows is highly encouraged to reflect the heritage character. Stone sills and/or decorative lintels are also highly encouraged.
- Window frame colours shall be reflective of traditional heritage colours.
- The use of red brick as a strong design motif which is encouraged as either a primary facade treatment or as an accent, keeping in mind that a variation in elevational treatment within this area is a requirement.
- Where used, brick quoining is preferred in colours compatible to the exterior colour package adopted for the dwelling.
- Brick lintel detailing above garage doors is highly encouraged and should be used on 30% of the dwellings in any given block.

Landscape / Streetscape Guidelines

- Protect, maintain and emphasize the existing natural heritage features as a primary component of the community's link with its rural context.
- Commemorate the significance of this heritage node through street signage and/or information signage. Interpretive signage, potentially located within the vicinity of the Mayfield Drive and The Gore Road intersection, will relate the historical significance of the Wildfield Hamlet from both a cultural and natural heritage perspective. A similar sign should be placed within the adjacent Neighbourhood Park (Park #6), as part of a park entry or seating feature.
- Ensure the design of the Place of Worship site on the western edge of the valleyland will complement Wildfield. Consideration may be given to integrating landscape features that will provide a visual connection with Wildfield.
- Maintain the view corridor along The Gore Road into the hamlet.
- Provide a pedestrian linkage across the valley, connecting Vales of the Humber residents with the existing St. Patrick's Catholic School and Wildfield Hamlet.

Legend

- Special Character Areas
- Parks
- Valleylands (with buffer)
- Restoration/ Enhancement Area

Fig 3.2 - Special Character Areas Location Plan

3.2.2 Village Centre (Local Park)

The 2.0 Ha park located centrally along two major collector roads (refer to Fig.3.15) is the largest of the proposed tableland parks in the Area. It functions as a Local Park and is intended for the community at large. The size and location of this park makes it an opportune location for the creation of a community focal point with seating areas, a focal point element like a shade structure, and unique recreational elements. The following guidelines deal with the surrounding proposed Low Density Residential lots and the park itself.

The following built form guidelines are to be followed along with guidelines stated under Section 3.4.3 Design Criteria for Upscale Executive Housing and 'Lots Facing Parks' under Section 3.4.4 Priority Lots.

Built Form Guidelines

- The surrounding built form shall front onto the Local Park with no rear lotting permitted.
- The edges of the Local Park to be enhanced through the adjacent built form and streetscape.
- Wrap around porches are encouraged at corner lots around the Local Park
- Select blended stone or cultured stone colour ranges and mixes should be made available exclusively for the dwellings around the Local Park
- To enhance the visual quality of the dwelling unit and also to allow for proper surveillance of activities within the park, ample fenestrations shall be employed on building facades fronting the park or the street surrounding the park.
- Vertical architectural elements/features are required and may include chimneys, double height bay windows, towers, turrets, plane changes and/or quoining.

Landscape / Streetscape Guidelines

- Hard and soft landscaping elements are encouraged to be used to distinguish between areas of activity, circulation, entrances, seating and gathering points.
- Proposed Local Park, with frontage along the east-west and north-south collector roads, shall be the focal centre of the Village Centre.
- Provide special streetscape treatment along the edges of the park to reinforce the Village Centre character, including double rows of street trees and consideration for street furniture (benches, waste receptacles).
- Any proposed features such as water features, public art elements, seating, lighting, shaded structures, etc, shall be consistent with retaining the executive image of the community.
- The Neighbourhood Park design shall facilitate views into the park from surrounding streets to promote integration and improve safety through natural surveillance.
- Consider enhanced paving crosswalks at the 4 corners of the Local Park to provide safe pedestrian access to and from the park, to slow vehicular speeds at busy pedestrian crossings, and distinguish the Village Centre area. Enhanced paving considerations will be reviewed at the plan review stage.
- Provide seating / gathering amenities at key areas of the Local Park, oriented to the street as an extension of the streetscape prominence.
- Major shade structures within the park should be designed as primary architectural focal features.
- Link the SWM pond to the east with the Village Centre through streetscape treatment, such as a consistent street tree species.
- Provide opportunities for formal planting or floral displays to reinforce the notion of the Village Centre and promote the City's 'Flower City' strategy.
- Pedestrian scale street lighting may be considered to reinforce community gathering and walkability.

Fig. 3.2.2a - Image example of how special streetscape treatment along the edges of the Local Park, including a double row of street trees, reinforce the Village Centre character within the community.

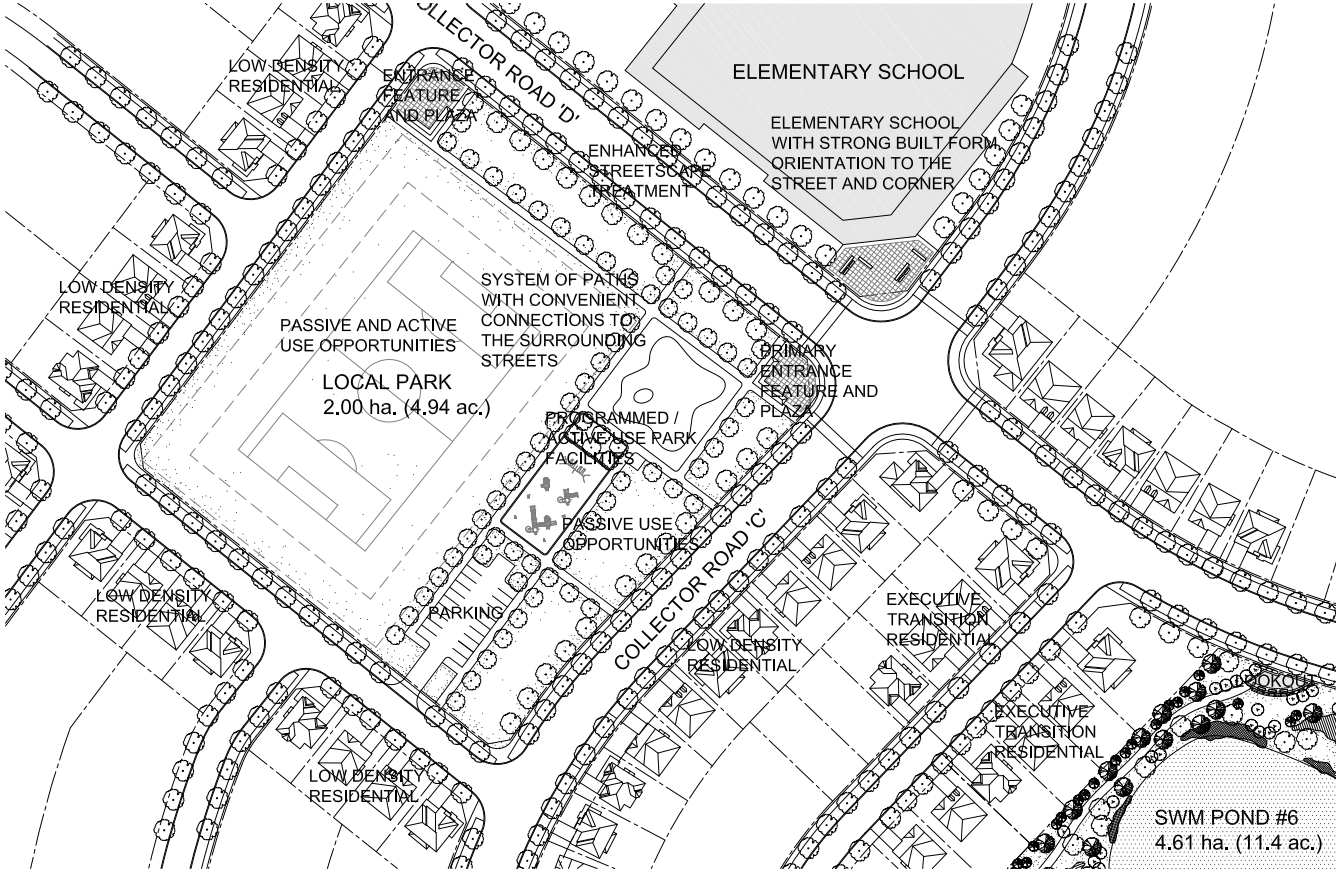


Fig. 3.2.2b - Conceptual representation of how the Local Park can anchor the Village Centre, with adjacent residential built form, the elementary school and stormwater management pond used to support the area as the primary focus for the community.

Fig. 3.2.2c - Gathering spaces around shade structures serve as focal features for the Local Park and Village Centre.

Fig. 3.2.2d - Major shade structures within the park should be designed as primary architectural focal features and shall use materials that complement surrounding built form and are consistent throughout the Village Centre.

3.2.3 McVean Drive Corridor

McVean Drive is an important corridor which divides the Vales of the Humber community into two distinct east-west sections. Several land use types and features, such as SWMPS, a Neighbourhood Retail site and a school, abut this corridor, along with large Executive and Transition Executive Residential lots and window streets, providing opportunities to showcase this corridor edge as an integral part of the community.

All architectural and landscape design treatment along the McVean Drive corridor are intended to have a high quality of detailing to reflect the Executive Residential character of the surrounding neighbourhood.

A few lots directly front onto and have direct access from McVean Drive (Refer to Fig.3.2). The following guidelines are intended for these unique lots.

Built Form Guidelines

Lots fronting McVean Drive shall comply with the built form guidelines under section 3.4.3 Design Criteria for Upscale Executive Housing along with the following additional criteria:

- Greater building setbacks are highly encouraged
- The built form fronting McVean Drive shall respond to the boulevard quality of the road.
- Garages shall either be recessed or flushed with the facades fronting McVean Drive.
- Upgraded decks are encouraged and where applied, the use of cedar is required.
- Vertical architectural elements/features are required and may include chimneys, double height bay windows, towers, turrets, plane changes and/or quoining.
- Future development shall investigate the feasibility of eyebrow roadways to access driveways.

Landscape / Streetscape Guidelines

- Provide streetscape character and built form animation to better integrate McVean Drive into the community.
- Provide masonry/stone columns at the north and south corner properties of the front-loaded residential lots which form the Special Character Area along the west side. These columns shall be the same design as those used for the window street treatment along McVean Dr.
- Where appropriate with adjacent lotting and open space treatment, decorative metal fencing, consistent with the window street treatment along McVean Dr., should be integrated with the columns.
- Integrate a 3.0m multi-use path (City Class I) within the boulevard along the east side of the street, as part of the proposed trails and pathways network.

Fig. 3.2.3 - North and south corner properties of the front-loaded residential lots along the west side shall integrate masonry/stone columns, as well as decorative metal fencing, consistent with the design and material palette from the McVean Dr. window street treatment

3.3 Landscape Guidelines

3.3.1 Neighbourhood Parks

A total of 11 parks have been proposed, approximating a combined total of 15ac. (6.0ha.) and comprising 1 Local Park, 7 Parkettes and 3 Vest Pocket Parks. As well, open space blocks have been allocated at strategic locations along the NHS boundary to provide viewsheds to desired natural features and, in some cases, serve as trailheads for path connections.

A strategic approach to the programming of each individual Neighbourhood Park has been undertaken, the purpose of which is to ensure a balance of facilities are provided for all areas of the community. Figure 3.1.5b illustrates the distribution of the various park types for Block Plan Area 50-1 & 50-2. Landscape guidelines pertaining to the function and potential facilities for the following individual parks are described in the following:

3.3.1.1 Local Park (Michael Murphy Park)

A Local Park (Michael Murphy Park) has been designated at the south-west intersection of two collector roads, with street frontages of low density residential on all four sides. The Local Park will be the central focus for the surrounding neighbourhoods and the Village Centre Special Character Area. Given its prominent location and function, it will be designed with an upgraded landscape treatment. It will be characterized by a mix of open green spaces for passive and active play, seating amenities with shade structures and recreational features. (Refer to Fig.3.3.1.1a)

- Area – 2.0 ha. (4.94 ac.)

Landscape Guidelines:

i. Standard Treatment

- Provide a central green space that will serve as the focus for the designated 'Village Centre' special character area.
- Provide key recreational and gathering amenities for residents.
- Service the broader community, as well as the immediate neighbourhoods.
- Entry points shall be strategically located to ensure convenient access and should be designed to be consistent with neighbourhood themes (surrounding built form and other open space components).
- Accommodate programmed and unstructured uses.
- Lighting shall be provided for facilities and pathways, as required.
- Playgrounds and shade structures should be designed as major focal elements.
- Playgrounds shall have adequate setbacks from collector road frontages.
- As part of the overall street network, safe pedestrian and cyclist connections will be required between the park and its various components to other community open space elements, schools and accessible natural areas. These can then link to the higher level of pathways associated with main roads as part of the hierarchy of trails and pathways.
- Planting shall comprise species tolerant of urban conditions with an emphasis on native species.
- Water service shall be provided for a potential winter ice rink.
- Decorative perimeter fencing may be considered along street frontages adjacent to secondary roads, as per City of Brampton recommendations/requirements.
- Park features to include the following – junior and senior play structure, unstructured play area, upgraded shade structures, unprogrammed open space, soccer pitch and/or multi-purpose play court, consideration for alternative play areas or skate park, parking for up to 20 cars, potential future portolette installation. Final park program will be determined at the plan review stage.

ii. Non-Standard Treatment

- As the focus of the Village Centre, the Local Park shall provide enhanced landscape features, including upgraded shade structures, major entry feature walls, columns and seating areas, as well as opportunities for alternative recreation facilities.
- The Local Park is surrounded by streets on all 4 sides – 2 collector roads and 2 local roads. The park edge condition shall be designed to respond to the adjacent street hierarchy, with a community-wide focus on the collector road sides and a neighbourhood focus on the local road sides. The collector road frontage should comprise more structured park elements, including paths, a major park entry and seating area, play facilities, parking, more formal planting, etc.

Frontages along local roads will be characterized by a less formal landscape treatment, primarily consisting of tree planting and open grass areas. and open grass areas.

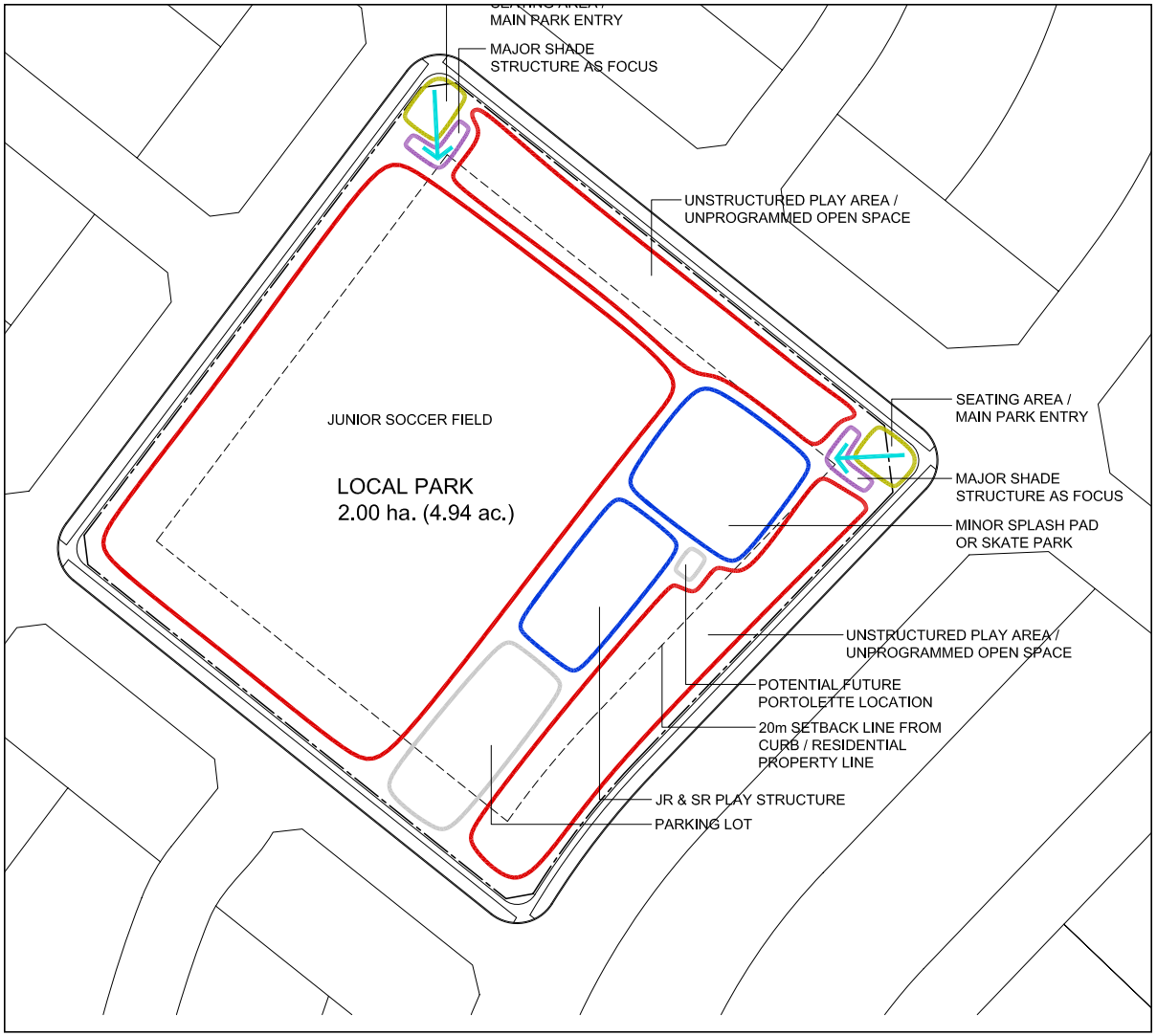


Fig. 3.3.1.1a - Local Park Facility Fit Concept (2.00 ha./4.94 ac.)

Fig. 3.3.1.1b - The Local Park shall include a variety of active and passive uses, including multi-use path connections

Fig. 3.3.1.1c - The Local Park shall provide enhanced landscape features, including upgraded shade structures, major entry feature walls/columns and seating areas, as part of its Village Centre designation

3.3.1.2 Parkettes

Parkettes provide a central common green space and largely defines the character of each individual neighbourhood, providing a place for residents to interact, children to play and social events to occur.
Seven Parkette designations are proposed in Block Plan Area 50-1 & 50-2 (Refer to Fig. 3.1.5b), with feature to include the following:

a. Parkette #1 (P1 in Fig.3.1.5b) – junior/senior play structure, unstructured play area, upgraded shade structure, potential future portolette installation.

b. Parkette #2 (P2 in Fig.3.1.5b) - junior/senior play structure, unstructured play area, upgraded shade structure, potential future portolette installation.

c. Parkette #3 (P3 in Fig.3.1.5b) - junior/senior play structure, unstructured play area, upgraded shade structure, potential future portolette installation.

d. Parkette #4 (P4 in Fig.3.1.5b) - junior/senior play structure, unstructured play area, upgraded shade structure, potential future portolette installation.

e. Parkette #5 (P6 in Fig.3.1.5b) - junior/senior play structure, unstructured play area, upgraded shade structure, potential future portolette installation.

f. Parkette #6 (Father Eugene O'Reilly Park - P7 in Fig.3.1.5b) – junior/senior play structure, unstructured play area, upgraded shade structure, potential future portolette installation.

g. Parkette #7 (P8 in Fig.3.1.5b) – junior/senior play structure, unstructured play area, upgraded shade structure, potential future portolette installation.

