

**SUBJECT:** Kylemore Victoria Square Community Design Plan and  
Architectural Design Guidelines  
File No. ZA 13 113916 & SU 13 113916

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**REVIEWED BY:** Ronji Borooah, FRAIC, OAA, MCIP, RPP, Ext. 8340  
City Architect

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**RECOMMENDATION:**

1. That the Development Services Commission Report dated November 18, 2014, entitled "Kylemore Victoria Square Community Design Plan and Architectural Design Guidelines" be received;
2. That the *Kylemore Communities (Victoria Square) Ltd. Neighbourhood Design Brief (Community Design Plan, "CDP")*, attached to the November 18, 2014 report, prepared by John G. Williams Architect and Alexander Budrevics & Associates Limited Landscape Architects be approved in principle;
3. That the *Kylemore Communities (Victoria Square) Ltd. Architectural Design Guidelines ("ADG")*, attached to the November 18, 2014 report, prepared by John G. Williams Architect be approved in principle;
4. That all development applications within the Kylemore Communities Victoria Square Community be reviewed to ensure compliance with the *CDP* and *ADG*;
5. That the Director of Planning be authorized to approve any future required revisions to the *CDP* and *ADG*;
6. And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

The purpose of this report is to satisfy the requirements of the Secondary Plan (OPA 149) with regard to the provisions of a Community Design Plan and Architectural Design Guidelines.

**BACKGROUND:**

OPA 149, Section 9.0, provides that a Community Design Plan be approved by the Town (City), prior to any implementing development approvals. The purpose of the Community Design Plan is to articulate and refine the community design and built form concepts for the Planning District within the context of the objectives and policies of the Official Plan and the

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Secondary Plan. The *Kylemore Communities (Victoria Square) Ltd. Neighbourhood Design Brief (Community Design Plan “CDP”)*, as attached in Appendix A, will serve as an addendum to the Cathedral Community Design Plan.

Further, OPA 149, Section 9.4, a), provides for Architectural Design Guidelines to serve as an implementation mechanism to achieve the objectives of the Community Design Plan. In this regard, the *Kylemore Communities (Victoria Square) Ltd. Architectural Design Guidelines (“ADG”)*, as attached in Appendix B, will ensure matters such as built form, streetscape, open space, street network, edges and gateways are addressed comprehensively.

The *Highway 404 North Planning District Secondary Plan (Official Plan Amendment No. 149)*, adopted by Council on September 21, 2006 and approved by the Region on October 19, 2006) provide for a minor extension of the residential communities in the adjoining Cathedral and Victoria Square Planning Districts.

Kylemore Victoria Square is a proposed neighbourhood comprising two plans of subdivision that completes the residential communities within the Planning Districts. The neighbourhood consists of approximately 6.4 hectares of land. Viewed as a continuation of the Cathedral Community, it has been planned with regard for coordination of the street network and residential uses. It is further intended that the design should be consistent with the vision and design principles put forth in the approved Cathedral Community Design Plan.

## **DISCUSSION:**

### **Location and area context**

The subject land is located on the east side of Woodbine Avenue north of Elgin Mills Road abutting the eastern boundary of the Cathedral Community and the northern boundary of the historic village of Victoria Square. To the north is an existing commercial use and to the east is the Ontario hydro corridor beyond which are future development lands.

### **Community Structure**

The *CDP* and *ADG* highlight the heritage and desired character of Kylemore Victoria Square while generating a strong and distinct walkable neighbourhood. The Kylemore Victoria Square Community represents a logical extension of the urban fabric and development pattern that has occurred in this area over the past 5 years (i.e. “Heritage at Victoria Square – Roamin Stables” and “Bishop’s Gate – Vetmar” residential subdivisions to the west).

The community structure is built upon principles of a healthy, complete, sustainable neighbourhood:

- **Connectivity:** A modified grid road system that links this neighbourhood to the community on the west side of Woodbine Avenue, and will also allow access to future developments to the east of the site across the Ontario hydro corridor. New streets will align with existing streets to ensure the treatment of the public streets is consistent in quality and design throughout the Planning Districts.

- Complete community: A mix of townhouse lot sizes and types arranged to face public areas will provide a variety of housing choice to residents. The built form is compact to consume less open space. Residential blocks are interconnected and pedestrian-scaled to encourage walking.
- Complete streets: The use of rear laneways in strategic locations diminishes the impact of garages, driveways and parking areas on the streetscape. The road and lotting pattern maximizes pedestrian accessibility along the key public streets. Large porches will be used to provide 'eyes on the street' and living spaces fronting on public streets. The lotting configurations will accommodate one street tree per lot within the public boulevard meeting the City of Markham's *Trees for Tomorrow* streetscape standards. The main east-west public street, 'Street A', will serve as a community greenway with sidewalks, street trees, bike lanes and on-street parking. It is intended to continue this streetscape treatment on Woodbine Avenue at the time of streetscape improvements.
- Access to park and open spaces: A new centrally located park adjacent to Woodbine Avenue will serve as the focal point within the Planning District and provide recreational needs to residents within the community. The park will be located in an area of high public visibility and accessibility within a 2-3 minute walking distance for all residents. An interconnected trail system will connect Woodbine Avenue and the new naturalized storm water management pond within the Kylemore Community.
- Enhancing natural assets: A new naturalized storm water management pond will enhance the unique natural assets within the area. This new open space will provide transition to the hamlet of Victoria Square to the south and connection to the open space corridor along the Ontario hydro corridor lands. Existing mature trees within the neighbouring properties will be protected. It is intended that new trees will be planted to provide a naturalized interface between areas of residential and non-residential development and with the existing hamlet of Victoria Square.
- Preserving heritage asset: The existing heritage farmhouse will be relocated adjacent to the new public park at the northeast corner of Street 'A' and Woodbine Avenue to become a neighbourhood landmark. The original orientation of the house to Woodbine Avenue will be maintained. The significance of the heritage house will be further enhanced with a generous setback and heritage planting. The scale, massing, setbacks, building materials and design features of the surrounding new houses will be heritage-inspired and will respect the historical elements of the area.
- Community Identity: The proposed architecture for Victoria Square (Kylemore Community) will be influenced by the traditional styles of the local heritage character of the area, including primarily Victorian (Queen Anne & Richardsonian Romanesque), Edwardian and Georgian-based styles, and is to be applied consistently throughout the neighbourhood.

- Place-making: The Cathedral Community Design Plan's "Community Gateway" provision will be realized at the main entrance to the neighbourhood from Woodbine Avenue at Street 'A'. Buildings, landscape features and the relocated heritage house will provide distinctive built form that conveys the quality of a community gateway. The architecture, materials and siting of gateway dwellings will be coordinated with landscape gateway features.
- Well-defined, vibrant and safe public realm: Buildings will be sited to establish well-defined street edges and foster safe, pedestrian-friendly and harmonious streetscapes. Additionally, dwellings with street-facing garages will be designed to provide façades that reduce the visual prominence of the garage. Utilities, service metres and mechanical equipment will be located away or screened from public street review. Townhouses will be designed to maintain consistent frontages around the public park that include the application of dual frontage design. The use of carports will be discouraged to optimize visibility and safety of the public lane environment. On-street parking will be provided throughout the community to provide traffic calming and a sense of activity within the public realm.

### **Parkland Dedication**

Parkland dedication for the residential lands will be provided as a combination of land and cash-in-lieu. The new 0.5 hectare park satisfied the parkland dedication obligation of the draft plan of subdivision 19TM-13002. Parkland dedication obligations from other future draft plans of subdivision(s) within the Kylemore Victoria Square Community will be satisfied through cash-in-lieu of parkland in accordance with the City Parkland By-law Standards.

### **Future Updates to the community Design Plan**

Minor amendments to the Community Design Plan may be necessary to accommodate specific requirements within draft plans of subdivision(s) during the development review process. Such amendments will be subject to approval by the Director of Planning and Urban Design.

### **FINANCIAL CONSIDERATIONS:**

There are no financial issues pertaining to this plan.

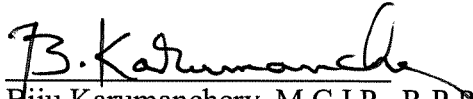
### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

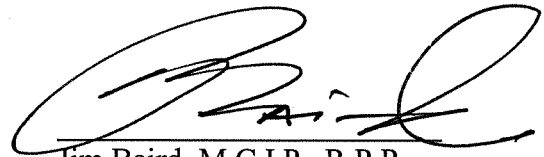
The Kylemore Victoria Square *CDP* and *ADG* aligns with the City's strategic priorities of Growth Management, Transportation, and the Environment.

### **BUSINESS UNITS CONSULTED AND AFFECTED:**

Internal and external departments have been involved throughout the development of this document and will continue to be involved as required. Comments have been incorporated into the document.

**RECOMMENDED BY:**

  
Biju Karumanchery, M.C.I.P., R.P.P.  
Acting Director of Planning and Urban Design

  
Jim Baird, M.C.I.P., R.P.P.  
Commissioner of Development Services

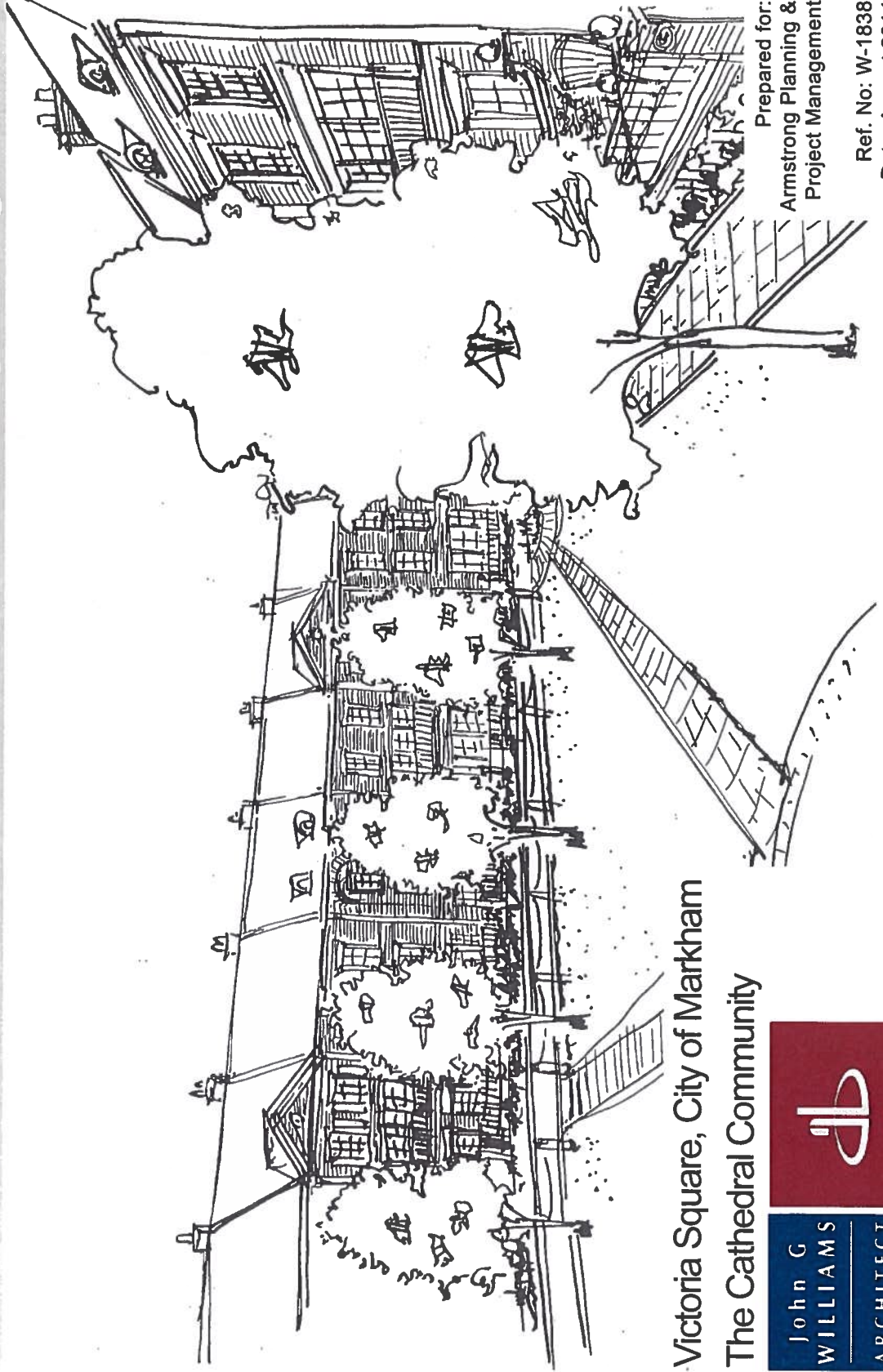
**ATTACHMENTS:**

Appendix A – *Kylemore Communities (Victoria Square) Ltd. Neighbourhood Design Brief*  
Appendix B - *Kylemore Communities (Victoria Square) Ltd. Architectural Design Guidelines*

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# Kylemore Communities NEIGHBOURHOOD (Victoria Square) Ltd. DESIGN BRIEF

Addendum To The Cathedral Community Design Plan



Prepared for:  
Armstrong Planning &  
Project Management

Ref. No: W-1838  
Date: August 2014  
Revised : October 30, 2014

Victoria Square, City of Markham  
The Cathedral Community



## TABLE OF CONTENTS

|     |                                                                          |    |
|-----|--------------------------------------------------------------------------|----|
| 1.0 | Introduction .....                                                       | 1  |
| 2.0 | Vision .....                                                             | 2  |
|     | 2.1 Community Plan .....                                                 | 3  |
| 3.0 | Land Use - Structure Plan .....                                          | 4  |
| 4.0 | Built Form .....                                                         | 5  |
|     | 4.1 Low Density Residential (Townhomes).....                             | 5  |
| 5.0 | Streetscape .....                                                        | 8  |
|     | 5.1 Landmark Locations.....                                              | 8  |
|     | 5.2 Public Realm, Street Hierarchy, and<br>Street Cross-sections.....    | 9  |
| 6.0 | Open Space System .....                                                  | 11 |
|     | 6.1 Parkland .....                                                       | 12 |
|     | 6.2 Stormwater Management Pond and<br>Transition to Existing Hamlet..... | 13 |
| 7.0 | Conclusion and Implementation Strategy.....                              | 14 |

## 1.0 INTRODUCTION

The Kylemore Communities (Victoria Square) Ltd. neighbourhood is a proposed residential development, comprised of 2 plans of subdivision, located on Woodbine Avenue north of Elgin Mills Road abutting the eastern boundary of the Cathedral Community in the City of Markham, refer to Figure 1 – Context Plan. This development is viewed as a continuation of the Cathedral Community and has been planned with regard for coordination of its street network and residential uses. It is further intended that design shall be consistent with the vision and design principles put forth in the approved Cathedral Community Design Plan, September 2005.

In this regard the purpose of this document is to provide an overview of the Kylemore Communities (Victoria Square) Ltd. neighbourhood, within the context of the secondary plan area, through a description of its main elements and a brief discussion on how these elements relate to and address the principles of design outlined in the Community Design Plan.



Figure 1 - Context Plan

## 2.0 VISION

The Vision for the Cathedral Community describes 'a collection of visually attractive, pedestrian-oriented neighbourhoods that are connected through an integrated system of open space, parkland and streets'.

The Kylemore Communities (Victoria Square) Ltd. neighbourhood is consistent with this vision in the following manner:

- Woodbine Avenue will pass along the western edge of the subdivision as a collector road that accommodates both vehicular, bicycle and pedestrian connectivity.
- The proposed road pattern will integrate with the established street layouts to the west and will also provide for future extensions to the east.
- Residential blocks are designed to be interconnected and pedestrian-scaled to encourage walking.
- The neighbourhood park block has been centrally located with a heritage house and townhouses fronting onto the park. This will provide an enhancing focal feature within the neighbourhood. The block of street townhomes that back onto the public park shall require a high degree of architectural design quality and articulation for the rear elevation of the building that faces the park to maintain frontage conditions around the park.
- Lotting and built form have been provided along primary streets to enhance the streetscape and to create a visually attractive community.
- A variety of townhouse forms will be provided, including Lane Townhouses and Street Townhouses with a mixture of 2-car and 1-car garages.
- Sustainability and low impact development measures will be utilized in building and landscape design including Energy Star homes and good pedestrian circulation throughout the site, including trail connections.
- The Kylemore Communities (Victoria Square) Ltd. neighbourhood will be integrated with the Cathedral Community Secondary Plan, and support its community vision.



*Lane Townhomes Fronting Onto Park*



*Street Townhomes With 2-Car Garages*



*Lane Townhomes*

*Conceptual Images Of Housing Forms Within The Subject Lands*

## 2.1 Community Plan



Natural Heritage - Woodlot



Low Density Residential



Lane-Accessed Townhouses



Cathedral of the  
Transfiguration of Our Lord

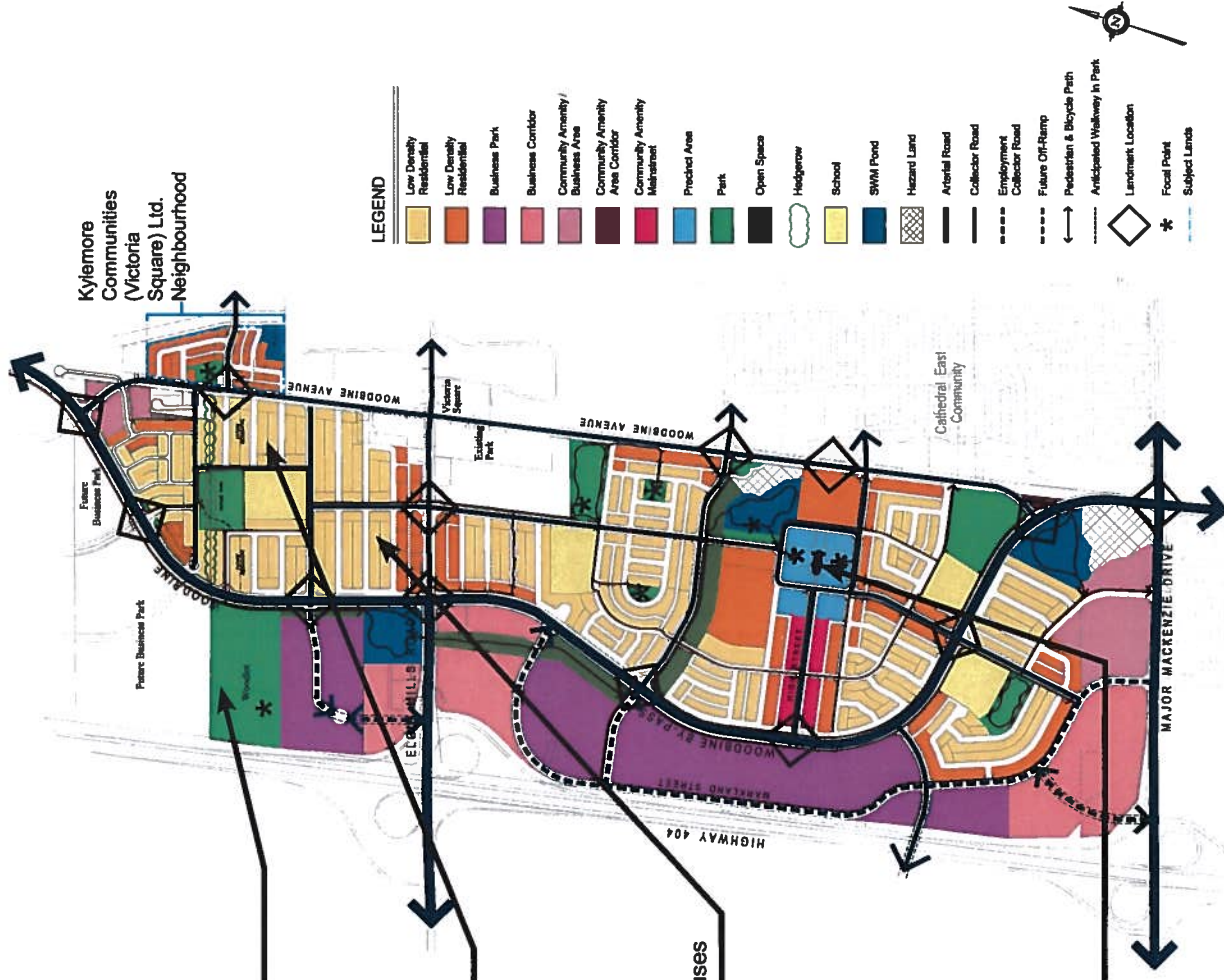


Figure 2 - Cathedral Secondary Plan (Including "Kylemore Communities (Victoria Square) Ltd." lands)

### 3.0 LAND USE - STRUCTURE PLAN

The Kylemore Communities (Victoria Square) Ltd. Neighbourhood Plan consists of:

- Low Density Residential (Townhouses)
- Park
- Retained Heritage House
- Stormwater Management Pond

Low Density Residential will be the only built form within the Kylemore Communities (Victoria Square) Ltd. neighbourhood and will consist of street townhouses on 5.5m lots (with 1-car garage) and 8.7m lots (with 2-car garage) and lane accessed townhouses on 4.7m lots (with 1-car garage) and 6.2m lots (with 2-car garage). The block of street townhouses on Street 'C' that also back onto the park shall require special design consideration to ensure an attractive and appropriate built form interface with the park is maintained.

