

APPROVED

Planning, Building & Economic
Development

Manager, Urban Design

Date

Summer Valley

Urban Design Brief

Caledon / Brampton, Ontario



Prepared by:

NAK Design Strategies

Prepared for:

Argo Summer Valley Limited

Submitted to: Town of Caledon / City of Brampton

Submission Number: Third Submission

Date: 11/24/2023

Town File Number(s): POPA 2022-0005, RZ 2022-0008, 21T-22005C

City File Number(s): OZS-2022-0030



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 plan area. These guidelines incorporate current Town of Caledon and City of Brampton standards, or approved alternative design standards (ADS's), as applicable, at the time of approval of this document. Final designs for site plan elements such as streetscapes, landscape open spaces, gateway features, street lighting, street signage, utility locations, fencing and associated construction standards, etc., may change over time. Changes may be permitted, subject to Town / City approval, due to amendments to Town / 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 Town of Caledon and City of Brampton.

For further information or questions pertaining to the document or this disclaimer, the reader is encouraged to contact Town of Caledon Planning Services / Development Review or City of Brampton Planning, Building and Economic Development Department under City Planning & Design Division.

TABLE OF CONTENTS

SITE PLAN & OVERVIEW	01	3.8 PRIORITY LOTTING	20
1.1 CONTEXT	02	3.8.1 Gateway Lots	20
1.2 OPPORTUNITIES & CONSTRAINTS	04	3.8.2 Elbow Lots / View Terminus Lots	20
1.3 SITE PLAN & REDEVELOPMENT VISION	06	3.8.3 Upgraded Rear Architecture	20
PUBLIC / PRIVATE REALM	08	3.8.4 Corner Lots	21
2.1 LINKAGES, CONNECTIONS & CIRCULATION	08	SUSTAINABILITY PRINCIPLES	22
2.1.1 Vehicular Circulation	08	4.1 SUSTAINABLE COMMUNITY DESIGN GUIDELINES	22
2.1.2 Pedestrian Circulation	08	4.1.1 Built Environment	22
2.1.3 Transit	08	4.1.2 Mobility	22
2.2 LANDSCAPE PLAN	10	4.1.3 Natural Environment and Open Space	22
2.2.1 Streetscape & Planting	10	4.1.4 Green Infrastructure and Building	22
2.2.2 Fencing	11	4.3 SUSTAINABILITY METRICS	23
2.2.4 Lighting	11	4.2 COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES	23
3.1 BUILT FORM PRINCIPLES	12	4.2.1 Social Sustainability	23
3.2 OPENPLAN™ LOT DESIGN	13	4.2.2 Economic Sustainability	23
3.3 BUILDING DESIGN	15	IMPLEMENTATION	24
3.3.1 Architectural Style	15	5.1 RECOMMENDED OPA / ZBL POLICIES	24
3.3.2 Roof Lines	15	5.1.1 Town of Caledon Official Plan, 2018	24
3.3.3 Architectural Detailing	16	5.1.2 Town of Caledon Zoning By-law 2006-50	24
3.3.4 Façade Treatment	16	5.1.3 City of Brampton Zoning By-law 270-2004	24
3.4 BUILDING ENTRANCES	17	5.2 DESIGN REVIEW & APPROVAL PROCESS	25
3.5 BUILDING SETBACKS	17	5.3 ARCHITECTURAL CONTROL	25
3.6 UTILITIES	17	5.4 CITY & TOWN WIDE DESIGN GUIDELINES	25
3.7 BUILDING MATERIALS	18		
3.7.1 Quality, Colour and Texture	18		
3.7.2 Compatibility with Surrounding Context	18		

page intentionally left blank

LIST OF FIGURES

Figure 1.1a - Development location within the Town of Caledon and the City of Brampton (Base map source: The Growth Plan Policy Area in Peel - Schedule D4, Region of Peel Official Plan)	01	Figure 3.3b - The roof form is a critical element in communicating the architectural theme of the building (Caivan OpenPlan™ 50' single detached lot)	15
Figure 1.1b - View from Hurontario Street looking north	02	Figure 3.3c - A larger proportion of openings to solid wall should be integrated into elevations with prominent public views, such as corner units (Caivan OpenPlan™ 42' single detached lot)	16
Figure 1.1c - View from Hurontario Street looking south	02	Figure 3.3d - Each building shall include architectural detailing characteristic to its style on all publicly exposed elevations (Caivan OpenPlan™ 42' single detached lot)	16
Figure 1.1d - Site Plan with Surrounding Development Context	02	Figure 3.4a - A prominent entrance should be integrated into the architectural design as a focal feature (Caivan OpenPlan™ 42' single detached lot)	17
Figure 1.1e - View from HWY 410 looking southwest	02	Figure 3.4b - Weather protection at entrances should be integrated into the design in a form consistent with the architectural style (Caivan OpenPlan™ 42' single detached lot)	17
Figure 1.1f - View from Highwood Road looking northwest	02	Figure 3.7a - A distinctive and well-designed architecture employing high-quality materials shall be a consistent characteristic (Caivan OpenPlan™ 50' single detached lot)	18
Figure 1.2a - Summer Valley Opportunities & Constraints Plan	03	Figure 3.7b - Cladding materials shall be compatible with the architectural style (Caivan OpenPlan™ 50' single detached lot)	18
Figure 1.3a - Summer Valley Draft Plan	05	Figure 3.8a - Summer Valley Priority Lot Plan	19
Figure 2.1a - Summer Valley Circulation Plan	07	Figure 3.8b - Upgraded rear architecture is required where elevations are exposed to public view	20
Figure 2.1b - Cross-section A-A of 17.0m local street	08	Figure 3.8c - The second storey and roof form may include architectural enhancements such as roof articulation (i.e. gables or raised parapets), upgraded window treatments, frieze board, etc.	20
Figure 2.2a - Summer Valley Master Plan	09	Figure 3.8d - The main entry, garage, and porch on Gateway Dwellings should be oriented to address the short (front facing) street frontage where the flankage faces a collector road	21
Figure 2.2b - Street trees shall be coordinated with lighting, driveways, and below/above-ground utilities	10	Figure 3.8e - Corner Dwellings are important in portraying the image, character, and quality of the neighbourhood	21
Figure 2.2c - Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence	10		
Figure 2.2d - Image example of wood privacy fence	11		
Figure 2.2e - Image example of a precast concrete wall for noise attenuation along a 400 series highway	11		
Figure 2.2f - Image example of wood acoustical fence with precast columns	11		
Figure 3.1a - Variety in architectural elevation design will help prevent streetscape monotony and promote a pedestrian-friendly environment	12		
Figure 3.2a - Brampton / Caledon Standard Lot (based on minimum standards) vs. Caivan's OpenPlan™ Lot (42' width)	13		
Figure 3.2b - Streetscape elevation and plan demonstrating the benefits of Caivan's OpenPlan™ lots	14		
Figure 3.3a - Stylistic influences may be borrowed from traditional-period precedents, as well as modern, contemporary influences (Caivan OpenPlan™ 50' single detached lot)	15		

