

# H. HANSEN DEVELOPMENT

## URBAN DESIGN AND ARCHITECTURAL CONTROL GUIDELINES

823 King Street  
Draft Plan of Subdivision

Town of Midland



prepared by:



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prepared for:

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# 1.0 INTRODUCTION

## 1.1 SCOPE AND INTENT OF THE GUIDELINES

These Urban Design and Architectural Control Guidelines have been prepared on behalf of H. Hansen Development for the subject lands, 823 King Street (Part of Lot 102, Concession 2) located within the Town of Midland.

In accordance with Draft Plan Condition #10, the purpose of the “Urban Design and Architectural Control Guidelines” is to provide a framework of design criteria for the appearance of new housing and streetscapes within the proposed subdivision. This will assist the developers, builder(s), designer(s) and Town staff in achieving a high standard of civic design quality that promotes a safe, attractive, neighbourhood with a positive visual identity as stipulated in the Official Plan. These Guidelines also address the architectural control review and implementation protocol as required by the Town.

These Guidelines are intended to be prescriptive, but shall allow sufficient flexibility to promote diversity and design creativity. The images and diagrams contained in this document are conceptual in nature and are provided for illustrative purposes to demonstrate the intent of the guideline or design principle. They should not be construed literally as the final product or as the only manner in which the intended guideline or design principle should be implemented.

It is acknowledged that the Town of Midland has a new Official Plan (November 2019), however due to date of submission of the development application, the former Town Official Plan (2002) was in effect. However, notwithstanding this, these Guidelines consider relevant policies and schedules as part of review.

Within this document, common terms are used in reference to prescriptiveness of the stated guideline. These terms have the following meaning with respect to compliance:

- *‘Shall’ / ‘Will’* : Guidelines using the words ‘shall’ or ‘will’ are mandatory and must be included in the project’s design.
- *‘Should’* : Guidelines which employ the word ‘should’ are intended to be applied as stated. However, an alternative measure may be considered if it meets or exceeds the intent of the guideline.

- *‘Encouraged’ / ‘Discouraged’ / ‘May’* : Guidelines using the words ‘encouraged’, ‘discouraged’ or ‘may’ are desirable but not mandatory.

## 1.2 DOCUMENT STRUCTURE

The Guidelines are organized into the following sections:

1. **Introduction, Vision And Guiding Principles:** Establishes the intent of the document and provides a description of the subject land and discusses the urban design goals for the community.
2. **Urban Design / Public Realm Guidelines:** Describes the appearance and proposed treatments within the streetscape, as well as providing details for connections to open space features surrounding community.
3. **Architectural Design Guidelines:** Describes residential built form within the community and establishes architectural control guidelines.
4. **Design Review / Approval Process:** Describes the architectural control and design review process required by the Town.

## 1.3 LOCATION AND COMMUNITY CONTEXT

The H. Hansen Development subdivision is comprised of 13.87 hectares (34.27 acres) generally located south of Park Avenue and Christine Drive, in between King Street and William Street in the southeast portion of Midland (refer to Key Plan on the following page).

The site is bounded by:

- North - vacant lands, existing commercial uses along King Street, existing residential on Park Avenue, Christine Drive and Pratt Avenue, existing park land and Saint Theresa’s High School;
- East - A registered plan of condominium (future townhouse development), existing condominium townhouse site and an existing self storage facility; further east is William Street;
- South - Existing commercial uses along King Street, existing Galloway Park and vacant industrial lands; further south is Highway 12 (Heritage Drive);
- West - King Street and existing commercial uses.





Site topography contains gentle to moderate slopes. The subject lands are currently vacant, and the entrance point from King Street is currently used as an access to Galloway Park. An existing hydro easement runs north-south through the site and is located along the eastern edge of Galloway Park. The subject lands contain mature vegetation that is generally concentrated in the southern, northern and northeastern portions of the site.