A centralized park with heritage house along Woodbine Avenue in between Street 'A' and Street 'C' will create a themed character area within the neighbourhood.

A stormwater management pond is located at the south east corner of the site which will serve as an open space amenity feature and will also act as a buffer between the existing residential in Victoria Square. An existing hydro corridor forms the eastern boundary of the site.

These uses are structured by a street network consisting of Woodbine Avenue and several local roads and laneways.

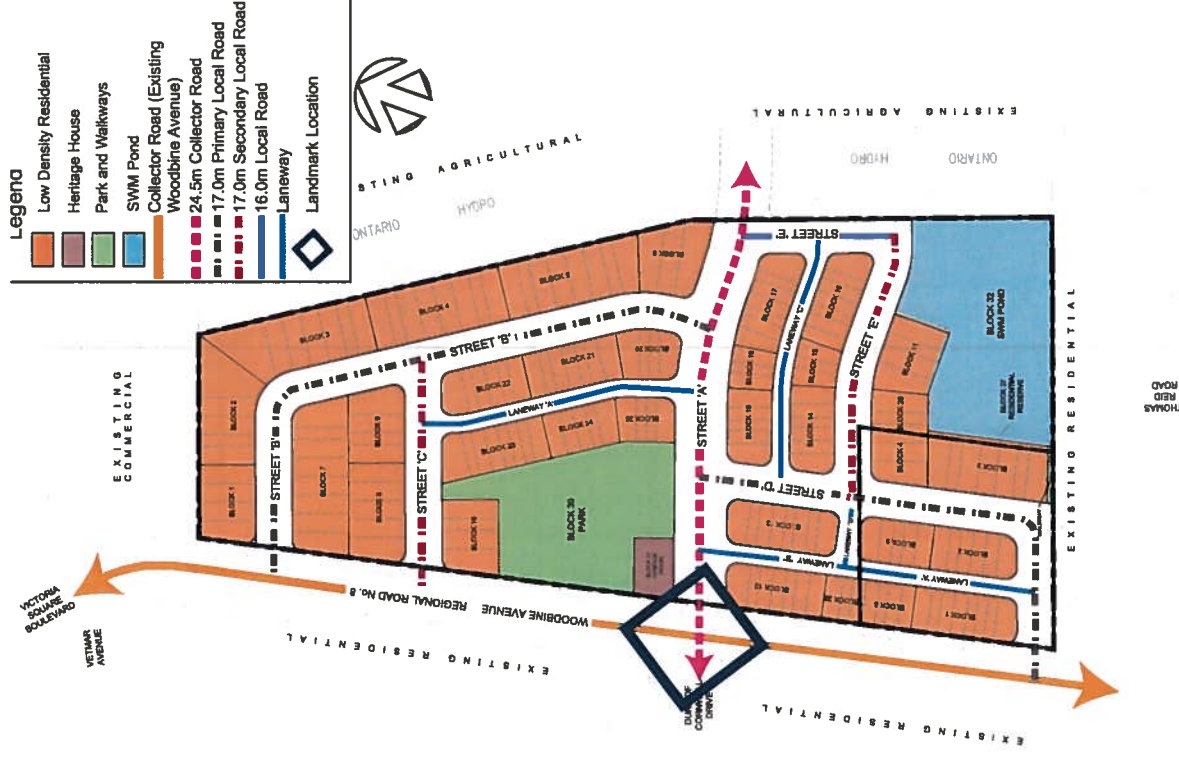


Figure 3 - Neighbourhood Land Use Plan

## 4.0 BUILT FORM

### 4.1 Low Density Residential (Townhomes)

As recommended by the Cathedral Community Design Plan a variety of townhouse types are proposed for the Low Density Residential areas both within the Neighbourhood Plan as well as within the individual townhouse blocks. These include street townhouse and lane accessed townhouse dwellings with a range of lot frontages. It is anticipated that siting and designs of built form will address the primary streetscape and create an attractive presence within the street zone. It is further anticipated that designs will relate to the high quality, heritage-inspired architectural vision established for the Cathedral Community.

#### Guidelines

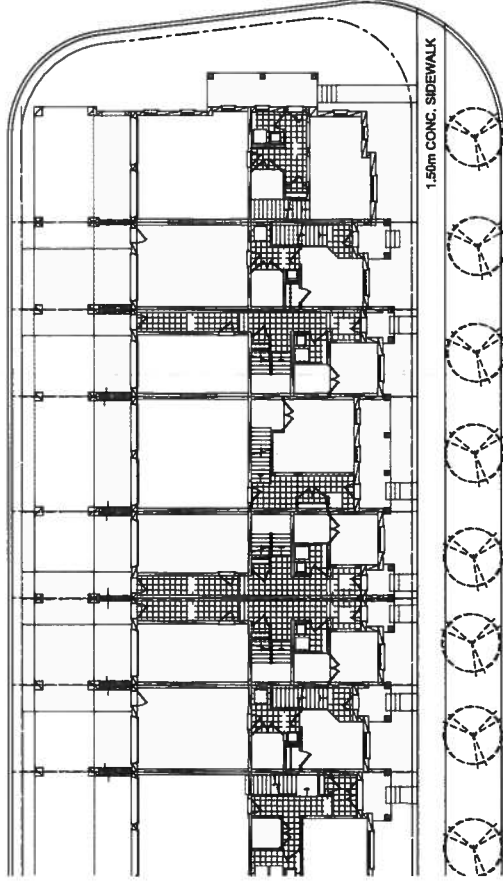
- Residential blocks are encouraged to contain a variety of townhousing types and block sizes as deemed appropriate to the specific street frontage and location within the neighbourhood.
- Residential blocks may be continuous or broken by a lane, allowing for a diversity of townhousing forms (street-related garage, lane-related garage).
- Housing groupings should contain similar or complementary massing and rooflines.
- Housing groupings should contain complementary variation in unit elevations, window and door locations and/or treatment, entry details, colours and materials
- The visual impact of garages and driveways should be minimized through a careful integration with the built-form and use of rear lanes in key areas of the neighbourhood.
- The architectural character of new housing should reference heritage-inspired precedents. Detailing, massing, materials and colours should support the architectural style of the building.



Figure 4 - Built Form Plan

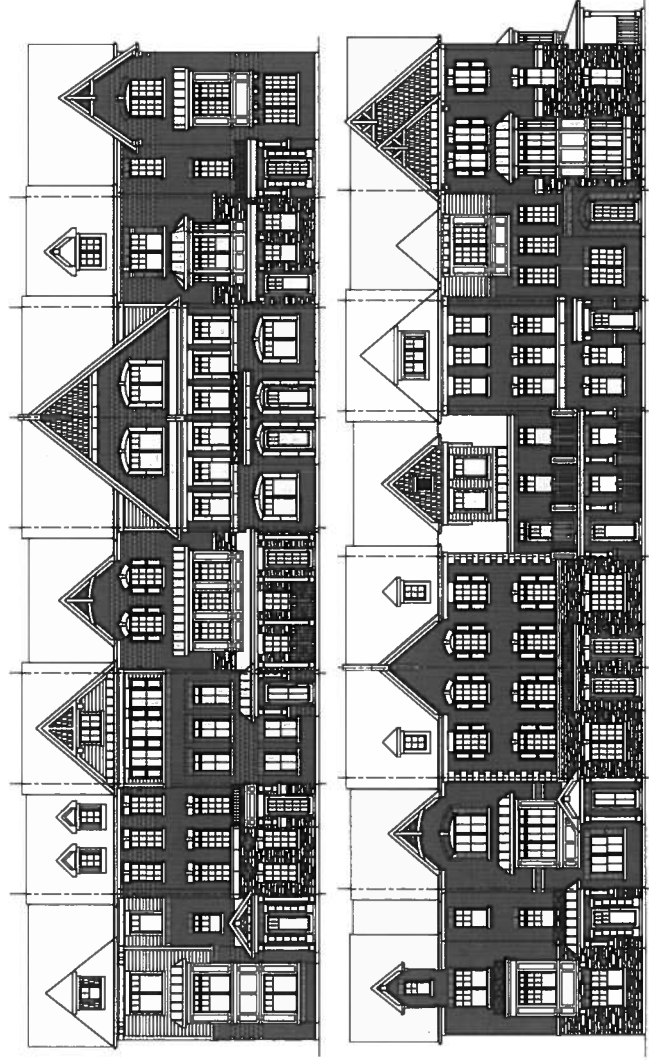
The following images are examples of townhouse built form anticipated for this neighbourhood. The proposed architectural direction is to create townhouse blocks comprised of individual units that will each have their own unique heritage-inspired character and exterior colour packages. Architectural character will be inspired by Old Ontario heritage influences, in keeping with the character of the Cathedral Community and Victoria Square, as shown in the conceptual diagrams below. This architectural character shall be applied consistently throughout the neighbourhood.

LANEWAY

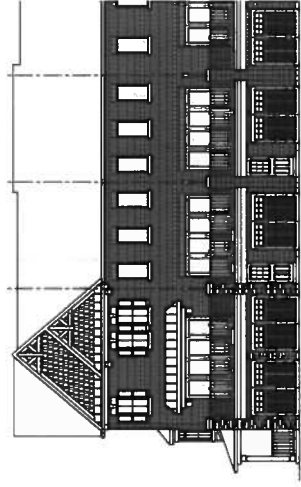


STREET

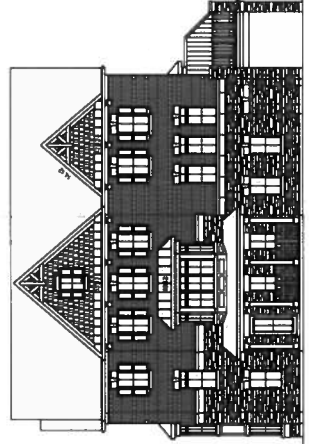
*Demonstration Siting Plan for Rear Lane Townhouses*



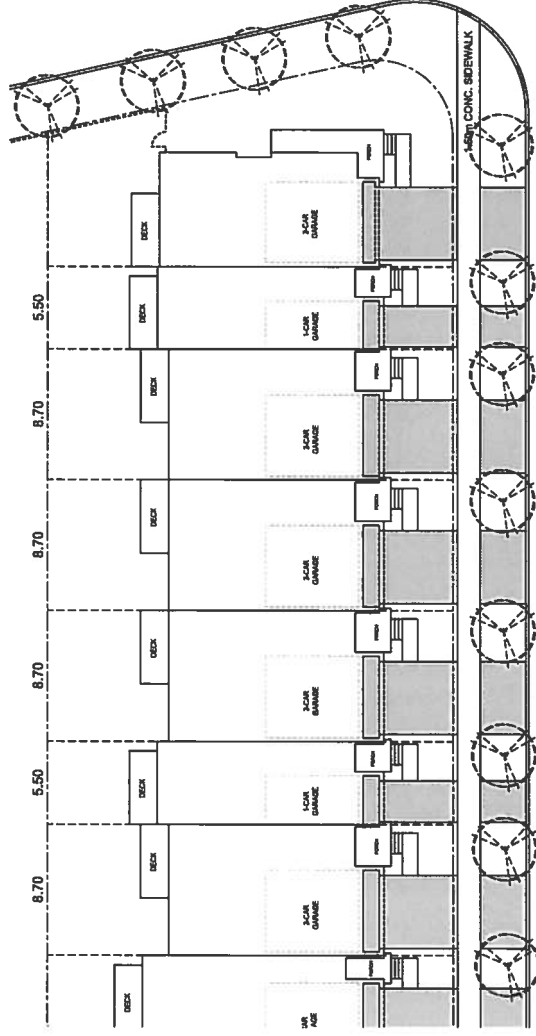
*Conceptual Rear Lane Townhouses (Front Elevations Facing Streets and Park)*



*Conceptual Rear Lane Townhouses (Garages Facing Lane)*

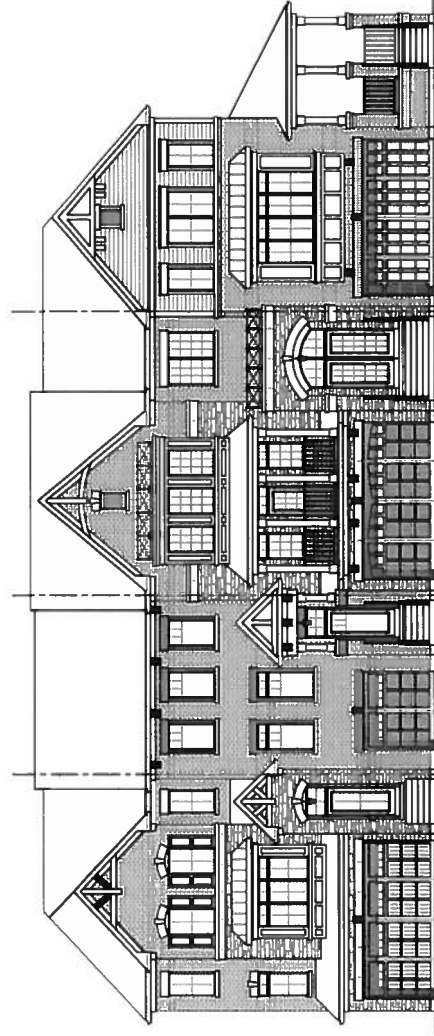


*Conceptual Corner Unit Townhouses (Side Elevation)*

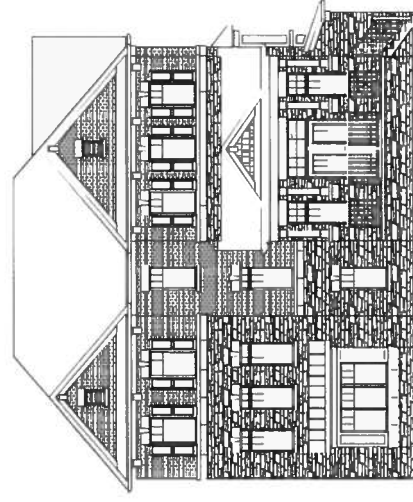


STREET

*Demonstration Siting Plan for Street Townhouses*



*Conceptual Street Townhouses (with mix of 2-Car and 1-Car Garages)*



*Conceptual Corner Unit Townhouses (Side Elevation)*

## 5.0 STREETSCAPE

### 5.1 Landmark Locations

The Community Design Plan identifies Landmark locations within the Cathedral Community as important structuring elements. Similarly, the Victoria Square neighbourhood proposes the intersection of Street 'A' with Woodbine Avenue as a similar Landmark Location.

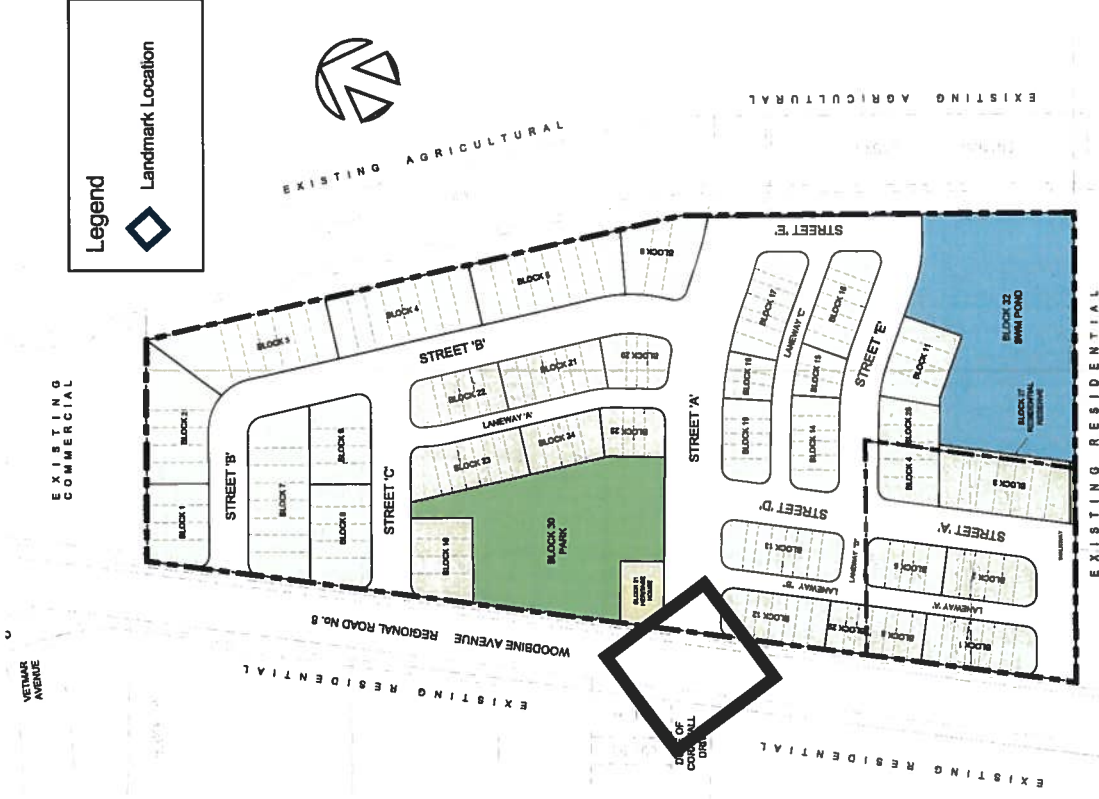
This area is to serve as a Gateway to the community, with the relocated Heritage house serving the focal point on the North-East corner. Heritage fencing with matching pillars is to accent the house and is to be repeated on the South-East corner to further accentuate this entry to the community.



*Heritage House to be Relocated to Corner of Woodbine Ave and Street 'A'*



*Example of Heritage House incorporated into a new neighbourhood*



**Figure 6 - Landmark Locations**

## 5.2 Public Realm, Street Hierarchy and Street Cross-Sections

The street hierarchy (as shown in Figure 3) is classified as follows:

- Woodbine Avenue is an existing regional road that will be transferred to the City of Markham in the future.
- Street 'A' is the main collector road providing primary access from Woodbine Avenue and accommodating future access to development lands located east of the site.
- Streets 'B' & 'D' are primary local roads that provide access from Woodbine Avenue and linkages to Street 'A'
- Streets 'C' & 'E' are secondary local roads.
- Laneways are located in key areas to prevent garages from becoming a component of important streetscapes within this neighbourhood.

The street hierarchy includes an interconnected system of public streets which, together with pedestrian and bicycle routes, provides for ease of access through and within the development as demonstrated in Figure 7. Street trees will be provided in conformity with City standards at the rate of 1 tree per unit, wherever feasible, with a maximum spacing of 10m, wherever feasible.

In addition to the ample parking provided on the lots within this development, on-street parking opportunities occur in front of all lane-accessed townhomes, along flankages, on Woodbine Avenue, on single-loaded portions of local roads, in front of the park and SWM pond and other areas as may be determined through the detailed siting of buildings within the development.