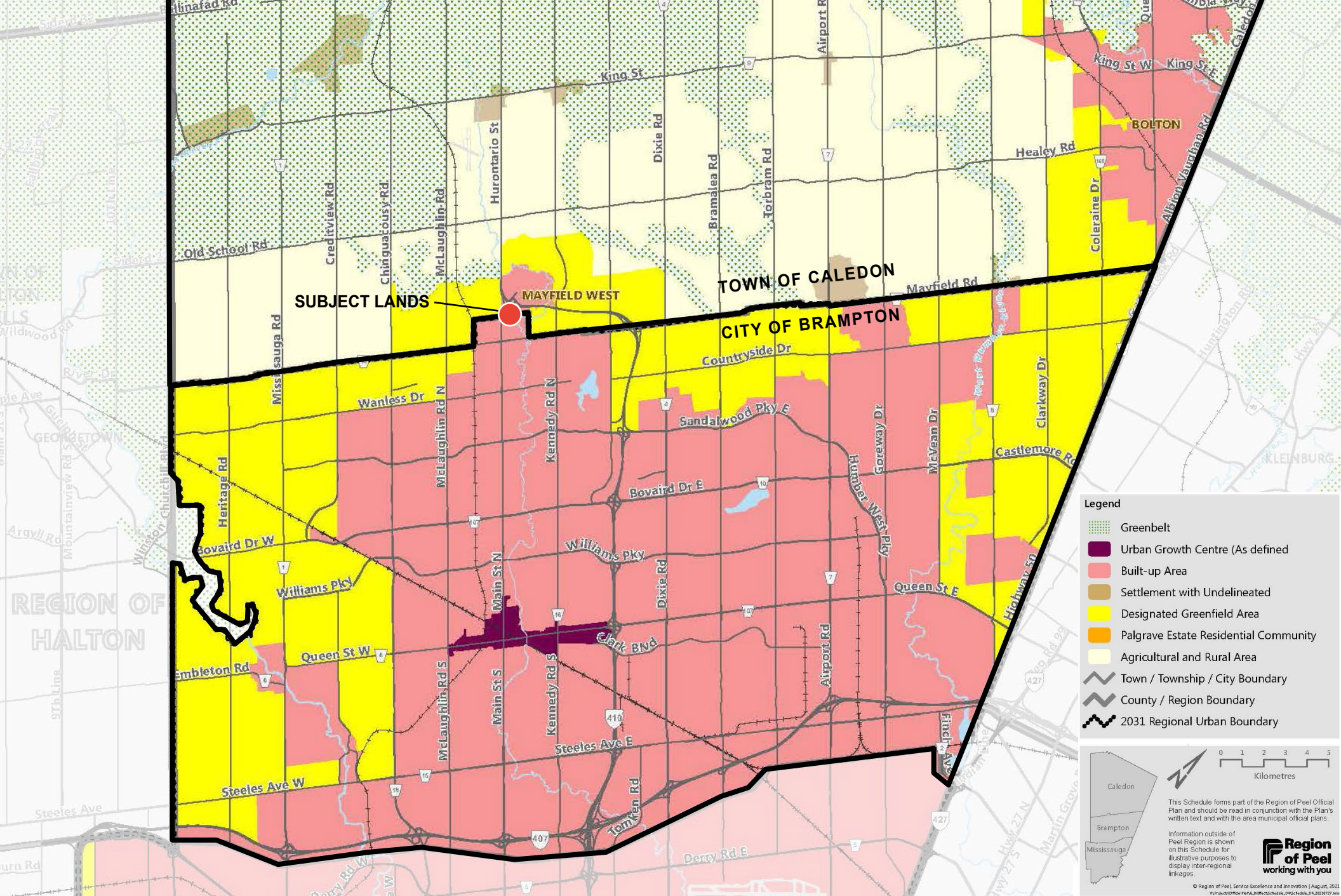


Figure 1.1a - Development location within the Town of Caledon and the City of Brampton (Base map source: The Growth Plan Policy Area in Peel - Schedule D4, Region of Peel Official Plan)

1 SITE PLAN & OVERVIEW

1.1 CONTEXT

The Summer Valley lands are located partially within the City of Brampton (0.55 ha/1.5 ac) and the Town of Caledon (3.0ha/7.4 ac), totaling approximately 3.63 ha (8.97ac) on 12197, 12211, 12213, and 12231 Hurontario Street, at the northeast intersection of Hurontario Street and Highwood Road. The lands are directly accessible from Highwood Road. The site proposes a mix of low-density residential product. This Urban Design Brief (UDB) addresses the neighbourhood as a whole, across both municipalities, encompassing a total of 65 units.

The Summer Valley lands are bounded by:

- 1.1.1 Hurontario Street and an MTO setback along the west side;
- 1.1.2 The Highway 410 interchange to the north;
- 1.1.3 Existing residential to the east and south.