Existing homes in the immediate area provide a combination of 1 and 2-storey single detached, semi-detached and townhouse dwellings constructed between the early 1980's to mid 1990's. Building architecture can be described as an eclectic mix of neo-traditional styles employing masonry and siding as the primary cladding materials (refer to Site Context images on the following page). It is further noted that existing homes on Pratt Avenue and Christine Drive (northeast of the site) were previously built by Pratt Homes.

Other built form surrounding or in close proximity to the site include Saint Theresa's High School, a self storage facility, industrial buildings and commercial buildings. These non-residential uses utilize more contemporary architectural design elements.

Currently, the subject lands are in close proximity to a range of amenities and services such as:

- Public Transit - MPTS South Route is located along King Street, Galloway Boulevard and William Street and is located in close proximity to the subject lands.
- Highway and Arterial Roads - Highway 12 is located south of the site and arterial roads, King Street and William Street, are located west and east of the site. Together, these major thoroughfares provide a broader connection to Midland and adjacent municipalities.
- Parks - Galloway Park is located southwest of the site and designated park land is located north of the site immediately south of Saint Theresa's Catholic High School.

- Schools - Saint Theresa's Catholic High School is located north of the site. Huron Park Public School is located further north.
- Recreation - The North Simcoe Sports & Recreation Centre and YMCA of Midland are located on the west side of King Street approximately 1.2km north of the site.



Key Map

Source: Google Earth





# Urban Design and Architectural Control Guidelines

H. Hansen Development | Town of Midland



Site Context Plan

Source: Google Earth



View of the site from King Street



Existing commercial development along King St. looking north



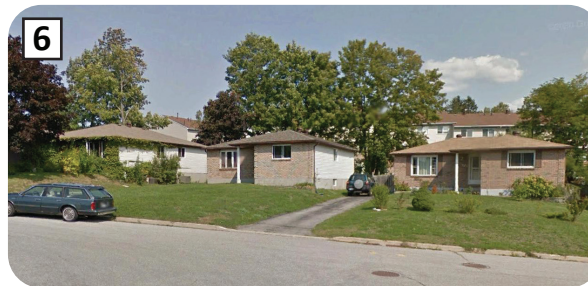
Existing homes on Frazer Dr.



View into Saint Theresa's High School from Galloway Blvd.



Existing homes on Christine Dr.



Existing homes on Pratt Ave.



Existing condominium townhouse development



Existing self storage facility on William St.



Existing industrial development viewed from Hwy. 12



Existing commercial development along King St. looking south





## 1.4 COMMUNITY DESIGN VISION AND OBJECTIVES

The proposed development is envisioned as an attractive residential subdivision with a unique architectural identity that will appropriately fit into the planned urban fabric of southeast Midland. All new built form within the development shall achieve a high standard of design quality, based upon traditional, contemporary, and hybrid (combining elements of traditional and contemporary architecture) architectural influences. Well-designed public realm landscape features such as boulevard landscaping will also contribute to attractive streetscapes and a comfortable pedestrian environment.

In addition to the above design vision and further detailed in this report, the H. Hansen Development subdivision will promote the objectives of the Neighbourhood Districts, which include:

- *“i. Create, maintain and enhance residential areas, which foster a sense of neighbourhood, character and belonging and to protect these areas from incompatible forms of new development;”*
- *“ii. Encourage a high standard of community design in existing and future residential development such that the overall image of the community is enhanced and that residential areas present a harmonious integration of housing types;”*
- *“iii. Require new subdivision and condominium developments to incorporate traditional neighbourhood design elements that respect and reflect the character of the existing community;”*
- *“iv. Encourage the provision of a broad range of housing styles including accessible, assisted and affordable housing types and tenures, and to consider incentives which would foster such development;”*
- *“v. Encourage innovative development, redevelopment and intensification, particularly in older stable neighbourhoods, to satisfy market requirements;”*
- *“vi. Foster and encourage the development of higher density forms of housing, including a mix of unit sizes, where appropriate community and commercial facilities can be provided; and,”*
- *“vii. Support housing affordability and create rental housing opportunities by permitting Second Units, where appropriate.”*