Figure 7 - Pedestrian System, Cycling Routes & On-Street Parking Opportunities

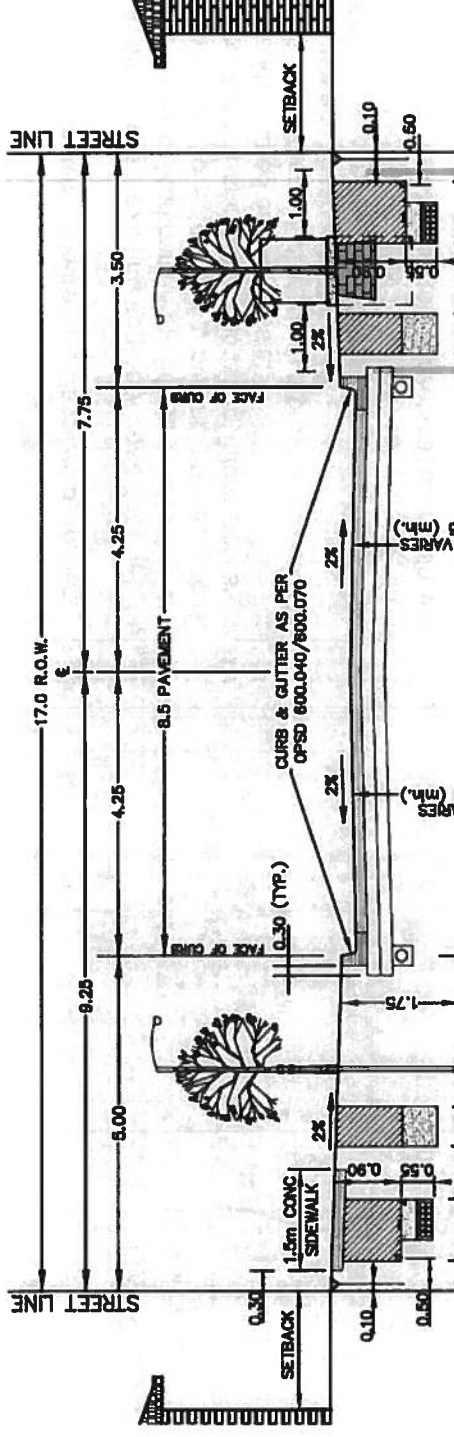


Figure 8 - City of Markham Typical Street Cross-Section for 17.0m Local Road

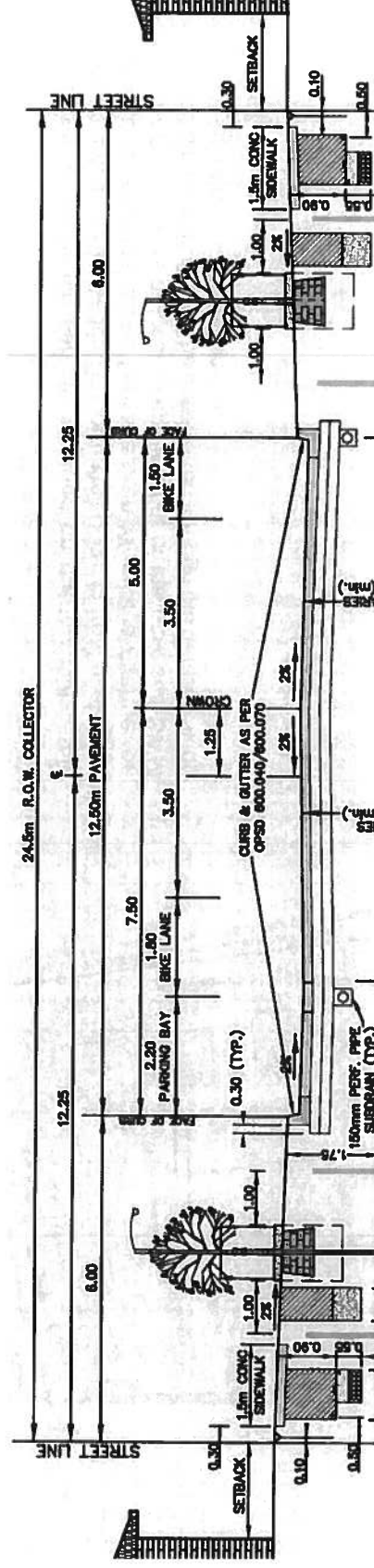


Figure 9 - City of Markham Typical Street Cross-Section for 24.5m Collector Road

## 6.0 OPEN SPACE SYSTEM

The objectives of the Open Space and Natural Features Plan are:

- To ensure continuity of the open space system and to provide parks and open spaces in visible and accessible locations in each neighbourhood. Furthermore, to ensure views and vistas to parks and open space through the pattern of streets.
- To design and locate parks and open space as focal points within the community and for each neighbourhood.
- To preserve, enhance and integrate natural features within the open space system wherever possible.
- To provide a Community Greenway along both sides of Street 'A', including tree planting where possible, to connect the Park block and Stormwater Management Pond.
- To create a Open Space transition between the new development and the Hamlet to the South.



Figure 10 - Open Space System

## 6.1 Park Land

The Victoria Square neighbourhood includes a centrally located park that creates a window into the community and serves as a green square with townhouses in the background. Connectivity to the park is created by a main North-South walkway on to which the units of Blocks

23, 24 and 25 front. A secondary pathway is to be provided within the park leading to a seating and play area. Tree planting along the site frontages and North-South walkway, will provide a formal structure to this open space, with Heritage Norway Spruce buffer planting adjacent to the Heritage House. Fencing around the Park block is to be of a Heritage style to continue the style of fencing around the House.

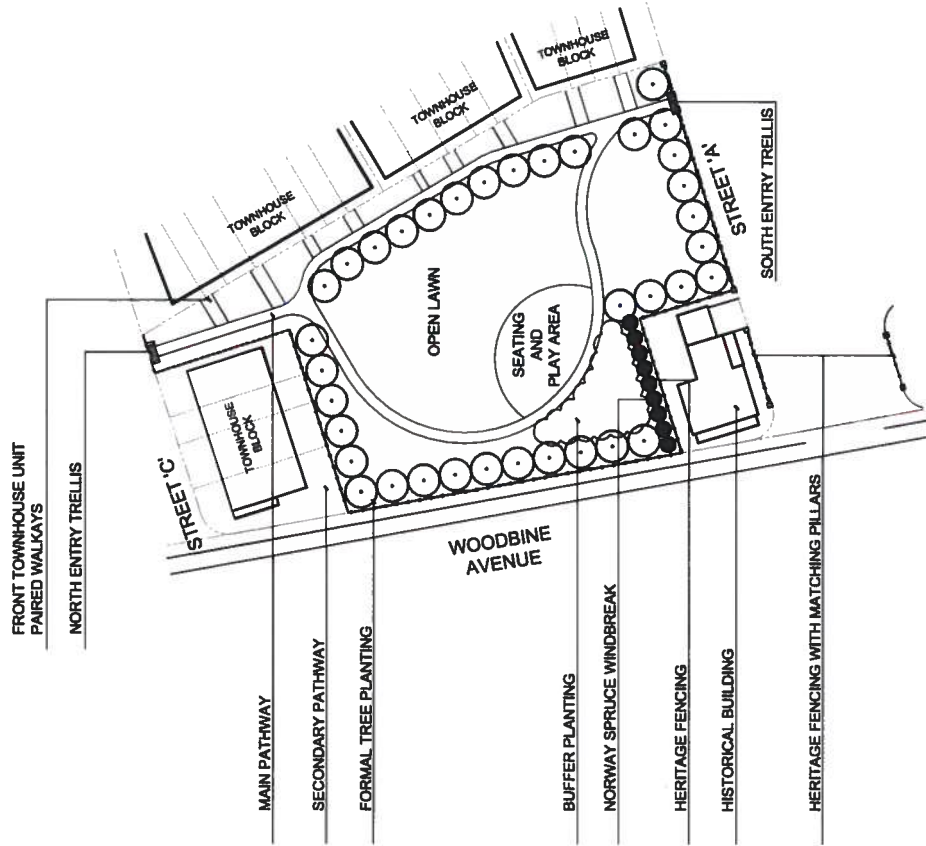


Figure 11 - Park Concept Plan



Conceptual Images of Park

## 6.2 Stormwater Management Pond and Transition to Existing Hamlet

The Stormwater Management Pond is to serve as a second component to the green space system of the neighbourhood, by providing both pedestrian access around the pond in a natural setting using both the maintenance access road and a supplementary pathway. It is to provide a transition from the existing estate residential development to the south and provide a buffer between to adjacent townhouse blocks and neighbouring hydro corridor.

Access to the Pond block is provided by direct a direct connection to Street 'E' by the maintenance access road, and pedestrian walkway connection through Block 10.

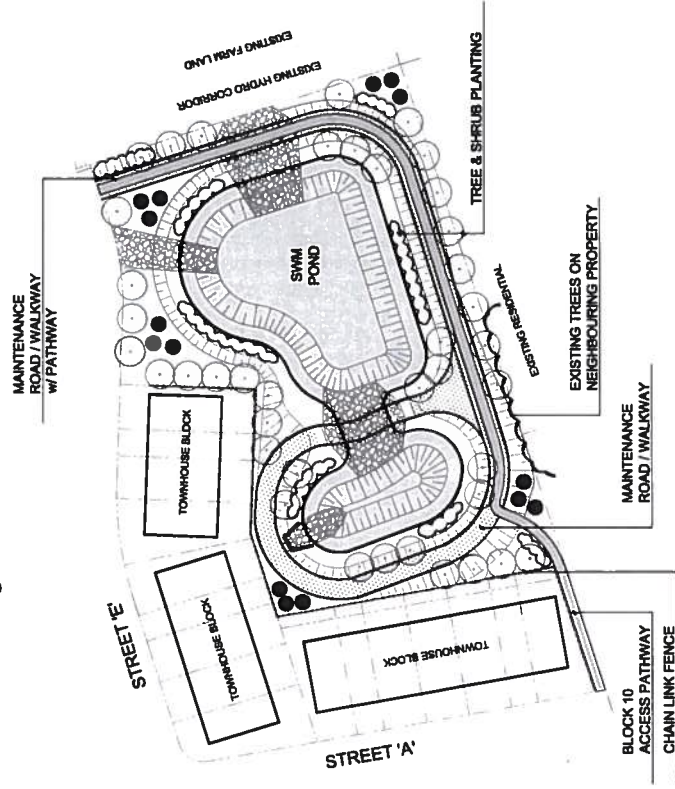
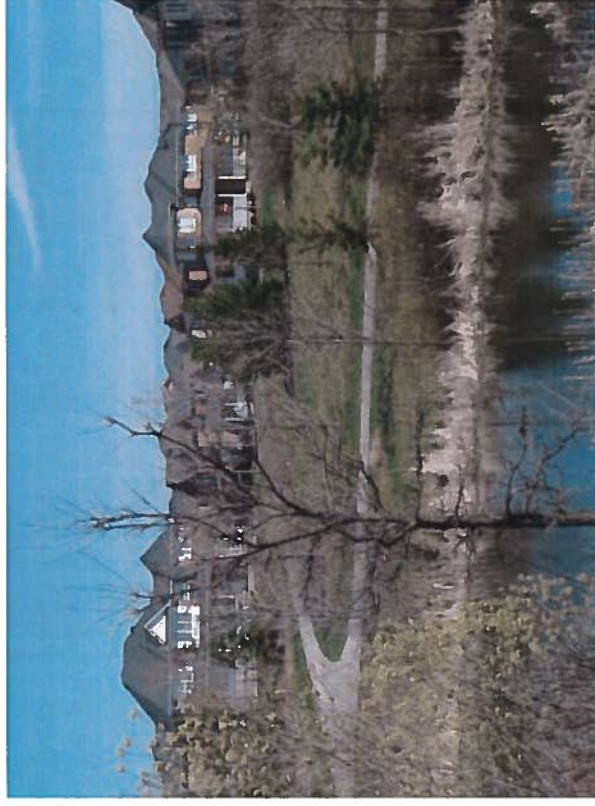


Figure 12 - SWM Pond Concept Plan



Conceptual Image of Storm Water Management Pond

## 7.0 CONCLUSION AND IMPLEMENTATION STRATEGY

The preceding pages have described the proposed Kylemore Communities (Victoria Square) Ltd. Draft Plans of Subdivision as a neighbourhood that is a continuation of the Cathedral Community designed to appropriately fit within the context of the hamlet Victoria Square. Through the description of its main components, namely the street network, built form, landmark locations and open space system, it has been demonstrated that the proposed neighbourhood embodies the design principles and objectives of the Cathedral Community.

The Cathedral Community Design Plan (September 2005) was prepared to address the requirements of OPA 149 - Section 9.0 (Community Design Plan). This addendum to the Cathedral Community Design Plan demonstrate that the proposed development adheres to the provisions of the Secondary Plan that govern the subject lands. As a component of the Implementation Strategy, development of the subject lands shall also comply with the "Kylemore Communities (Victoria Square) Ltd. - Architectural Design Guidelines" and the required architectural control process.

In addition to this design brief it is expected that the overall design vision for the Cathedral Community will apply to the Kylemore Communities (Victoria Square) Ltd. Draft Plans as they go forward through subsequent stages of design and development.

# Kylemore Communities (Victoria Square) Ltd.

## VICTORIA SQUARE (CATHEDRAL COMMUNITY)

*in the*  
City of Markham



## ARCHITECTURAL DESIGN GUIDELINES

Prepared for:  
Armstrong Planning & Project Management  
Prepared by:  
John G. Williams Limited, Architect

August 2014  
Revised: October 29, 2014  
Ref No.: W-1838

**TABLE OF CONTENTS**

|            |                                                                                |           |
|------------|--------------------------------------------------------------------------------|-----------|
| <b>1.0</b> | <b>INTENT, RATIONALE AND SCOPE OF THE ARCHITECTURAL DESIGN GUIDELINES.....</b> | <b>1</b>  |
| 1.1        | Intent .....                                                                   | 1         |
| 1.2        | Scope .....                                                                    | 3         |
| <b>2.0</b> | <b>INTRODUCTION TO THE COMMUNITY .....</b>                                     | <b>4</b>  |
| 2.1        | Introduction .....                                                             | 4         |
| 2.2        | Community Vision and Architectural Character .....                             | 5         |
| 2.3        | Structuring Elements of the Community .....                                    | 7         |
| 2.3.1      | Community Edges and Gateways .....                                             | 8         |
| 2.3.2      | Public Open Spaces .....                                                       | 11        |
| 2.3.3      | Street Pattern and Hierarchy .....                                             | 11        |
| 2.3.4      | Land Use Patterns .....                                                        | 12        |
| 2.3.5      | Residential Neighbourhood .....                                                | 12        |
| 2.3.6      | Built Form .....                                                               | 13        |
| <b>3.0</b> | <b>SITE PLANNING PRINCIPLES FOR PRIORITY LOCATIONS .....</b>                   | <b>17</b> |
| 3.1        | Introduction .....                                                             | 17        |
| 3.2        | Gateway Buildings .....                                                        | 18        |
| 3.3        | Corner Lots .....                                                              | 20        |
| 3.4        | T' Road Intersections .....                                                    | 22        |
| 3.5        | Curved Streets and Elbows .....                                                | 23        |
| 3.6        | Mid-Block Locations .....                                                      | 24        |
| 3.7        | Building Groupings .....                                                       | 25        |
| 3.8        | Rear and Side Yard Architecture .....                                          | 26        |
| 3.9        | Community Window Streets .....                                                 | 27        |
| 3.10       | Buildings Adjacent to Parkettes and School/Park Campuses .....                 | 28        |
| 3.11       | Buildings Flanking Open Space and Pedestrian Walkways .....                    | 29        |
| <b>4.0</b> | <b>DESIGN GUIDELINES FOR GRADE-RELATED HOUSING .....</b>                       | <b>30</b> |
| 4.1        | Introduction .....                                                             | 30        |
| 4.2        | Community Streetscapes .....                                                   | 30        |
| 4.2.1      | Building Types .....                                                           | 31        |
| 4.2.2      | Building Setbacks from the Street Line .....                                   | 31        |
| 4.2.3      | Elevation Variety within Each Streetscape .....                                | 32        |
| 4.2.4      | Bungalow Units .....                                                           | 33        |
| 4.3        | Design Guidelines for Principal Dwellings .....                                | 34        |

|            |                                                              |           |
|------------|--------------------------------------------------------------|-----------|
| 4.3.1      | Single-Detached and Semi-Detached Elevations.....            | 34        |
| 4.3.2      | Townhouse Elevations .....                                   | 35        |
| 4.3.3      | Architectural Styles and Influences .....                    | 36        |
| 4.3.4      | Consistency of Detail.....                                   | 36        |
| 4.3.5      | Main Entrances .....                                         | 37        |
| 4.3.6      | Porches and Verandas.....                                    | 38        |
| 4.3.7      | Wall Cladding .....                                          | 40        |
| 4.3.8      | Window Detailing.....                                        | 41        |
| 4.3.9      | Roofs.....                                                   | 42        |
| 4.3.10     | Building Projections.....                                    | 42        |
| 4.3.11     | Exterior Colours and Materials .....                         | 43        |
| 4.3.12     | Grading Conditions.....                                      | 44        |
| 4.3.13     | Utility Service Meters and Mechanical Equipment .....        | 45        |
| <b>4.4</b> | <b>Design Guidelines for Garages.....</b>                    | <b>46</b> |
| 4.4.1      | Houses with Integral Front Garages, Conventional Lots .....  | 47        |
| 4.4.2      | Houses with Integral Front Garages on Wide-Shallow Lots..... | 49        |
| 4.4.3      | General Guidelines for Garages in Rear Yards.....            | 50        |
| 4.4.4      | Garages Accessed from a Rear Laneway.....                    | 51        |
| 4.4.5      | Garages in Front Yards (Coach Houses) .....                  | 52        |
| <b>4.5</b> | <b>Carparks and Parking Pads .....</b>                       | <b>53</b> |
| <b>4.6</b> | <b>Corner Lot Fencing .....</b>                              | <b>53</b> |
| <b>4.7</b> | <b>Width of Driveways .....</b>                              | <b>54</b> |
| <b>4.8</b> | <b>Garage Exterior Colours and Materials.....</b>            | <b>54</b> |
| <b>4.9</b> | <b>Lighting and Identification of Garages.....</b>           | <b>54</b> |
| <b>5.0</b> | <b>THE COMMUNITY DESIGN REVIEW PROCESS.....</b>              | <b>55</b> |
| <b>5.1</b> | <b>Introduction .....</b>                                    | <b>55</b> |
| <b>5.2</b> | <b>Submissions for Approval .....</b>                        | <b>55</b> |
| <b>5.3</b> | <b>Responsibilities of the Builder .....</b>                 | <b>57</b> |
| <b>5.4</b> | <b>Review Process.....</b>                                   | <b>57</b> |
| 5.4.1      | Design and Working Drawings .....                            | 58        |
| 5.4.2      | Site Plans .....                                             | 60        |
| 5.4.3      | Materials and Colours .....                                  | 61        |
| 5.4.4      | Engineering Design.....                                      | 61        |
| <b>5.5</b> | <b>Revisions to Approved Drawings .....</b>                  | <b>62</b> |
| <b>5.6</b> | <b>Site Inspections.....</b>                                 | <b>62</b> |

**Appendix A- Priority Lot Plan**

**Appendix B— Typical Exterior Material and Colour Schedule**

**Appendix C- Corner Lot / Privacy Fence Conditions**

**Appendix D - Townhouse Site Plan Approval Diagram**

**Note: These Architectural Design Guidelines were prepared for the Town of Markham and may not be reproduced for any community outside of Markham in whole or in part without the expressed written permission of Watchorn Architect Inc. Sections 1 & 2 and the Appendices were prepared by John G. Williams Limited, Architect.**

## **1.0 INTENT, RATIONALE AND SCOPE OF THE ARCHITECTURAL DESIGN GUIDELINES**

### **1.1 Intent**

The "Kylemore Communities (Victoria Square) Ltd. - Architectural Design Guidelines" have been prepared on behalf of "Armstrong Planning & Project Management" for the subject lands comprising approximately 6.4ha located north of Elgin Mills Road, east of Woodbine Avenue, immediately north of the existing hamlet of Victoria Square, within the Cathedral Community in the City of Markham.

The proposed development comprises two plans of subdivision that represent a logical extension of the emerging urban fabric and development pattern that has occurred in this portion of the City of Markham, within the Cathedral Community over the past 5 years (i.e. "Heritage at Victoria Square – Roamin Stables" and "Bishop's Gate - Vetmar" residential subdivisions to the west). Given the proximity to the Hamlet of Victoria Square, it is recommended that a similar heritage-inspired architectural design vision be applied to ensure visual compatibility between new residential developments and built form within the hamlet.

The intent of these Guidelines is to ensure new housing is designed in a manner which employs attractive architecture appropriate to its context within the community. The Guidelines build upon design principles established within the "Cathedral Community Design Plan" and provide an architectural design vision, working concepts and quality standards to guide the development of new built form. An Urban Design Brief / Addendum to the "Cathedral Community Design Plan" has been prepared to incorporate the subject lands and address related urban design matters. Additionally, a Landscape Plan will be prepared by the developer's landscape architect to provide details of public realm landscaping design elements that support the design vision for this new development area. Together, these documents provide the design vision, working concepts and quality standards to guide the community's development in terms of site planning, architectural design and landscape design. The adoption of these Architectural Design Guidelines by the City of Markham is intended to provide a consistently high standard of architectural design quality within this new residential neighbourhood.