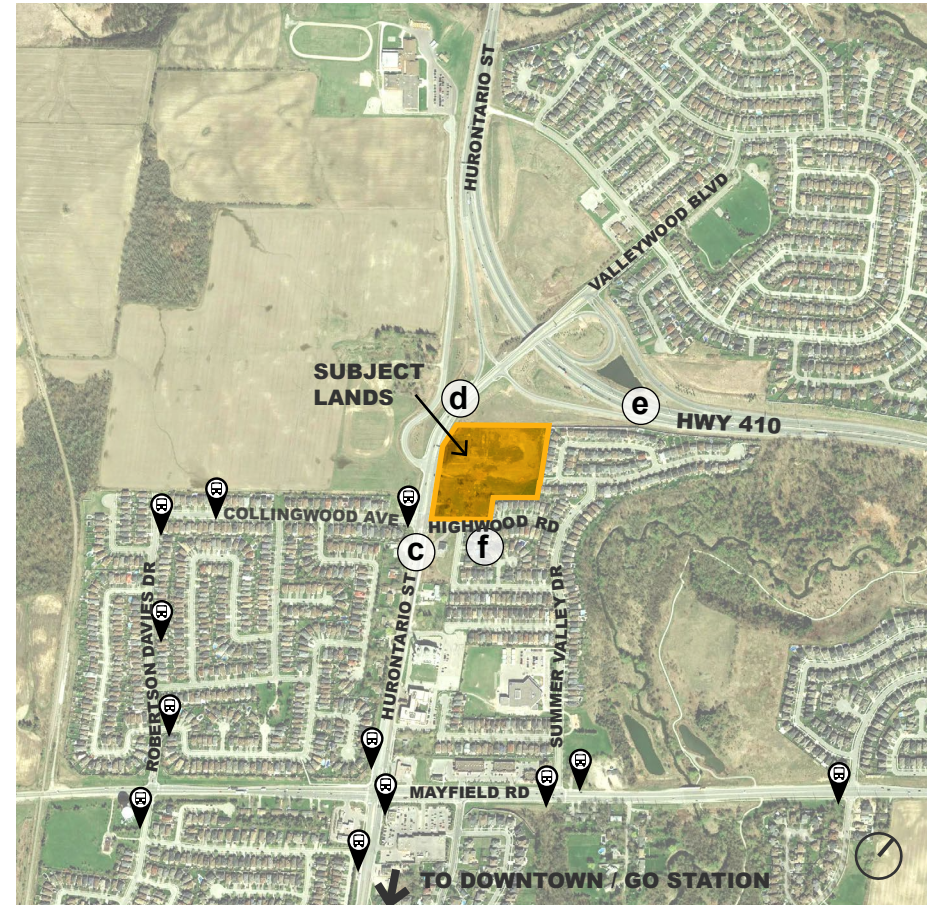


Figure 1.1d - Site Plan with Surrounding Development Context

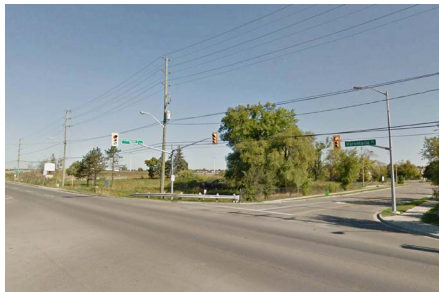


Figure 1.1b - View from Hurontario Street looking north



Figure 1.1c - View from Hurontario Street looking south



Figure 1.1e - View from HWY 410 looking southwest



Figure 1.1f - View from Highwood Road looking northwest

**MAYFIELD WEST
MAJOR TRANSIT
STATION AREA**

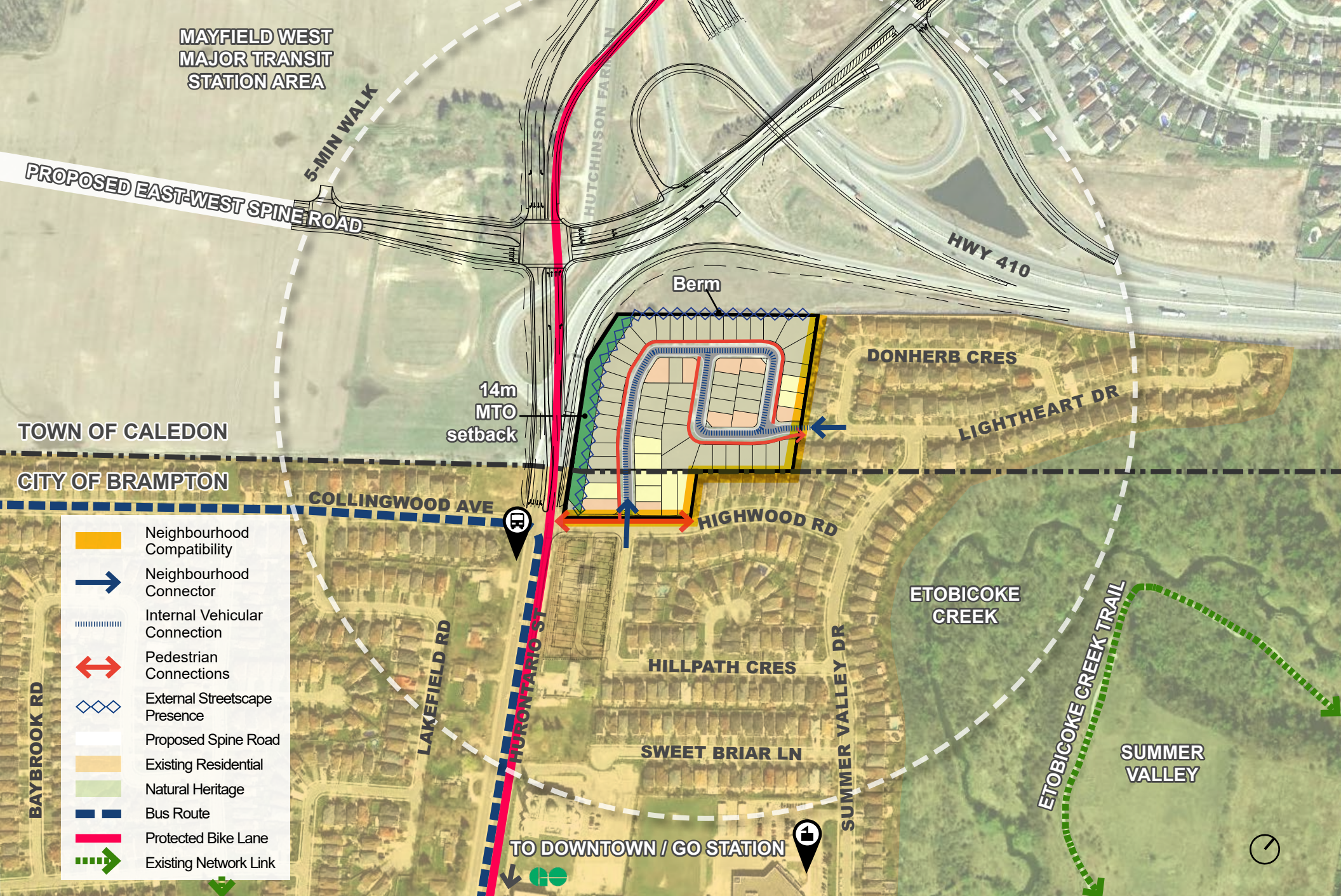


Figure 1.2a - Summer Valley Opportunities & Constraints Plan

1.2 OPPORTUNITIES & CONSTRAINTS

The site plan design process has presented a set of opportunities and constraints related to the development location, the adjacent roads and Hurontario Street / Highway 410 interchange, as well as mandated design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design. These opportunities and constraints include the following (refer to Figure 1.2a):

- 1.2.1 **Neighbourhood Compatibility** - integrate compatible development with existing residential neighbourhoods to the east and south.
- 1.2.2 **Neighbourhood Connector** - utilize existing street fabric for neighbourhood linkage;
- 1.2.3 **Internal Vehicular Connection** - create logical internal vehicular connections with existing street fabric, without introducing unnecessary traffic to established neighbourhoods;
- 1.2.4 **Pedestrian Connections** - create direct links with existing and future sidewalk connections on Hurontario Street, Highwood Road, Lightheart Drive, and throughout the development;
- 1.2.5 **External Streetscape Presence** - create an effective streetscape edge along Hurontario Street and Highwood Road that is appropriate to the built form and reflects the scale of the roads;
- 1.2.6 **Internal Streetscape Presence** - create an effective streetscape edge along the internal road that is appropriate to the built form.
- 1.2.7 **Highway 410 Interchange / Proposed Spine Road** - ensure an effective transition from Highway 410 and Hurontario Street to accommodate proposed interchange upgrades. An Environmental Assessment (EA) has been completed regarding the Highway 410 / Hurontario Interchange, with a new Spine Road proposed, intersecting Hurontario Street from the west. The design for this highway improvement requires a 14m Ministry of Transportation Ontario (MTO) highway set-back along Hurontario Street, as shown in Figure 1.2a. The timing of the completion of the design and the construction of the highway improvements is not yet known.
- 1.2.8 **Mayfield West Major Transit Station Area (MTSA)** - ensure convenient access to the proposed Mayfield West MTSA, located north-west of the Summer Valley lands, to encourage and strengthen the use of active transportation.