Conceptual Images of Development Vision for the H. Hansen Development Subdivision

The objectives of the Urban Design and Architectural Control Guidelines are:

- To establish a positive visual character for the H. Hansen Development subdivision that appropriately fits into the established and emerging built form context of the surrounding community by encouraging a consistently high standard of architectural design quality.
- To provide attractive streets with an emphasis on well-designed pedestrian-oriented streetscapes.
- To promote variety among dwelling designs within an established vocabulary of architectural styles, colours and details.
- To encourage community safety by promoting the principles of CPTED (Crime Prevention Through Environmental Design).
- To provide a suitable interface with the adjacent industrial lands to the south.
- To provide design criteria for dwellings in prominent locations (Priority Lots such as corner lot dwellings, view terminus dwellings, dwellings that require rear and/ or side architectural enhancements).
- To diminish the visual impact of garages within the streetscape.
- To establish requirements for the appropriate siting of dwellings according to type, size, style and location within the community.
- To promote a pedestrian-oriented and transit-supportive neighbourhood that has access to nearby shopping centres, schools, parks and transit.
- To assist builders and their designers in the preparation of dwelling designs and to encourage compatibility of dwelling designs among different builders within the community.
- To establish procedures for:
  - submission, review and approval of building designs;
  - monitoring construction for compliance with the Guidelines.