*Location of Subject Lands*

The Architectural Design Guidelines deal specifically with those physical elements of site planning and architectural design within the private realm that are exposed to public view. They are intended to contribute to the development of a unique sense of place and a consistently high quality architectural character for the "Kylemore Communities (Victoria Square) Ltd." development based on the following basic design principles:

- To ensure all new dwellings exemplify a high standard of architectural quality that is contextually appropriate to the community, based upon historic architectural precedents.
- To limit the visual impact of garages and driveways, particularly for dwellings facing primary roads within the community.
- To provide a mix of townhouse types, sizes, and layouts to support the current and future housing of needs of the community and to promote an attractive and active community.
- To ensure the careful design of housing in "priority lot" locations to ensure that attractive architecture frames public views.

A key component of these Guidelines will be to establish an architectural theme which is complementary to the local vernacular found within the Hamlet of Victoria Square and the heritage-inspired architectural styles established within the recently constructed subdivisions immediately opposite the site on the west side of Woodbine Avenue.



**Example of recently constructed homes Victoria Square**



**Example of older homes in Victoria Square**

## **1.2 Scope**

The 'Kylemore Communities (Victoria Square) Ltd. - Architectural Design Guidelines' and the architectural design review process will apply to the design and siting of all new housing within the this new neighbourhood. Implementation of these Guidelines will be privately administered in accordance with the Town of Markham's policy for Architectural Control. The standards established by the Architectural Design Guidelines are in addition to requirements imposed by any other authority having jurisdiction over development within the subject lands.

These Architectural Design Guidelines are structured in the following manner:

- 1) Section 1, Section 2 and the Appendices of this document contain specific guidelines which provide design characteristics unique to the "Kylemore Communities (Victoria Square) Ltd." development.
- 2) Sections 3 to 5 of this document contain generic site planning and design guidelines for ground-related housing for all new communities within the Town of Markham together with the requirements for a privately administered architectural control process.
- 3) Users of these Guidelines must refer to Section 2 to verify that the generic guidelines in Sections 3 to 5 have not been superseded by site specific guidelines in Section 2.

The Design Control Architect shall have the authority to make interpretations of the Architectural Design Guidelines to facilitate the necessary flexibility at the implementation stage, while ensuring that the stated goals and principals for the subject lands are met.

All stakeholders involved in this development should read these Guidelines in conjunction with the following documents:

- Secondary Plan for the Cathedral Community
- Cathedral Community – Community Design Plan (+ Addendums)
- Applicable Zoning By-laws

## 2.0 INTRODUCTION TO THE COMMUNITY

### 2.1 Introduction

The Kylemore Communities (Victoria Square) Ltd. development is located within the Hamlet of Victoria Square and is bounded by:

West: Woodbine Avenue, opposite which are existing residential lands.

North: Existing commercial uses (gas station / restaurant) on Woodbine Avenue.

East: Ontario hydro corridor, opposite which are future development lands.

South: Existing residential lands.

The Hamlet of Victoria Square is characterized by the elegant masonry United Church south of Elgin Mills Rd. on Woodbine Avenue, a collection of Old Ontario vernacular homes and recently constructed homes set within an emerging urban context. Development of the subject lands should be designed and scaled to integrate appropriately into the existing community. New housing should be complementary to the architectural styles contained within the hamlet while achieving a unique character and identity of its own and addressing the modern context in which they will occur. Design inspiration for new housing should reference the recently developed local vernacular of Victoria Square. This will allow the new development to appear as a natural extension of the existing developments immediately to the west which has its own distinctive architectural character, influenced by Georgian, Edwardian and Victorian (Queen Anne & Richardsonian Romanesque) precedents.

Key planning attributes of the proposed development that will contribute to its success as an attractive and sustainable neighbourhood include:

- Proximity to the core area of Victoria Square.
- A modified grid road system that links the subject lands to the subdivisions on the west side of Woodbine Avenue and allows for future access to development lands to the east of the site. The use of rear laneways in strategic locations where it is desirable to diminish the impact of garages and parking areas on the streetscape. The road pattern and use of rear lanes maximizes pedestrian and



vehicular accessibility throughout the neighbourhood.

- A mix of townhouse lot sizes and types arranged to face public areas and to provide variety of housing choice to residents.
- A centrally located park adjacent to Woodbine Avenue to serve the recreational needs of residents within the community. This park is located in an area of high public visibility and accessibility within a 5 minute walking distance for all residents.
- The retention and restoration of the existing heritage farmhouse that will be relocated to the northeast corner of Street 'A' and Woodbine Avenue to become a neighbourhood landmark.
- A naturalized storm water management pond in the south east section of the site will act as a buffer between the existing housing in the hamlet of Victoria Square and future development.
- An existing hydro corridor forms the eastern edge of the development.

## **2.2 Community Vision and Architectural Character**

The community vision for the Kylemore Communities (Victoria Square) Ltd. subdivision arises from design principles found in the Cathedral Community Design Plan and from the site's proximity to the Hamlet of Victoria Square. The community vision includes:

- A neighbourhood with an attractive and distinct character that respects the historical elements of the area through the use of heritage-inspired architecture and materials and by integrating the existing heritage resource into the urban fabric to create a memorable place.
- A neighbourhood that respects its local context and integrates appropriately with the existing community.
- A neighbourhood with an interconnected pedestrian network and active public realm.
- A neighbourhood with a central park and a variety of townhouse building forms to accommodate a range of homeowner needs.
- A neighbourhood with a well-defined community edge along Woodbine Avenue that welcome residents / passersby and reflects the community's character.



*Existing Heritage Home (view looking east)*



*Existing Heritage Home (view looking west)*

The Kylemore Communities (Victoria Square) Ltd. subdivision will contain street townhouses and rear lane townhouses in a range of sizes and lot widths. Diverse, visually attractive streetscapes are required to contribute to the unique identity and character of the neighbourhood. Building designs shall respond to their location within the community through the use of appropriate architectural style, orientation, massing, articulation, materials and detailing. To ensure positive public views are maintained throughout the community, all elevations of the building exposed to public uses and open spaces will require an enhanced level of architectural design quality consistent with the street-facing elevations. Buildings shall be sited to establish well-defined street edges and foster safe, pedestrian-friendly and harmonious streetscapes. Additionally, dwellings with street-facing garages shall be designed to provide façades that reduce the visual prominence of the garage.

The proposed architectural direction will be influenced by the local heritage character of the area, including primarily Victorian (Queen Anne & Richardsonian Romanesque), Edwardian and Georgian-based styles, and shall be applied consistently throughout the neighbourhood. Other styles may be considered provided they represent a high level of design quality and fit into the heritage-inspired character of the neighbourhood. It is not the intention of these guidelines to impose any form of rigid historical application for the design of new dwellings, rather, it is intended to provide a harmonious balance between traditional and contemporary architectural design characteristics. The use of high quality, low-maintenance building materials and architectural detailing representative of the architectural style of the building is required.



**Conceptual image of rear lane townhouses facing the park / Woodbine Avenue**

### **2.3 Structuring Elements of the Community**

Structuring elements provide the fundamental framework upon which any new neighbourhood or community is based. Within the Kylemore Communities (Victoria Square) Ltd. subdivision this framework provides the basis for a residential neighbourhood linked by an interconnected system of public streets, pedestrian/bicycle routes and open space areas, having the Park and the Heritage House as the community's main focal elements.

Structuring elements of the community are detailed in the Community Design Plan and include:

- Community Edges and Gateways
- Public Open Spaces
- Street Patterns and Hierarchy
- Land Use Patterns
- Residential Groupings
- Built Form

Outlined below are design criteria relating to those structuring elements contained in the "Kylemore Communities (Victoria Square) Ltd." neighbourhood.

### 2.3.1 Community Edges and Gateways

Community Edges and Gateways are critical in providing strong first impressions of the neighbourhood to residents and passersby. Building architecture should be designed to address the community edge in a manner which establishes and reinforces an attractive character and identity.

**Community Edges** occur along Woodbine Avenue to the west of the site and transitions to existing development within Victoria Square to the south and recent development to the west. New development along the community edge will occur primarily as corner lot flankages and 3 lane townhouse blocks with front elevations facing Woodbine Avenue and garages located facing a rear laneway.

Built form along Woodbine Avenue should conform to the following:

- Buildings should be sited to reinforce the existing street edge.
- Building main entries should be street-oriented and provide pedestrian connections to the public sidewalk.
- Garages and driveways should be located away from Woodbine Avenue
- Architectural styles shall reinforce a heritage-inspired character.
- 2 to 3 storey building forms shall be used to provide dominant massing which respects the importance of the community edge.
- Dwellings flanking the Community Edge shall be designed as corner lot dwellings with focal elements such as wraparound porches, bay features, where appropriate to the architectural style.
- Townhomes with direct frontage on Woodbine Avenue should be sited close to the streetline (3.0m) and have garages accessed from a rear laneway.



Community Edges and Gateways

- Heritage-inspired exterior colours shall be utilized to provide an appropriate transition from the existing architectural precedents in the hamlet of Victoria Square.
- The number of stairs accessing the front or flanking porch/portico should be minimized to ensure a ground-related entry (maximum five risers to the porch in a single run). Solutions to avoid excessive risers in a straight run such as dispersing the steps over the front yard, using landscape steps, or lowering the foyer, will be encouraged.
- Stairs leading to main entrances should be poured in place concrete.

Refer to Section 3.9 for additional architectural controls.

**The Community Gateway** occurs at the main entrance to the neighbourhood from Woodbine Avenue at Street 'A'. Buildings in these locations together with proposed landscape features and relocated heritage house should provide distinctive built form that will convey the quality and character of the proposed development. The architecture, materials and siting of gateway dwellings shall be coordinated with landscape gateway features.

Building architecture for the gateway corner dwellings in these locations shall be consistent with requirements for Gateway Dwellings stated in Section 3.2.

### 2.3.2 Public Open Spaces

The treatment of public open space features within the community is detailed within the Cathedral Community Design Plan and corresponding Urban Design Brief / Addendum for the subject lands.

Public open space within the neighbourhood is comprised of a central park along Woodbine Avenue between Street 'A' and Street 'C' surrounded by townhouse dwellings and the Heritage House. The subdivision also includes a storm water management pond located at the south east corner of the site, which will act as a natural buffer feature for the existing residents to the south. The treatment of open space features within the development will be detailed within the specific landscape plans for the development prepared by the developer's landscape architect.

Buildings adjacent to open space features should relate to the feature as well as to the adjacent roadway through the provision appropriate design enhancement on all elevations exposed to the public realm. Appropriate design enhancement includes wall articulation, ample and balanced fenestration and consistent detailing on publicly exposed elevations. The subdivision plan has located rear lane housing facing the park to limit the impact of garages on the streetscape and create a high quality, pedestrian friendly streetscape in this focal location.

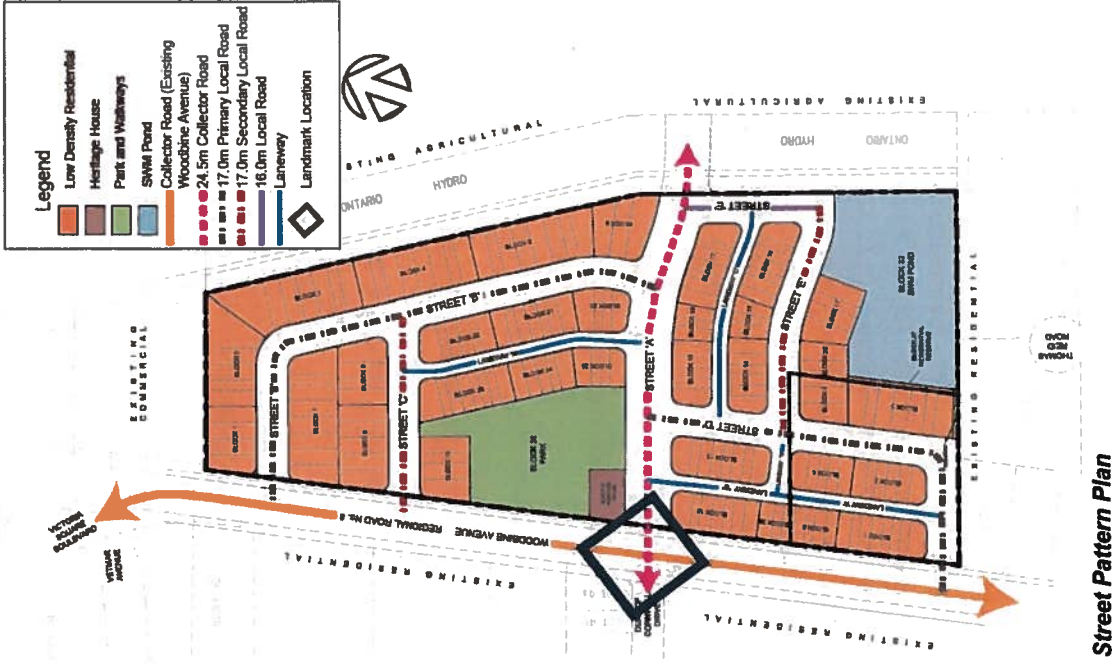
Refer to Sections 3.8, 3.10 & 3.11 of these Architectural Design Guidelines for specific architectural controls.



Open Space Plan

### 2.3.3 Street Pattern and Hierarchy

The modified grid street pattern within the Kylemore Communities (Victoria Square) Ltd. subdivision is influenced by the location of the Duke of Cornwall Drive / Woodbine Avenue intersection to the west of the site and forms the logical extension of the planned road pattern in this area. Street 'A' will provide future access to the lands to the east, opposite the Hydro Corridor. The street hierarchy includes an interconnected system of public streets which, together with pedestrian and bicycle routes, provides for ease of access through and within the development. The road hierarchy includes primary streets (which serve as community and neighbourhood connector streets), local roads and laneways.



### 2.3.4 Land Use Patterns

The primary land use within the Kylemore Communities (Victoria Square) Ltd. development will be low density residential. Other land uses will include open space uses and a storm water pond. Appropriate transitions between differing land uses and building forms should be provided to avoid jarring contrasts in scale, style, form, materials and colours. Special care shall be given to those buildings that interface with existing built form of the community. In particular, two areas will require special design consideration:

- 1) Lots facing the Park
- 2) Lots facing Woodbine Avenue

### 2.3.5 Residential Neighbourhood

New residential development will take the form of street accessed townhomes on lot frontages of 5.5m and 8.7m and lane accessed townhomes on lot frontages of 4.7m and 6.2m. Garages will be provided for all units as follows:

- Street townhouses on 5.5m lots will have a 1-car attached garage. A maximum of 13 5.5m lots will be provided within the development area, and no two 5.5m units will be permitted beside each other.
- Street townhouses on 8.7m lots will have a 2-car attached garage.
- Laneway townhouses on 4.7m lots will have a 1 car garage, with outdoor amenity space located on a terrace above.
- Laneway townhouses on 6.2m lots will have a 2 car garage, with outdoor amenity space located on a terrace above.

Common architectural design objectives for the neighbourhood are:

- To diminish the visibility of the garage within the streetscape.
- To provide architectural styles complementary to existing heritage-inspired architectural influences within the community.
- To ensure harmonious streetscapes are provided through the use of dwelling designs, materials and colours.
- To ensure a sufficient variety of compatible building forms and architectural expressions to avoid monotony.



**Built Form Plan**

## **2.3.6 Built Form**

The City of Markham's Generic Architectural Design Guidelines contained in Sections 3 to 5 of this document provide design criteria to guide new residential development. Listed below are guidelines specific to the Kylemore Communities (Victoria Square) Ltd. development that are in addition to the Generic Guidelines.

### **1. Corner Lot Architecture**

Notwithstanding the provision of Section 3.3 of these Guidelines:

- The main entry of the dwelling is encouraged to front onto the flanking street (long side of the lot) and is required on the majority of all corner lots.
- The main entry may be positioned facing the fronting street (short side of the lot) provided sufficient architectural detailing is present which addresses both street frontages in a similar manner.
- All corner lot dwellings shall receive a rear yard privacy fence.
- All corner lot dwellings shall have a private lot front / flanking yard landscape package provided by the builder. This shall be detailed by the project's consulting landscape architect and noted on the lot grading plan.



**Conceptual Image of Corner Lot Architecture**

### **2. Dwellings Adjacent to / Facing the Park**

Lane Townhouse dwellings with frontage on the park shall be given special design consideration to ensure ample "eyes on the public realm" is provided.

This shall include:

- Well-articulated, detailed and fenestrated facades.
- 2 to 3 storey buildings sited close to the park edge using minimum setbacks (in the order of 3m).
- Orienting an entrance toward the park with a walkway that links to the public sidewalk within the park.
- A landscape treatment should be provided in the front yard to define the boundary between private and public realms.
- Use of large front porches to provide 'eyes on the street' and social interaction. Porches should be of sufficient depth to accommodate furniture.



**Conceptual Image of Dwellings Facing the Park**

It is important to ensure the detailing of the porch and its components is appropriate to the architectural style of the dwelling. All porches will require railing regardless of OBC requirements.

- A heritage colour palette using red, brown or buff-toned bricks with a rusticated texture should be used. Contemporary colours such as grey or pink toned bricks should be avoided.
- Townhouses will be designed to maintain consistent frontage around the public park that will include, but not be limited to, the application of dual frontages.
- Street townhouse dwellings within Block 10 will have frontage on Street 'C' and will back onto the park. This building shall have a high degree of architectural design quality and articulation applied to the rear elevation facing the park to ensure compatibility with the front façades of the rear lane townhouses that front onto the park.

**3. Dwellings Facing / Flanking Woodbine Avenue**

The design of new housing on lots flanking onto Woodbine Avenue should provide for the following elements:

- Corner lots flanking Woodbine Avenue should be well-articulated and have strong porch elements on elevations facing Woodbine (subject to setback provisions).
- Dwellings in this location should employ heritage-based colour palettes, using red or buff toned brick to complement and emphasize the heritage house.

**4. Dwellings Abutting Existing Development**

New housing abutting existing residential within the Hamlet of Victoria Square shall be respectful to the existing building by having appropriate regard for design, scale, massing, setbacks, building materials and colours. Model types/elevations available to be sited adjacent to existing buildings should be limited to those exhibiting the highest degree of compatibility. Enhanced elevation treatments will be required for façades facing an existing building.



**Conceptual images of Dwellings Facing Woodbine Avenue**

6. Main Entry Steps

Notwithstanding Section 4.3.5, bullet 5, a maximum of 3 precast stairs will be permitted at main entrances; where more than 3 risers are required, they should be poured in place concrete with masonry veneer on the exposed sides. Elevated main entrances are discouraged. The maximum number of risers in a single run accessing a front or flankage porch shall be 5. Exceptions to this may be considered where split level entrances are integral to the design style of the dwelling. Measures to reduce the negative visual impact of elevated entries shall be explored, including sunken foyers, risers inset into the porch and dispersing steps over a greater run within the front yard.

7. Main Entrances

In addition to Section 4.3.5 Main Entrances, on lots where the garage is proportionally wider than the balance of the front elevation, the use of double door main front entrances should be minimized. The builder shall offer models which provide a single door with double sidelights or a ground level window in order to create a more pedestrian friendly streetscape. Single door entries with sidelights should be provided on at least 50% of models offered for sale.

8. Brick Type

All dwellings within the Kylemore Communities (Victoria Square) Ltd. development shall use clay brick (heritage tones and textures will be required) as a suitable interface with existing development.

9. Street Townhouses

Notwithstanding Section 4.3.2, all Lane Townhouses and certain Street Townhouses, in prominent locations within the subdivision (i.e. Adjacent to Woodbine Avenue and/or Street A) will be subject to the City of Markham's "Site Plan Approval" process as outlined in Section 5.7 of this document. Refer to Appendix 'D'.

**10. Air Conditioning Units**

Notwithstanding provisions in Section 4.3.13, built form design should accommodate air conditioning units in areas away from public streets and public park views.

**11. Corner Lot Fencing**

Notwithstanding the provisions in Section 4.6 corner lot fencing should incorporate pillars in gateway locations and should have a design that is compatible with corner lot fencing treatments found in other recent subdivisions within the Cathedral Community. Materials should be consistent with the building architecture. Corner lot privacy fencing will not be required for lane townhouses with deck amenity space, since there is no rear yard privacy area to be screened.

### **3.0 SITE PLANNING PRINCIPLES FOR PRIORITY LOCATIONS**

#### **3.1 Introduction**

Priority locations are streets, lots, buildings, elevations, and private yards for all land uses that are located in positions of high public exposure or form the terminus of a view corridor. Given their prominence within the community, buildings sited on priority lot locations shall be designed to ensure that the strong character of the community is expressed.