Landscape Guidelines:

- Provides active and passive recreation opportunities at the local residential or mixed neighbourhood level.
- Parkettes shall be planned and designed as the central focus for each neighbourhood.
- Parkettes have been located separate from school blocks in order to provide better open space distribution for the community and to prevent over-use of the park facilities.
- Playgrounds shall have adequate setbacks from collector road frontages.
- Rear lotting onto Parkettes should not be provided.
- Key features of the Parkette should be sited to terminate view axes.
- Lighting shall be provided for facilities and pathways, as required.
- The design of hard and soft landscape elements and features, including points of entry, should be consistent or complementary with neighbourhood themes (surrounding built form and other open space components, such as the NHS).
- Planting shall comprise species tolerant of urban conditions with an emphasis on native species.
- Informal layout with individual or cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- Decorative perimeter fencing may be considered along street frontages adjacent to secondary roads, as per City of Brampton recommendations and/or requirements.
- Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas.

Fig. 3.3.1.2a - Key features of the parkette, such as play facilities and shade structures , shall be designed and sited as the primary focus

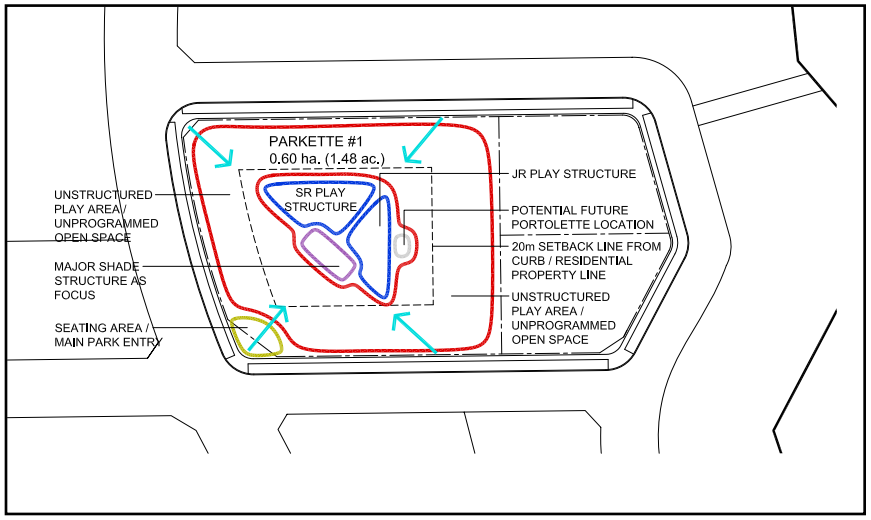


Fig. 3.3.1.2b - Parkette #1 Facility Fit Concept (0.50 ha./1.24 ac.)

Fig. 3.3.1.2b - Parkettes shall integrate upgraded shade structures as a focal element (conceptual example shown above).

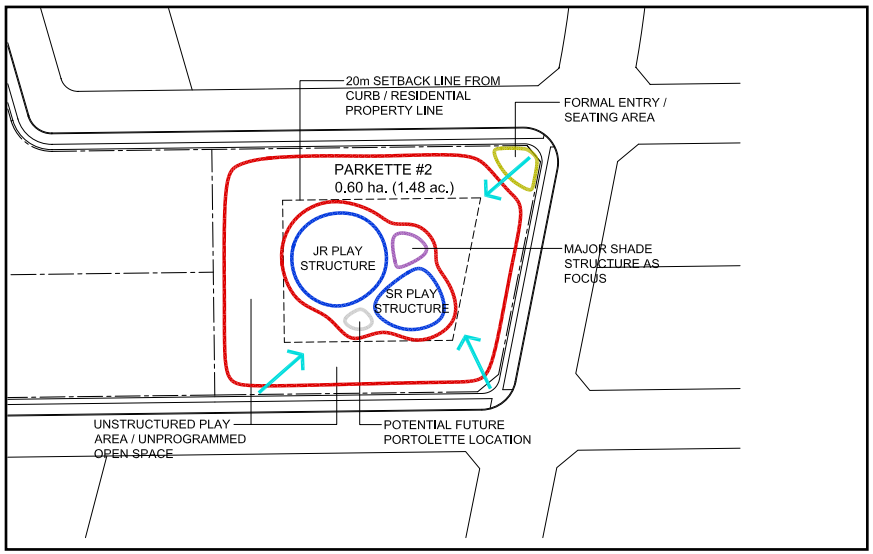


Fig. 3.3.1.2c - Parkette #2 Facility Fit Concept (0.50 ha./1.24 ac.)

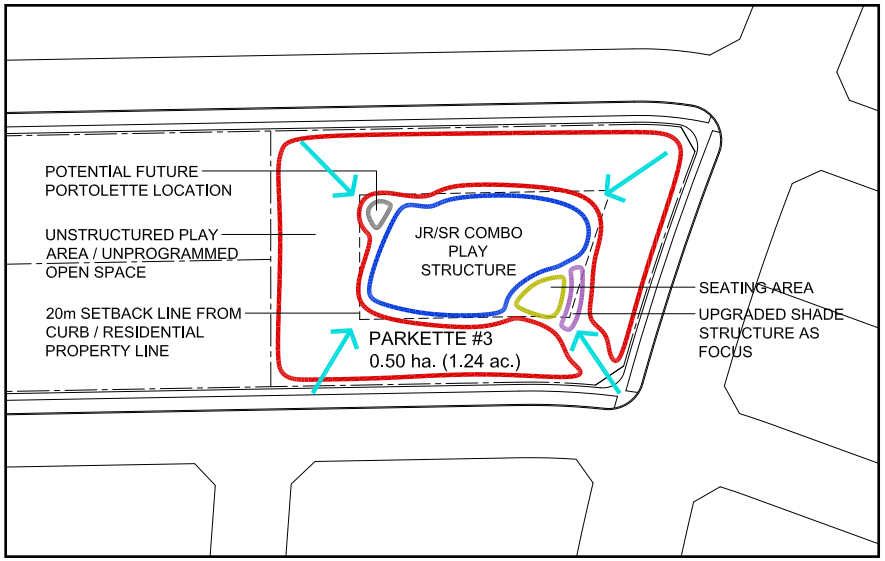


Fig. 3.3.1.2d - Parkette #3 Facility Fit Concept (0.50 ha./1.24 ac.)

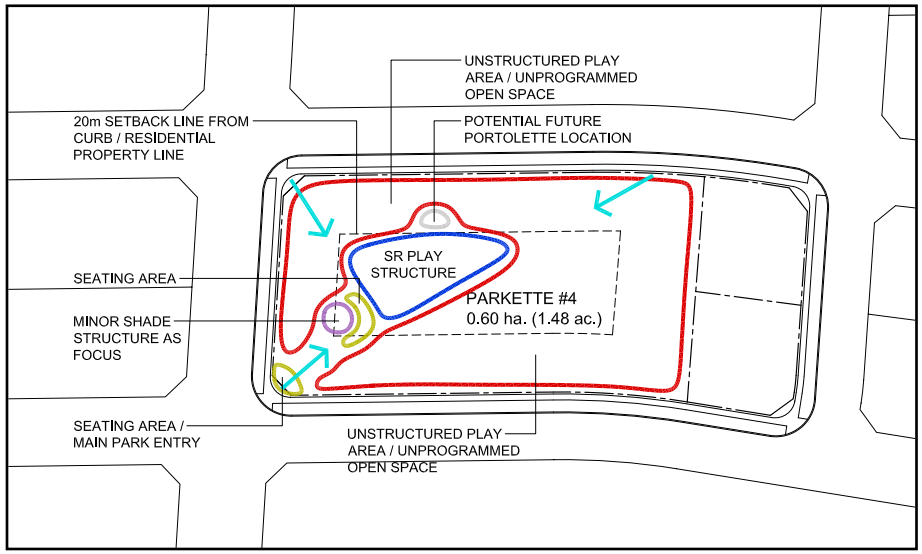


Fig. 3.3.1.2f - Parkette #4 Facility Fit Concept (0.50 ha./1.24 ac.)

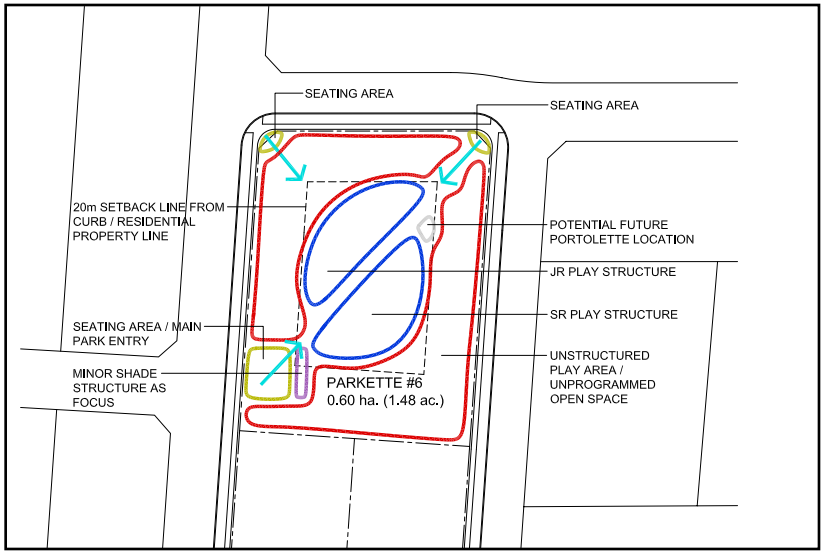


Fig. 3.3.1.2h - Parkette #6 Facility Fit Concept (0.50 ha./1.24 ac.)

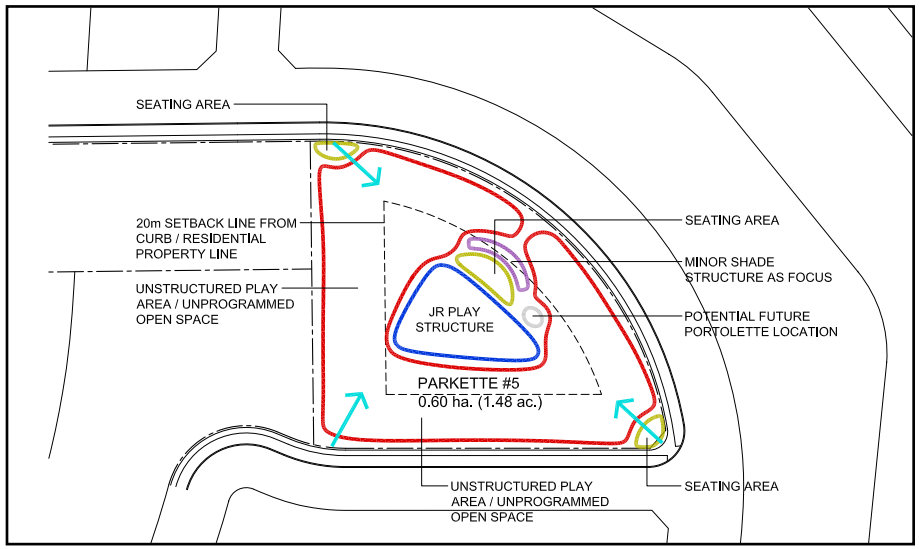


Fig. 3.3.1.2g - Parkette #5 Facility Fit Concept (0.50 ha./1.24 ac.)

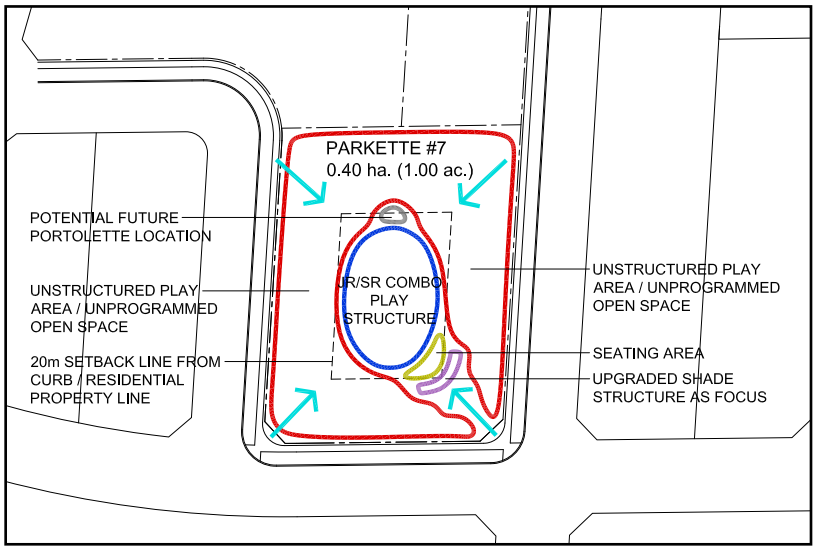


Fig. 3.3.1.2i - Parkette #7 Facility Fit Concept (0.40 ha./1.00 ac.)

3.3.1.3 Vest Pocket Parks

Vest Pocket Parks provide opportunities to introduce predominantly passive-use, green spaces to sub-neighbourhood areas as a supplement to the distribution of Local Parks and Parkettes. These open spaces are typically characterized by unique location attributes defined by its context and surrounding land uses (refer to Fig.3.5). This is the case for the Vales of the Humber, where one proposed Vest Pocket Park is located directly across the street from the boundary of the NHS and a proposed pedestrian crossing, and two others been situated immediately adjacent to the NHS edge, providing opportunities for views and access from the local street.

Features to include the following -

a. Vest Pocket Park #1 (VPP9 in Fig.3.1.5b) - unstructured play area, arbour/trellis structure, seating area / park entry feature.

b. Vest Pocket Park #2 (VPP10 in Fig.3.1.5b) - unstructured play area, arbour/trellis structure, seating area / park entry feature, naturalized planting transition zone.

c. Vest Pocket Park #3 (VPP11 in Fig.3.1.5b) - unstructured play area, arbour/trellis structure, seating area / park entry feature, naturalized planting transition zone.

Landscape Guidelines:

i. Standard Treatment

- Predominantly soft landscaped areas that are designed for passive uses and limited active play.
- Services the local neighbourhood and supplements other neighbourhood park types.
- Rear lotting onto Vest Pocket Parks should not be provided.
- May contain play structures.
- Planting shall comprise species tolerant of urban conditions with an emphasis on native species.
- Planting scheme should consider the transition to any existing or proposed adjacent natural features (woodlots, wetlands).
- Reflect an informal layout with individual or cluster groupings of trees contained with grass areas to facilitate shaded passive use.

ii. Non-Standard Treatment

- Integrate arbour or trellis structures, as well as seating areas and park entry features, consistent with the design and material palette found within the proposed Parkettes.
- Vest Pocket Park #3 is situated at the view terminus to the east-west collector road and park elements should be configured to enhance views towards the adjacent NHS.
- Vest Pocket #2 and #3 shall be designed as naturalized planting transition zones between the NHS and urban land uses.

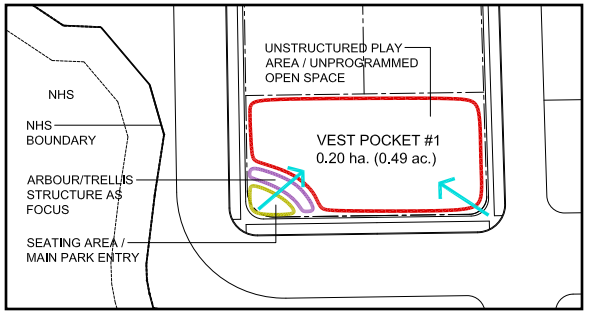


Fig. 3.3.1.3a - Vest Pocket Park #1 Facility Fit Concept (0.20 ha./0.49 ac.)

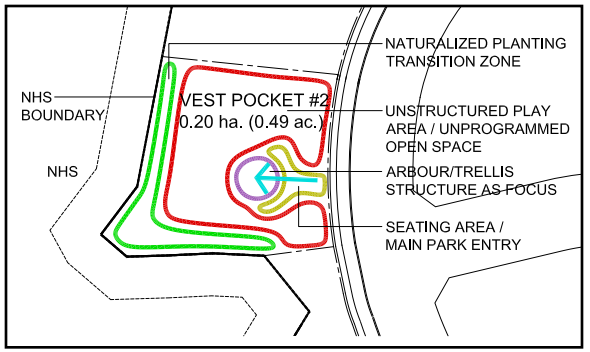


Fig. 3.3.1.3b - Vest Pocket Park #2 Facility Fit Concept (0.20 ha./0.49 ac.)

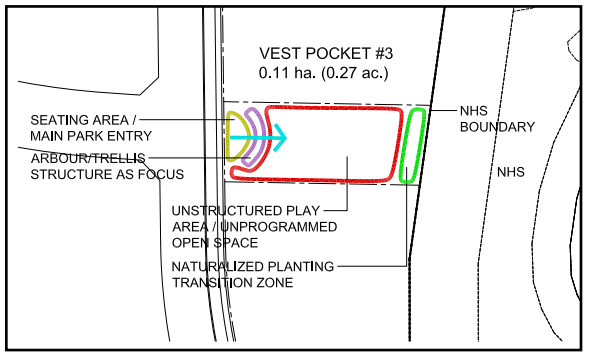


Fig. 3.3.1.3c - Vest Pocket Park #3 Facility Fit Concept (0.20 ha./0.49 ac.)

Vales of the Humber - Proposed Parkland Analysis Table						
Park Number	Type	Neighbourhood Location	Area (hectares)	Area (acres)	Park Facilities	Comment
1	Local Park (Michael Murphy Park)	south-west intersection of two collector roads, south of Mayfield Rd., between McVean Dr. and The Gore Rd.	2.00	4.94	jr. and sr. play structure, upgraded shade structure, upgraded seating area/main park entry, unprogrammed open space, unstructured play / potential for soccer or other, alternative recreation facility or skate park, parking for up to 20 cars, potential future portolette	
1	Parkette	east side of Collector Road 'A', west of Tributary B in the north half of the community	0.60	1.48	jr./sr. combo play structure, unstructured play area, upgraded shade structure, seating area/park entry feature, potential future portolette	
2	Parkette	west side of the Collector Road 'A', between Tributary A and B in the south half of the community	0.60	1.48	jr./sr. combo play structure, unstructured play area, upgraded shade structure, seating area/park entry feature, potential future portolette	
3	Parkette	west side of Collector Road 'B', one block north of Collector Road 'E'	0.50	1.24	jr./sr. combo play structure, unstructured play area, upgraded shade structure, seating area, potential portolette location	
4	Parkette	west side of Collector Road 'C', north of Countryside Dr.	0.50	1.24	jr./sr. combo play structure, unstructured play area, upgraded shade structure, seating area/park entry feature, potential future portolette	
5	Parkette	east of Collector Road 'C', south of Mayfield Rd.	0.50	1.24	jr./sr. combo play structure, unstructured play area, upgraded shade structure, seating area/park entry feature, potential future portolette	
6	Parkette (Father Eugene O'Reilly Park)	west of Tributary E, between Countryside Dr. and Collector Road 'D'	0.50	1.24	jr./sr. combo play structure, unstructured play area, upgraded shade structure, seating area/park entry feature, potential future portolette	
7	Parkette	east of Collector Road 'B', between Mayfield Rd. and Collector Road 'D'	0.40	1.00	jr./sr. combo play structure, unstructured play area, upgraded shade structure, seating area, potential portolette location	
1	Vest Pocket	north side of Street 'G', east of Tributary B, situated across from the proposed NHS pedestrian crossing	0.20	0.49	unstructured play area, arbour/trellis structure, seating area/park entry feature	
2	Vest Pocket	west of McVean Dr., north of Countryside Dr., situated adjacent to the east side of Tributary B	0.20	0.49	unstructured play area, arbour/trellis structure, seating area/park entry feature	
3	Vest Pocket	west of The Gore Rd., north of Countryside Dr., situated adjacent to the west side of Tributary D	0.11	0.27	unstructured play area, arbour/trellis structure, seating area/park entry feature	
Total - Neighbourhood Parks			6.11	15.11		
Grand Totals						
Total Population		8,000				
Total Park Dedicated (ac.)		15.11				
Total Park Credited (ac.)		15.11				
Total Park Required (ac.) (@0.5ha./1000)		9.89				
Park Balance (ac.)		(+) 5.22				
Total City Park Required (ac.) (@0.35 ha./1000)		does not apply				
Total City Park Dedicated (ac.)		does not apply				
City Park Balance		does not apply				
Total Block Plan Balance		(+) 5.22				

Fig. 3.3.1 - Proposed Parkland Analysis Table.