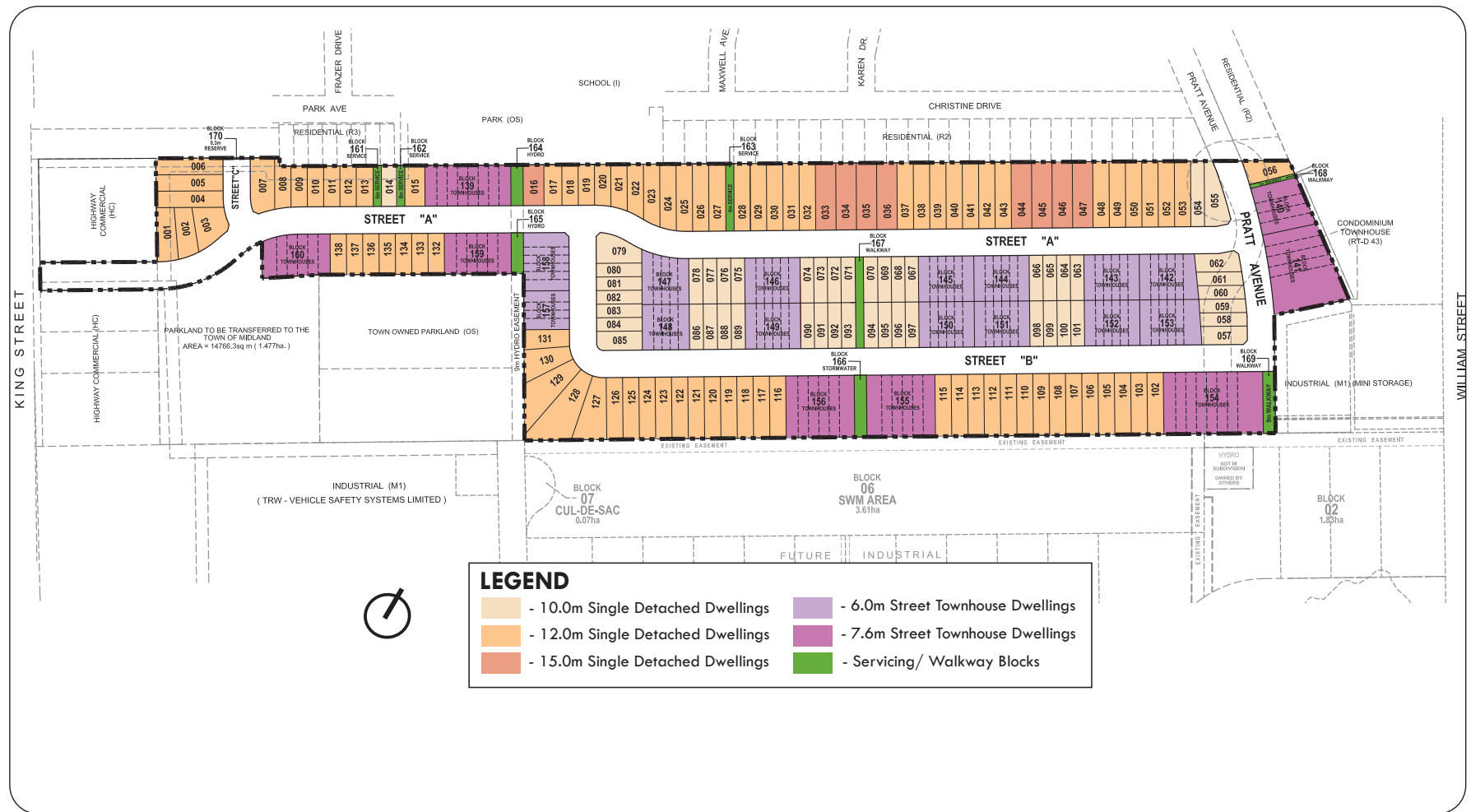
### 1.5 PROPOSED DEVELOPMENT

The development of the H. Hansen Development Subdivision will establish a safe, livable, attractive and healthy neighbourhood for future residents. The main structuring elements of the development include:

- A modified grid road system that provides connectivity within the neighbourhood and responds to the adjacent and planned road network. This will include the extension of Pratt Avenue to create an access to the eastern portion of the site and a new access (Street “A”) from King Street in the western portion of the site. Street “C” will provide a future linkage to lands to the north.
- The proposed subdivision will consist of a series of 20.0m wide local streets that branch from King Street and Pratt Avenue.
- Street “A” will become the primary entrance to the site and will provide access to existing Galloway Park located southwest of the subject lands.
- An existing 9.0m wide hydro easement runs north-south through the western portion of the subject lands and will be used as a walkway linkage connecting park land north and south of the site.
- The H. Hansen Development subdivision will contain / is adjacent to a variety of open space features including:
  - existing Galloway Park located at the southwest corner of the site;
  - existing park land/ open space to the north, located north of Street “A” between existing Park Avenue and Christine Drive; and,
  - a series of walkway blocks that allow for active transportation connections to existing developments and open space areas to the north, south and east, including access to a potential multi-use trail system (to be constructed by others) to the south. The subdivision also contains an internal walkway located mid-block between Streets “A” and “B”.
- A mix of freehold residential building types are proposed, including:
  - Single detached dwellings (on lot frontages of 10.0m, 12.0m and 15.0m); and,
  - Street townhouse dwellings (on lot frontages of 6.0m and 7.6m).
- A series of servicing blocks are located throughout the subdivision.
- Refer to the Development Plan on the following page.