Special consideration shall be given to a variety of design elements including building siting, unit and garage design, façade treatment, materials and colours, and opportunities for landscape elements. For semi-detached houses located on priority lots, both units shall be treated as priority lot units. For on-street townhouses, the end unit flanking a street will be regarded as a priority lot unit. Other on-street townhouse units may be classified as priority lots in certain circumstances, such as mid-block locations.

The Typical Priority Lot Plan, in Appendix A illustrates typical residential priority lot locations. Site specific priority lot plans will be prepared by the Design Control Architect for each development submission at the M-plan stage to clarify the priority locations for residential lots and other land uses.

When preparing the priority lot plans, the Design Control Architect should identify opportunities to create special enclaves or areas within the plan. Special areas may be related to a variety of elements including a change in the road pattern or a feature such as a storm water management pond or woodlot.

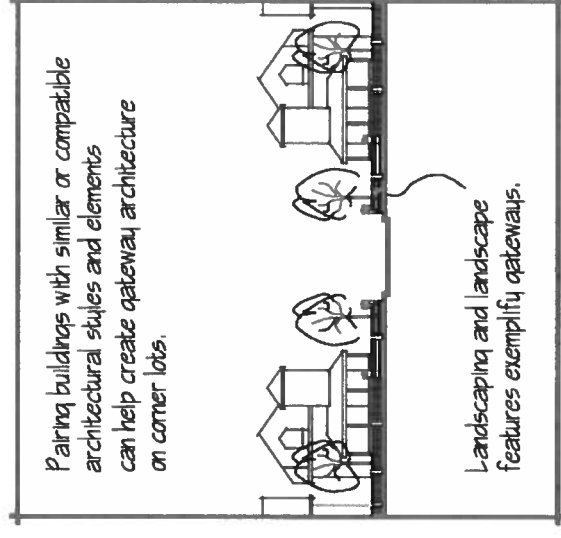
### 3.2 Gateway Buildings

Special opportunities exist at entrances into the community to create gateway buildings and special entry landscape features. Gateway houses should be considered on the special corner lots identified on the site-specific priority lot plan.

The creation of these gateways may be handled through a variation in height or built form, and through landscape elements and plantings. Gateway buildings located on opposite corners should be similar or compatible in architectural style, elements and details to ensure harmony but should allow for variety. The design of gateway buildings will be encouraged to incorporate traditional architectural elements such as wrap-around porches, turrets and bay windows or sun terraces as appropriate to the architectural style of the unit and the architectural theme of the community. The lot design for these gateway entrances should be sized to incorporate these architectural elements.

A special building model should be designed for these locations. To make full use of these important design opportunities, special attention shall be given to:

- the quality of the architectural design, the amount and quality of detailing, and the type and quality of material finish on all exposed elevations, including the front, flankage and publicly exposed second floor rear;
- the front entry of the main building is encouraged to front onto the flanking street but may be positioned on the fronting street;
- the design of gateway houses is encouraged to provide an architectural feature at the corner of the house using a detail such as a wrap-around porch, turret or bay window;
- gateway building fencing enclosing the flankage and rear yards will be designed by the landscape architect and approved by the Design Control Architect. Fences are to be located in accordance with Appendix C, Corner Lot Fence Locations, to reinforce the visual importance of gateway lots. The design shall be co-ordinated for the community;
- gateway building designs, siting, and landscaping will be co-ordinated with the design, materials, colours and landscaping of entry features where these houses are sited adjacent to community entry features; and



Paired turrets, dormers, porches, etc., can help create a gateway.

### Gateway Buildings

- to ensure visual variety at gateway intersections, and along the associated streetscape, houses with identical elevations shall not be sited on opposite corners except where specifically approved by the Design Control Architect based on design merit except where specifically approved by the Design Control Architect based on design merit.

The use of gateway architecture is the preferred means of acknowledging a gateway entry into the community. Landscape elements, fencing, walls and gates should be co-ordinated to enhance the architectural design but should not be used as the sole means of marking the entry location.

### 3.3 Corner Lots

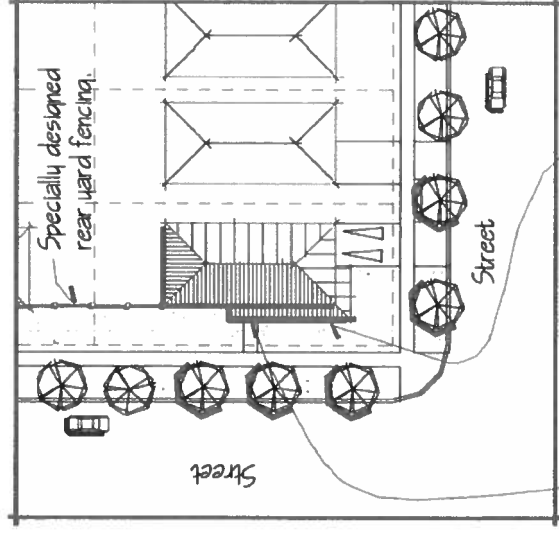
Corner lots present the most commonly occurring opportunities to provide visual punctuation and focus in the streetscape. The distinct qualities of the community can be visually supported by the characteristics of corner lot architecture and the landscape design for lots at every intersection.

All corner lots are identified as priority lots and are distinguished by:

- being highly visible with two fully exposed elevations plus an exposed second floor rear elevation and possibly a rear yard garage which are visible from the street;
- they have two options for front entrance locations; and
- they often have several options for garage locations (from the front, the flankage, or the laneway).

The following guidelines will apply to the architectural design for corner lots to make full use of the special opportunities they present:

- special attention shall be given to the quality of the architectural design, amount and quality of detailing, and the type and quality of material finish on all exposed elevations (front, flankage and rear);
- the rear and side upgrades of corner lot units shall be consistent with the quality and detail of the front elevation;
- the main entry of the dwelling should front onto the flanking street and is required on the majority of all corner lots;
- where the main entry is located on the flanking elevation, it is desirable for the same condition to occur across the street;
- houses for corner lots must be specifically designed to address the front and flankage conditions of the lot;
- the designs are encouraged to provide an architectural feature using details such as a wrap-around porch, turret or bay window;
- different buildings with compatible massing, architectural styles, elements and details are encouraged at opposite corners to ensure variety and harmony;
- garages should be integrated into the design of the corner unit and when designed as a separate building should be consistent in architectural style, massing, and materials as the main building;



Front entry is encouraged to address flankage.

Significant architectural feature at the corner such as wrap around porches.

Attention should be given to three- dimensional qualities of the design of the house on corner lots.

### Corner Lots

- corner lot fencing enclosing the flankage and rear yards will be designed and located to reinforce the visual importance of corner lots; and
- fence designs shall be prepared by the landscape architect and approved by the Design Control Architect to ensure the fences are co-ordinated for the whole community. The location of fencing shall be in accordance with the locations shown in Appendix C.

Guidelines for fence screening of rear yard amenity areas exposed along the flankage street are in Section 4.6 - Corner Lot Fencing.

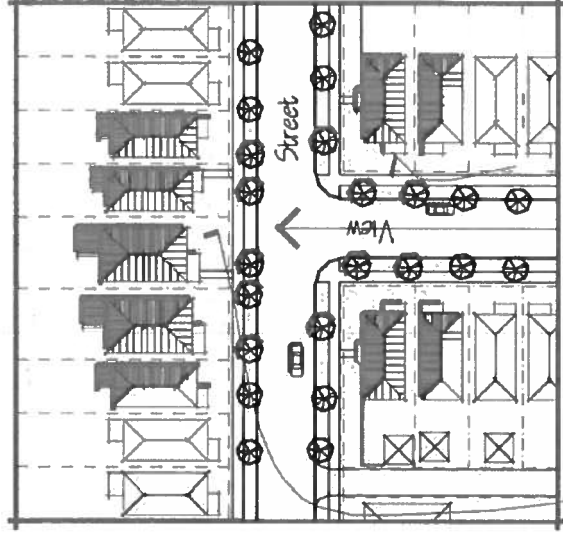
### **3.4 T' Road Intersections**

'T' intersections occur where one road terminates at right angles to another. At these locations, a grouping of buildings is formed by the buildings at the top of the 'T' intersection and the two corner lots flanking the terminated road.

Special guidelines for these locations are as follows:

- houses on these lots should reflect the defined architectural theme of the community;
- special architecture should be provided at the axis of the terminated street and corner lot locations; and
- the provision of rear yard garages are encouraged where the opportunity and depth of the lots permit them.

Where the engineering of the draft plan has provided for driveways to be located to the outside of lots at the top of the 'T' intersection, these locations should be maintained to provide the opportunity for enhanced landscape treatment.



Driveways should be located to the outside of the lots to create a landscaped court in the front yard setback area of the house.

Quality of architecture should support the importance of these lots as visual

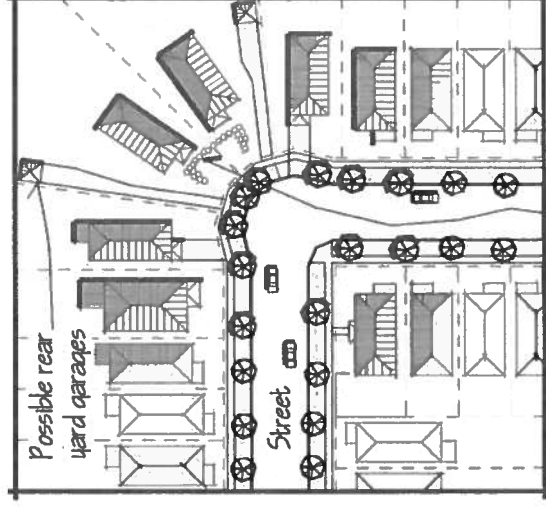
### **'T' Road Intersections**

### **3.5 Curved Streets and Elbows**

On curved, elbowed or cul-de-sac streets, special opportunities exist on the outside or visually highlighted side of the road bend to create a special grouping of buildings. The grouping of buildings includes those at the curve of the street as well as two to three units on either side of the curve. The overall streetscape design of these areas must include consideration of the group of buildings.

The buildings in these locations should give special attention to the following principles:

- buildings of high architectural quality should be set back from the street on the lots at the curve with the buildings on the adjacent lots stepping back as a transition from the balance of the street;
- sensitive and comprehensive driveway placement is essential to avoid driveways on adjoining lots merging at the streetline and to provide enhanced opportunities for special landscaping treatments at the terminus of the site line; and
- the houses should be sited to minimize the visual impact of the garage.



*Example of a house grouping which creates a visual focal point in the streetscape.*

### **Curved Streets and Elbows**

### **3.6 Mid-Block Locations**

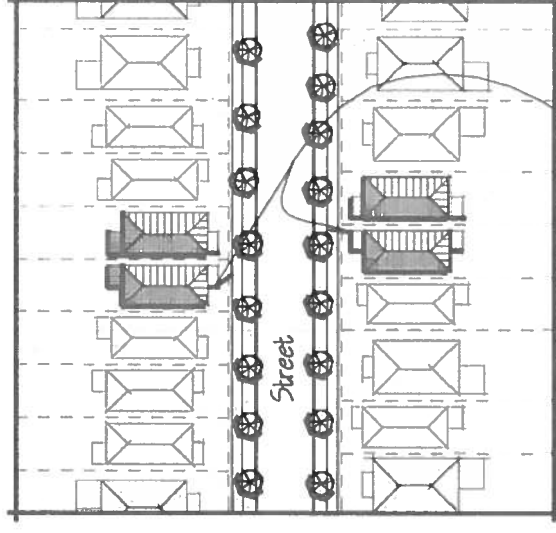
Where there are long streets, there are opportunities for creating mid-block variation by giving special consideration to the siting of one to two typical lots on each side of the street. Varied building setbacks provide for greater variety within the streetscape. Where lot depths do not allow for varied building setbacks, a sense of building setbacks shall be created to achieve variety within the streetscape. The sense of building setbacks is achievable through floor plan designs and architectural detailing of elevations.

The objective is to promote variety within the streetscape by:

- requiring a clearly recognisable termination of building groupings;
- varying the building setback to alter the overall streetscape building edge;
- designing elevations with strong architectural elements that change the rhythm of the street; and/or
- providing architectural features that distinguish them from other buildings along the street.

Mid-block locations may occur more than once along exceptionally long streets and should be aligned on both sides of the street, if possible. The streetscapes on these streets should be comprehensively planned to ensure compatibility and harmony.

These guidelines will be applied to interior units within on-street townhouse blocks that are identified as mid-block locations.



*Opportunities for creating mid-block variation through siting of one or two typical lots.*

### **Mid-Block Locations**

### 3.7 Building Groupings

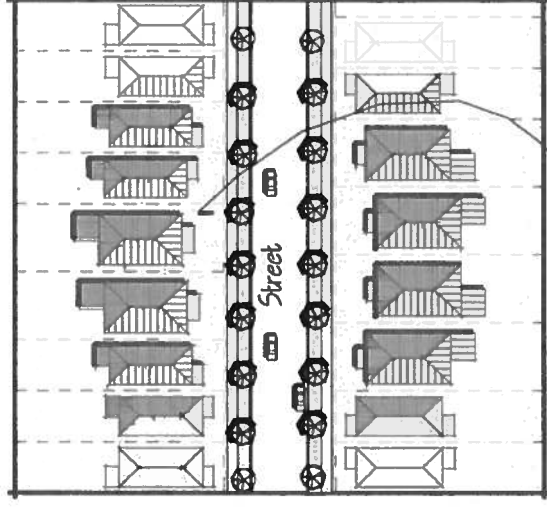
On any straight length of street, a design objective is to develop a varied building edge to the street instead of having a hard street edge created by a straight line of buildings. This can be achieved by:

- using architectural details of the building elevations to vary the building edges; and/or
- altering building sitings within a building grouping.

Where altering the building sitings is not possible, varied architectural detail and plane change on the elevations is critical to achieve a varied building edge along the street.

Groupings are formed by buildings on one side of the street being grouped with a like number on the opposite side, as shown in Appendix A, Typical Priority Lot Plan. These groupings should be co-ordinated for compatibility in general massing, rooflines, and siting of buildings through setbacks. Setbacks should generally follow a curved pattern to create a visual sub-set of the entire street length.

Buildings can be individual in architecture and detailing while appearing in harmony as a group. Building groupings may vary in appearance to enhance the streetscape. Special architectural consideration should be given to units that contain or terminate building groups through massing, special architectural detailing, roof design, and colour and materials.



*Opportunities to provide visual rhythm in the streetscape by varying the setbacks.*

#### **Building Groupings**

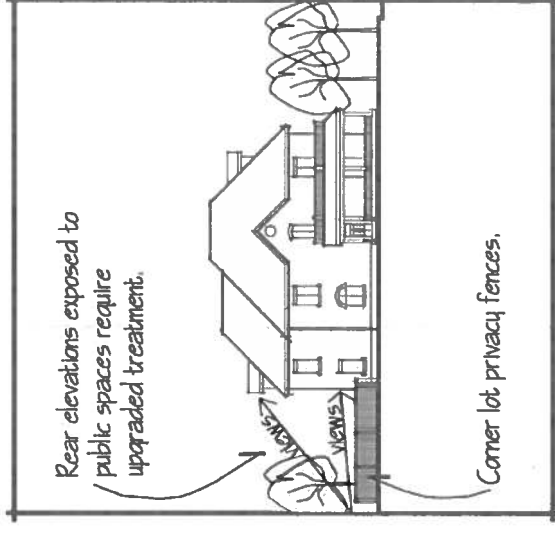
### **3.8 Rear and Side Yard Architecture**

Special attention to the architectural treatment of exposed side and rear elevations will be required where buildings are visible from streets, parks, institutional sites, open spaces, public walkways and commercial blocks. Elevations adjacent to these types of areas that are not visible due to existing circumstances, such as mature trees or other forms of visual buffer treatment, do not require upgraded treatment.

Exposed elevations should be designed with consideration of the following guidelines:

- maintaining the same quality and treatment of detail as the front elevation regarding the orderly placement of windows, elements and architectural details;
- providing the same level of finishing details such as frieze boards; and
- varying roof designs.

In situations where portions of the first floor elevation are not visible due to fencing, attention should be given to the architectural treatment of all remaining visible portions of the elevation, including the second floor and roof.



Architectural features such as wrap-around porches, dormers, and the order and treatment of windows create upgraded elevations.

The house architecture should pay attention to the three-dimensional qualities of the corner lot.

### **Rear and Side Yard Architecture**

### 3.9 Community Window Streets

Community windows occur where a public or private service street is parallel to an arterial road or where cul-de-sacs terminate at an arterial road. These situations create a framed view into the community. It is here that the image of the community is presented to the passing viewer and a first impression is made, given the highly visible and prominent location within the streetscape.

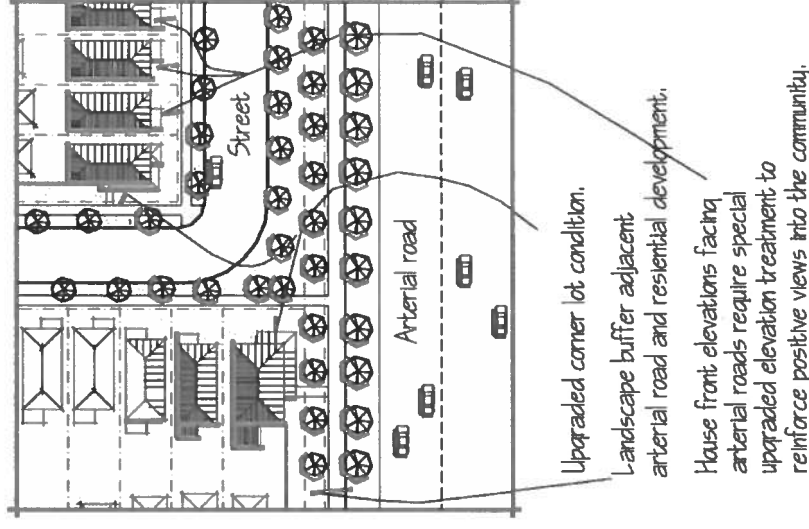
Community window locations require the co-ordination of the design of individual houses and the residential streetscape with the landscaping of the arterial street edge. Special guidelines are as follows:

- houses should face the window street providing a strong community image;
- house designs should integrate the garage into the envelope of the house to minimize the dominance of garages along such streets;
- lots flanking onto an arterial road adjacent to a community window street should be designed as a corner lot, presenting a front face to the arterial road; and
- traditional architectural elements should be used such as wrap-around porches at corners and on lots that have a flankage facing the arterial road, usable porches, recessed porches, turrets and bay windows, sun terraces, or other feature elements which contribute to the definition of the corner and character of the streetscape.

Where there are short blocks with only three or four lots facing an arterial road, all entrances are encouraged to face the arterial road, including the corner lots.

Where the zoning by-law permits double car garages on lots with frontages on lots less than 12 metres, builders will be required to prepare plans with a variety of garage solutions, including single car garages in accordance with zoning by-law requirements.

Community window streets should be designed and reviewed on a block basis.



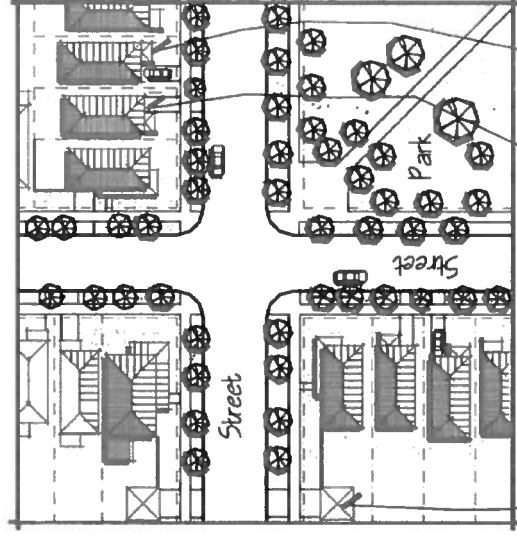
**Community Window Streetscape**

### **3.10 Buildings Adjacent to Parkettes and School/Park Campuses**

Buildings that front or flank a parkette or school/park campus should contain a high level of architectural interest. These situations create a framed streetscape around the parkette or campus and present the image of the community to the passer-by.