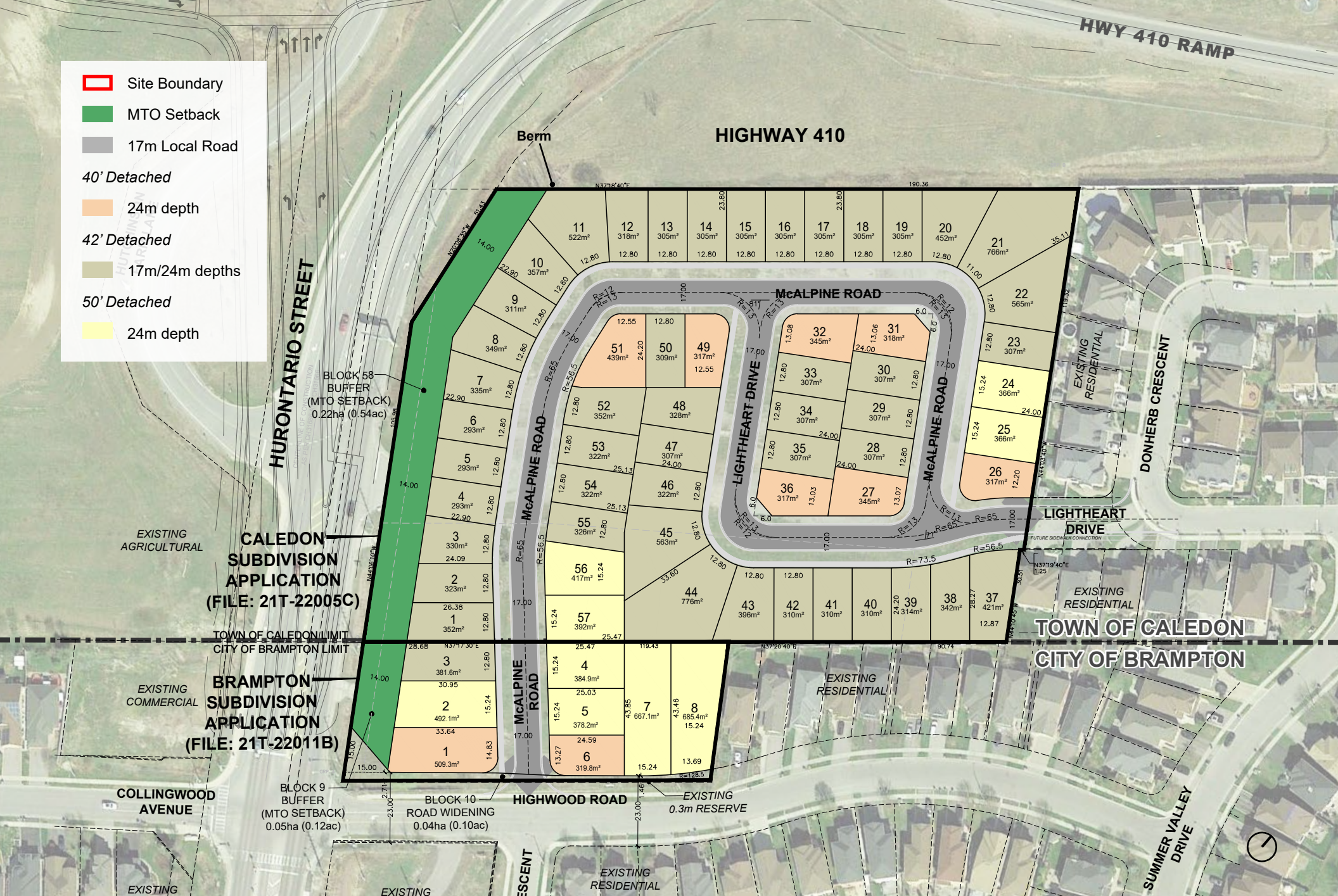


Figure 1.3a - Summer Valley Draft Plan

1.3 SITE PLAN & REDEVELOPMENT VISION

The Summer Valley proposal is envisioned as a low density infill development with well-crafted built form that will be appropriately integrated with the adjacent established residential developments in Brampton to the south and Caledon to the east.

The development shall consist of 3-storey single-detached homes (including a loft space) in a P-loop street configuration. The homes are accessed via a 17.0m street right-of-way with the main entry from Highwood Road and a secondary entry from Lighthouse Drive.

The proposed development shall provide appropriate transitions from existing residential neighbourhoods, as well as the Highway 410 interchange expansion required to connect to the proposed east-west Spine Road between Chinguacousy Road and Hurontario Street. The MTO minimum setback for all buildings and structures adjacent to a Class 1 or 2 highway or a 400 series highway is 14m, which is provided along the western edge of the subject lands, running parallel to Hurontario Street. A 1.5m sidewalk runs along one side of the 17.0m local right-of-way within the Summer Valley development, connecting units to the existing sidewalks on Highwood Road and Lighthouse Drive.

In addition to the site specific criteria contained herein, the proposed residential development shall comply with the Town of Caledon's **Comprehensive Town-Wide Design Guidelines** and the City of Brampton design standards set forth in the Council approved **Architectural Control Guidelines for Ground-Related Residential Development** (ACGRRD), Chapter 7 of the City-Wide **Development Design Guidelines**, and the **Sustainable Community Development Guidelines**.

The following principles shall be used to guide the development and realize the vision:

- 1.3.1 Develop a strong development image and character;
- 1.3.2 Create a visually attractive, distinct built form environment;
- 1.3.3 Provide decreased lot depths, while increasing lot widths to achieve greater community density and an improved streetscape that is less garage dominant, compared to a community with typical lot sizes;
- 1.3.4 Achieve a sensitive transition and logical integration with the adjacent established residential developments to the east and south;
- 1.3.5 Provide appropriate buffer treatment along Hurontario Street to the west and the Highway 410 lands to the north;
- 1.3.6 Establish an effective and cohesive landscape treatment along the rear yards bounding the subject lands;
- 1.3.7 Provide convenient and effective connections for pedestrians to Highwood Road and Lighthouse Drive.