3.3.2 Trails and Pathways

Integrated with the sidewalk network, the following proposed trails and pathways will be situated within the community, consistent with the City of Brampton's Trails and Pathways Master Plan Designations (See Section 3.1.3):

A. Multi-Use Recreation Path (City Class I Pathway) – 3.0m width, located within the arterial road boulevard (one side) and composed of asphalt paving.

B. On-Street Bike Lanes (City Class II Pathway) – 1.5m width asphalt striped lanes, located along designated collector roads.

C. Signed Bike Route (City Class III Pathway)

D. Green System Trail – 3.0m, located within NHS features.

E. Pedestrian Crossings – similar to Green System Trail, will include a pedestrian bridge structure in two locations.

The proposed trails and pathways network has been integrated into a contiguous system with the already established City of Brampton Trails and Pathways Master Plan Designations. These designations are defined as follows :

- Multi-Use Recreation path – off-road routes that accommodate cyclists, pedestrians and in-line skaters. This is consistent with the City's Class I Pathway (Multi-Use Path) designation.
- On-Street Bike Lanes – accommodates cyclists only and requires pavement markings within the roadway, separating cyclist from driver. This is consistent with the City's Class II Pathway designation.
- Signed Bike Route – roadways specifically signed to encourage cycle use and provide connections. This corresponds with the City's Class III Pathway (Signed Route) designation.
- Green System Trails – trails found within Natural Heritage System areas or introduced natural features such as SWM channels and ponds. The current City of Brampton proposed draft standards categorize these trails as primary (asphalt), secondary (screenings) and tertiary (woodchip), depending on context and anticipated usage.

Landscape Guidelines

A. Planning and Siting

There are several broad objectives to the planning and siting of the trails and pathways network for Block Plan Area 50-1 & 50-2. These include :

- Trails and pathways network should provide pedestrian linkages that facilitate the continuity of the City and Community-wide Pathway Network, enhance the continuity of the City's Open Space System, and provide access to recreational opportunities and natural feature experiences within each neighbourhood.
- Provide potential linkages to, both, the main existing network of trails found in the City of Brampton and the more localized trail system.
- Avoid significant impacts and mitigate impacts to the designated Natural Heritage System as the primary criterion for the proposed trail locations.

B. Elements

The designated trails and pathways proposed for The Vales of the Humber may incorporate the following elements to encourage use and safety (subject to the City DC By-Law):

- For trails associated with the NHS, preference should be given to using a material that is permeable, requires minimal maintenance and does not require extensive base preparation, potentially damaging root systems.
- Evaluated on a site by site basis, pedestrian lighting within park paths, at trail entrances (when close to school routes) or window streets, may be considered.
- Consider integrating entry markers at trailhead locations for proposed NHS crossings to make points of entry more identifiable.
- Signage information encouraging trail users to stay on path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural heritage system, as well as to inform that trails may be developed to a standard (screenings) that does not support winter maintenance.
- Waste receptacles at accessible key points along the trails.

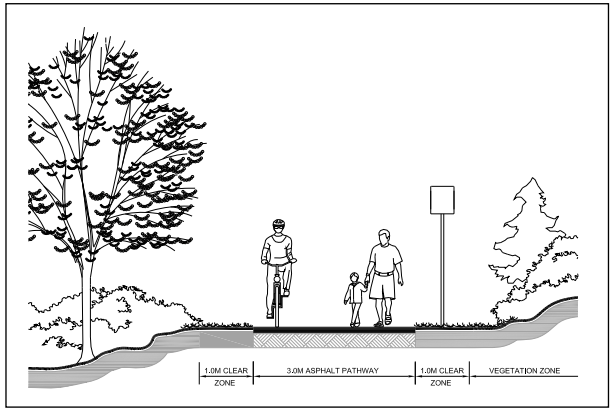


Fig. 3.3.2a - Primary Trail Section (City of Brampton draft standard)

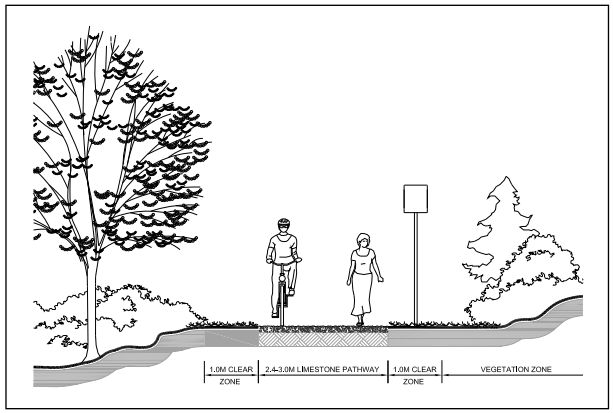


Fig. 3.3.2b - Secondary Trail Section (City of Brampton draft standard)

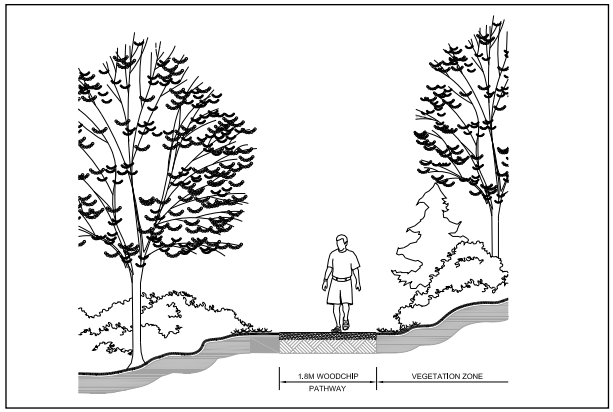


Fig. 3.3.2c - Tertiary Trail Section (City of Brampton draft standard)

- Consideration for the use of unobtrusive low paige wire fencing to keep pets on the trail, particularly along NHS crossings, to avoid damage to sensitive environments.

C. Integration of Trails within the Natural Heritage System

While the NHS can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails and pathways:

- Proposed trails and pathways will be appropriately located and designed to respect significant hazards or ecologically sensitive features and functions.
- The proposed trail shall be located along the east edge of the Tributary B major valley system, connecting with a proposed pedestrian crossing in the northern reach. Final location may be altered from additional analysis.
- Mitigation measures will be undertaken to eliminate and/or minimize any impacts to natural features and/or functions and restore and enhance those local areas.
- When non-participant properties become active and submit an application for development, these property owners will be required to construct the trail as per City standard, with the final location of the trail to be assessed and confirmed at that time.

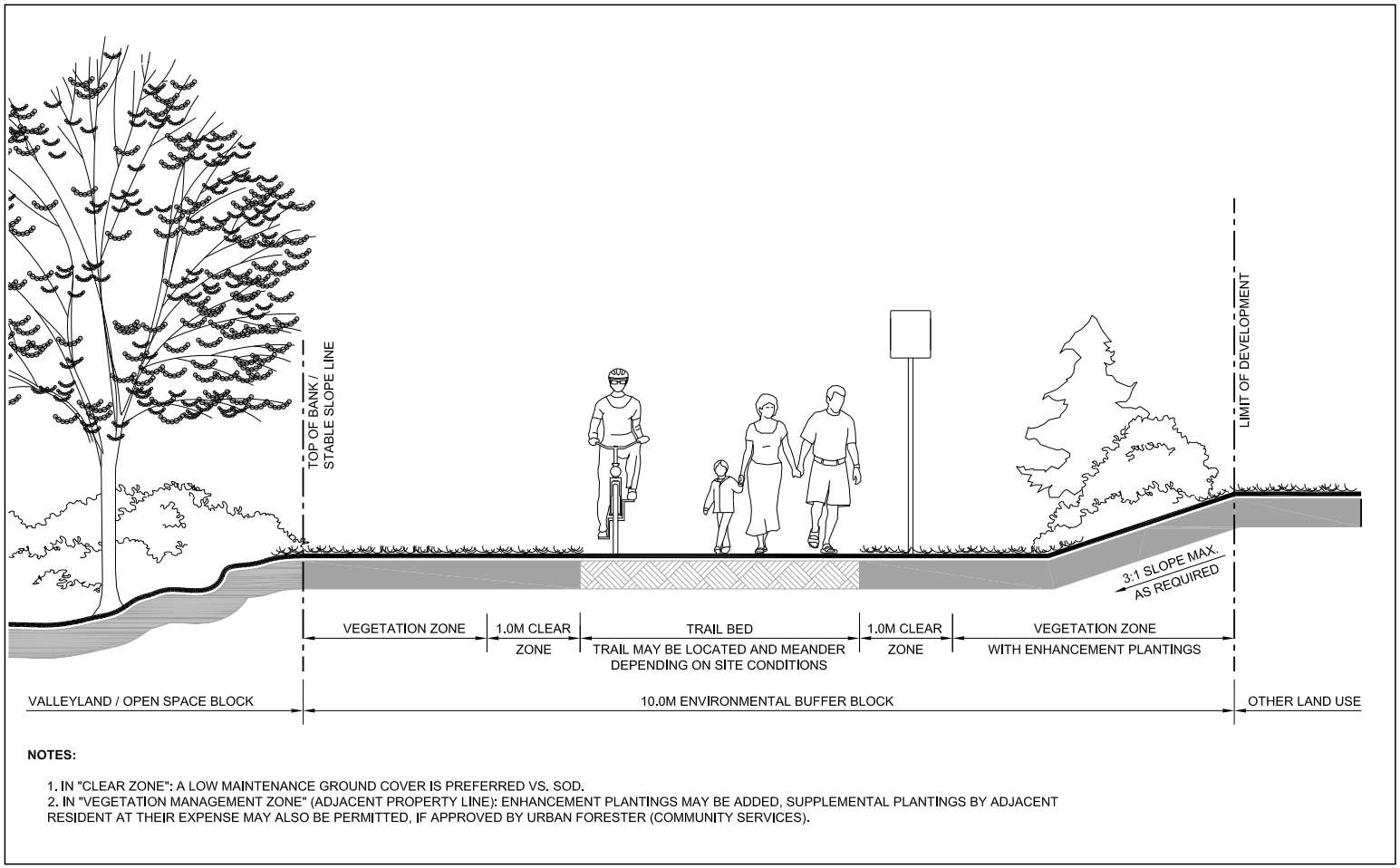


Fig. 3.3.2d - Proposed trail requirements within typical 10m (Refer to MESP Report) environmental buffer block (City of Brampton draft standard)

Fig. 3.3.2e - For local trail loops within the green system trails, preference shall be given to using materials that are permeable and require minimal maintenance, such as screenings.

Fig. 3.3.2f - Image example of a pedestrian bridge crossing with standard prefabricated steel structure and wood decking, with an upgraded masonry/stone column component.

D. Pedestrian Crossings within the Valleylands

Two strategically placed pedestrian bridge crossings are proposed to allow desirable connections across the NHS:

1. East-west connection at the northern extent of Tributary B, west of McVean Drive (refer to Fig. 3.3).
2. Connection from the residential neighbourhood on the south-west across Tributary E to the existing St. Patrick's Elementary School and Wildfield Hamlet.

These are valuable linkage opportunities and a key component of walkable communities, which encourage pedestrian activity while managing impacts to sensitive woodlands and wetlands. They have been located with the following considerations:

- Provides important pedestrian and cycling connections between residential neighbourhoods and community amenities, as well as connections to the existing school. However, additional analysis is required to determine final specific locations.
- Controlled placement avoids sensitive features of the NHS, reducing occurrences of desire paths that are potentially destructive to certain environments.
- Strategically linked with walkway blocks or adjacent window streets to increase exposure and accessibility and serve as trailheads.
- An upgraded treatment shall be provided, including masonry/stone columns or walls at the entrance to the bridge.
- Both crossings shall utilize prefabricated metal structures specifically designed for pedestrian use, and shall have consideration for the following:
  - footings, armourstone and/or concrete wing walls;
  - decorative and/or asphalt paving;
  - landscape grading, restoration and planting;
  - pedestrian lighting (if required);
  - signage.

The proposed location and alignment of the pathways, trails and bike lanes for Vales of the Humber are outlined in the plan (refer to Fig.3.3). For relevant design criteria, refer to Part V – Block Plan Design Guidelines / Section 2.3 Multi-Use Trail System of the DDG. As well, all proposed pathways in and adjacent to the NHS reflected in this document are being evaluated in the context of the Master Environmental Servicing Plan (MESP) and further modifications of these pathway locations in the CDG may occur as a result of the ongoing development of the MESP.

3.3.3 Streetscape Treatment Strategy

A. Street Tree Planting

Street trees are an integral element in establishing character and definition for all street types. A street tree planting strategy has been prepared for the Vales of the Humber community that responds to the various designated land uses and road hierarchy. The strategy establishes 4 basic categories for street trees, including the following:

- Native/Non-Invasive Trees (Coarse-Textured) - typically located on streets adjacent to natural open space features.
- Special Trees (Ornamental / Coarse-Textured Species) at Significant Community Entries - typically located at significant community entry points.
- Coarse-Textured Species - typically to all street hierarchy types, including local, collector and arterial roads.
- Fine-Textured Species - typically located along local streets within Low Density Residential areas.

Additionally, street trees will be distinguished by caliper sizes, with standard 70mm cal. designated for Low Density Residential and Executive Transition Residential streets and larger 100mm cal. for Executive Residential streets. The larger street trees will be used as a mitigative measurement to compensate for the proportionately larger Executive lots.

The following street tree guidelines shall be adopted:

- In addition to Executive Residential streets, larger 100mm cal. street trees may be specified to highlight significant entry points.
- Selection of proposed street trees species shall be from the City of Brampton's current Recommended List of Street Trees.
- Ornamental or flowering trees may be used at key entry streets to help define or emphasize gateway features.
- Native, non-invasive tree species shall be selected for streets adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds.

B. Signage

- Alternative decorative street signs for Vales of the Humber community, consistent with the City's current Wayfinding and Signage Study (refer to Fig. 3.3.3b).

C. Mailboxes

- Locate mailbox kiosks in areas that fit appropriately within the design of the neighbourhood open spaces and/or streetscapes.
- Design the mailbox kiosks utilizing masonry, stone, precast, wood and/or metal components.

D. Streetlight Poles

- Light poles (including luminaires and arms) are currently under review for use in the Vales of the Humber Block Plan. The final pole and fixtures to be used will be determined at the plan review stage.
- Streetlight poles may have fittings that will allow for future hanging basket and banner opportunities.

Fig. 3.3.3a - Image example of how street trees can establish character and definition for a given street type.

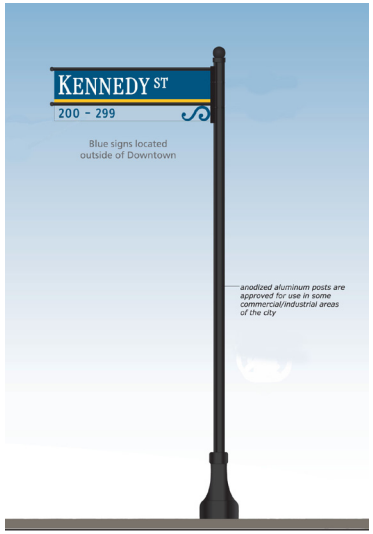
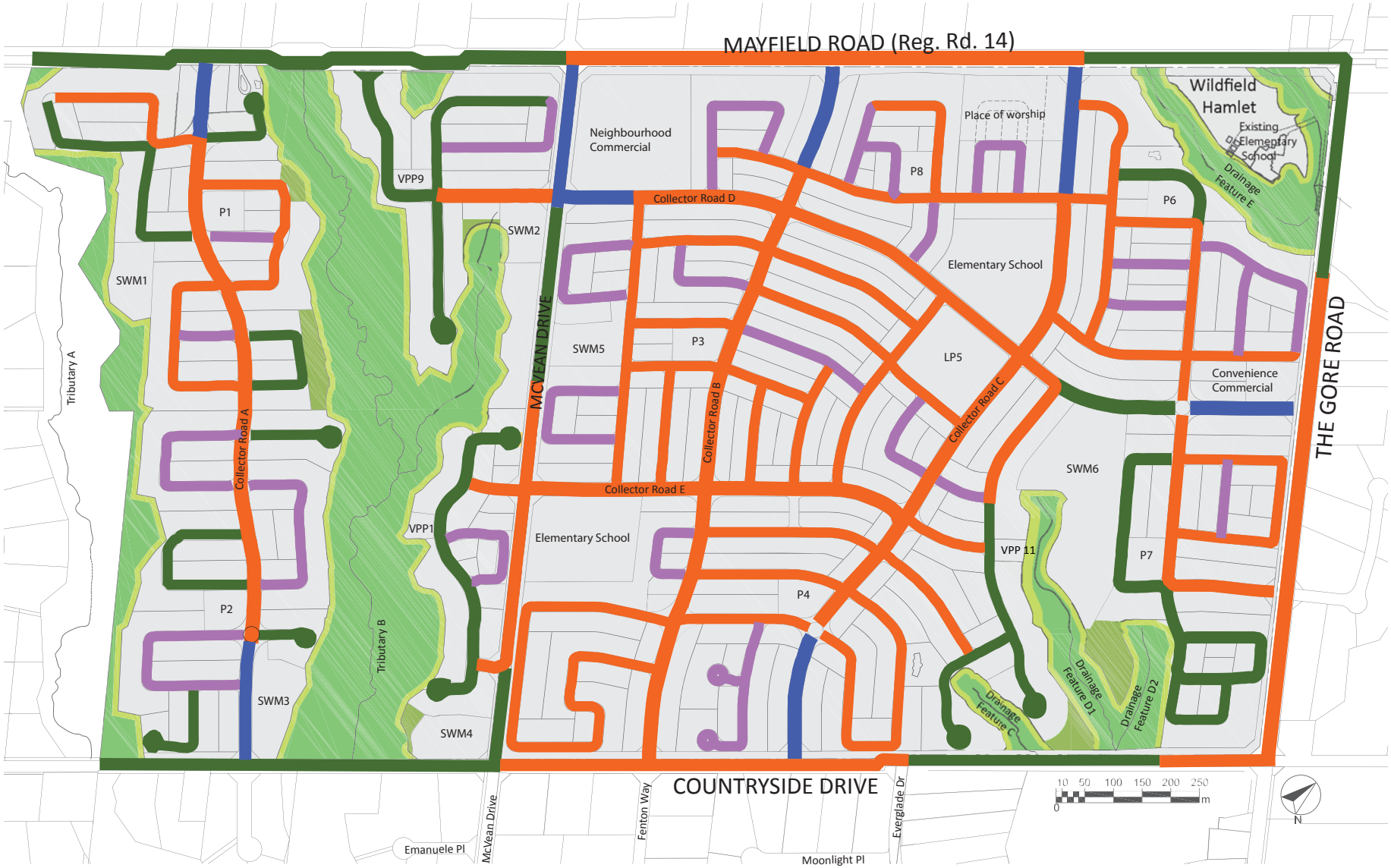