The following guidelines should be considered when designing the streetscape in these conditions:

- houses should be a minimum of 2 storeys or be designed with 2 storey elements, such as roof loft designs, to create an edge to the area;
- houses on opposite sides of the street should face the parkette or a school/park campus and include a strong main entry design;
- the overall architecture should provide for a less dominant garage presence on the street frontage with consideration given to locating garages in the rear yard where possible;
- traditional architectural elements should be used, such as wrap-around porches at corners, useable porches, turrets and bay windows, sun terraces, recessed porches or other feature elements which contribute to the definition of the space;
- on lots facing parkettes, builders should provide useable porches on approximately 50% of the buildings; and
- useable porches should be deep enough for seating which requires a minimum depth of 1.5 metres, although 2.0 metres is preferred.



Garage presence minimized on houses facing parks/ schools.  
Locate garage on side street for corner lots, if possible.

Traditional architectural elements such as porches, wrap around porches, turrets and windows.

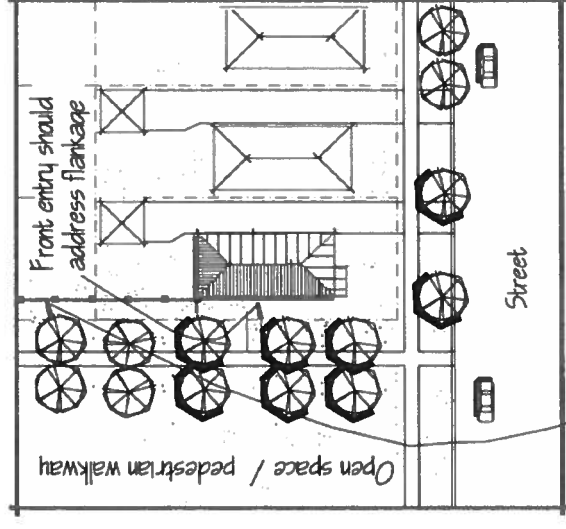
Use of landscaping and architecture to create strong streetscape.

### **Buildings Adjacent Park / School Campuses and Parkettes**

### **3.11 Buildings Flanking Open Space and Pedestrian Walkways**

Buildings flanking an open space or pedestrian walkway share most of the same visual opportunities as conventional corner lots. To make full use of the opportunities presented by these special locations and to reinforce their significance, these buildings will respect the following guidelines:

- special consideration shall be given to the quality of the architectural design, the amount and quality of detailing, and the type and quality of materials and finish on all exposed elevations;
- house designs are encouraged to provide an architectural feature using elements such as traditional details including turrets or bay windows;
- flankage and rear yard fencing should be designed to reinforce the visual importance of these lots and be co-ordinated with the whole community; and
- where the lot width permits opportunities should be considered, but not required, for providing a private walkway from a house to a flanking public pedestrian walkway in addition to the front walkway of the house.



Coordinated fencing design for area viewed from the greenway block.

Attention should be given to the three-dimensional qualities of the design of the house on corner greenway lots.

### **Buildings Flanking Open Space and Pedestrian Walkways**

## **4.0 DESIGN GUIDELINES FOR GRADE-RELATED HOUSING**

### **4.1 Introduction**

The design and siting of architecture has a major impact on the character and quality of the streetscape. The design of individual buildings contributes to the collective qualities of the streetscape and to the image of the community as a whole.

This section discusses architectural design guidelines for all grade-related residential housing types including detached, semi-detached and townhouses, where units have direct access from the street. These commonly occur along public streets but may also occur along private streets when residential blocks are developed. Guidelines are provided in the following areas:

- Community Streetscapes
- Design Guidelines for Principal Dwellings
- Design Guidelines for Garages
- Carports and Parking Pads
- Corner Lot Fencing
- Widths of Driveways
- Exterior Colour and Materials
- Lighting and Identification of Garages

### **4.2 Community Streetscapes**

The integration of well-designed dwellings into an appealing streetscape is a basic requirement of a successful residential community. Such streetscapes are the result of co-ordinated site planning, architectural and landscape design. Guidelines regarding these items are provided based on:

- Building Types
- Building Setbacks from the Street Line
- Elevation Variety within each Streetscape
- Bungalow Units

For each block, builders are encouraged to provide useable porches on approximately 25% of the buildings except for special locations discussed elsewhere in this document.

#### **4.2.1 Building Types**

Encouraging a range of house types and designs within the community will visually enhance the streetscapes and promote visual diversity. Variations in building types, architectural styles, detailing, massing and elevations provide opportunities for a broader range of life styles and a more visually stimulating streetscape and overall environment. Building variety also supports the development of a unique character for the community.

All residential grade-related housing, regardless of specific building type, will be subject to these design guidelines. Additional guidelines are provided to address architectural design and siting issues specific to bungalows. Consistent application of these guidelines will support the overall vision of the community and provide for variation and flexibility in the mixing of built forms in the streetscape.

#### **4.2.2 Building Setbacks from the Street Line**

Buildings are generally encouraged to be located close to the street to reinforce a strong street edge while maintaining visual variety. Visual variety within the streetscape may be achieved by:

- providing controlled variations in the siting of individual houses within the streetscape; and/or
- using architectural details and plane changes of building elevations to vary the building edges.

Controlled variations in the siting of individual houses within the streetscape provide opportunities for:

- changing the visual and spatial rhythm of the streetscape and creating visual interest;
- avoiding the possible negative impact of long, straight streets; and
- providing opportunities for a variety of porch designs and scales.

The variety of front yard setbacks will be reviewed through the design control process to ensure the co-ordination of the design of the overall streetscape.

Where altering the building sitings is not possible, varied architectural detail and plane changes on the elevations are critical in achieving a varied building edge along the street.

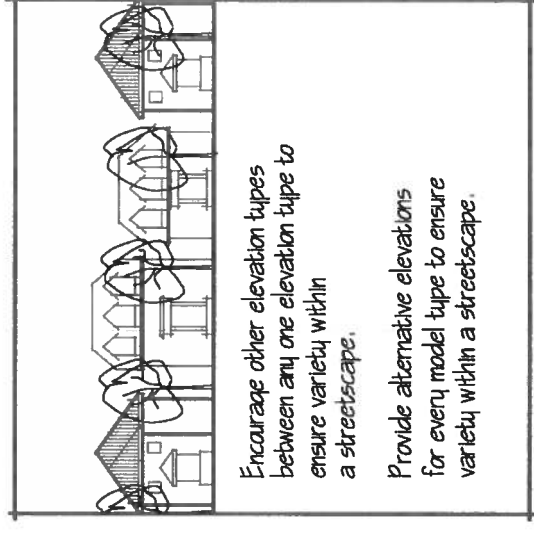
#### **4.2.3 Elevation Variety within Each Streetscape**

A goal of these design guidelines is to achieve variety in the streetscapes. Alternative elevations shall be offered for each unit type, providing differences in details such as the massing, rooflines, front entry treatment, fenestration, architectural detailing, and building materials. Where certain models are particularly popular, additional elevation treatments shall be offered and sited to maintain streetscape variety.

To promote visual variety in the streetscape:

- draw on a variety of architectural styles;
- use a range of architectural details within each selected style;
- vary the overall massing and height of the elevations and house designs;
- ensure that the same elevation, or elevations with similar characteristics, do not make up more than 30% of any streetscape block, excluding corner lots;
- a minimum of two buildings should separate buildings with the same or similar elevations;
- buildings with the same or similar elevations should not be located across the street from one another;
- vary prominent elements such as main entrances and garage designs;
- alter the proportions and grouping of the windows; and
- use a compatible range of building materials and colours.

Within each of the blocks along every street in the community, builders are encouraged to provide useable porches on approximately 25% of the buildings except under special conditions as discussed elsewhere in this document.

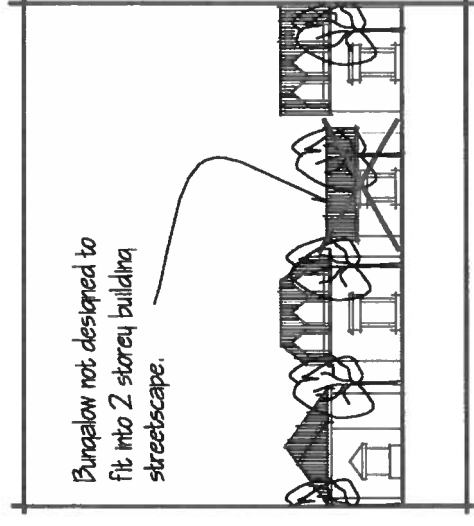


#### **Variety within Streetscapes**

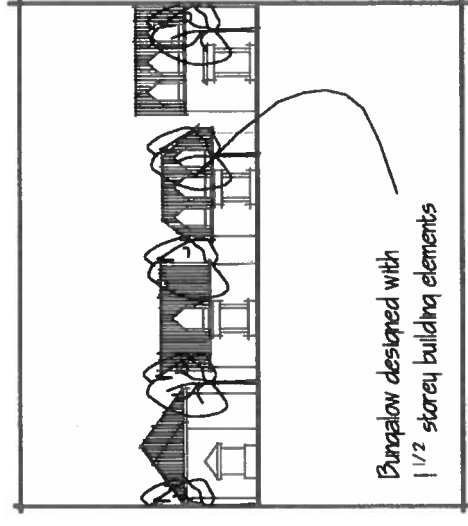
#### **4.2.4 Bungalow Units**

Where bungalow units are integrated into the mix of unit types in a community, the following guidelines shall apply to the location and design of bungalow units:

- a minimum of 2 bungalows shall be sited together on interior lots;
- bungalows are encouraged to have 1½ storey elements to make the transition to the 2 storey massing of buildings on adjacent lots;
- a minimum of two 2-storey units shall be sited on adjacent lots;
- single sitings are not preferred, however, where single sitings of bungalows are done on interior lots, the massing of the bungalow shall include 1½ storey elements for transition to the 2 storey units on either side of the bungalow; and
- consideration shall be given to the overall massing of bungalows located on corner lots relative to the houses on adjacent lots.



**Unacceptable Streetscape Siting**



**Acceptable Streetscape Siting**

#### **Bungalow Units**

### **4.3 Design Guidelines for Principal Dwellings**

The general principle when designing street-related residential buildings is to achieve a consistent quality for all detached, semi-detached and townhouse units. The guidelines in this section will be applied to all building types with consideration given to the design objectives set out for the community and the site plan principles provided in Section 3.3 of this document. These guidelines will assist in developing house designs that will individually and collectively contribute to the overall image and unique qualities of the community. Additional guidelines are provided to address architectural design issues specific to townhouse elevations. Design guidelines for principal dwellings are provided under the following headings:

- Single-Detached and Semi-Detached Elevations
- Townhouse Elevations
- Architectural Styles and Influences
- Consistency of Detail
- Main Entrances
- Porches and Verandas
- Wall Cladding
- Window Detailing
- Roofs
- Building Projections
- Exterior Colours & Materials
- Grading Conditions
- Utility Service Meters and Mechanical Equipment

#### **4.3.1 Single-Detached and Semi-Detached Elevations**

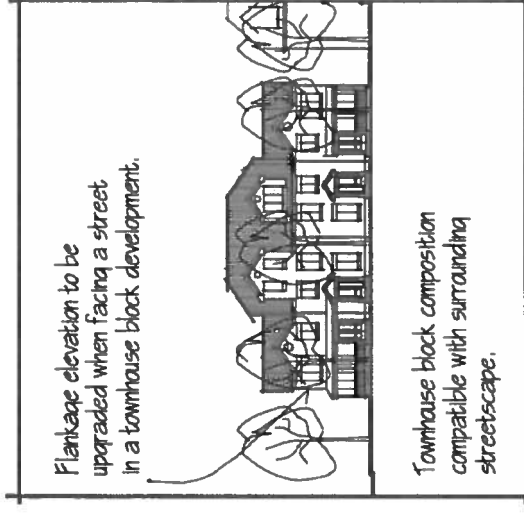
A variety of elevation treatments should be provided between unit types and alternate elevations, including symmetrical and asymmetrical elevations.

Where possible, semi-detached units sited on corner lots should locate one main entry to each of the fronting and flankage street. The exposed side and rear elevations of corner lot buildings shall be designed to match the front elevation, and to respond to the additional light source through the location and design of windows, articulated building faces, fenestration and architectural details. For semi-detached houses located on priority lots, both units shall be treated as priority lot units.

#### **4.3.2 Townhouse Elevations**

The design of townhouse elevations shall achieve a quality equal to the detached and semi-detached housing in scale, form, composition, detail and appearance. Townhouse designs shall satisfy the same general design criteria set out in this document and the following additional guidelines:

- the composition of the overall townhouse blocks should be designed to be compatible with the surrounding streetscape;
- consideration should be given to breaking up the overall building massing of individual townhouse blocks relative to adjacent single & semi-detached houses;
- the number of units in a block should maintain the modular rhythm of the streetscape;
- the design should provide a variety of visual elements and details which include variation in façade elements such as front entries, plane variation and bay and dormer designs to break up the massing and create a distinctive character for individual blocks;
- main entrances for exterior end units should be located on the flankage elevation to create a building appearance consistent with the adjacent detached housing;
- consideration shall be given to the overall building form, massing, and proportions, relative to the number of units within the specific block;
- roofscapes within individual townhouse blocks should vary where possible to contribute to the creation of interesting streetscapes and maintain compatibility with adjacent detached dwellings to avoid large, plain roof masses;
- roofscapes should be treated as an integrated design element encompassing the entire block;
- where the grade stepping along the street breaks the roof plain, large vertical wall elements at the roof line resulting from the stepping shall be avoided;
- where stepping occurs along the street, the overall townhouse block shall maintain a relatively consistent relationship to grade for individual units;
- the side elevation of exposed corner units shall be specifically designed to respond to public exposure and the additional light source by means of articulated building faces, fenestration, and detailing equal to that of the front elevation; and
- where firewalls are necessary, they are to be integrated into the overall design of the townhouse block taking care in their location and design relative to individual units and minimize its visual impact on the building elevation.



*Variety in entries, porches, dormers and roofscapes contribute to interesting streetscapes.*

#### **Townhouse Elevation Design**

#### **4.3.3 Architectural Styles and Influences**

A variety of architectural styles is expected and encouraged in the community. The examples of architectural styles or classical examples for the inspiration of this community are noted in Section 2.0 of this document. The community-wide architectural theme identified in the Community Vision section of this document specifies the primary architectural styles for this community. These styles are intended to assist the builder's architect to design products that are compatible and attractive and not to impose any form of rigid historical application. The mixing of dominant architectural styles within a single building design is to be avoided.

#### **4.3.4 Consistency of Detail**

Detailing for each building and the use of materials shall remain consistent on all elevations designed to a specific style. The level of building detail may be simplified in areas of reduced public views. Detailing appropriate to a specific architectural style includes details for all visual elements such as front entrance designs, porch elements, and dormer structures. A consistent approach should be taken when addressing all architectural design elements and details including the specific elements discussed in the balance of Section 4.0 of this document.

#### **4.3.5 Main Entrances**

The front entry of a house is aesthetically, functionally and socially important to the design of both the individual house and the streetscape. A visible and well-designed entry area promotes an individual sense of address and a collective sense of safety and community.

The design of an entry needs to be appropriate to the architectural style of the house and should observe the following guidelines:

- the composition of the front facade should support the location and visual dominance of the main entry;
- the inclusion of a porch or balcony useable for seating is encouraged as part of the main entry;
- entry areas are encouraged to provide shelter from the weather by way of covered porches, overhangs or recesses;
- large concentrations of steps at the front entries should be avoided unless integral to the architectural style of the building;
- precast steps may be used where there is only 1 or 2 steps leading to a main entrance. Where there are more than 2 steps, the steps must be poured;
- steps shall be designed as an integrated component of the unit with the size and width being proportionate to the overall house design;
- main entries should provide natural light to the interior of the house, by the use of transoms, sidelights or door glazing appropriate to the particular architectural style of the house; and
- provide 'eyes onto the street' glazing to enhance safety within the community.

On narrower lots, where the garage width may be proportionately wider to the balance of the front elevation, it is important that the entry area be identifiable from the street. Variation in the treatment and design of the entry element will be required between model types. The design elements of entry areas for houses on narrower lots may include:

- open frame porches with sloping shingled roofs or flat roofs with or without balconies;
- masonry or wood porticos and covered colonnades; and
- ground floor open sided porticos located below the second floor space.

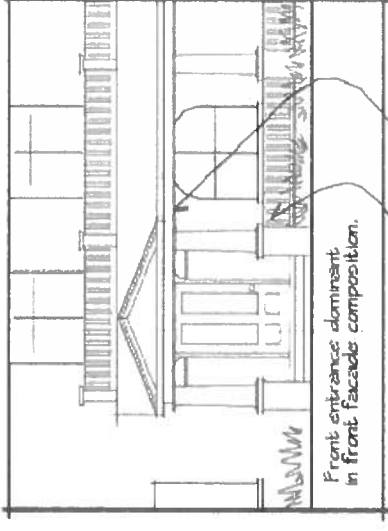
#### 4.3.6 Porches and Verandas

The front porch or veranda is of central importance aesthetically and socially to the design of the front elevation of the house and its entry area. The front porch:

- provides a valuable architectural design opportunity;
- acts as an important social connection between the house and the street;
- contributes to the life and quality of the streetscape;
- provides shelter;
- adds to the safety of the community by promoting 'eyes on the street'.

To achieve and maintain these important qualities of a front porch or veranda, careful consideration should be given to the design relationship of the front porch or veranda with the front garage. General guidelines that should be observed in designing front porches are as follows:

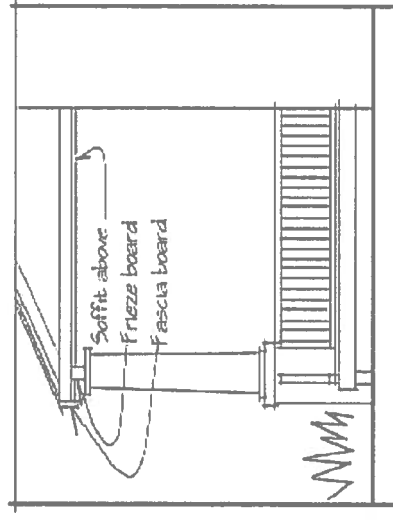
- porches should be deep enough to use for seating (a minimum of 1.5 metres but 2.0 metres is preferred; this includes the structure but not the steps) and should be designed as an extension of the front entry of the house;
- the design and detailing of porches shall support the architectural style of the house including, where appropriate, the use of such elements as columns, frieze boards, roof detailing, brackets, railings, steps, and skirt materials;
- the architectural elements used in the design of porches shall be designed in scale, proportion, and character with the main dwelling;
- the porch soffit shall not directly meet the porch columns but shall sit above a continuous frieze element supported by columns. Porch soffits shall not be flush with masonry or steel lintels but shall sit above them at least 150 millimetres (6 inches);



Railings and cornice details to match the architectural style/ theme

Continuous porch fascia, soffit and frieze boards to create strong first storey datum line.

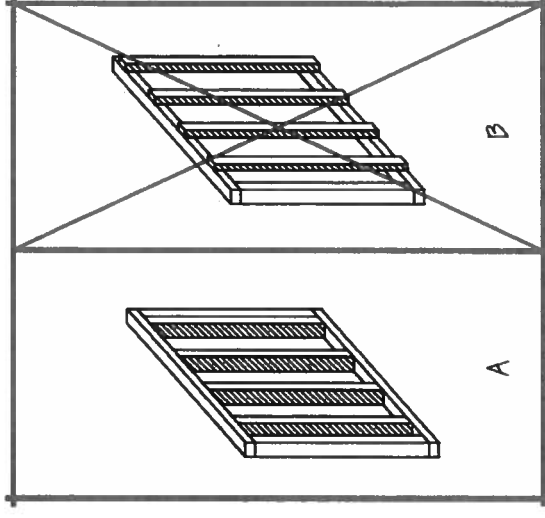
#### Main Entrances, Porches and Verandas Entry Elements



Continuous frieze board located below soffit.

#### Typical Porch Design

- all deck and porch railing details are to match the architectural style of the house, ie. for traditional house designs, the railing shall have a top and a bottom rail with pickets between. Pickets shall not be fixed to the vertical surface of rails;
- a variety of column details are encouraged with the majority incorporating wood-type designs, however masonry, fiberglass or other man-made materials are acceptable; and
- porch railings shall be an integral element of the design.



- A. Pickets shall have a top and bottom rail with pickets in between.
- B. Pickets shall not be fixed to the vertical surface of the rails.

### Typical Railing Design

#### **4.3.7 Wall Cladding**

The selection, use and proportions of wall cladding materials should always be appropriate to the architectural direction and style of the house. Within the range of architectural styles for the community, as discussed in Section 2.0, the predominant cladding materials that may be appropriate are masonry, stucco, clapboard (wood, vinyl or aluminium) fish-scale siding etc., or a combination thereof.