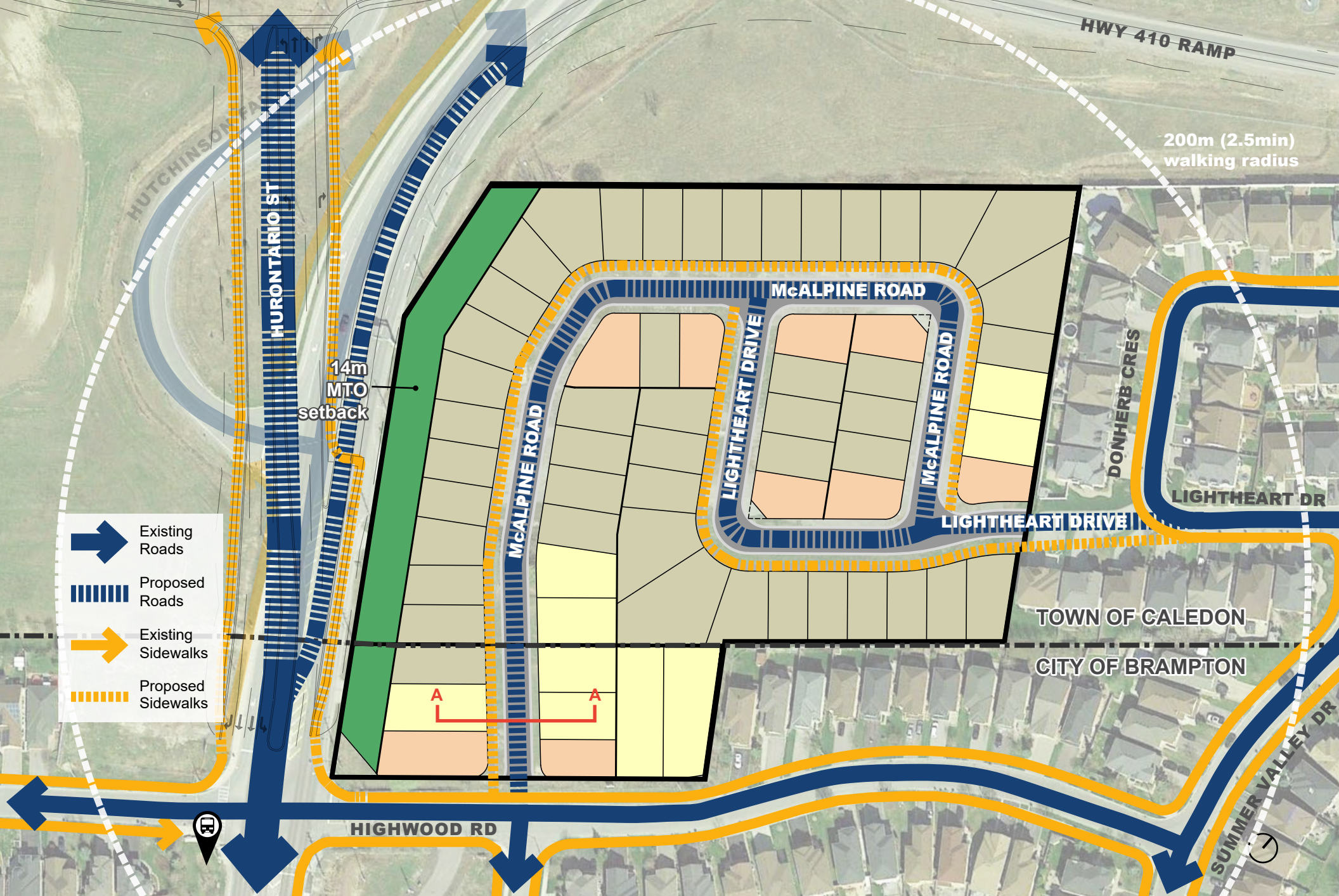


Figure 2.1a - Summer Valley Circulation Plan

2

PUBLIC / PRIVATE REALM

2.1 LINKAGES, CONNECTIONS & CIRCULATION

The linkage, connection, and circulation elements for the proposed Summer Valley development will function as the major structuring components for establishing the configuration of the draft plan area, built form locations, and streetscape features.

2.1.1 Vehicular Circulation

2.1.1.1 Highway 410, Hurontario Street (ON Highway 10), Highwood Road, and Lighthouse Drive directly connecting the subject lands to the surrounding street network, local bus stops, and major transit connections, such as Brampton GO Station to the south;

2.1.1.2 Two (2) vehicular community entrances - from Highwood Road and Lighthouse Drive;

2.1.1.3 A 2-way, 17.0m local street, providing the internal vehicular circulation route, in accordance with the Brampton municipal standard;

2.1.1.4 The proposed local street is similar to the 17.0m right-of-way in the adjacent Caledon community to the east, with the exception of street tree location being proposed between sidewalk and curb;

2.1.1.5 On-street parking allowance within the 17.0m right-of-way.

2.1.2 Pedestrian & Cyclist Circulation

2.1.2.1 Internal sidewalks that are 1.5m wide, located on one side of the local street right-of-way, in accordance with the 17.0m Brampton municipal standard;

2.1.2.2 Direct sidewalk connections to Highwood Road Lighthouse Drive;

2.1.2.3 According to Brampton's Active Transportation Master Plan (2019), Exhibit 4.16: Proposed Network & Facility Type, Hurontario Street adjacent to the subject site is identified as a road with protected bike lane or cycle track (separated).

2.1.3 Transit

2.1.3.1 All units with the development are within 200m and less than a 2.5-minute walk to the local bus stop at Collingwood Avenue and Hurontario Street.

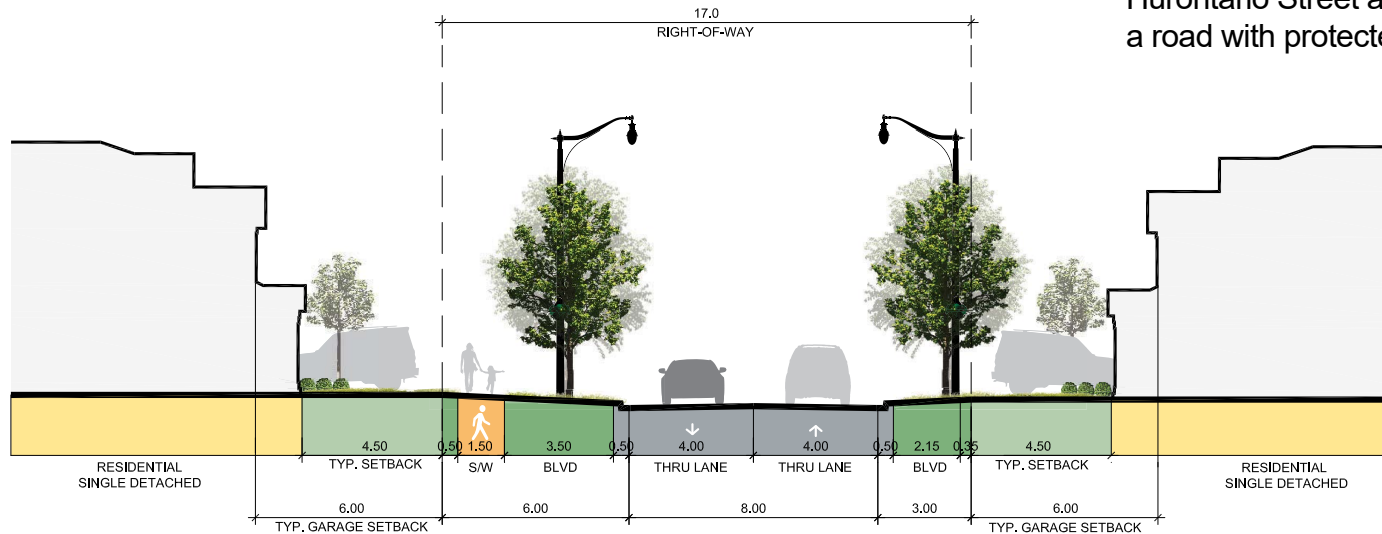


Figure 2.1b - Cross-section A-A of 17.0m local street



Figure 2.2a - Summer Valley Master Plan

2.2 LANDSCAPE PLAN

2.2.1 Streetscape & Planting

- 2.2.1.1 Streetscape treatment along the proposed 17.0m right-of-way shall be consistent with the City of Brampton and Town of Caledon standards for local roads.
- 2.2.1.2 Street tree species selection shall adhere to approved City of Brampton and Town of Caledon specifications and be planted as per City/Town Standards.
- 2.2.1.3 Street trees shall be coordinated with lighting, driveways, and below/above-ground utilities to ensure tree planting opportunities are maximized and trees are grown in optimum conditions where there is sufficient soil volume and rooting potential.
- 2.2.1.4 Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- 2.2.3.5 Tree planting shall comprise a variety of hardy, low maintenance species tolerant of urban conditions (pollution/salt/drought tolerant, compacted soils).
- 2.2.3.6 The planting of native species is encouraged.
- 2.2.3.7 A berm along the north boundary and the west boundary, maintenance-free seeding, and associated low maintenance shrub or tree plantings may be provided within the 14.0m MTO setback along Hurontario Street, if approved by the Province.
- 2.2.3.8 Units flanking the north-south entry from Highwood Road may include additional planting to enhance the gateway.



Figure 2.2b - Street trees shall be coordinated with lighting, driveways, and below/above-ground utilities



Figure 2.2c - Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence



Figure 2.2d - Image example of wood privacy fence



Figure 2.2e - Image example of wood acoustical fence with precast columns



Figure 2.2f - Image example of a precast concrete wall for noise attenuation along a 400 series highway

2.2.2 Fencing

- 2.2.2.1 Any fencing shall be located wholly within the proposed development property boundary.
- 2.2.2.2 Corner lot privacy fencing shall be designed as per City of Brampton and Town of Caledon standards for a 1.8m high wood screen fence.
- 2.2.2.3 A berm (1.5m) and acoustical wood fence (2.4m) shall be constructed along the rear /side yards abutting Hurontario Street to provide noise attenuation and privacy.
- 2.2.2.4 Precast concrete or masonry walls shall be constructed along the Highway 410 property boundary to provide noise attenuation.