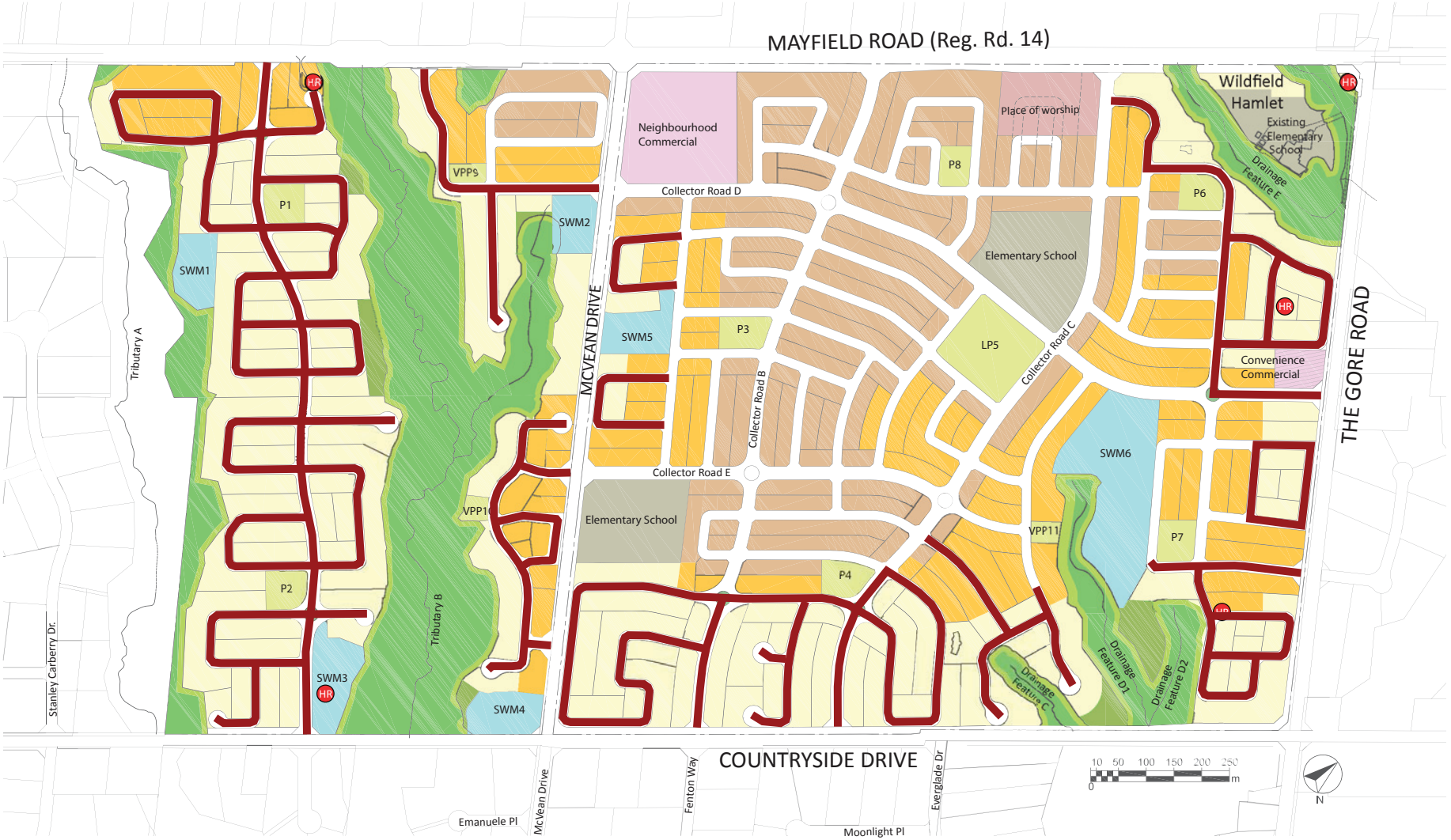
Fig. 3.3.3b - Image examples of City of Brampton's street sign standard alternative that can be used to distinguish upscale Executive Residential streets. Final design may vary.



Legend

- Native /Non-Invasive Trees (Coarse-Textured Species)
- Special Trees (Ornamental / Coarse-
- Coarse-Textured Species
- Fine-Textured Species
- Valleylands (with buffer)
- Restoration/ Enhancement Area

Fig 3.3.3c - Conceptual Street Tree Planting Strategy Plan



Legend

EXECUTIVE RESIDENTIAL STREETS WITH UPGRADED 100mm cal. STREET TREES

- Executive Residential Lots (50-80 feet; 15.2-24.4 metre lots)
- Executive Transition (40-59 feet; 12.2-18.0 metre lots)
- Low Density (40-49 feet; 12.2-14.9 metre lots)
- Valleylands (with buffer)
- Storm Water Management Ponds (SWMP)
- Parkland
- School Sites
- Place of Worship
- Commercial Sites
- Restoration/ Enhancement Area
- Roundabouts
- Potential Roundabouts
- Heritage Resource

Fig 3.3.3d - Conceptual 100mm cal. Street Tree Location Plan (Executive Residential Streets)

Low Density Residential

Executive Transition Residential

Executive Residential

3.4 Built Form Guidelines

3.4.1 Built Form Character

The design objectives for the Vales of the Humber Secondary Plan Area call for the creation of an upscale community. This upscale executive community will be distinct from other communities through the application of high quality design, use of materials and execution.

Three lots types are proposed for the Vales of the Humber community, namely, standard Low Density Residential, Executive Transition and Executive Residential. Apart from this, the built form also includes commercial and institutional components.

A high quality built form character will be achieved through rich and varied architectural treatments that create a visual interest and assist in creating a unique identity for the Area. The various residential building forms within the community will provide for a harmonious mix of distinctive architecture, which may incorporate both traditional and modern influences. The use of traditional style influences or modern interpretation of traditional styles shall assist in creating an association with an executive character. Regardless of which style is used, designs shall be based on the development of a consistent architectural design vocabulary for each dwelling.

Fig.3.4.1a: Three residential categories are proposed in the Vales of the Humber community and are to exhibit the intended executive nature

It is essential that design coherence is retained within the development of the design for each dwelling. Moreover, style variations that may occur within streetscapes or between dwellings shall be carried out with a view to creating harmonious transitions to the degree that this is achievable. With regards to built form character, the following shall apply:

- Design of each dwelling will be based upon the development of a coherent architectural language of proportions and detailing. References to traditional styles and detailing may be employed. However, indiscriminate mixing of historical styles within each dwelling shall not be permitted.
- Variations in the design of different dwellings and details will be provided, while adhering to clear design parameters and a consistent architectural language.
- Harmonious transitions between different styles is essential to maintain architectural coherence throughout the community.
- The intent of retaining a coherent relationship between the built form and the public realm will be met through good building design and appropriate siting.
- Building design will be based upon creating built form massing and heights that are appropriate to achieving a pedestrian-friendly and safe human scaled environment in the public realm.

3.4.2 Design Criteria for Standard Built Form Types

All low density residential (standard) dwellings including those within Special Character Areas and at Priority Lot locations shall comply with the City of Brampton's Architectural Control Guidelines for Ground Related Residential Development (ACG), chapter 7 of the City of Brampton's Development Design Guidelines (DDG).

Building Projections and Main Entrances

Building projections include, but are not limited to, bay windows, porticoes, porch projections, changes in wall planes, entrance steps, roofs, balconies, and other such architectural treatments

- Weather protection at the entrances is encouraged through the use of porches and porticoes (discussed above) or overhangs and recesses.
- Porch/portico projections shall have a minimum depth of 1.5m.
- Porticoes/porches which are one and a half to two storeys high are acceptable, provided they are complementary to the scale and style of the dwelling unit. A minimum diameter or width of 250mm is required for such double height portico columns.

Architectural Detailing

- Publicly exposed elevations will include materials and architectural detailing that is characteristic of the architectural vocabulary adopted and is coherent with the architectural style on which it is based.
- The quality of architectural trim materials shall be integrated with the quality of materials chosen for dwelling facades. Acceptable trim materials include pre-finished wood trim and mouldings, smooth finished crezone board, stone mouldings, precast stone.

Windows

Windows provide excellent opportunities for detailing that conveys a high quality of design.

- Notable window configurations such as bay windows, boxed out windows, composite window configurations and transom windows are encouraged to be used, particularly at priority locations such as corner lots, and view terminus lots.
- The detailing of lintels, sills, window surrounds and mullions is key for developing an architectural language for dwellings that promotes an image of quality development for the community.
- Consistent window frame colour shall be maintained on all elevations.

Fig. 3.4.2a: Porticoes as a form of building projections aid in highlighting the main entrance of a dwelling

Fig.3.4.2b: Attached garages should be well integrated into the massing of the dwelling

Fig.3.4.2c: Rear yard garages reduce impact on streetscape

Fig.3.4.2d: Garage door styles should be coordinated with the style and quality of the principal elevation

Roofs and Dormers

A variation in roof forms create a dynamic streetscape provided they are complementary to the architectural style of the dwelling unit.

- Employing varying dormer styles within some residences may allow for a more dynamic streetscape and provide natural light. Any proposed dormers shall be consistent in style and quality to the main windows of the dwelling unit and their proportion and finish shall reflect the architectural style of the dwelling. The use of false dormers is prohibited.

Garages

- Attached garages should be well integrated into the massing of the main building with good proportional detailing.
- Design of garage doors and openings shall coordinate with the quality and style of the principal elevation in which they are located. A high quality of detailing and construction is encouraged. This shall be accomplished through raised panel design and the addition of glazed panels.
- Garages facing the park shall either be recessed or flush with the dwelling wall fronting the park.

3.4.3 Design Criteria for Upscale Executive Housing

Executive Residential Lots are located within the Block Plan Area 50-1 & 50-2 (refer to Fig 3.4.3b) along the community edges and predominantly to the west of McVean Drive and account for approximately 55Ha of the total land area. These lots serve as a showcase to display the executive nature of the community and hence require unique guidelines to achieve the required character and convey a high quality of design. Wherever possible, within choice locations, Anchor Lots have been proposed adjacent to natural valley lands and other open space or priority settings (refer to Fig 3.4.3c). They are a minimum of 21.0 metres wide and generally up to 40.0 metres deep.

The City of Brampton's Architectural Control Guidelines for Ground Related Residential Development (ACG), chapter 7 of the Development Design Guidelines (DDG), provides guidelines and criteria for all housing within the Vales of the Humber community. In addition to the minimum requirements provided in the DDG and ACG, the following section contains additional further detailed guidelines, to which lots within the executive residential areas and the executive lots within "transition executive" residential areas (Refer to Fig. 3.4.3b), that conform to executive lot size and location prerequisites and form part of the 1000 required Upscale Executive Housing lots in the Vales of Humber SPA, shall comply. The Executive Lots within the Executive Transition residential designation accont for approximately 18Ha. of the total land area.

Architectural Styles

A high quality built form character will be achieved through rich and varied architectural treatments. The various forms within the community should provide for a harmonious mix of distinctive architecture, which may incorporate both traditional and modern influences. The use of traditional style influences or modern interpretation of traditional styles may assist in creating an association with an executive character. Designs, however, shall be based on the development of a consistent architectural design vocabulary for each dwelling, that is, they shall retain a design coherence not only from one dwelling to another, but also within its own built form.

Appropriate styles, to achieve this upscale image, include, but are not limited to:

- Georgian
- Tudor
- Victorian
- Gothic Revival
- French Eclectic
- Queen Anne

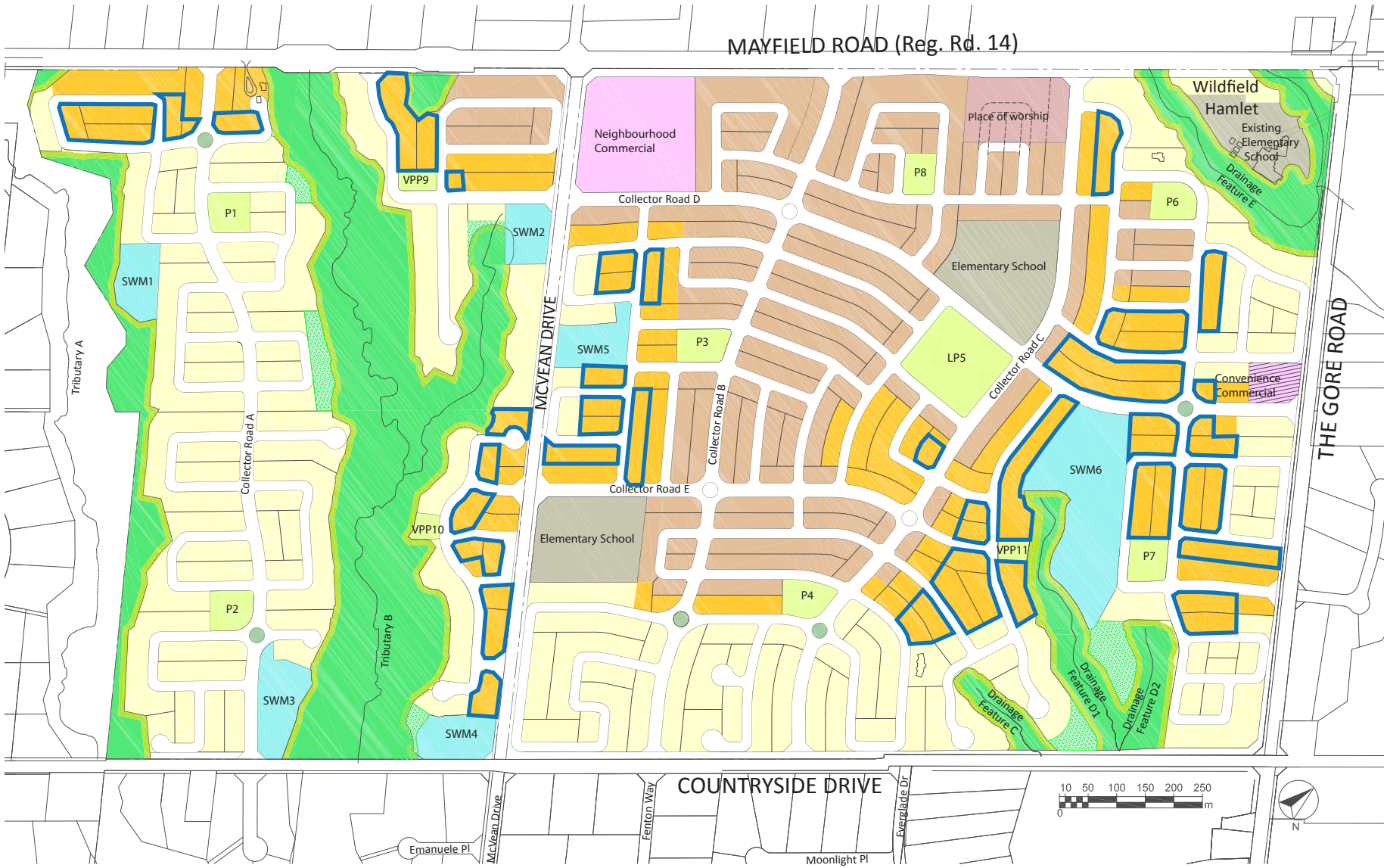
It is not the intention that these guidelines impose the application of these styles in their true form. They are meant to assist in the development of designs which reflect an Executive character. The design of each building should have distinguishable elements which can be identified to a single architectural style. Mixing various styles within a particular dwelling is not permitted.

Georgian Influence

French Eclectic Influence

Queen-Anne Influence

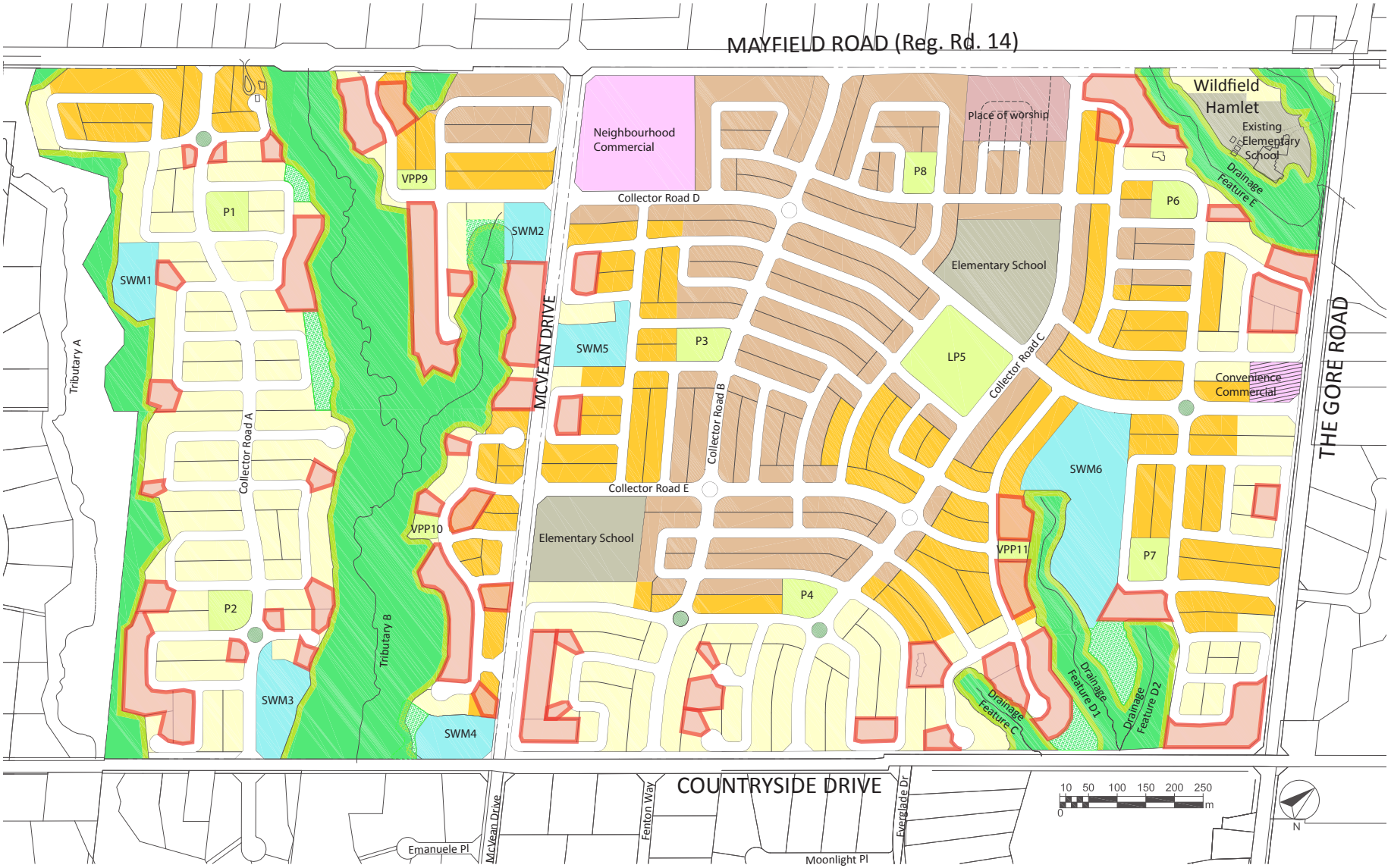
Fig.3.4.3a: Conceptual Images of Dwelings Influenced by Traditional Architectural Styles



Legend

- Executive Residential Lots (50-80 feet; 15.2-24.4 metre lots)
- Executive Transition (40-59 feet; 12.2-18.0 metre lots)
- Low Density (40-49 feet; 12.2-14.9 metre lots)
- Executive Lots in the 'Transition Executive Residential' Lots zone

Fig 3.4.3b: Location of Executive Lots within the Vales of the Humber community



Legend

- Executive Residential Lots (50-80 feet; 15.2-24.4 metre lots)
- Executive Transition (40-59 feet; 12.2-18.0 metre lots)
- Low Density (40-49 feet; 12.2-14.9 metre lots)
- Location of Anchor Lots

Fig 3.4.3c.: Location of Anchor Lots within the Vales of the Humber community

Building Setbacks

- Minimum yard setbacks shall comply with the applicable zoning by-law provisions.