The consistent application, use and proportions of the cladding material on all elevations of a house are important design considerations. All elevations should be clad with the same primary material (e.g. brick) with other cladding materials (i.e. including siding, stucco, stone, or shingles) possibly incorporated as secondary wall finishes applied as accents to building elements appropriate to the style of the house. False fronting (i.e. where brick is used on the entire front elevation but only on the first floor of the side and rear elevation with siding above) is not permitted.

Care should be taken in the selection of cladding colours as not all colour schemes are appropriate to all elevations and styles. The choice of cladding and trim colours shall be compatible with the architectural styles selected.

Traditional masonry detailing is encouraged to provide appropriate and detailed facades including foundation coursing or rustication. Exposed poured or parged concrete shall not be exposed above grade to heights more than 300 millimetres on all elevations.

#### **4.3.8 Window Detailing**

The design and placement of windows has an important impact on the quality of life of the individual resident and the community as a whole. The design and placement of windows presents an architectural design opportunity to reflect the internal space design and to reinforce the connection between the design of the house and the streetscape. The design and placement of windows should respect the architectural style of the house in terms of organization, grouping, style, proportion and detailing.

A higher quality of window treatment such as casement, single and double-hung windows is required for the exposed elevations of houses on priority lots.

Windows on upgraded rear and side elevations are to match the windows used on the front elevation of the same house. If mutin bars are used on the front elevation windows, mutin bars along with the same lintel and sill detailing shall be used for the windows on the upgraded side and rear elevations of the unit. Slider windows are not permitted on upgraded rear elevations.

#### **4.3.9 Roofs**

The design, massing and orientation of house roofs play an important role in the visual impression of a streetscape. Collectively roofs help to define the character of the street and the neighbourhood.

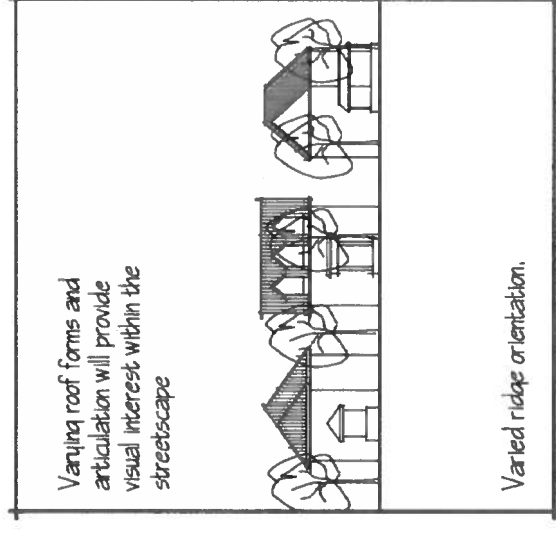
It is important that the design of the roof, including gables and dormers, be appropriate to the architectural style selected to inspire the design of the house. A variety of roof designs is encouraged within the community in terms of massing, orientation, pitch, articulation and colour.

To provide variety and visual interest within a streetscape, a variety of ridge orientations and massing, including front gable and side gable roofs, are encouraged to be provided. Side slopes (in profile to the street) should be steeper than front to back slopes. Side slopes may be a minimum of 7.9:12 with front to back slopes having a minimum roof pitch of 5.9:12. Lower pitches may be considered if it can be demonstrated that a lower pitch is in keeping with the traditional architectural style of the house. The pitch of gables and dormers shall generally be at a higher pitch than the main roof and be consistent with the architectural style and element. Cottage roof designs will be reviewed by the Design Control Architect based on individual design merit.

Roof vents and gas 'B' vents shall be located so they are not visible from the street, or located close to the ridge line. All roof and gas vents shall be coloured or painted to match the roof colour.

#### **4.3.10 Building Projections**

Projecting elements are encouraged to provide detail and articulation to the house. This includes elements such as bay, bow, and boxed bay windows, entry stoops, porches, porticos, roof extensions, cantilevered elements, buttresses, roof dormers, balconies, chimney projections and alcoves appropriate to the architectural style. Flat, unarticulated building planes and walls should be avoided.



**Roofscape Variety**

#### **4.3.11 Exterior Colours and Materials**

##### *General*

The selection and co-ordination of colour schemes for individual houses play an important role in the development of a recognizable and definable community image. The development and selection of colour schemes for individual houses in the community will observe the following general guidelines:

- the entire streetscape of a block should be considered and co-ordinated when determining the colour scheme for individual lots;
- the selection of materials and colours should be compatible with the architectural styles;
- compatible roofscape and wall cladding colours should be considered when providing transitional variations within the streetscape;
- the tone of mortar colour should not be darker than the brick colour. Mortar used for pre-cast and stone material shall not be coloured;
- flashing details should be finished to match the background material;
- front doors should remain the focus of the front elevations by way of door colour and or entry design; and
- identical exterior colour schemes should be separated by a minimum of three buildings.

##### *Siding Detailing (Clap Board and Board and Batten)*

- Houses clad in clap board or board and batten are required to be properly trimmed as is traditionally consistent with their respective styles. Trim colours will provide appropriate accent to the architectural design.
- The use of trim colours that are the same or directly similar to the dominant siding colour, will be discouraged.
- The use of trim colours that are darker than the dominant siding colour will be encouraged. When dark siding is proposed, a light complementary colour shall be encouraged.
- For houses clad with siding, the use of pure white as a dominant siding colour will be discouraged.
- A single colour shall be used for all roof eavetroughs, fascias and frieze boards for each house.

#### **4.3.12 Grading Conditions**

Elevations are typically shown with a 400 to 600 millimetre drop in the grade elevation from the typical finished floor. Where the elevation differential exceeds 900 millimetres, changes are quite often required to the front elevation to address the overall proportions and large exposed surfaces, including the following:

- dropping the roof over the garage with a steeper pitch;
- adding steps or an entry porch at the main entry;
- providing additional brick detailing to break up large exposed surfaces;
- incorporating transoms with glazing over the garage door;
- lowering sills on the second floor windows;
- enlarging windows over the garage;
- providing architectural detailing over the garage; and
- providing taller garage doors (i.e. 8' x 8' instead of 8' x 7').

A revised elevation shall be provided to the Design Control Architect for review and approval for all elevations with a grade differential greater than 900 millimetres.

#### **4.3.13 Utility Service Meters and Mechanical Equipment**

##### *General*

Utility meters should be located away from publicly exposed corners for all corner lots and other publicly exposed views. Utility meters should not be located:

- on the front face of a house facing a public street; or
- on any publicly exposed elevation including interior side elevations exposed as a result of staggered house sitings on adjacent lots.

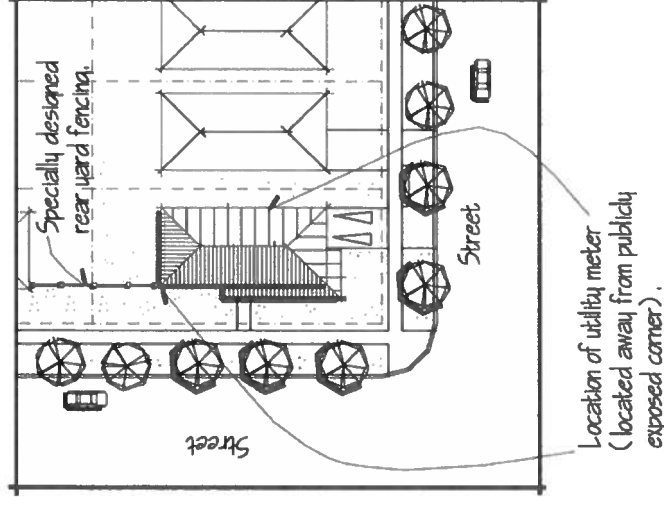
Building designs should provide for the screening of such fixtures as meters for natural gas, hydro, water, and cable and telephone connection boxes as well as air conditioning equipment which are located in areas viewed from the street, in accordance with utility company and mechanical equipment standards. Where possible, on a flankage condition locate the meters towards the rear of the house.

##### *Townhouses*

The following guidelines shall apply for natural gas, hydro and water meters, as well as cable and telephone connection boxes for townhouse units. The guidelines are listed in the order of priority which is to locate the meters out of view using architectural detailing to screen the meters and to provide meter screening through a combination of landscape and colour treatment.

These guidelines are:

- utility meters shall be screened from direct views and incorporated into the overall design of the unit;
- utility meters shall be recessed under the floor of the porch where possible, or other architectural elements, such as projecting low walls or niches, to be used to screen meter locations from view;
- where a porch extends across the full extent of the unit, extra care should be taken to integrate the meters into the elevation design;
- hydro meters facing the street should be recessed and incorporated into the design of the front wall and painted to match the wall colour; and
- only where absolutely necessary may appropriate landscape and colour treatment be the sole means of screening utility meter.



##### **Utility Service Meters**

#### **4.4 Design Guidelines for Garages**

It is important to design street-related housing with the presence of the car in mind. Garages play a very significant role in establishing the overall community image. A variety of garage designs and detailing is required particularly in priority locations.

Guidelines for designing garages and driveways in the community are provided under the following headings:

- Houses with Integral Front Garages, Conventional Lots
- Houses with Integral Front Garages on Wide-Shallow Lots
- General Guidelines for Garages in Rear Yards
- Garages accessed from a Rear Laneway/Street
- Garages in Front Yards (Coach Houses)

#### **4.4.1 Houses with Integral Front Garages, Conventional Lots**

The design of garages at the front of houses can have a major impact on the appearance of the individual house and on the collective image of the streetscape and the community. The goal for the community is to promote house designs that emphasize the architecture of the house and the front entry area and de-emphasize the appearance of the garage. Opportunities to locate the garage away from the front of the house are encouraged.

Designs for the front elevations of houses are encouraged to meet the following objectives:

- integrate the garage mass with the mass of the house;
- de-emphasize the presence and dominance of garages and garage doors within streetscapes;
- provide a variety of sizes and treatments for garages and garage doors;
- locate the mass of the house close to the street line providing 'eyes on the street' design;
- visually emphasize the front entry or front porch;
- promote the use of front porches and other pedestrian friendly front entry elements;
- provide a variety in house massing along all neighbourhood streets; and
- provide two single width garage doors instead of a double width door where possible for all houses on lots greater than 12 metres wide.

To achieve these design objectives, it is important to control the degree to which the garage is allowed to project forward from the house. The visual impact of the garage is reduced by partially surrounding the garage with elements of the massing of the house.

The zoning by-law standards for garages support these goals and objectives. Builders are responsible for ensuring that all relevant provisions of the zoning by-law are complied with, including minimum setbacks, building over the garage, and permitted driveway width.

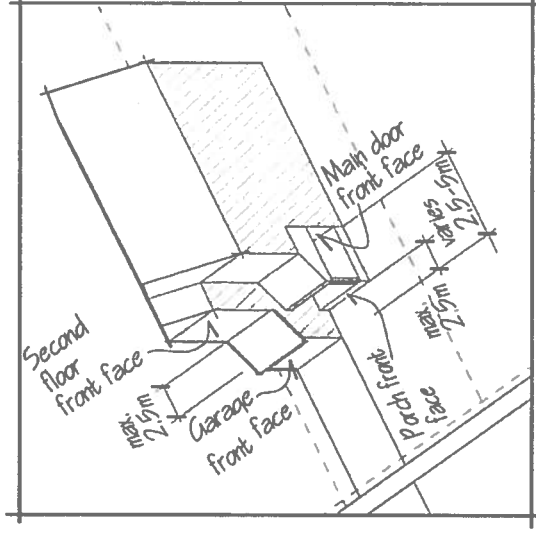
#### *Garage Projections for Conventional Lots*

The following guidelines shall apply in determining the maximum garage projections on conventional lots:

- the front face of the garage shall be a maximum of 2.5 metres forward of the front face of the front entry element such as a porch entry;
- for lots greater than 12 metres wide located along special streets (see Section 2.0), the front face of the garage shall be a maximum of 2.5 metres forward of the front face of the front door;
- the front face of the garage shall be a maximum of 2.5 metres forward from the second floor main wall over the private garage;
- notwithstanding the foregoing, the front face of the garage shall be no more than 3.1 metres forward of any part of the second floor main wall over the private garage. Alternative designs solutions that effectively achieve this design objective, such as having the garage at the side of the house without any built form above, will be evaluated on their individual merit;
- the front face of the main door shall not be setback further than 5.0 metres from the front face of the garage, except as provided for below; and
- on detached lots less than 11 metres, where a window to a habitable room is introduced into the front elevation, the front face of that wall shall not be setback further than 7.0 metres from the front face of the garage.

Builders will be required to prepare plans for single car garage housing types, with or without tandem two car garages, as an option for detached lots with less than forty-foot frontages. The variety of plans shall be offered to the public to allow for choice in the market place.

The elevations designed for each area of the community shall include a variety of garage projections to achieve variety within the streetscape as set out in Sections 3.6 and 3.7.



**Houses with Integral Front Garages  
(on Conventional Lots)**

#### **4.4.2 Houses with Integral Front Garages on Wide-Shallow Lots**

The provision of wide-shallow lots in the community will have a significant and positive impact on the streetscapes. Designs for houses on wide-shallow lots are encouraged to meet the following guidelines:

- the overall building design should provide a greater portion of building mass related to the street;
- the design of the front elevation should emphasize the porch, front entrance and windows, rather than the garage;
- the main entrance should be a prominent feature on the front elevation;
- the front door and a window to a liveable room should face the street;
- the overall building design should reflect the enhanced opportunities to express the architectural style, including building elements and details; and
- the design of front yard landscaping should reflect the enhanced opportunities provided by the wide-shallow lot configuration.

The zoning by-law standards for garages support these goals and objectives. Builders are responsible for ensuring that all relevant provisions of the zoning by-law are complied with, including minimum setbacks, building over the garage, and permitted driveway width.

#### **4.4.3 General Guidelines for Garages in Rear Yards**

There are two possible means of access for garages located in rear yards:

- across the front property line with a driveway running along the depth of the lot to the garage located at the rear of the property; or
- across the flankage lot line for corner lots.

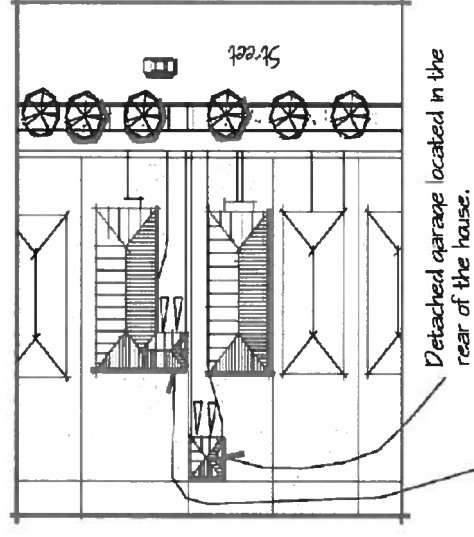
Rear yard garages:

- may be detached or attached directly to the house;
- should be complementary to the design of the principal building through style, massing, materials and colour; and
- in locations with high public exposure such as flankage lots and lots adjacent to walkways, rear yard garages shall be designed to the same level as the main dwelling. Building elements, details and materials shall be compatible with the front streetscape.

Garages located in rear yards automatically provide a distinct variety within the streetscape. This design option applies on conventional lots generally 30 metres in depth and with options based on the following minimum lot width conditions:

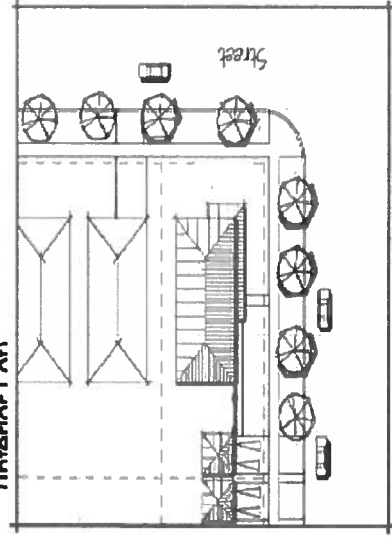
- a single car garage is possible on lots with a minimum width of  $\pm 10.9$  metres
- a detached double car garage requires a minimum lot width of  $\pm 12.2$  metres and
- a double car garage attached at the rear of the house is possible on lots with a minimum frontage of  $\pm 15.2$  metres.

For conventional lots with frontages greater than 12m, builders are required to provide plans, approved by the Design Control Architect, which locate the garage in the rear with access from the street. A variety of plans shall be offered to the public to allow for choice in the market place.



Garage attached at the side or rear of the house.

**Garage at Rear of House**  
(Interior lot)



Detached garage located in the rear of the flankage street.

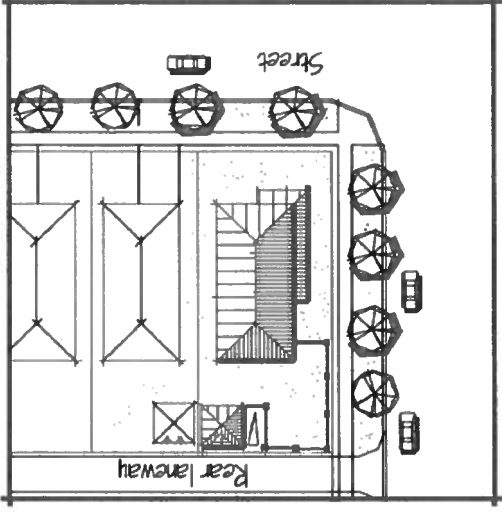
**Detached Garage at Rear of House**  
(Corner Lot)

#### **4.4.4 Garages Accessed from a Rear Laneway**

The site planning of parking accessed from a rear laneway must always be mindful of the need to produce an attractive and safe rear lane streetscape, providing for both vehicular and pedestrian safety and landscaping opportunities.

The following guidelines promote attractive and safe laneways:

- the rear laneway streetscape should be carefully arranged in groupings of garages to encourage an attractive visual environment;
- the architectural design, massing, detailing, materials and colours of garages should compliment and reflect the main unit;
- in locations of high public exposure, such as flankage lots, lots adjacent to walkways, and end lots, the exposed flankage face of the rear garage should be designed to the same level as the main dwelling and finished with elements, details and materials compatible with the front streetscape;
- increasing the height of garages allows for a variety of roof slopes and massing;
- granny suites above laneway garages are desirable, particularly on corner lots;
- garages should be sited to provide for access and drainage from the rear yard of the unit to the laneway plus opportunities for landscaping along laneways;
- both parking pads and garages shall be setback from the lot line separating the rear yard from the laneway a minimum of 0.6 metres, and a minimum 5.8 metres from a public street;
- the municipal address is to be identified on the garage elevation facing the laneway;
- lighting on the laneway elevation is to be incorporated into the design of the garage;
- parking pads should be screened from the rear yard by a fence and/or landscaping; and
- co-ordination of landscaping and fencing along or adjacent to the rear laneways will be required as part of the design review process.



*Detached 2- car garage located off the rear laneway with a potential for additional parking pads.*

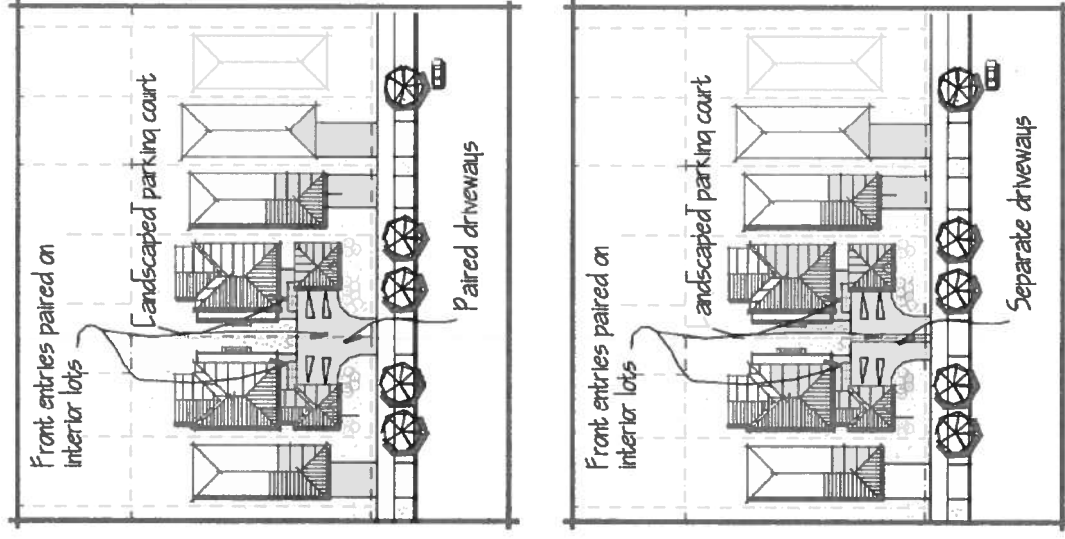
#### **Detached Garage off Rear Laneway**

#### **4.4.5 Garages in Front Yards (Coach Houses)**

Garages in front yards are a design alternative that is appropriate to consider in specific circumstances for conventional depth lots. The key element for this alternative design is adequate lot width (minimum of 15.2 metres) to facilitate this design. Front yard coach houses provide an ideal location for granny units.