2.2.4 Lighting

- 2.2.4.1 Street light poles and luminaires shall reflect approved City of Brampton and Town of Caledon standards.
- 2.2.4.2 Lighting shall be designed to ensure there is no light encroachment onto adjacent lands, where required.
- 2.2.4.3 'Night sky' compliance shall be encouraged as a component of sustainable design, with illumination directed downwards.
- 2.2.4.4 It is assumed that appropriate street lighting levels have been provided along Hurontario Street and Highway Road, adjacent to the subject lands.

3 BUILT FORM

The built form component proposed for the Summer Valley lands shall comprise single detached dwellings of varying sizes. High quality built form shall be provided with unique lot and building dimensions, creating a distinctive development with a visually appealing streetscape and diverse market options.

3.1 BUILT FORM PRINCIPLES

An attractive streetscape is largely achieved by the arrangement of buildings within the street block. The following principles shall apply:

3.1.1 Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment.

3.1.2 Massing should appropriately relate to the existing low density residential to the east and south, with building designs that achieve harmony along the Highwood Road streetscape.

3.1.3 Elevation shall be selected to ensure there is no repetitive design for adjacent homes. A gap of three to four homes is required between similar designs to avoid monotony.

3.1.4 Units on corner lots are more prominent within the streetscape and shall require special design consideration to address the flanking elevation (refer to Figure 3.7b Priority Lot Plan).



Figure 3.1a - Variety in architectural elevation design will help prevent streetscape monotony and promote a pedestrian-friendly environment

3.2 OPENPLAN™ LOT DESIGN

Caivan's OpenPlan™ lot and building design is proposed for single detached dwellings in Summer Valley. The following lot widths are proposed: 40' Single Detached; 42' Single Detached; and 50' Single Detached.

Compared to typical lot sizes in Brampton and Caledon (Figure 3.2a), the OpenPlan™ design (Figure 3.2b) uses standard building setbacks, while decreasing lot depth and increasing lot width. As a result, streetscapes become less garage door dominated, provide greater active street frontage, and offer a sense of safety with more 'eyes on the street'.

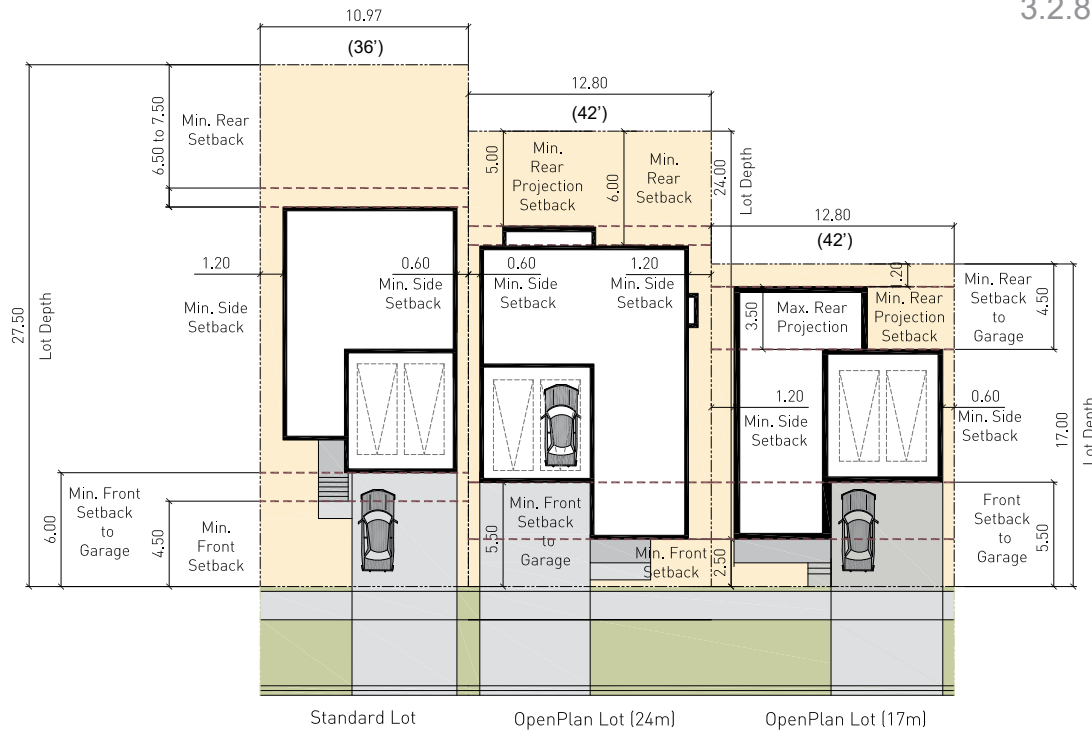


Figure 3.2a - Brampton / Caledon Standard Lot (based on minimum standards) vs. Caivan's OpenPlan™ Lots (42' width; 24m & 17m depth)

Caivan's OpenPlan™ designs offer the following streetscape and building benefits, as demonstrated in Figure 3.2b:

- 3.2.1 Streetscapes that appear less garage and car-dominated.
- 3.2.2 Additional on-street parking frontage between driveways.
- 3.2.3 Additional soil volume and snow storage between driveways.
- 3.2.4 Greater active street frontage.
- 3.2.5 Maximized windows on front and rear façades for greater natural light.
- 3.2.6 Finished basements and attic spaces as a standard in all units, leading to more usable square footage.
- 3.2.7 Main floor rear projection of 1m on the 24m lots, allowing for more living space.
- 3.2.8 The 17m lots have a 3.5m one-storey projection into the rear yard to allow for more living space. All 17m products will have a terrace on the 3rd storey.



- 1** Streetscapes that appear less garage and car-dominated
- 2** Additional on-street parking frontage between driveways
- 3** Additional soil volume and snow storage between driveways
- 4** Greater active street frontage
- 5** Maximized windows on front and rear facades for greater natural light
- 6** Finished basements and attic spaces as a standard in all units, leading to more usable square footage
- 7** Main floor rear projections of 1m to 3.5m, allowing for more living space

Figure 3.2b - Streetscape elevation and plan demonstrating the benefits of Caivan's OpenPlan™ lots



Figure 3.3a - Stylistic influences may be borrowed from traditional-period precedents, as well as modern, contemporary influences (Caivan OpenPlan™ 50' single detached lot)



Figure 3.3b - The roof form is a critical element in communicating the architectural theme of the building (Caivan OpenPlan™ 50' single detached lot)

3.3 BUILDING DESIGN

3.3.1 Architectural Style

- 3.3.1.1 The architectural design theme will reflect a distinct urban form and treatment that is appropriate to the study area and will result in an attractive, unique addition to the surrounding community.
- 3.3.1.2 Building composition shall ensure a continuity of massing and design.
- 3.3.1.3 Stylistic influences may be borrowed from traditional-period precedents, as well as modern, contemporary influences.
- 3.3.1.4 Uninteresting, generic architecture lacking in character is not acceptable.
- 3.3.1.5 Mixing discordant architectural styles and elements together within a single building design is generally discouraged.

3.3.2 Roof Lines

- 3.3.2.1 The roof form is a critical element in communicating the architectural theme of the building.
- 3.3.2.2 Roofing materials, whether asphalt, metal or composite materials, shall be consistent with the architectural style and roof form.