Elevation Repetition

- A minimum of three distinct elevations are required between identical elevations of the same model, that is, no model's standard facade may be repeated more than every 4th lot on any given block. In additi on, identical facades shall be limited to no more than 20% of dwellings within a block of ten dwellings or more, and should have a different exterior colour package.

Fig.3.4.3d: Door glazing should be provided to allow for natural light in the dwelling's main foyer

Building Projections and Main Entrances

- The use of projecting elements to provide diversity and visual interest in the development of building facades will be promoted.
- Rear and side wall articulation is required for the majority of lots that are exposed to public view. Where this is not feasible, additional roof form articulation is required.
- Large covered porches and/or verandahs with generous dimensions that are appropriately proportioned to the size of the dwelling are encouraged.
- Porch depths are to be a minimum of 1.5 m, but greater porch depths are encouraged in Executive lots to facilitate comfortable seating and be in keeping with the scale of the dwellings.
- The Builder should provide for design opportunities in dwelling facade designs to allow homeowners the opportunities to promote Brampton's "Flower City Strategy", where homeowners can use landscaped planters, integrated flower boxes, or brackets/hooks for hanging flower baskets.
- Main entrances shall be enhanced through a high quality of materials and detailing to emphasize their importance in the development of the principal facade. Where porches or porticoes exist, their design and quality should be integrated with the entrance and facade design.
- Natural light should be provided in the main foyer by using door glazing, transoms or other such means.
- Stairs accessing front entrances and porches shall be of high quality materials and architectural detailing.
- All front elevation or exterior side yard elevation exterior stairs, shall be poured in place concrete.
- Stairs accessing the front door that exceed three risers shall be integrated into the overall design of covered porches and verandahs, and shall be a minimum of 1.5 metres wide.
- Side elevations of multiple stair configurations shall be clad with the material used at the base or plinth of the main dwelling wall.
- Railing design and colour shall be appropriate to the architectural design and quality of the dwelling and integrated with the overall design of the Exterior Colour and Material Schedule. High quality pre finished aluminum railings are required at minimum. Wrought iron and painted wood railings should also be considered, but vinyl railings are prohibited.
- Front facing balconies above porches/porticoes are encouraged. Materials and railing design shall be compatible to porch/portico railing adopted.

Architectural Detailing

- Architectural detailing can visually enhance the character of a building. Hence, exposed elevations of all dwellings within Executive Residential areas shall have a high quality of architectural detailing and materials irrespective of their location within the community.
- Masonry bands, patterning and/or plinths are encouraged, when appropriate to the architectural style and where exposed to public view. Stone or precast stone is encouraged.
- Natural or pre-cast stone accents are highly encouraged for lintels, sills and keystones, and where deemed appropriate to the architectural style of the dwelling. They are encouraged to be detailed with changes in wall plane.
- Architectural detailing should reflect the importance of wall and roof junctions as a means to express upgraded design quality. A variety of methods can be adopted to achieve this, including frieze board detailing, changes in masonry pattern with projections, recesses in wall plane or architectural cornices.
- Frieze boards shall be of upgraded quality and detailing and be of a minimum of 8" high on principle elevations and other highly visible elevations. It is encouraged that frieze boards be of consistent height on all building facades, however, where not visible to public view, 6" high frieze boards are acceptable. A variety of upgraded frieze board styles, profiles and sizes will be required. Corbelled masonry, stone or precast elements may also be used an as alternative method of frieze detailing.
- Façade development shall be designed to provide appropriate proportions and design detailing at the corners of main facades or upgraded facades. A variety of methods are acceptable, including quoins, return of front façade or plinth material for a portion of the side façade, or change in plane in conjunction with plan configuration.
- Railing design should employ high quality materials. A larger scale for pickets and posts are preferred but should be compatible to the proportions of the dwelling
- The use of continuous brick soldier course or precast masonry band details or quoining, appropriate to the architectural style and proportions are encouraged.
- Corner detailing should be in proportion to the scale and massing of the house. In general, 1200mm is considered an appropriate minimum range. Corner detailing should be terminated vertically at a horizontal material change that wraps around a house, such as a stone base.
- The quality of architectural trim materials and detailing should be integrated with the quality of materials chosen for dwelling facades, and are to be of an upgraded standard. Acceptable trim materials include prefinished wood trim and mouldings, smooth finished crezone board, stone mouldings, precast stone. Vinyl siding, simulated wood paneling and stucco board use is prohibited. All proposed materials by the Builders are subject to review by the Control Architect.
- Vertical building elements are highly encouraged and include, but are not limited to, chimneys, double height bay windows, plane changes and quoining.

Fig.3.4.3e:Natural or precast stone accents around windows are highly encouraged

Fig.3.4.3f: Frieze board materials should be of upgraded quality

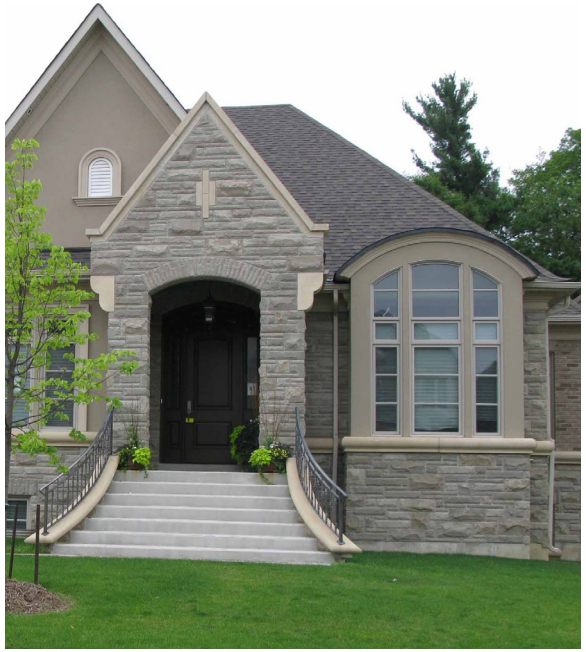


Fig.3.4.3g: Unique window shapes are encouraged

Fig.3.4.3h: Consistency of window styles on all facades of the dwelling is required

Windows

Ample fenestration and appropriate proportions for windows enhance a dwelling's appearance and are encouraged along publicly exposed elevations and helps to create a direct relationship with the public streetscape.

- The style of windows employed shall be consistent on all facades of the dwelling. Window frame colours will be compatible with the exterior colour package employed. Greater variety of window frame colours shall be offered.
- Materials used for windows shall be of enhanced quality. High quality materials to be considered include, but are not limited to, high quality vinyl or high quality wood.
- Treatment around basement windows shall be coordinated with the design of the dwelling and any other windows on the dwelling facade. Basement windows should be avoided on the front elevations of dwellings unless coordinated with the dwelling's design.
- Unique window shapes are encouraged as accents. They shall be proportional in relation to the overall design of the elevation, and appropriate to the architectural style of the dwelling.
- The use of bay windows or boxed out windows on wall faces helps create a unique executive quality for the dwelling unit, and its use on primary streetscape facing facades is encouraged.
- Where ground floor bay windows or boxed out windows are used, material and detail quality of their foundations shall coordinate with the dwelling's main facade.
- Generously proportioned windows appropriate to the larger scale of dwellings are important and should be considered.
- Ground level windows are required to be designed with larger window proportions while maintaining appropriate relationships with the overall facade design.
- The use of transoms at main floor windows and entrances is encouraged.
- Mullion and muntin bar divisions are encouraged in a manner that is compatible with the architectural language and style of the dwelling. A variety of configuration shall be provided. Taped or clip-on muntin bars will not be permitted.
- Grill patterns should suit the architectural style adopted. More diverse grill patterns than those provided for Standard Housing shall be offered by the Builders
- Double height windows are encouraged in conjunction with design of high interior spaces.
- Stone surrounds or other window surround detailing such as brick detailing, are highly encouraged.

Roofs and Dormers

Roofs serve as an important visual characteristic of any dwellings unit. Diversity of roof form can contribute substantially to the upscale image of the community. The following guidelines aid in making Executive Residential lots visually distinct from the remaining residential areas in the Vales of the Humber community.

- Roof forms shall be compatible with the architectural style and language used, and shall contribute to consistency of built form on all sides.
- For front and rear facing slopes, the minimum pitch shall be 8:12. The minimum pitch for side slopes shall be 10:12. Steeper roof slopes are required according to the architectural style adopted.
- Materials used for roofs shall be of enhanced quality. High quality materials to be considered include: heavy shadow textured asphalt shingles, cedar shingles or shakes, synthetic shingles, slate or slate-like shingles, pre-finished metals or metal accents, or roof tiles. Where pre-finished metals or metal accents are used, the colour of the materials are to be carefully selected and should be compatible to the colour package selected for the dwelling. Plain asphalt shingles will not be permitted.
- The use of well articulated roof forms is encouraged and may include steeper slopes or changes in roof plane for architectural features including but not limited to prominent corner features, and towers or turrets.
- Dormers can contribute to diversity of built form and add natural light to interiors, and should be applied where appropriate to the design of the dwelling.
- False dormers are not permitted. Roof forms, such as eyebrows or other dormer shapes ,that are configured to provide ventilation, are permitted.
- The detailing of dormers, including, size, shape, proportions, design, location and finishes shall reflect the architectural vocabulary or style adopted for the dwelling. The use of black glass should be avoided.
- The use of standing seam pre finished metal, or standing seam copper or zinc, is encouraged for roofs of bay or boxed out window features.
- Flat main roofs are discouraged, unless it is a component of a mansard roof. Where a flat roof is used over bay windows or entrances, it is to be combined with high quality balcony, parapet and/or cornice design.

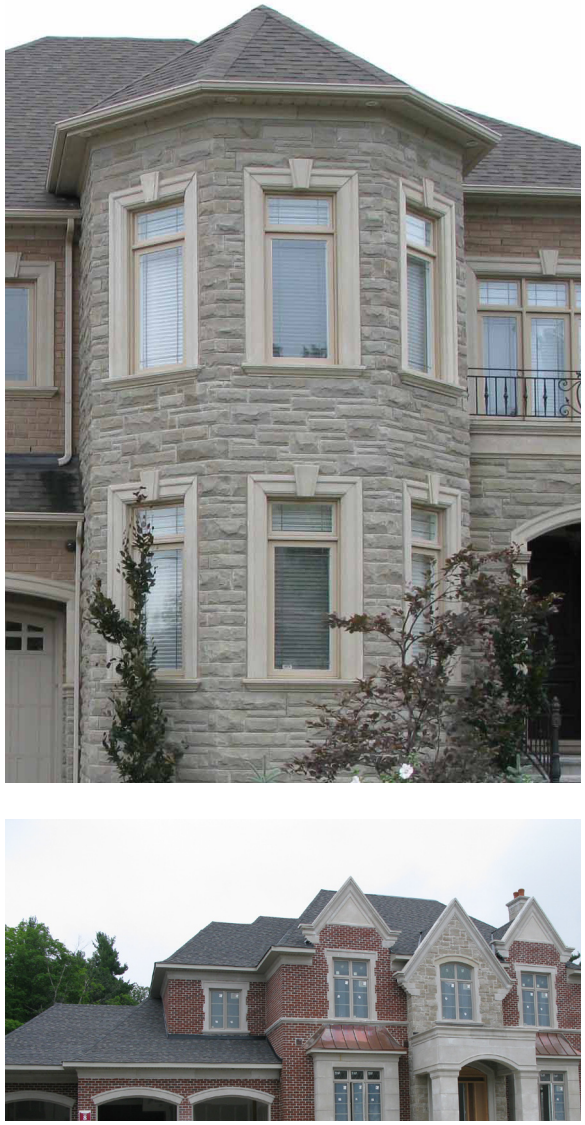


Fig.3.4.3i: Variation in roof articulation is encouraged

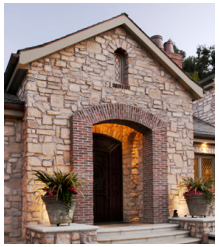


Fig.3.4.3j: Accent stone to be used in a manner consistent with the architectural style and other exterior materials used

Exterior Wall Cladding Materials and Colours

The use of higher quality of exterior wall materials is required.

- The use of higher quality exterior materials including cultured or natural stone, architectural precast, high quality clay brick, stucco and cement-fibre board is required. Lower quality materials such as vinyl siding, stucco board and simulated wood paneling are prohibited.
- Stucco may be used as a main wall building material, provided it is used in combination with a masonry plinth and well integrated architecturally. For dwellings where front, side or rear elevations of a dwelling are simultaneously highly visible to the public, wall cladding shall be consistent on all elevations of the dwelling. The use of stucco/stone house models shall be limited to not more than 40% of a block. Stucco/stone fronts may not be combined with brick side elevations, where the side elevations are exposed to public view. Where stone/stucco fronts are combined with brick side elevations, the material transition shall occur at an inside corner or other logical location points in the plan, such as chimneys, jogs, etc., or elements such as an eavestrough downspout. The use of stone as a main facade or accent element is encouraged.
- The number of stucco houses that can be sited side by side shall be limited to no more than two before a brick model must be used.
- Units where stucco is used in limited portions, for example in window bays, upper turret areas or portions of other architectural features, shall not be considered to be included in the 40% limitation guideline above.
- Stucco may be used as an accent material in roof gables and trim detailing.
- The selection of brick should be based on other exterior wall materials suggested for the dwelling and shall be in conformity to the architectural style and material palette. A high quality of clay brick is appropriate.
- Accent brick may be used and should be considered only when appropriate to the architectural style of the dwelling.

Fig.3.4.3k: Stone and brick are considered two of the suitable materials to denote an upscale image

- Select blended stone or cultured stone colour ranges and mixes should be made available exclusively to Executive dwellings as a means to differentiate between Standard housing and Executive housing.
- Builders should integrate joint placement appropriately with architecture of the building facade.
- To ensure a wide variation in exterior treatment and adequate variety within the streetscape of the Vales of the Humber Block Plan 50-1 and 50-2, each builder shall provide an appropriate diversity of Exterior Colour and Material Schedule Packages. to be determined by the Control Architect. Each builder should provide a minimum of 10 unique exterior colour packages for Executive dwellings.
- Apart from a Colour Schedule, a Colour Sample Board that identifies all exterior colour elements shall be submitted for review by the Control Architect.
- The colour composition of all exterior building materials shall be complimentary with each other.
- A visually attractive colour scheme shall be chosen for each dwelling in the Executive Residential areas.
- Visual diversity of the streetscape is encouraged and adjacent dwellings may not adopt the same colour schemes. Materials and colour palettes shall be developed to create harmonious streetscapes of the highest quality. The colour and material schedules developed shall use durable materials with a high level of finish. Refer to City of Brampton's Architectural Control Guidelines.
- Any identical colour schemes on any given street shall be separated by a minimum of three dwelling units. Identical colour packages should occur no more than two times within any row of ten dwellings.

Fig.3.4.3l: A variation on any given streetscape should be established through the provision of numerous Exterior Colour and Material Schedule Packages

Fig.3.4.3m: Individual doors should be used for three car garages

Fig.3.4.3n: Garages are encouraged to be incorporated within the dwelling unit

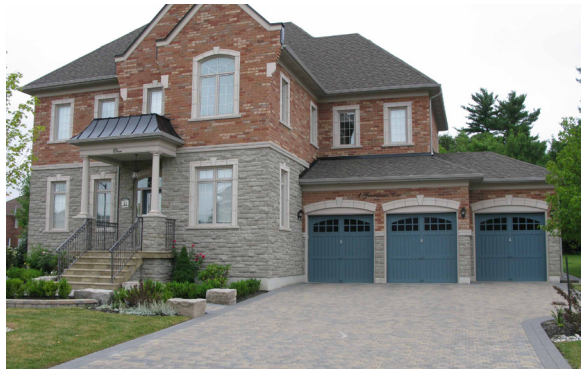


Fig.3.4.3o: Three car garages should mitigate any negative impact on streetscape

Garages

Garages should not become the dominant feature of the main façade of any Executive Residential dwelling. The following guidelines aim to minimize the impact of street facing garages on the streetscape.

To provide a variation to the streetscape, and to reduce the impact of garages on the street, different garage styles are required. Diversity in garage styles should be accomplished through changes in architectural massing, roof forms and detailing. Although the majority of garages are likely to be attached garages, various garage configurations should be considered.

- 10% of all upscale executive housing models made available for sale shall incorporate a garage configuration that is an alternative to a standard front facing attached garage. The alternative configurations may include, but are not limited to the following:
  - o 2, 3 & 4 car tandem garage
  - o Recessed garage located toward the rear of the house
  - o Rear attached garage
  - o Rear detached garage
  - o Perpendicular attached garage, located in front of the main wall of the house (must be sited in pairs with garage doors facing each other)
  - o Side entry garage incorporated into the main house volume.
  - o Split garages
  - o Porte-cochere garage
  - o Other innovative configurations which diminish the garage's visual impact upon the streetscape
- Particular care shall be taken in the massing and elevation design of garages with relationship to the overall facade design of the dwelling.
- Side facing garages shall be kept to a minimum, and shall be paired and not occur more frequently than in two units within a block of ten. Side facing garages, with their access in the front yard, shall not be used at corner lot locations.
- The garage wall facing the street shall , in all cases, demonstrate a high quality of architecture and be consistent with the front façade of the habitable part of the dwelling unit. This applies to the articulation of the base of walls or plinths, materials and detailing, around door openings, and eaves, cornice or frieze detailing. House designs that include habitable rooms with integrated window design over garages are encouraged.

- Attached front facing garages shall not project beyond the front face of the main wall or in the case of a porch, the front face of the porch. On Executive lots, with a frontage greater than 18.3 metres, attached front facing garages shall be recessed by a minimum of 1.0 metre
- Though they are far from public view, rear yard garages shall employ the same level of high quality materials and detailing as that of the dwelling unit.
- Attached three car, front facing garages are permitted on lots with frontages of 65ft. (19.8m) and greater.
- Where front facing three car garages are provided, they shall be designed to minimize their impact on the streetscape. The use of three individual garage doors, with a maximum width of 2.5m, is required. Variation in the plane of the garage doors and/or surrounding walls and roof lines is required to provide visual interest. Attached, 3 car, front facing garages shall offset one or more garage bays by a minimum 0.6 meters to provide roofline and built form articulation.
- Attached perpendicular garages and rear yard garages (attached and detached), and side entry garages should be considered as an alternative garage typology to reduce the visual impact of garages on the streetscape.
- Garage doors shall be of an upgraded quality and finish while ensuring long term durability suitable to our northern climate. The use of upgraded garage door styles is required, including panelled doors, glass lights, hardware detailing, etc.
- Builders shall supply the Control Architect with information stating the manufacturer of the garage doors and hardware being provided, together with their specifications, to ensure appropriateness for use in upscale executive dwellings.
- To create a variation in streetscape, a diverse use of garage door styles is highly encouraged. Each builder is to provide a minimum of 3 garage door styles to ensure this variation.
- All driveways shall be finished in hard surface of asphalt, interlock pavers or patterned concrete.
- Driveways accessing rear yard garages shall be no wider than a single lane until it approaches the garage.
- The use of high quality coach lamps is required.
- The use of decorative hardware is required.