Development Plan for the H. Hansen Development Subdivision

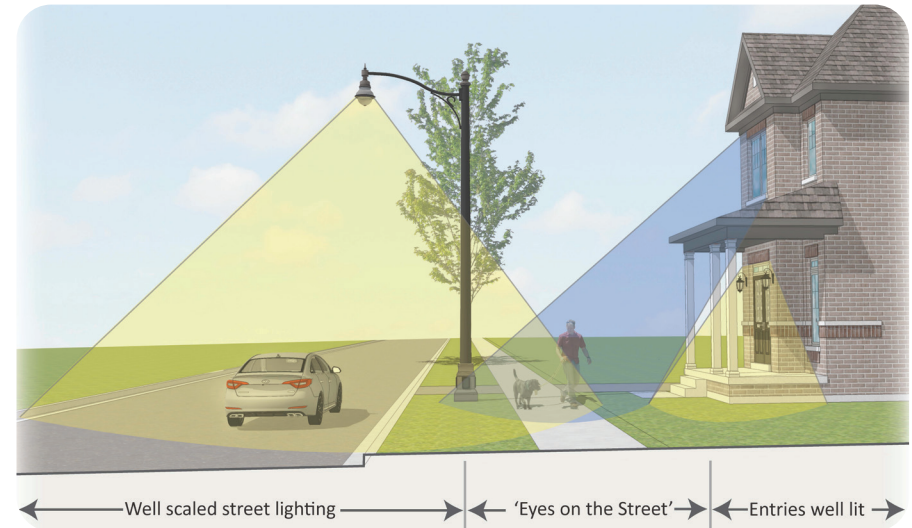
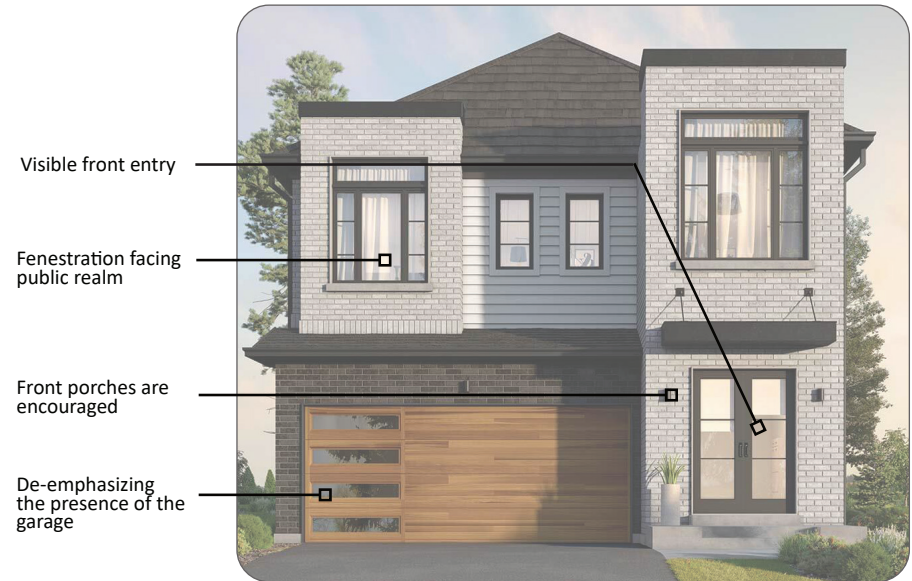


## 2 PUBLIC REALM / URBAN DESIGN GUIDELINES

### 2.1 COMMUNITY SAFETY

In order to promote a safe, pedestrian-friendly community, dwelling designs and their siting should incorporate principles of CPTED (Crime Prevention Through Environmental Design), including the following:

- De-emphasizing the presence of garages and parking areas within the streetscape.
- Locating buildings close to the streetline and providing active building frontages to create a sense of security for pedestrians.
- Providing ample fenestration facing public areas to foster casual surveillance (eyes on the street).
- Providing usable front porches and porticos to promote interactive outdoor spaces which serve as an interface between private and public realms.
- Ensuring the front entrance is visible from the street.
- Ensuring all entries to the dwelling are well lit.
- Avoiding building entries which are deeply recessed or hidden from the street.



Eyes on the Street Contribute to Community Safety

## 2.2 STREET & BUILDING RELATIONSHIPS

A well-defined street edge contributes to the pedestrian-oriented goals of the neighbourhood. Attractive streetscapes typically consist of a landscaped boulevard adjacent to a defining edge of private front yards and carefully placed, well-designed dwellings.

- Dwellings should generally have the porch or habitable portion closer to the sidewalk or street than the garage in order to promote a pedestrian-friendly sense of scale and provide enclosure to the public space of the street while allowing sufficient space for snow storage on the lot.

- Front yard setbacks should define the street edge and create a visually ordered streetscape.
- The front façade of the dwelling shall directly relate to the street and shall visually dominate the garage.
- For corner lots, both street frontages shall be addressed in an appropriate manner.
- Projections into the front yard or exterior side yard, such as porches, entrance canopies and entrance steps should be considered for their beneficial impact on the streetscape.