3.3.3 Architectural Detailing

- 3.3.3.1 Each building shall include architectural detailing characteristic to its style on all publicly exposed elevations.
- 3.3.3.2 Where an elevation has reduced public visibility, such as interior side yards, the level of detailing may be simplified.
- 3.3.3.3 Masonry product sizing should reflect standard residential sizes. Oversized brick or stone veneer inappropriate to the scale and style of the architecture design shall be avoided.
- 3.3.3.4 The use of trim elements and masonry detail elements may be used as appropriate to the architectural style.

3.3.4 Façade Treatment

- 3.3.4.1 Building façades shall be well articulated and achieve a consistent design quality with appropriately coordinated materials and colours.
- 3.3.4.2 Irrespective of architectural influence, a larger proportion of openings (windows, doors, porches, balconies) to solid wall should be integrated into elevations with prominent public views.
- 3.3.4.3 Fenestration style shall be compatible with the architectural theme and consistent throughout the building.
- 3.3.4.4 Façades shall have a strong orientation to adjacent streets.
- 3.3.4.5 A varied and attractive external colour package shall be selected for all single detached dwellings.



Figure 3.3c - A larger proportion of openings to solid wall should be integrated into elevations with prominent public views, such as corner units (Caivan OpenPlan™ 42' single detached lot with 3rd level terrace)



Figure 3.3d - Each building shall include architectural detailing characteristic to its style on all publicly exposed elevations (Caivan OpenPlan™ 42' single detached lot with 3rd level terrace)



Figure 3.4a - A prominent entrance should be integrated into the architectural design as a focal feature (Caivan OpenPlan™ 42' single detached lot)



Figure 3.4b - Weather protection at entrances should be integrated into the design in a form consistent with the architectural style (Caivan OpenPlan™ 42' single detached lot)

3.4 BUILDING ENTRANCES

- 3.4.1 A prominent entrance should be integrated into the architectural design as a focal feature of each unit, as appropriate to the architectural style and dwelling type.
- 3.4.2 Should weather protection at entrances be proposed, it should be integrated into the design in a form consistent with the architectural style.

3.5 BUILDING SETBACKS

- 3.5.1 Setbacks for single detached dwellings shall allow for private rear yard amenity spaces.
- 3.5.2 All units shall have a minimum front yard setback to enable the provision of a usable front porch/portico, and delineate the transition between public and private realms.

3.6 UTILITIES

- 3.6.1 Utilities shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow.
- 3.6.2 Utility meters, transformers, HVAC and other mechanical equipment should be located away from public views.
- 3.6.3 Where utility meters are located on flanking walls exposed to public view, they should be set within a wall recess treated as part of the overall built form architectural design to reduce their visibility from the street (subject to compliance with utility company regulations).

3.7 BUILDING MATERIALS

3.7.1 Quality, Colour and Texture

- 3.7.1.1 A distinctive and well-designed architecture employing high-quality materials (brick, stone, pre-finished trim and panels, depending on architectural style) shall be a consistent characteristic.
- 3.7.1.2 The use of high quality, durable, low maintenance building materials shall be specified to achieve the proposed architectural theme.
- 3.7.1.3 Cladding materials shall be compatible with the architectural style.
- 3.7.1.4 Exterior colour packages shall combine to create a visually harmonious streetscape appearance.
- 3.7.1.5 Exterior finishes shall demonstrate a high quality in workmanship, with consideration for sustainability and long term durability and maintenance.
- 3.7.1.6 The use of calcite brick, utility grade concrete, vinyl siding, aluminum siding, and exterior grade Masonite are not permitted as main cladding materials. The use of pre-finished panels shall be combined with stone/brick in complementary colours

3.7.2 Compatibility with Surrounding Context

- 3.7.2.1 Consideration may be given to utilizing materials that complement or reflect the prevailing architectural theme of the surrounding context should that theme represent an attractive and compelling architecture.



Figure 3.7a - A distinctive and well-designed architecture employing high-quality materials shall be a consistent characteristic (Caivan OpenPlan™ 50' single detached lot)



Figure 3.7b - Cladding materials shall be compatible with the architectural style (Caivan OpenPlan™ 50' single detached lot)



Figure 3.8a - Summer Valley Priority Lot Plan

3.8 PRIORITY LOTTING

Priority Lots are located within the areas of Summer Valley that have a higher degree of public visibility. Their visual prominence within the streetscape requires that the siting, architectural design, and landscape treatment for dwellings on these lots be of an exemplary quality to serve as landmarks within the community. Built form on priority lots identified in Figure 3.7a, will require special design consideration to ensure an attractive built form character is achieved. Priority Lots include the following:

3.8.1 Gateway Lots

3.8.1.1 Gateway lot dwellings are characterized by a very high profile location within the community that results in a significant impact on the perception of the image, character and quality of the community from the outside.

3.8.2 Elbow Lots / View Terminus Lots

3.8.2.1 Elbow lots occur when a street bends at a ninety degree angle. View terminus lots occur at the top of 'T' intersections. Both play an important visual role within the streetscape by terminating long view corridors.

3.8.3 Upgraded Rear Architecture

3.8.3.1 Upgraded rear architecture is required where elevations are exposed to public view. The level of upgrading should be consistent with the level of public exposure.

3.8.3.2 In Summer Valley the upper level of the proposed dwellings identified in Figure 3.8a will be exposed to Hurontario Street. It is recommended that the second storey and roof form include architectural enhancements such as roof articulation (i.e. gables or raised parapets), upgraded window treatments, frieze board, etc.



Figure 3.8b - Upgraded rear architecture is required where elevations are exposed to public view



Figure 3.8c - The second storey and roof form may include architectural enhancements such as roof articulation (i.e. gables or raised parapets), upgraded window treatments, frieze board, etc.



Figure 3.8d - The main entry, garage, and porch on Gateway Dwellings should be oriented to address the short (front facing) street frontage where the flankage faces a collector road



Figure 3.8e - Corner Dwellings are important in portraying the image, character, and quality of the neighbourhood

3.8.4 Corner Lots

3.8.4.1 Similar to gateway lots, dwellings on corner lots typically have the highest degree of public visibility within the streetscape and are important in portraying the image, character, and quality of the neighbourhood.

- a** Ensure consistent level of detailing on all publicly exposed elevations. Incorporate increased fenestration to allow for greater light penetration and opportunities for more “eyes on the public realm” (CPTED).
- b** Locate main entry on flankage side, if feasible.
- c** Where the main entry is located on the shorter side of the lot, design the flankage face to incorporate a secondary entrance, projecting bay, wraparound porch or other appropriate feature.
- d** Break up the roofline by incorporating wall plane changes or projecting bays along with gable features.
- e** Locate the driveway and garage on the front elevation at the interior property line, as far from the intersection as possible.
- f** Recess the garage from the front of the building, away from the main entry and intersection.
- g** Provide privacy fencing to screen the rear yard amenity space from publicly exposed view.
- h** Locate utility meters on the interior side yard elevation at least 1.2 metres from the front of the house, and subject to utility company regulations.

Section 6.5.3 Caledon Comprehensive Town-Wide Design Guidelines

4 SUSTAINABILITY PRINCIPLES

The design and implementation of Summer Valley will integrate several important sustainable measures established in both the City of Brampton's ***Sustainable Community Design Guidelines*** and the Town of Caledon's ***Comprehensive Town-wide Design Guidelines***.