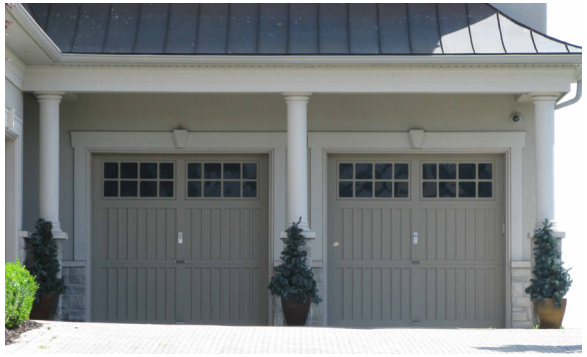
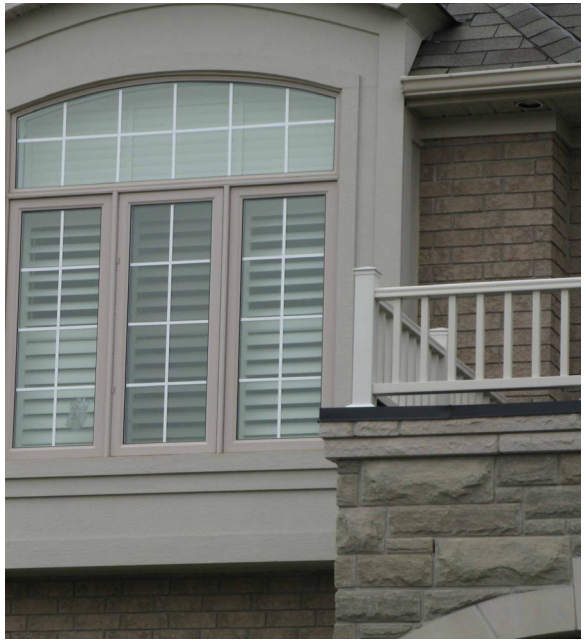


Fig.3.4.3p: High quality of materials should be adopted for driveways and garage doors



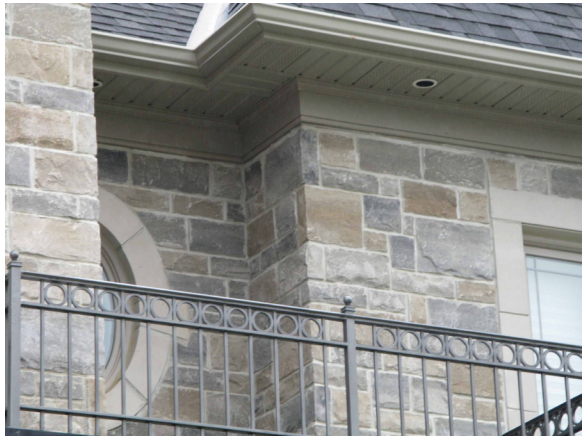


Fig.3.4.3q: An upgraded quality of railing design is required in the design of decks in Executive Lots dwellings

Decks

Executive dwellings with highly visible rear decks, either attached to the dwelling or built into the dwelling unit, require an upgraded quality of design, and shall adhere to the following guidelines:

- Upgraded railing design which is superior to railing design and quality of Standard dwellings is required.
- Decks shall be designed with proportions compatible to the dwelling unit.
- Staining of the wood deck shall be in a tone that is compatible with the exterior material and colour package employed.
- The use of pressure treated wood decks, railings, posts or stairs are not permitted.
- Pressure treated wood may only be used for underlying non visible structural components such as deck joists near grade. Posts and visible structural components must use upgraded materials

Adverse Grading Conditions

- Where site conditions result in highly steep slopes, up to 450mm of exposed concrete foundation wall may be permitted on elevations that are not exposed to public view, but will be reviewed on a case by case basis by the Control Architect.

Utility and Service Elements

- Utility and service elements should mitigate their visual impact on the streetscape through screening and should be located at least 1.2m away from the front edge of the dwelling facing the interior sideyard.
- All utility and service meters shall be located away from street view or screened through architectural integration and/or landscape elements.
- Where located on publicly exposed elevations, rainwater leaders/downspouts should be carefully considered in the dwelling's design to ensure they are discreetly located.

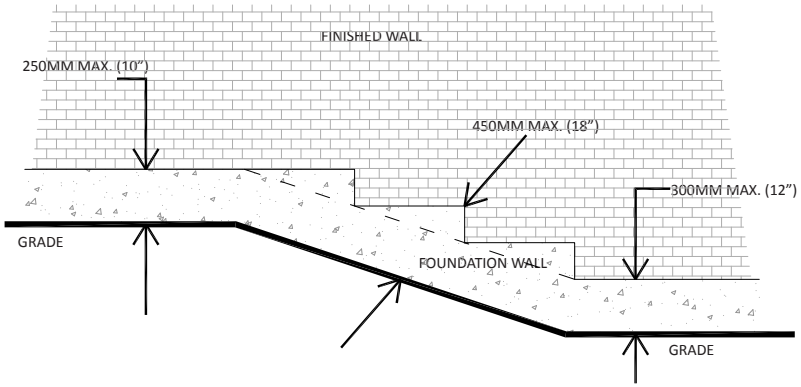


Fig.3.4.3r: Stepped foundation wall detail for steeply sloped conditions with a 450mm maximum allowable exposed foundation wall dimension on non-publicly exposed elevations

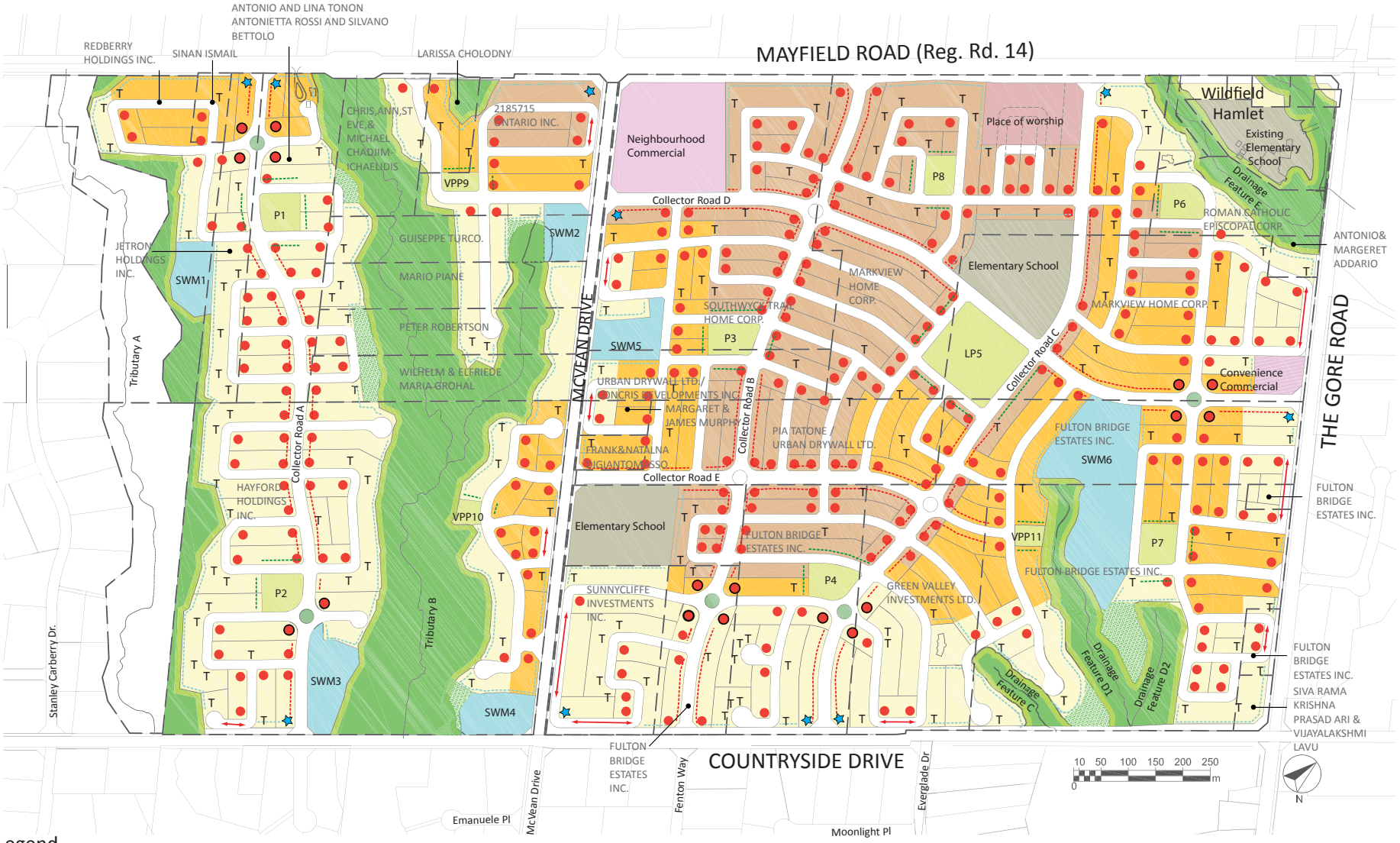
3.4.4 Priority Lots

Lots located in prominent locations of the community are deemed as Priority Lots. They require a higher standard of architectural design due to their visual significance. The executive vision for the Vales of the Humber community can be highlighted through design articulation at these priority lots (refer to Fig.3.4.4a and Fig.5.1). The enhanced treatment of these lots provides for variety and an added interest to the streetscape.

For the Vales of the Humber community, the various types of Priority Lots that exist include:

- Corner Lot Dwellings
- Community Gateway Dwellings
- Community Window Street Dwellings
- Dwellings along Collector Roads
- View Terminus Dwellings
- Upgraded Side/Rear Yard Dwellings
- Dwellings Facing Parks
- Roundabout Dwellings

Priority Lots that are located within Low Density Residential zones (refer to Figure 5.1) shall comply with the The City of Brampton's Architectural Control Guidelines for Ground Related Residential Development (ACG), whereas Priority Lots located within other residential designations shall comply with the ACG as well as the following additional guidelines and any guidelines listed in sections 3.4.2 and 3.4.3. Priority Lots located within Executive Residential zones are expected to be an elevated standard and it should exceed the minimum City requirements for Priory Lots.



Legend

- Corner Lots
- Roundabout Lots
- Lots Along Collector Roads
- Upgraded Side/Rear Yard Architecure Lots
- Lots Abutting Parks
- T View Terminus Lots
- Gateway Lots
- Window Street Lots
- Property Area Boundaries

Note: Please refer to Fig.5.1 in the Appendix of this document for a larger scale version of this map

Fig 3.4.4a: Priority Lot Location Plan

Corner Lot Dwellings

When a dwelling unit is located at the intersection of two major streets and two of its facades are facing the public streetscape, it is called a Corner Lot Dwelling. The following apply:

- Specific corner lot models must be developed for corner lots. Modifications to internal lot models for corner lot siting is not permitted.
- Walkways from main front entrances to sidewalks are highly encouraged.
- Natural light at entrances is required to be provided through door glazing, transoms, etc. Decorative door glazing is encouraged.
- Wrap around porches are highly encouraged depending upon applicability for the house type adopted at corner lots.
- Steeper roof slopes or changes in roof plane are highly encouraged where appropriate.
- Facades are to be well articulated with the addition of architectural elements like bay windows, chimneys, etc. These elements should relate to the pedestrian scale.
- Double height windows are highly encouraged.
- The use of standing seam pre finished metal, or standing seam copper or zinc, is required for bay or boxed window features.
- Architectural styles of directly opposite corner lots should be compatible. However, identical elevations are strongly discouraged, but design coherence shall be ensured.
- Where stucco is used as a main cladding material,it shall be used consistently on all elevations of the dwelling. Masonry plinths, which are required to be used in combination with stucco as the main wall material, shall also maintain a constant datum around all elevations of the dwelling.
- The use of stone as a main facade element and stone accents, such as keystones,cornices, sills and lintels are highly encouraged.
- Projecting garages are not permitted at corner lots.
- Stone lintels above garage doors, with keystones, are required.
- Publicly exposed balconies above porches/ porticoes are highly encouraged. Materials and railing design shall be compatible to porch/portico railing adopted.
- Wood privacy fencing shall be similar to the “light duty” version of the City standard acoustic fence, but at 1.8m ht., with alternative top rail and post design and 38mm T&G boards.
- Acoustic fencing shall be consistent with the City standard Acoustic Wood Fence Type ‘A’ - dwg. 837, with alternative top rail and post design.
- Vertical architectural elements/features are highly encouraged and may include chimneys, towers, turrets double height bay windows, plane changes and/or quoining. Where quoining is adopted stone or stucco quoins are preferred and shall have a minimum projection of 12mm wrapped around the corner.

Fig 3.4.4b: High quality detailing is required on both street facing facades of a corner lot dwelling unit

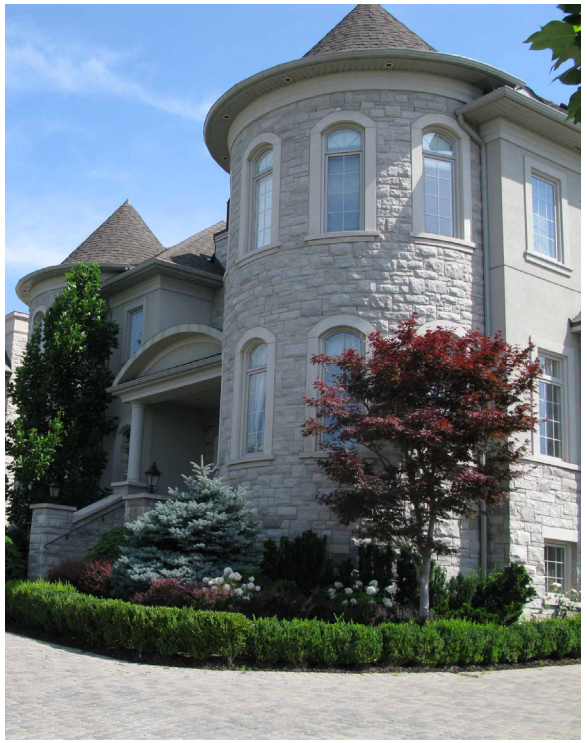


Fig 3.4.4c: Image example of a possible vertical feature at corner lots.

Community Gateway Dwellings

Gateway Lots are those located at what are considered the main points of entry into the community. It becomes imperative for dwellings on these lots to display an Executive character reflective of the upscale nature of the Vales of the Humber community. They shall adhere to the guidelines mentioned under 'Corner Lot Dwellings' along with the following additional guidelines:

- Careful attention should be paid to the proper coordination of the position of main entrances and driveway locations and shall be reviewed on a case by case basis by the Control Architect.
- Bay or boxed out windows are required at Gateway Lots and other window accents are highly encouraged.
- Natural or precast stone accents are required. This includes, but is not limited to, window surrounds, main entrance door surrounds and garage door lintel enhancements.

Fig 3.4.4d: Balconies above porches are highly encouraged on Community Gateway and Community Window Street Lots

Community Window Street Dwellings

Local streets at the community boundary that are parallel and immediately adjacent to major community boundary roads, are termed as Window Streets. Any houses that front these streets are referred to as Community Window Street Dwellings.

- Since these dwellings serve as a display for the executive nature of the community, upgraded building materials, such as the use of stone as the main facade element, are highly encouraged. Natural or precast stone accents are required.
- Entrances should be designed to reinforce the Window Streets streetscape where possible. At corner lots, the facade facing Window Streets shall be of an upgraded quality.
- Front facing balconies above porches/porticoes are highly encouraged due to their visibility from the community's boundary roads. Materials and railing design shall be compatible to the upgraded quality of the ground floor porch/portico railing adopted.
- The use of standing seam pre finished metal, or standing seam copper or zinc, is required for bay or boxed out window features. Double height bays are highly encouraged.
- Projecting garages are not permitted on Community Window Street Lots.
- Vertical architectural elements/features are required and may include chimneys, double height bay windows, plane changes and/or quoining.

Dwellings Along Collector Roads

Collector roads form an important part of the community and serve as important cross-community links. Dwelling units along these streets serve as tools to showcase the Vales of the Humber community's executive character, and shall adhere to the following guidelines.

- Architectural projections and other features such as covered porches, porticoes and well articulated entrances, chimneys, bay windows, dormers, etc. are to be used as integral components of the design of these dwelling units. To enhance the quality of the built form along the major collector roads, ample fenestration shall be employed.
- On larger lots, builders are encouraged to provide garage type alternatives to create a variation along collector road streetscapes.
- Projecting garages are not permitted. They can be integrated with the porch architecture but shall not project farther than the porch. For lots greater than 15.2m garages shall be recessed from the main wall and porch line.
- Stone surrounds above garage doors, with keystones, are highly encouraged.
- Building lighting shall contribute to and compliment the abutting streetscape.

View Terminus Dwellings

Dwellings that are located at T-intersections and lots on the outside of curved streets are referred to as View Terminus Dwellings. They are important visual termini for axial routes and hence serve as important priority lots. (Fig 3.4.4e)

- Siting of dwellings should avoid terminus views of garage doors and shall locate main entrance features such as porches and porticoes, prominently.
- Distinct architectural treatment of these dwellings are encouraged to distinguish them from adjacent lots.
- Distinguishing architectural features such as chimneys, bay windows, towers, turrets or dormers are required.
- Front facing balconies above porches/porticoes are highly encouraged. Materials and railing design shall be compatible to porch/portico railing adopted.
- The use of stone as a main facade element and stone accents, such as keystones, are required.
- In the case of dwellings on curved streets, side elevations that are exposed to the street shall employ the same level of detail and material quality as that of the main façade of the dwelling, as they are both exposed to the public realm.
- Projecting garages are not permitted. They can be integrated with the porch architecture but shall not project farther than the porch.
- Stone surrounds around garage doors, with keystones, are required
- On pie-shaped lots, locating detached rear yard garages within the wider portion of the lot and set well back from the street is highly encouraged.

Upgraded Side/Rear Yard Dwellings

Where a dwelling's side or rear elevation is exposed to the public realm, they require an upgraded treatment. This includes dwellings that back or flank onto public open space areas such as valleylands and stormwater management ponds, boundary roads, commercial sites and institutional sites. Reverse frontage lots that exist along Mayfield Road in this community are to adhere to the following guidelines as well:

- Walkways from main entrances to sidewalks are highly encouraged.
- Architectural and detail quality shall be similar to the street-facing elevation.
- Rear and side wall articulation is required for lots that back or flank onto public areas. Where it can be demonstrated that limited exposure of rear or side walls occur, roof form articulation shall be provided at a minimum.
- All elevations exposed to the open space shall be given equal importance in term of architectural detailing and upgraded material quality.

Fig 3.4.4d: Dwellings at curved streets should be treated with distinguishable architectural features

Fig 3.4.4e: Stone accents such as keystones are required at View Terminus Lots

Fig 3.4.4f: Conceptual image of an upgraded sideyard elevation dwelling.

- Where long stretches of rear elevations are exposed to public view, plane changes are highly encouraged through the use of bay or boxed out windows, or decks.
- Bay windows or boxed out windows are highly encouraged on reverse frontage lots where solid fencing does not obscure the ground floor from public view.
- The use of standing seam pre finished metal, or standing seam copper or zinc, is required, where feasible, where bay or boxed out windows are used
- Double height windows are highly encouraged.
- Where publicly visible, decks shall be of an upgraded quality, with the use of cedar as a requirement.
- Natural or precast stone accents are highly encouraged. This includes, but is not limited to, window surrounds, sills and lintels.
- Vertical architectural elements/features are required and may include chimneys, double height bay windows, towers, turrets, plane changes and/or quoining.