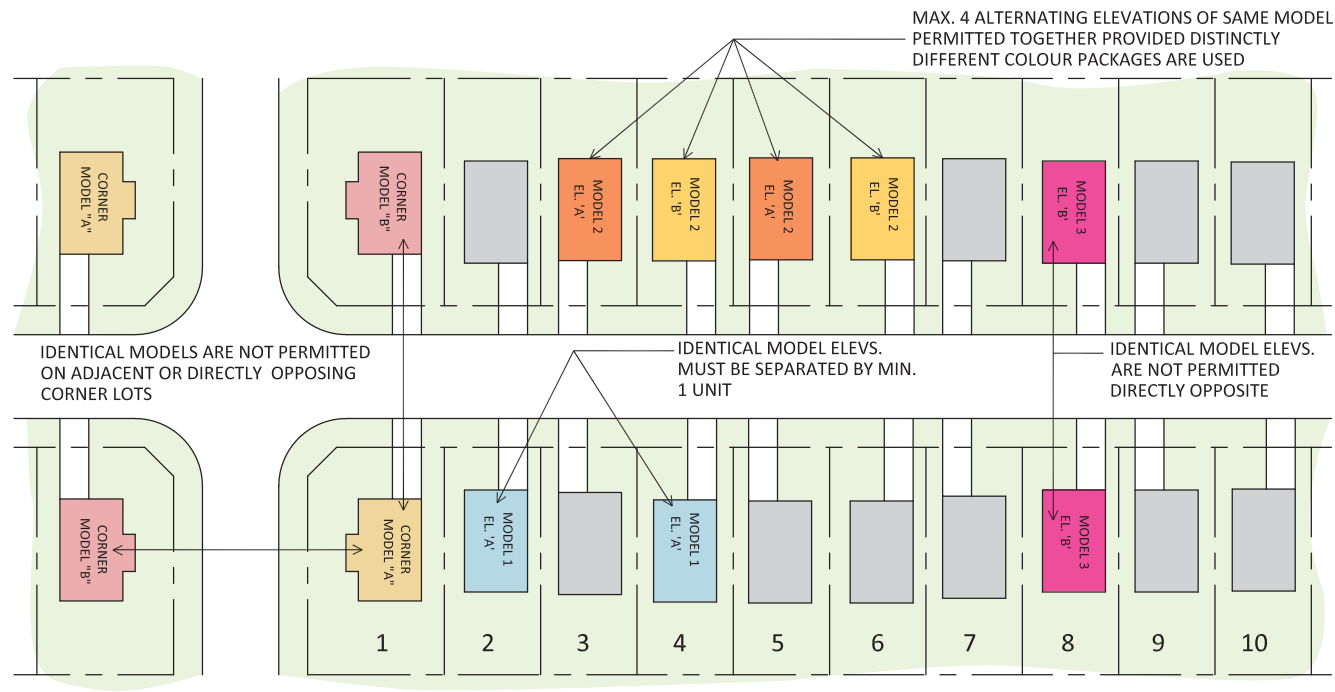
### 2.3 BUILT FORM VARIETY WITHIN THE STREETScape

The visual appeal of the streetscape is enhanced when the arrangement of the dwellings is ordered with respect to model variety, materials, massing, height and repetition within the group.

- Residential densities are appropriately distributed throughout the H. Hansen Development subdivision and include a variety of single detached and townhouse dwellings. The proposed lot sizes and built form distribution appropriately responds to the surrounding community context and promotes compatibility with existing/ planned uses.
- Variety of architectural expression among publicly exposed façades should occur within each street block.
- Individual buildings should combine to create visual harmony when sited together within the streetscape. This can be reinforced by use of complementary, but not identical, exterior materials, colours and architectural elements.
- Each model should have two distinctly different elevations. Popular models may require more than two elevations to avoid repetition and monotony within the streetscape.
- For detached dwellings, the following model repetition requirements will apply:
  - identical dwelling elevations shall not be permitted directly adjacent or directly opposite one another.