In considering this design alternative the following guidelines need to be addressed:

- the lot type and building layout should be paired to create a front yard court;
- where they are paired consideration should be given to driveways with a single access point at the curb to reduce the length of the required curb cut in the boulevard;
- garage doors should be at right angles to the street;
- the parking forecourt, created by this configuration, is encouraged to provide upgraded landscaping and paving materials;
- the main house should be separated 1.5 metres from the garage (with an option for a breezeway or liveable building area designed as a connection), to create the impression of a coach house;
- the design of the garage must be upgraded to be consistent in architectural style, massing, fenestration and detail with that of the main house and the streetscape;
- the overall design of the garage should reflect a coach house;
- the main entries of the paired houses should be mirrored to create an interesting, collective composition;
- the pairing of lots to facilitate this design alternative should not occur on more than 30% of the lots on any given block; and
- a minimum of three standard house designs sited with a minimum front yard setback should separate pairings of houses with coach house designs. The houses immediately adjacent to the front garage pairings shall be full 2-storey structures at the main front face with garages recessed behind the main front face of these buildings.



**Detached Garages in Front Yard  
 (Coach Houses)**

#### **4.5 Carports and Parking Pads**

For units with parking in the rear, and where it is appropriate, carports and parking pads with or without trellises, may be used as an option, where one of the two required parking spaces is in a garage.

The following guidelines provide direction for the design of these options:

- the design of carports should reflect the garage design with regard to roof slope, eaves, fascia, soffit, and beam profiles;
- the finished surface of parking pads should be asphalt paving, poured concrete, paving stones, or other hard surface paving material;
- rear yards adjacent to laneways should be separated from parking pads by wooden fencing and gates, screens, hedging or courtyard walls where possible; and
- wooden fencing and appropriately sized gates may be used to separate the parking pad from the laneway.

#### **4.6 Corner Lot Fencing**

Corner lot fencing shall be provided by the builder for screening of the rear yard amenity area on all flankage lots where the rear yard is exposed to the street. A consistent approach to corner lot fencing needs to be taken throughout the community. The consistency is achievable by using the same fence design or by a set of complimentary fence designs, colours and materials. In a typical situation, these fences shall be designed to provide for the following:

- compliance with the overall community vision in scale and character;
- detail, colour and materials should be pre-designed for all corner lot locations within the community;
- alternative approaches to corner lot fencing such as hedging will be considered if it is co-ordinated with other fencing designs; and
- design co-ordination with noise attenuation fencing that is in compliance with applicable requirements.

Typical Corner Lot Fencing Locations are provided in *Appendix C and C1*. Fence designs are to be prepared by the landscape architect and approved by the Design Control Architect.

#### **4.7 Width of Driveways**

The design and width of private driveways impact the appearance and function of the streetscape. Limiting the width of private driveway:

- supports the character of the community;
- provides further opportunities for landscaping on both public and private lands; and
- increases opportunities for visitor on-street parking.

Within the community, the width of private driveways shall not exceed the exterior width of the private garage.

The use of materials and treatments other than standard asphalt requires approval by the Design Control Architect.

For information regarding the minimum size of exterior parking pads and maximum width of driveways, refer to the community zoning by-law.

#### **4.8 Garage Exterior Colours and Materials**

The exterior colours and materials of garages shall be compatible with the main unit with particular attention being given to priority locations such as corner lots or garages flanking laneways or walkways.

#### **4.9 Lighting and Identification of Garages**

Lighting fixtures should be mounted above or to one side of all garage doors, as viewed from the street. In addition, garages or carports accessed from a rear lane should have numbers corresponding to the street address mounted on the garage and visible from the lane for emergency identification purposes.

## **5.0 THE COMMUNITY DESIGN REVIEW PROCESS**

### **5.1 Introduction**

This Privately Administered Design Review Process co-ordinates the site planning and the architectural built form design of the streetscape with the engineering and landscape design for the entire community.

All submissions by builders for Design Control will be reviewed in accordance with the guidelines in these Architectural Design Guidelines.

Building permit applications will only be processed when the site plan is stamped and signed by the Design Control Architect and is submitted to the City of Markham (with a stamp for this specific purpose and not a seal of practice).

For lots or blocks which contain grade-related housing (detached and semi-detached houses, and on-street townhouses) and where Site Plan Approval is required by the City of Markham, the Design Control Architect will indicate compliance with the guidelines by "stamping" the final site plan.

The Design Control Architect shall have the authority to make interpretations of these guidelines to provide the necessary flexibility at the implementation stage while ensuring that the stated goals and objectives are met.

### **5.2 Submissions for Approval**

All design elements previously noted must be reviewed and approved prior to being submitted to the City of Markham for Site Plan Approval or Building Permit. by:

- the Design Control Architect, and
- the Design Engineer.

Approvals by the above parties do not release the Builder from compliance with other approval agencies. The Builder is responsible for ensuring compliance with:

- municipal zoning requirements;
- municipal development engineering standards;

- the Ontario Building Code regulations;
- lot grading requirements as set out by the project engineer; and
- the Community Design Plan.

The developer and/or builder are required to submit to the Design Control Architect the following:

- an M-plan in order to prepare the site specific Priority Lot Plan (developer);
- special streets and feature locations plan for the entire community (developer);
- engineering design plans for the subdivision showing proposed driveway locations and above ground servicing (developer)
- corner lot fence design (landscape architect);
- preliminary working drawings, master sheets and exterior material and colour packages for review and approval for all house designs;
- final working drawings, master sheet and colour schedules for review and approval for all house designs;
- preliminary and final site plans for each individual lot showing information such as:
  - the proposed building setbacks;
  - driveway location;
  - corner lot fencing and/or acoustical fencing locations;
  - the location and relationship to gateway features for lots in these locations; and
  - site specific grading including any major slopes;
- streetscape plans to review the acceptance of individual sitings; and
- Landscape plans for street townhouse blocks.

### **5.3 Responsibilities of the Builder**

1. "Preliminary" approval of plans, elevations, siting, streetscapes and exterior colours is required prior to marketing or sales of houses.
2. Builders are not to sell houses or specify colours prior to preliminary approval being given by the Design Control Architect.
3. Builders must build and the builder's real estate representatives must market in compliance with approvals and guidelines requirements.

### **5.4 Review Process**

The Design Review Process deals only with the external visual appearance of the units and their relationship in the streetscape. Floor plans are provided for information only and as a guide in assessing the exterior treatment.

Items to be submitted to and approved by the Design Control Architect include:

1. Designs and Working Drawings
  - 1.1 Preliminary Design
  - 1.2 Final Working Drawings
  - 1.3 Master Sheet of Elevations (for Fee Simple)
2. Site Plans
  - 2.1 Preliminary Approval
  - 2.2 Final Approval
3. Exterior Materials and Colours Package
4. Landscape Plans (where applicable)
5. Signage (where applicable)
6. Engineering Design

Drawings shall be folded to 8 1/2" x 11" format when submitted for review.

#### **5.4.1 Design and Working Drawings**

##### **Step 1 - Preliminary Design**

Two copies shall be submitted to Design Control Architect for review and approval.

Required information includes:

- Floor Plans
- Exterior Elevations and Details
- Special Units for Corner Lots \*
- Variety in Treatment of Garages\*
- Treatment of Porches\*
- Materials and Colours
- Typical Streetscapes showing attention to Priority Lot Sitings\*
- Preliminary Master Sheet\*
- Preliminary Site Plans

(\* Street-related Housing)

The materials presented for preliminary review need not be highly detailed but should be sufficiently representative to assess the design of the project. All items requiring review and approval should be discussed at this preliminary stage. This procedure will remove the possibility of design issues arising when detail drawings are being prepared.

Satisfactory submissions will be stamped "Preliminary Approval" after review by the Design Control Architect.

1 cc Applicant

1 cc Design Control Architect

**Step 2 - Final Working Drawings**

Two copies shall be submitted to the Design Control Architect for review and approval. Required information includes:

- Floor Plans
- Exterior Elevations

These drawings will be stamped "Final Approval" by the Design Control Architect.

- 1 cc Applicant
- 1 cc Design Control Architect

**Step 3 - Master Sheet of Models and Elevations (for street-related housing)**

After final approval of working drawings, two copies of the Master Sheet showing approved front elevations for all models shall be submitted for Final Approval.

Units approved for use on corner lots should indicate front, exterior side and rear elevations. This will be required prior to review of Preliminary Site Plans.

These drawings will be stamped "Final Approval" by the Design Control Architect.

- 1 cc Applicant
- 1 cc Design Control Architect

## **5.4.2 Site Plans**

### ***Step 1 - Preliminary Site Plans***

Two copies shall be submitted to the Design Control Architect for review and approval.

Required information includes:

- proposed siting, including setbacks, driveways, etc.;
- locations of corner lot fencing, acoustic fencing, perimeter piers, entry features, walls, columns and decorative fencing; and
- for street-related housing, streetscape elevations consisting of front elevations, exposed sides and exposed rears of all sitings. Indicate lot numbers, model type and elevation number on the drawings.

These drawings will be stamped "Preliminary Approval" or, if no revisions are required, "Final Approval" by the Design Control Architect.

- 1 cc Applicant
- 1 cc Design Control Architect

### ***Step 2 - Final Site Plans (at 1:250)***

Four copies are to be submitted to the Design Control Architect for review and approval. A minimum of six lots per submission is preferred for street-related housing.

These drawings will be stamped "Final Approval" by the Design Control Architect.

- 1 cc Design Control Architect
- 1 cc Subdivision Engineer
- 2 cc Applicant (1 cc to be given to the Building Department to indicate Approval and compliance with the Design Guidelines)

Builders will provide copies of the final site plans to the City of Markham confirming compliance to the Architectural Design Guidelines.

### **5.4.3 Materials and Colours**

The Builder shall submit to the Design Control Architect for review and approval, one set of sample boards and two copies each of:

- the master exterior colour schedule; and
- for street-related housing, a schedule indicating the proposed locations of the colour schemes, prior to final siting approval.

The material and colour schedule will be stamped "Approved" by the Design Control Architect.

1 cc Applicant

1 cc Design Control Architect

### **5.4.4 Engineering Design**

#### ***Preliminary and Detailed Design***

The overall subdivision design and lot grading plans have been prepared by the Subdivision Engineer. Reference should be made to the lot grading plans to identify house types that are compatible to proposed grades.

Proposed Grading Plans are to be submitted to the Subdivision Engineer for review and approval.

Note: Preliminary Grading Certificates will not be issued by the Subdivision Engineer until the Design Control Architect has approved the housing design and the final site plans, including re-siting of units.

#### **5.5 Revisions to Approved Drawings**

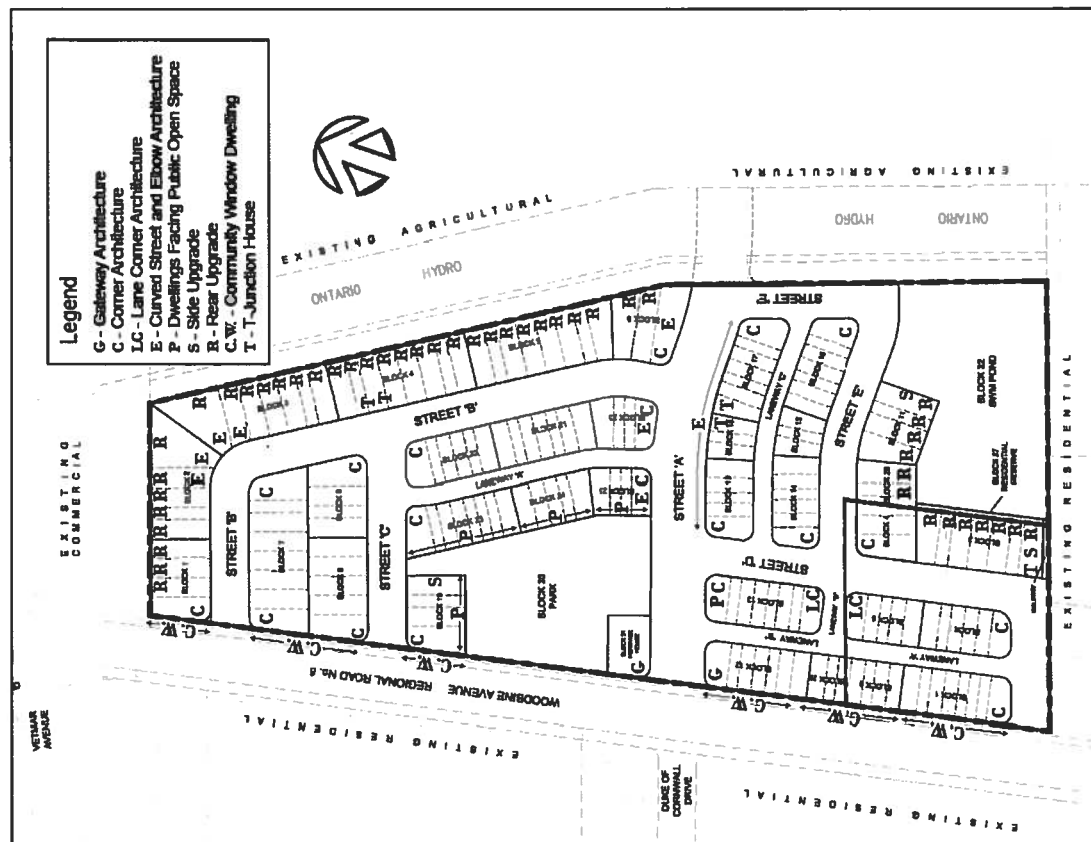
When a Builder requires revisions, the Builder or his Designer reviews the proposed revisions with the Design Control Architect. The Builder provides the necessary drawings for re-approval as per the previous sections.

#### **5.6 Site Inspections**

The Design Control Architect will conduct periodic site inspections to ensure compliance of the built form with the approved plans.

The City of Markham staff will undertake periodic review of developments approved and constructed under these guidelines. Markham retains the right to replace the Design Control Architect should the building designs approved not be consistent with the City's design objectives.

## Appendix A– Priority Lot Plan

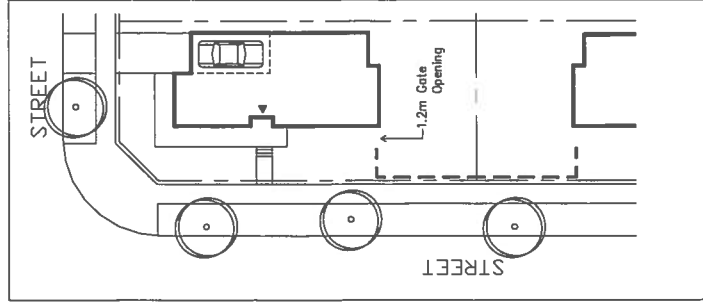


Appendix B– Typical Exterior Material and Colour Schedule

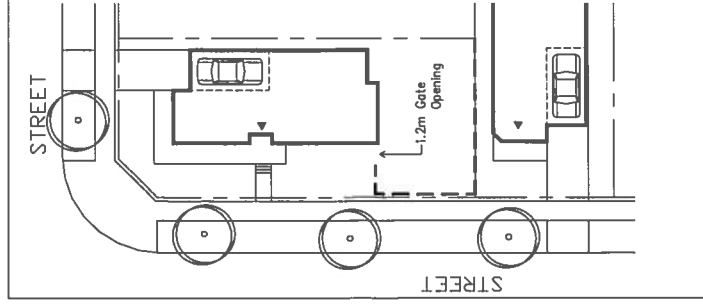
| Pkg. No.     | Brick | Stucco | Stone | Siding (Vinyl) | Siding Trim | Roof Shingles | Raingoods (S/E/F) / Frieze | Entry Door Paint | Garage Door Paint | Trim Paint (Panels/ Louvres/ Frames etc.) | Shutters | Windows | Railings | Flashing | Caulking | Mortar Tint |
|--------------|-------|--------|-------|----------------|-------------|---------------|-------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

**Appendix C- Corner Lot / Privacy Fence Conditions**

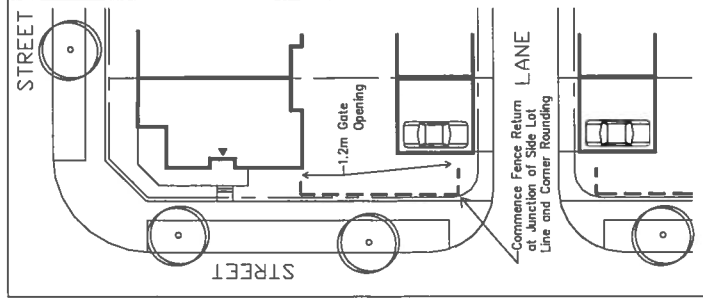
Condition 1 :  
Back to Back Rear Yards



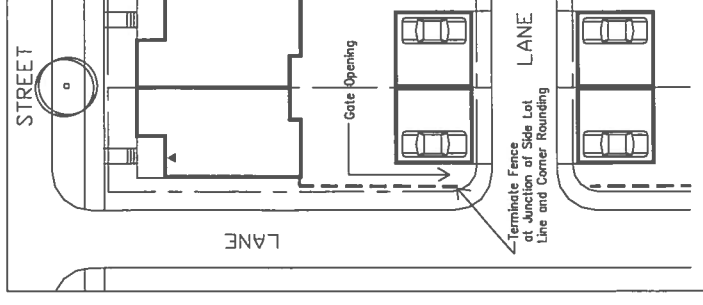
Condition 2:  
Rear Yard Backing onto Side Lot Line



Condition 3:  
Lane Dwelling Flanking Public Street



Condition 4:  
Lane Dwelling Flanking Lane



**NOTES:**

- 1) REAR YARD PRIVACY FENCING SHALL BE CONSTRUCTED ON ALL CORNER LOTS. LOCATION OF FENCING SHALL BE SHOWN ON THE LOT GRADING PLANS.
- 2) REAR YARD PRIVACY FENCING SHALL BE OFFSET FROM THE EXTERIOR/FLANKAGE LOT LINE TO INSURE THE FENCE AND FOUNDATION FOOTINGS ARE LOCATED ON PRIVATE PROPERTY.
- 3) FENCING SHOULD RUN PARALLEL TO EXTERIOR/FLANKAGE LOT LINE AND RETURN TO WITHIN 1.2m OF THE FLANKAGE WALL FACE TO ALLOW FOR A FUTURE GATE (BY HOMEOWNER). IT MAY NOT EXTEND BEYOND THE REAR CORNER OF THE HOUSE.
- 4) REAR YARD PRIVACY FENCING HEIGHT SHALL BE 1.8M MAXIMUM. THE FENCE SHALL CONSIST OF A 1.52M MAX. SOLID PANEL COMMENCING FROM THE GROUND, WITH A MAXIMUM 0.3M OF OPEN LATTICEWORK AT THE TOP OF THE FENCE.
- 5) FENCING DETAILS SHALL BE REVIEWED AND APPROVED BY THE CONTROL ARCHITECT AND PROVIDED ON THE LANDSCAPE DESIGN PLANS.
- 6) ALL FENCING SHALL CONFORM TO THE TOWN OF MARKHAM FENCING BY-LAW.
- 7) REAR YARD PRIVACY FENCING SHOULD BE CONSISTENT IN DESIGN, COLOUR AND MATERIAL THROUGHOUT THE COMMUNITY.
- 8) A 1.2m WIDE GATE OPENING FOR REAR YARD ACCESS IS TO BE PROVIDED. LOCATION OF OPENING MAY SHIFT ACCORDING TO SITE CONDITIONS.
- 9) FOR CORNER LOTS ON REAR LANES, FENCING SHALL EXTEND PARALLEL TO THE EXTERIOR SIDE LOT LINE TO ITS JUNCTION WITH THE CORNER ROUNDING. A FENCE RETURN SHALL BE PROVIDED RETURN TO WITHIN 1.2m OF THE SIDE WALL OF THE GARAGE. WHERE LESS THAN 1.2m BETWEEN SIDE LOT LINE AND GARAGE THERE SHALL BE NO FENCE RETURN.

Appendix D- Townhouse Site Plan Approval Diagram