Dwellings Facing or Abutting Parks

- Natural light at entrances is required to be provided through door glazing, transoms, etc. Decorative door glazing is encouraged.
- Roof form articulation is highly encouraged where appropriate. .
- Bay or boxed out windows are highly encouraged on elevations that face parks.
- The use of upper storey balconies overlooking parks is encouraged. The materials and railing design shall be compatible to the upgraded porch/portico adopted.
- The use of stone as a main facade element is highly encouraged. Natural or precast stone accents are encouraged.
- Projecting garages are not permitted. They can be integrated with the porch architecture but shall not project farther than the porch. For lots greater than 15.2m garages shall be recessed from the main wall and porch line.
- A variation of garage door styles, of an upgraded quality, are encouraged to avoid repetition.
- Stone lintels above garage doors, with keystones, are encouraged.
- Lighting shall contribute to and compliment the abutting streetscape.

Roundabout Dwellings

Landscaped roundabouts have been incorporated into the current Block Plan, and dwellings on corner lots adjacent to these are termed as Roundabout Dwellings. As Roundabout Dwellings are a type of corner lot dwelling, guidelines mentioned under 'Corner Lot Dwellings' along with these additional guidelines shall apply:

- Colour package repetition is not permitted for dwellings around the same roundabout. They may have different elevations, yet shall maintain an architectural compatibility in massing and scale.
- The entrances of the dwelling units are encouraged to address the roundabout as an angled or porticoed entryway, where possible, feasible and practical. Walkways from main front entrances to sidewalks are required.
- Natural or precast stone accents are required on all facades exposed to the roundabout and adjacent streets.
- Stone lintels above garage doors with keystones, and decorative glazed panels

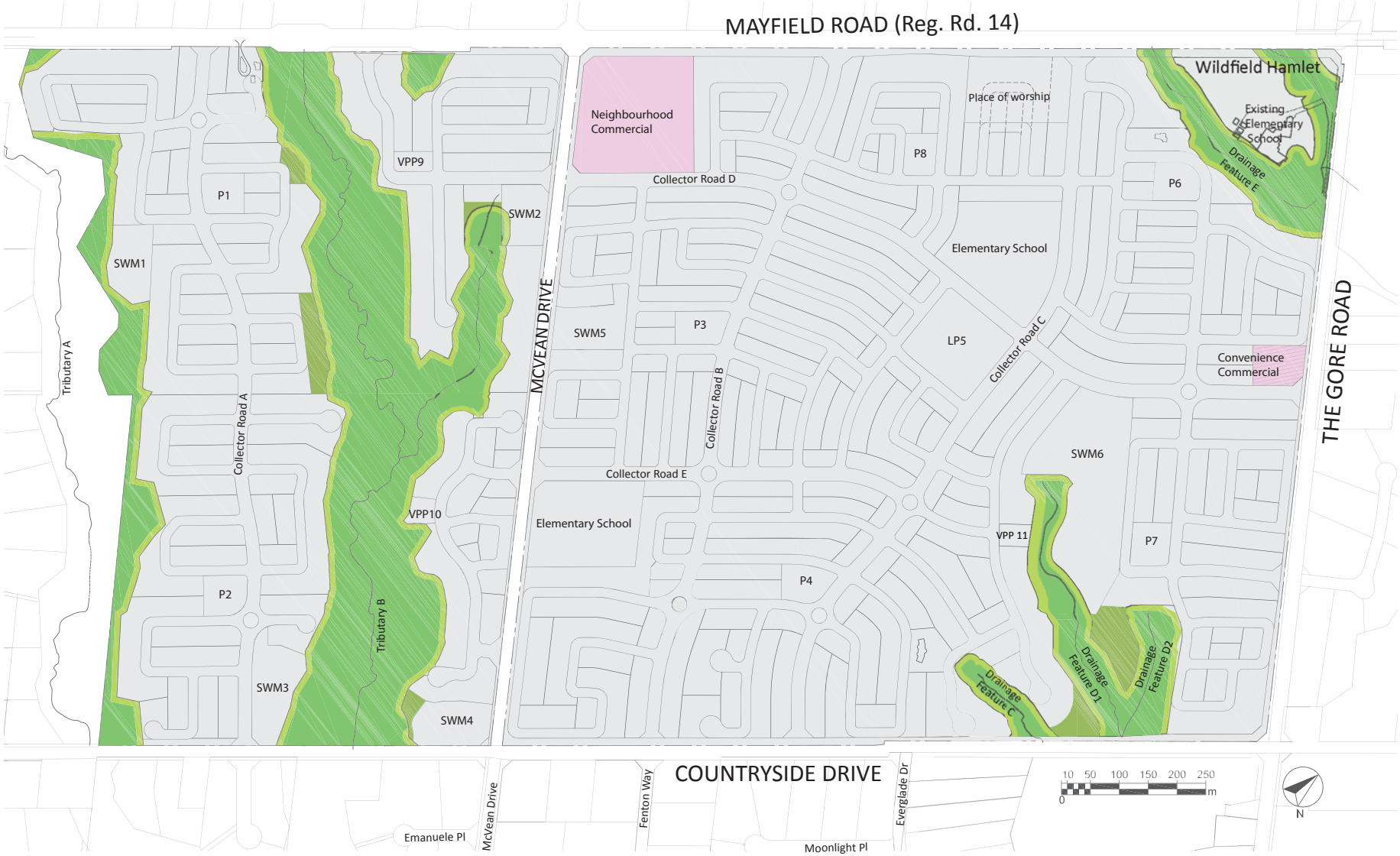
Fig 3.4.4g: Dwellings encouraged to address roundabouts where feasible and practical

3.4.5 Design Criteria for Commercial Areas

One neighbourhood retail and one convenience retail sites are proposed for the Vales of the Humber Secondary Plan Area. They are located on either a major collector road or an arterial road, external to the core of the executive community. High quality design, use of materials and execution is expected for all commercial developments in order to serve as a proponent of the upscale executive nature of the community All commercial development is subject to the City of Brampton's Site Plan Approval Process. The following guidelines shall be adhered to:

- The building shall be sited at prominent street corners, close to the street edges.
- Building entrances should be identified with significant architectural treatments such as towers, canopies, colonnades.
- Visual interest and building identity shall be created through the building's layout and volume.
- Architectural elements such as fenestration, change in wall planes, projecting elements, prominently visible corner features and overhangs are strongly encouraged to prevent large, uninterrupted wall expanses, and must be of a high quality.
- High quality, low maintenance materials shall be provided on all elevations visible to public views.
- Highly articulated facades and roofs are required along the street edge and along internal routes to reinforce active streetscapes.
- Blank facade walls shall be avoided.
- The design of this area should reinforce the streetscape of the corner intersection, through the orientation of the buildings, entrances, signage, and landscape elements at the site entrance.
- Pedestrian routes shall be clearly defined through paving, landscaping and streetscape furnishings. Painted line marking shall not be permitted.
- Pedestrian walkways from transit stops, municipal sidewalks, public streets, and within the site, shall be safe, comfortable, efficient, well delineated from vehicle routes through the use of distinguishing material, colour and pattern, and shall be continuous across all drive aisles.
- Pedestrian access shall conform to barrier-free principles of design.
- Pedestrian routes shall not be obstructed by any kind of product, utility or display.
- Parking areas shall be articulated with a combination of landscape and streetscape features to reduce the impact of large area of surface parking and to promote safety and comfort for pedestrians.
- Parking lots are to be located to the side and rear of all buildings.

Fig 3.4.5a: Unique paving, landscaping and streetscaping furniture help distinguish pedestrian routes from vehicular routes



Legend

- Neighbourhood Commercial Site
- Convenience Commercial Site
- Valleylands (with buffer)
- Restoration/ Enhancement Area

Fig 3.4.5b.: Commercial Retail Sites in the Area

- Differentiated paving materials should be used in parking area to delineate pedestrian walkways to building entrances.
- Parking lot design shall allow for intermittent landscaped islands to allow for tree planting that provide shade to pedestrians. Such islands also help reduce the scale of the large parking areas.
- Landscaping such as low berms and hedge plating should be employed to mitigate views of parking areas.
- Signage design shall be of high quality and integrated with building elevations to minimize visual clutter.
- The design of exterior lighting shall minimize projection of light onto adjacent residential lots.
- The use of accent lighting for special architectural features is encouraged.
- Canopies shall be provided on all storefronts facing pedestrian walkways to ensure weather protection for pedestrians and also to relate the scale of the building to the pedestrian.
- Outdoor patios should be considered for different commercial types. Outdoor seating areas are encouraged where appropriate to further activate streetscapes and to serve as features within this upscale environment.
- In addition, a high standard of architectural massing and detail is required to complement the executive character intended for the Area.
- Commercial areas are to be arranged as a series of smaller buildings of the same proportion as the surrounding residential areas.
- Loading, garbage and other service areas for buildings shall be combined and internalized whenever possible, and shall be located out of public view away from arterial and primary roads, and shall be incorporated into the built form. Food wastes, if any, shall be stored in climate controlled rooms.
- Gas and utility pipes shall be built within wall assemblies and shall not be visible on any building face exposed to public views. Gas meters shall not be visible from any public road and shall not be located adjacent to internal pedestrian walkways unless built into wall niches and screened from view. For multi CRU buildings, ganged meter arrays should be avoided, and remote metering should be employed.
- All rooftop mechanical units and equipment including but not limited to HVAC units, stacks. vents, etc., shall be screened from all public views. Building parapets should be designed to be of sufficient height to provide adequate screening wherever possible. In all cases, screening material shall be integrated and compatible with the architectural design, and materials of the building.

Fig 3.4.5.c: Where possible, outdoor patios are encouraged

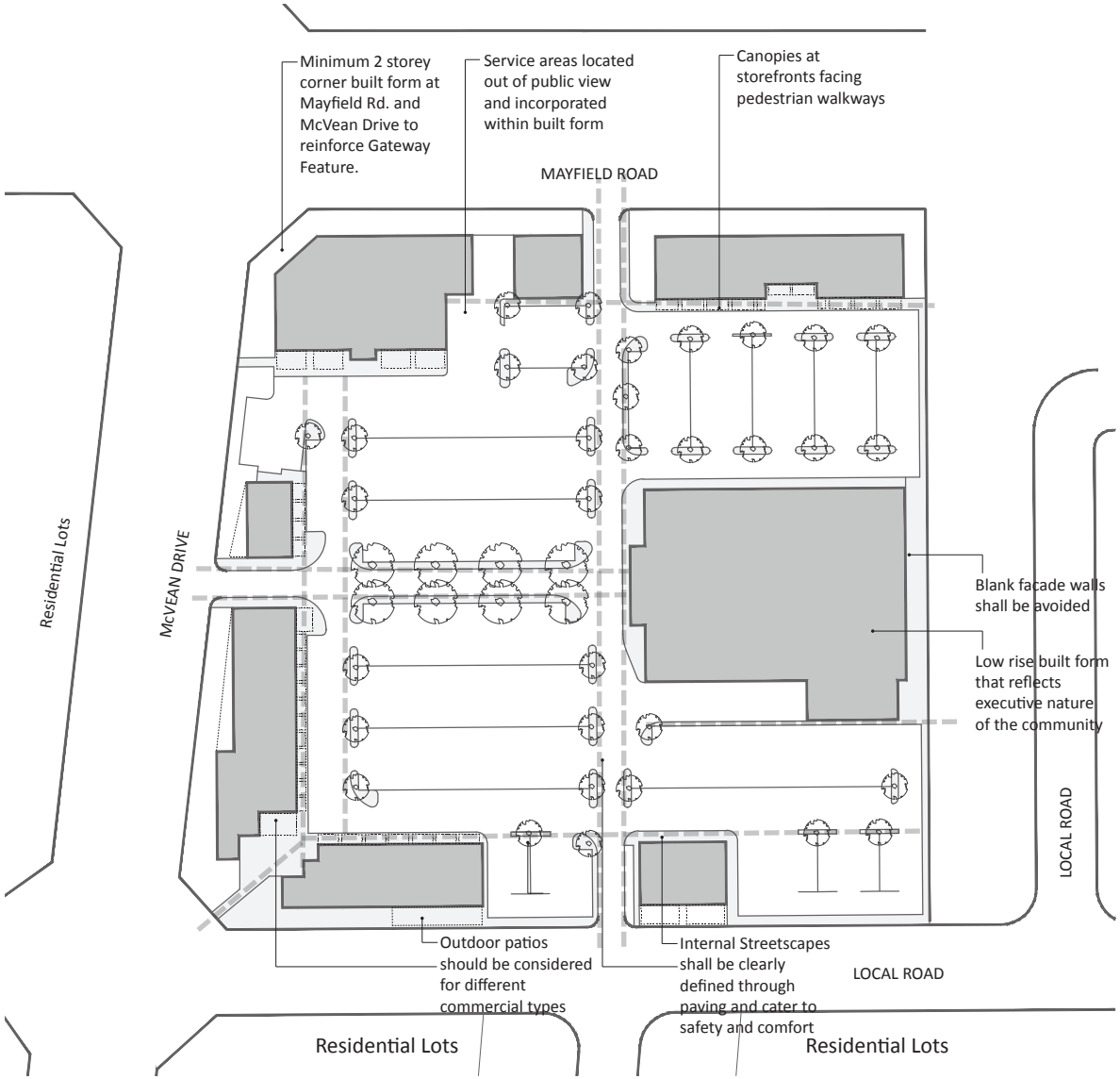


Fig 3.4.5.1: Conceptual Design of Neighbourhood Retail Site

(Site Plan Sketch prepared by A. Baldassarra Architect Inc.)

3.4.5.1 Neighbourhood Retail

The 4.0Ha Neighbourhood Retail site, located on the south-east intersection of Mayfield Road and McVean Drive (refer to Fig.3.4.5) reinforces the Community Gateway (discussed previously in Section 3.1.2) for the Area. A built to edge condition to heighten the relationship between the commercial built form and the adjacent roads is envisioned. It should also consists of safe and strong internal pedestrian routes connecting to other pedestrian routes outside the commercial site (refer to Fig. 3.4.5.1b). Consistency with the community's executive architectural image is also required for its successful integration within the Area. Apart from the above mentioned guidelines, the following shall be adhered to for the neighbourhood retail site:

- Reiterate the gateway nature of this site through a combination of minimum 2 storey built form that reinforces the corner, and urban design features that strengthen pedestrian access and a corner open space.
- Reinforce the intersection of Mayfield Road and McVean Drive by locating any built form parallel to and close to the streetscape edge.
- The design of free standing and fascia signage, and lighting shall be coordinated with the overall design for the Neighbourhood Retail centre, ensuring objectives of lighting and signage are balanced by an appropriate response to scale and design.
- All building facades along Mayfield Road and McVean Drive shall consist of 50% glazing

3.4.5.2 Convenience Retail

This commercial site is located at the intersection of the northern most major east-west collector road and The Gore Road (refer to Fig.3.4.5). Its proximity to the Hamlet of Wildfield requires that the built form respect and reflect the heritage aspect of the community (Refer to Fig. 3.4.5.2b).

Apart from the above mentioned guidelines, the following shall be adhered to for convenience retail sites:

- A certain portion of the corner shall be a minimum 2 storey corner built form to reinforce the intersection.
- All building facades the Gore Road shall consist of a large proportion of glazing.
- The built form and materials shall reflect the nature of the Wildfield Hamlet through the suggested use of:

  -decorative brick detailing above windows;

  -stone plinths;

  -wider stone sills and lintels;

  -larger roof overhangs;

  -heritage tones and colours for all facade materials, window treatments, and other such architectural details

Refer to Part VI –Site Planning and Built Form for relevant design criteria under Section 2 – Commercial Areas of the City of Brampton's Development Design Guidelines.

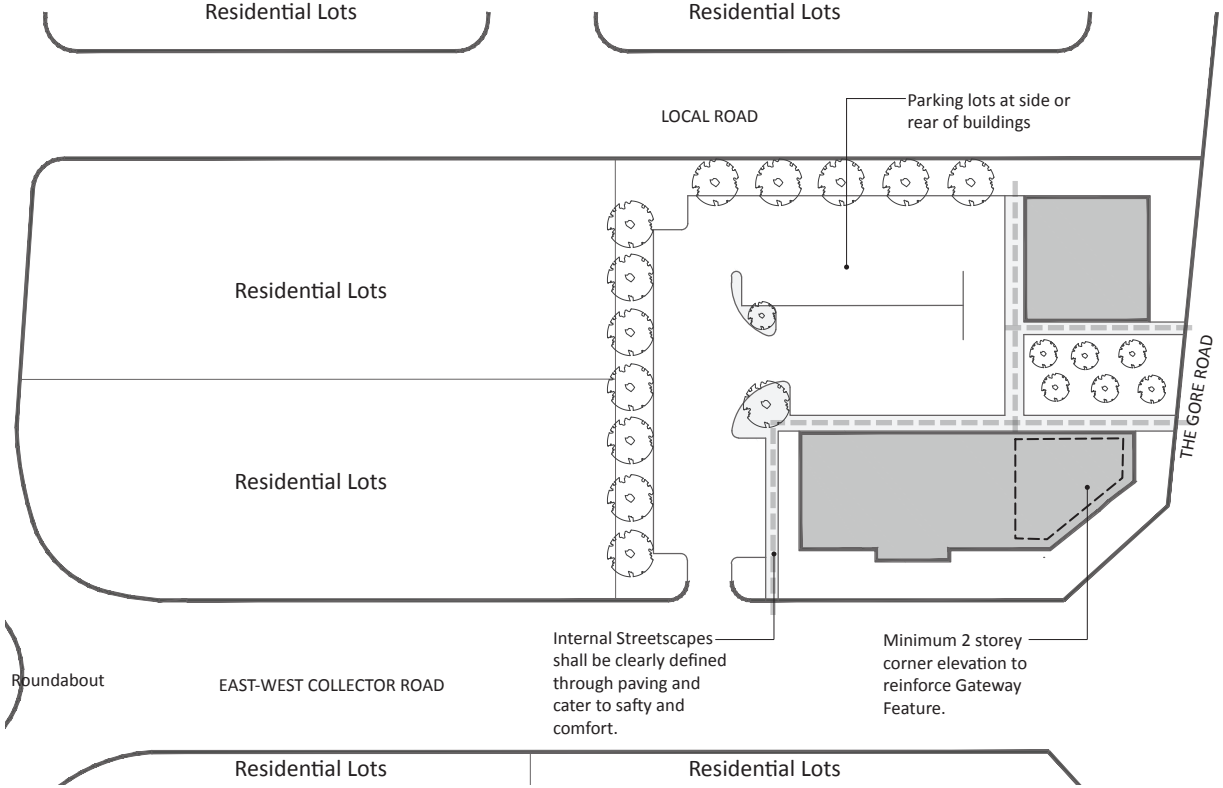


Fig 3.4.5.2: Conceptual Design of Convenience Retail Site
(Site Plan Sketch prepared by A. Baldassarra Architect Inc.)

3.4.6 Design Criteria for Institutional Areas

Institutional blocks, including schools and places of worship, are valuable community amenities and have the potential to act as landmarks if they are more than 2 storeys high. Within the Vales of the Humber community, such blocks are located at the edge of the community with direct access either off a major collector road or an arterial road. Institutional buildings must utilize design principles that complement the upscale executive character of the Area. Expression of architectural styles through attention to detail is required for all institutional buildings. All institutional development is subject to the City of Brampton's Site Plan Approval process and shall incorporate architectural styles and design principles that are complimentary to the upscale character of the community.