4.1 SUSTAINABLE COMMUNITY DESIGN GUIDELINES (BRAMPTON)

4.1.1 Built Environment

- 4.1.1.1 Strategically allocate density to contribute to compact form, increase transportation efficiency and walkability, and conserve natural resources.
- 4.1.1.2 Create accessible, pedestrian-oriented residential areas that are distinct in character and harmonious within the larger neighbourhood.
- 4.1.1.3 Strategically intensify under utilized areas, such as underdeveloped sites in and around existing neighbourhoods, with increased residential densities.

4.1.2 Mobility

- 4.1.2.1 Provide links to pedestrian connections to ensure internal and external connectivity.
- 4.1.2.2 Ensure walking distance for residents is approximately 400m (5-minute walk) to a local bus route.

4.1.3 Natural Environment and Open Space

- 4.1.3.1 Maintain existing, healthy trees and other vegetation on site, where feasible.
- 4.1.3.2 Provide a private outdoor amenity space that reflects the needs of the residents.
- 4.1.3.3 Provide appropriate planting materials to address summer and winter conditions.

4.1.4 Green Infrastructure and Building

- 4.1.4.1 Mitigate heat island impacts through the use of reflective paving material, such as decorative paving around the shade structure in the amenity areas and the strategic use of deciduous trees.
- 4.1.4.2 Encourage the implementation of Low Impact Design Standards.

4.2 COMPREHENSIVE TOWN-WIDE DESIGN GUIDELINES (CALEDON)

4.2.1 Social Sustainability

- 4.2.1.1 Develop compact, connected, and walkable communities that provide increased mobility options (ie: active and alternative transportation) and support future transit opportunities.
- 4.2.1.2 Plan inclusive communities that provide a range of housing opportunities for all lifestyles, ages, and income levels with access to community amenities, agencies, services, parks, trails, and diverse recreational opportunities to promote healthy living.

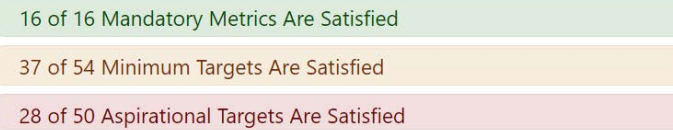
4.2.2 Economic Sustainability

- 4.2.2.1 Promote infill and revitalization, where appropriate, to stimulate economic and residential growth in centralized and connected communities.

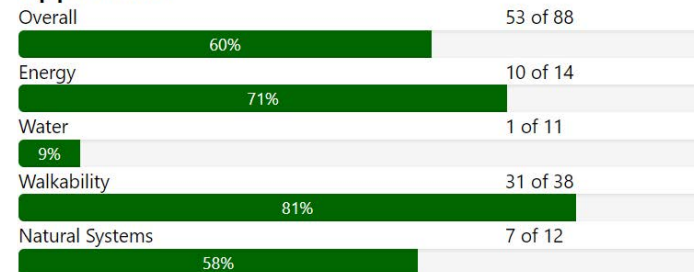
4.3 SUSTAINABILITY METRICS

A *Sustainability Score and Summary* has been submitted as part of the Draft Plan Approval, Official Plan Amendment, and Zoning By-law Amendment applications. The summary indicates that the proposed infill residential development has achieved a Sustainability Score of **53**, thereby satisfying Brampton's **Gold** threshold of performance.

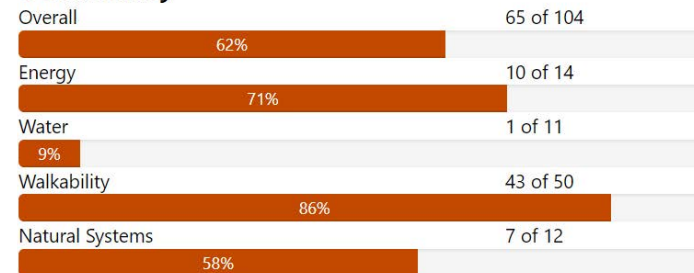
Sustainability Score



Application



Community



FINAL SUSTAINABILITY SCORE **53**



Gold

5

IMPLEMENTATION

5.1 RECOMMENDED OPA / ZBL POLICIES

5.1.1 Town of Caledon Official Plan, 2018

The Town of Caledon Official Plan is amended as follows:

1. By amending Schedule B, to re-designate from “Residential Policy Area B” to “Residential Area”; and
2. By deleting Section 5.10.4.3.3.2.

5.1.2 Town of Caledon Zoning By-law 2006-50

Residential Exception Zones R1-AAA is added to Table 13.1 of the Town of Caledon Comprehensive Zoning By-law 2006-50.

Schedule “A”, Zone Map 7 is amended for Part of Lot 19, Concession 1, EHS (Chinguacousy) described as Parts 1, 2, 3, 4, and 5 Plan 43R-32579 from Agricultural (A1) and Highway Commercial (CH) to Residential One Exception AAA (R1-AAA), and Open Space (OS) in accordance with Schedule “A”.

See Town of Caledon Zoning By-law Amendment for proposed requirements.

5.1.3 City of Brampton Zoning By-law 270-2004

The City of Brampton Zoning By-law 270-2004 is amended by changing the zoning designation on Schedule A from the existing zoning of Agricultural (A) to Residential Single Detached F - 12.0 - Section AAAA (R1F-12.0-AAAA), Section BBBB (R1F-12.0-BBBB) and Open Space (OS), and Open Space (OS).

See City of Brampton Zoning By-law Amendment for proposed requirements.

5.2 DESIGN REVIEW & APPROVAL PROCESS

The Urban Design Brief has been prepared to provide urban design principles and objectives that support the proposed draft plan design. It is no way intended to discourage architectural creativity or limit the innovation of the development proposal.

- 5.2.1 Performance standards and design objectives within this Urban Design Brief are in addition to requirements of the Zoning By-law, Conditions of Draft Approval, Subdivision Agreements, and all other applicable agreements and legislation.
- 5.2.2 Approvals do not release the builder from complying with the requirements of the City of Brampton, the Town of Caledon, the Project Engineers, or any other approval authority.
- 5.2.3 It is the builder's complete responsibility to verify conformance with all required authorities. Developers and builders are required to comply with these guidelines throughout the design, marketing and construction processes.
- 5.2.4 These guidelines and their interpretation are not intended to discourage design creativity or innovation. Proposed designs which are not in total compliance with the guidelines will be considered by the Design Control Architect, based on their merits, and may be approved where the spirit and intent of the Urban Design Brief is maintained.

5.3 ARCHITECTURAL CONTROL

Architectural Control for Summer Valley will occur prior to the issuance of Building Permits. While it is incumbent upon the applicant to prepare architectural designs that comply with the design objectives and built form guidelines provided in the Urban Design Brief, all submitted plans and designs shall be reviewed and approved through an architectural control process.

In all instances, the developer or builder is to make satisfactory arrangements with the Control Architect in regards to cost. In no instance shall the Control Architect and the design architect be the same individual or firm.

5.4 CITY & TOWN WIDE DESIGN GUIDELINES

The Summer Valley Urban Design Brief has been written in consideration of the City of Brampton and Town of Caledon's applicable design guideline reference manuals. The draft plan for Summer Valley conforms to the most updated City of Brampton ***Development Design Guidelines*** and ***Sustainable Community Design Guidelines*** for residential areas, and the Town of Caledon's ***Comprehensive Town-wide Design Guidelines***.

page intentionally left blank



421 RONCESVALLES AVE
TORONTO ON M6R 2N1
www.nakdesignstrategies.com

T: 416.340.8700