3.4.6.1 Place of Worship

The place of worship has been proposed near the eastern vicinity of the community south of Mayfield Road and west of the Wildfield Hamlet (refer to Fig.3.4.6c)

- The place of worship building should be located prominently at the intersection of the Mayfield Road and the north-south collector road and address both streets.
- Main entrances should be clearly visible from the street and should act as a focal point.
- Prominent features, such as church spires, help reinforce the place of worship as a landmark and are encouraged.
- The style adopted and materials used shall portray a character appropriate to its religious organization while maintaining an executive character compatible with the surrounding residential community.
- All service, loading, garbage areas and all building utilities shall be integrated into the building design screened.
- Any lighting shall be directed away from surrounding residential lots.
- Pedestrian walkways from transit stops, municipal sidewalks, public streets, and within the site, shall be safe, comfortable, efficient, well delineated from vehicle routes through the use of distinguishing material, colour and pattern, and shall be continuous across all drive aisles.
- Building design shall comply with the City's accessibility initiatives

Legend

- School Sites
- Place of Worship Site
- (A) Dufferin-Peel Catholic District School Board
- (B) Peel District School Board
- Valleylands (with buffer)
- Restoration/ Enhancement Area

Fig 3.4.6a: Institutional Sites

Fig 3.4.6.2a: Main entrances to the schools should be visible from the street

Fig 3.4.6.2b: Prominent features help reinforce the landmark nature of the schools

3.4.6.2 Schools

Two schools have been proposed for the Area. While one is in proximity to Mayfield Road on the north, the other lies further south along McVean Drive (refer to Fig.3.4.6c). The following guidelines are intended for the proposed school sites in the Vales of the Humber community:

- School buildings shall be sited at prominent street corners to define the street edge.
- Use minimal setbacks to create street related building conditions.
- Architectural elements such as fenestrations, change in wall planes, projecting elements, prominently visible corner features and overhangs are strongly encouraged to prevent large, uninterrupted wall expanses, and must be of a high quality.
- Main entrances should be clearly visible from the street and should act as focal point.
- Any perimeter fencing adopted shall be consistent with the proposed adjacent built form.
- Prominent features that help reinforce the landmark nature of the schools shall be employed. Elements such as vertical projections, bay windows, canopies and roof forms should be used to create a significant identity for these structures.
- The architectural design shall respond to the context of street views and vistas from the adjacent areas.
- Parking shall be located at the rear or the side of the buildings.
- Access to parking shall be clearly marked, and any other signage should be situated at grade and coordinated with the architecture and landscape design.
- Direct pedestrian links from any major entrances to adjacent public sidewalks shall be created.
- Any service areas shall be screened from public view if not integrated within the principle building.
- All rooftop mechanical units and equipment including, but not limited to, HVAC units, stacks, vents, etc., shall be screened from all public views. Building parapets should be designed to be of sufficient height to provide adequate screening where ever possible, otherwise a mechanical penthouse shall be provided. In all cases, screening material shall be integrated and compatible with the architectural design, and materials of the building.
- Any lighting shall be directed away from surrounding residential lots.
- Signage adopted shall be integrated into the building architecture and accent lighting for any isolated signage structures is encouraged.

The following guidelines are to be adhered to for any expansion to existing school structures in the community:

- New entrances should be visible from the street and should act as focal point.
- Architectural elements such as fenestrations, change in wall planes, projecting elements, prominently visible corner features and overhangs are strongly encouraged to prevent large, uninterrupted wall expanses, and must be of a high quality.
- Architectural elements such as vertical projections, bay windows, canopies and roof forms should be used to create a significant identity for and new school structures.
- The architectural design shall respond to the context of street views and vistas from the adjacent areas and to the context of existing school structures on the site and the Wildfield Hamlet.
- Parking shall be located at the rear or the side of the buildings. Due to existing constraints, parking near street fronts may be required. Any such parking shall be adequately screened by means of landscape, grading and/or other means.
- Direct pedestrian links from any major entrances to adjacent public sidewalks shall be created.
- All rooftop mechanical units and equipment including, but not limited to, HVAC units, stacks, vents, etc., shall be screened from all public views. Building parapets should be designed to be of sufficient height to provide adequate screening where ever possible, otherwise a mechanical penthouse shall be provided. In all cases, screening material shall be integrated and compatible with the architectural design, and materials of the building.
- Any lighting shall be directed away from surrounding residential lots.
- Signage adopted shall be integrated into the building architecture and accent lighting for any isolated signage structures is encouraged.

Refer to Part VI –Site Planning and Built Form for relevant design criteria under Section 4 – Institutional and Community Sites of the City of Brampton's Development Design Guidelines.

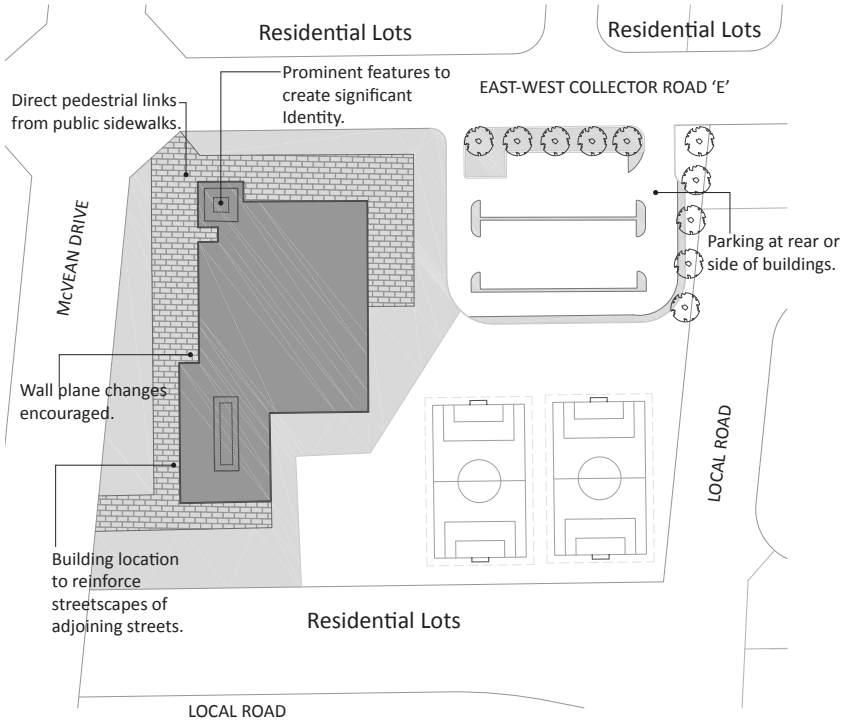


Fig 3.4.6.2c: Concept Design for Institutional Site abutting McVean Drive (Refer to Fig.3.4.6a)

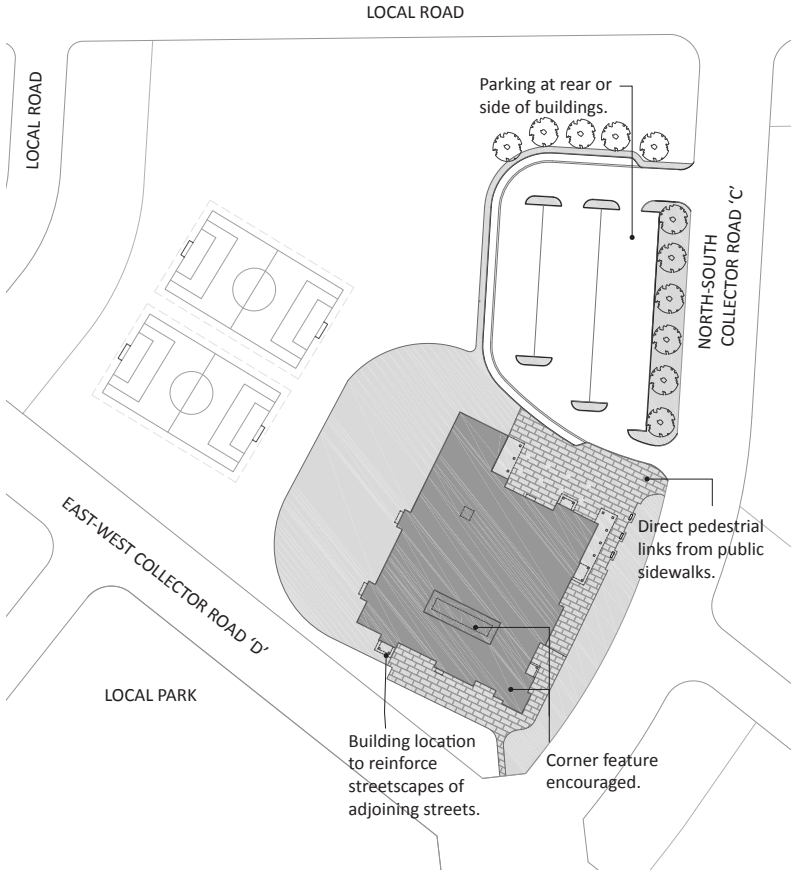


Fig 3.4.6.2d:Concept Design for Institutional Site across from Local Park (Refer to Fig.3.4.6a)

4.1 Process

The Vales of the Humber Block Plan Area 50-1 & 50-2 Community Design Guidelines provide the overall design direction for development of both the private and public realms within the community. The private realm, or Built Form, will be implemented through an architectural design review and approval process. The public realm, or Landscape Design, will be implemented through a detailed landscape design submission and approval process.

4.1.1 Architectural Design Review and Approval Process

Ground related residential development for all Standard Built Form with the Vales of the Humber Block Plan Area 50-1 & 50-2 is subject to the provisions of Architectural Control Guidelines for Ground Related Residential Development (ACG), chapter 7 of the Development Design Guidelines (DDG).

Developers and their consultants shall verify with the Community Design staff the latest version of the approved document in force.

4.1.2 Role of the Control Architect

The Control Architect will review submissions by the Builders in a fair and timely manner to ensure they are appropriate and in general compliance with the Vales of the Humber Block Plan Area 50-1 & 50-2 Community Design Guidelines (CDG) and the ACG. To ensure the City plays a greater role in overseeing the architectural control process, regular meetings between the Control Architect and the City will occur together with regular progress reports to the Brampton Community Design staff. This is particularly important with regards to Executive Residential Areas and Special Character Areas within the community where both the image and character of the City and the design expectations of the community are at stake.

Prior to any sales, meetings will be arranged between the City and Control Architect, and the Developers, Builders, Site Superintendents and Sales staff to ensure that all stakeholders are familiar with the expectations for housing design and construction quality. The Control Architect will conduct periodic site visits to report any non-compliance with this CDG document.

4.1.3 Detailed Landscape Drawings

Detailed landscape drawings shall be based on the approval of the CDG and will be administered by the City of Brampton. Detailed design of the parks will be determined at the subdivision landscape drawing review stage.

4.1.4 Monitoring for Compliance

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

4.2 Conclusion

The guidelines, principles and recommendations contained within the Vales of the Humber Block Plan Area 50-1 & 50-2 Community Design Guidelines document will govern the preparation of detailed landscape drawings and the architectural control review process at the subdivision approval stage.

4.3 Landscape Cost Responsibility Matrix

	Capital Cost City Responsibility (DC Funded)	Capital Cost Developer Responsibility (works by developer)
A1. STREETSCAPE		
• Street trees - 70-80mm cal.		▬
• Enhanced paving crosswalks		▬
• Enhanced gateway features, including low decorative walls and columns, enhanced decorative metal fencing, ornamental planting and irrigation		▬
• Street lighting		▬
• Upgraded wood privacy fencing, including corner lot and acoustic fencing		▬
• Bell walk-in cabinet planting		▬
• Community mailbox areas - hard surfacing, topsoil, sod and any planting		▬
• Community mailbox kiosk where appropriate to open space or streetscape condition (enclosure, including decorative bases and trellis/canopy structure)		▬
• Upgraded treatment and materials for roundabout (decorative paving treatments/ walls, masonry/stone work, columns, irrigation, markers, etc.)		▬
• Window street treatment - upgraded low decorative metal fencing, low masonry/ stone columns, fully landscaped boulevard (per City standard)		▬
• Upgraded street signage, if implemented (per City standard)		▬
• Signage for all bike path development		▬
A2. STREETSCAPE - FOR EXECUTIVE AREAS ONLY		
• Street trees - 100mm cal.		▬

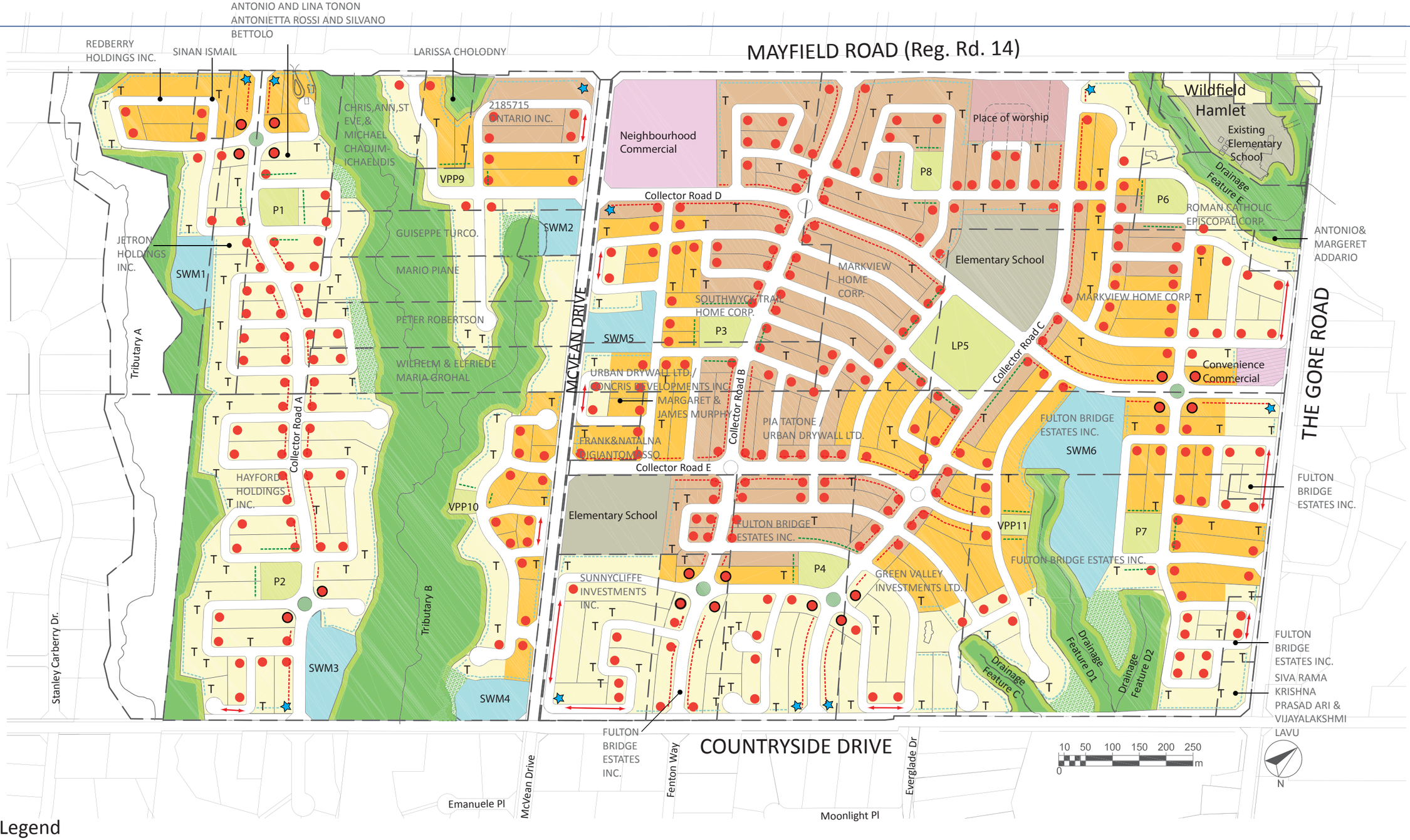
	Capital Cost City Responsibility (DC Funded)	Capital Cost Developer Responsibility (works by developer)
B1. PARK BLOCKS - STANDARD TREATMENT		
• Grading, topsoil, sodding and tree planting	▬	
• Walkways, hard surface paving (asphalt / concrete)	▬	
• Drainage system, storm and utility lines	▬	
• Park furniture and lighting	▬	
• Arbour / trellis structure	▬	
• Playground to standard and approval of the City	▬	
• Alternative play feature (play court) as required	▬	
• Perimeter fence where required		▬
• Decorative paving and/or seating areas under shade structures	▬	
• Architectural entry features (walls, columns, entry paving, etc.)		▬
B2. PARK BLOCKS - UPGRADED TREATMENT		
• Upgraded shade or gazebo structure (portion of costs calculated over and above a conventional or standard shade structure cost)		▬
• Architectural entry features (masonry/stone walls, columns, etc.)		▬
• Decorative paving at park entry		▬
• Parking facility, if integrated	▬	
• Decorative metal fencing		▬
• 100mm cal. deciduous trees	▬	
• Information signage for special character areas, if implemented		▬

Note: Any enhancements to the City of Brampton current standard park design requirements will be a developer cost. Costs calculated as over and above standard or conventional cost items.

	Capital Cost City Responsibility (DC Funded)	Capital Cost Developer Responsibility (works by developer)
C1. TRAILS AND PATHWAYS - STANDARD TREATMENT		
• Multi-use trail through Natural Heritage System (surface material to be determined), barriers (as required), lighting (as required), pedestrian bridge structure (as required)	■	
• Pedestrian trail crossing of the northeast NHS to the school (Drainage Feature E), including bridge structure*		■
• Trails, pathways or associated facilities that exceed DC service level		■
** Includes complete design and installation to City of Brampton standards, of the bridge structure and footings, armourstone and/or concrete wing walls, including metal railings, masonry/stone columns, decorative and/or asphalt paving, landscape grading, restoration and planting, pedestrian lighting (if required) and signage.*		
C2. TRAILS AND PATHWAYS - UPGRADED TREATMENT		
• Masonry or stone markers at trailhead locations	■	
D1. STORMWATER MANAGEMENT FACILITIES) - STANDARD TREATMENT		
• Topsoil, seeding, sodding, aquatics, woody shrubs and tree planting, per City of Brampton standards		■
• Pedestrian lookout with seating		■
• Asphalt and granular surface pathways		■
D2. STORMWATER MANAGEMENT FACILITIES - UPGRADED TREATMENT		
• Upgraded pedestrian lookout with potential shade or trellis structure, decorative paving and seatwalls		■
• Fountains (locations to be determined)		■
• Planting in excess of City of Brampton standard sizes and densities		■
• Additional decorative planting, armourstone, masonry / stone seating walls and columns, as required.		■
• Asphalt and granular surface pathways for neighbourhood loop		■
• Asphalt and granular surface pathways for City pathways	■	

	Capital Cost City Responsibility (DC Funded)	Capital Cost Developer Responsibility (works by developer)
E. NATURAL HERITAGE SYSTEM		
• Restoration / habitat planting, including buffer areas		
• Information signage		

5 | APPENDIX



Legend

- Corner Lots
- Roundabout Lots
- Lots Along Collector Roads
- Upgraded Side/Rear Yard Architecure Lots
- Lots Abutting Parks
- T View Terminus Lots
- Gateway Lots
- Window Street Lots
- Property Area Boundaries

Fig 5.1 - Priority Lot Locations (fold-out plan)