- at a minimum 1 dwelling must occur between identical elevations of the same model.
- a maximum of 4 alternating elevations of the same model may be sited adjacent one another provided that distinctly different colour packages are used.

- The above model repetition requirements do not apply to townhomes. Since these more urban compact built forms are comprised of individual units attached and grouped together into a larger architectural form, the massing and design of the whole building, rather than the individual units, should be considered during the design stage. For example, repetition of the same elevation with a block of townhomes may be desirable.



Conceptual Diagram of Model Repetition Criteria (Single Detached Dwellings)

## 2.4 STREET NETWORK

The H. Hansen Development subdivision provides a defined hierarchy of new and existing streets designed to accommodate walking, cycling and vehicles. In this regard, streetscape design should be focused on creating an attractive, comfortable and pedestrian-scaled environment that provides for public connectivity throughout the development.



H. Hansen Development Subdivision Road Hierarchy and Community Entries Plan

### 2.4.1 Provisions For All Streets

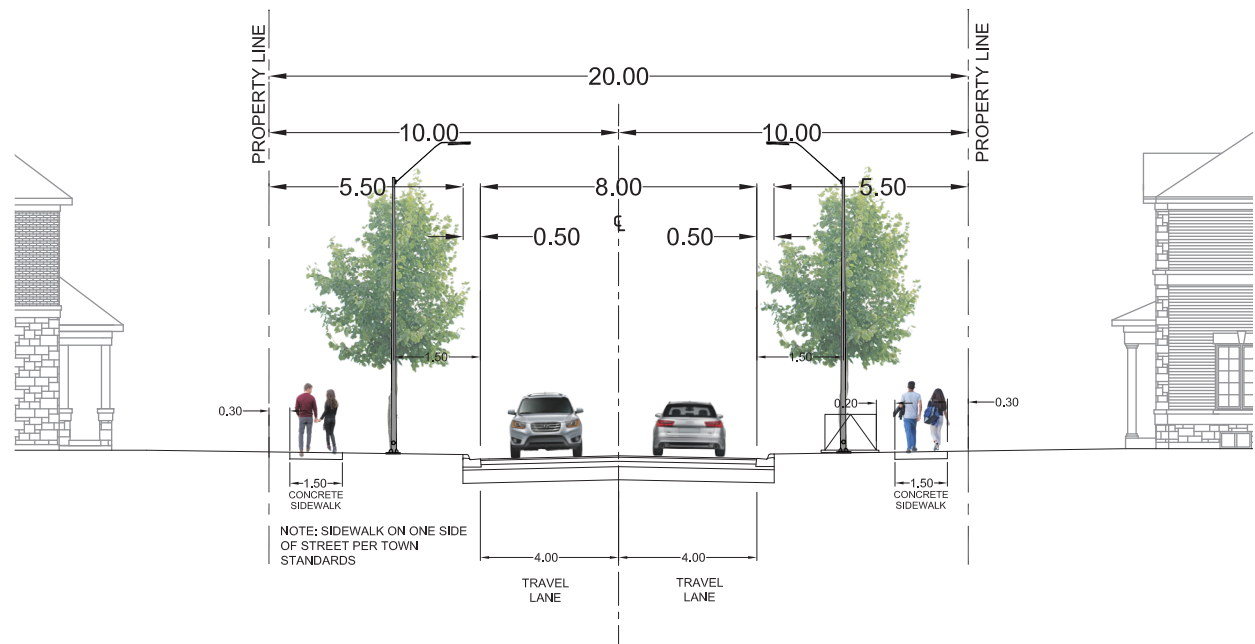
- Site circulation will be facilitated through a coherent network of public roads and sidewalks for the safe and convenient movement of pedestrians, vehicles and cyclists and to reinforce the vision of a pedestrian-oriented neighbourhood with multiple linkage opportunities.
- On-street parking will occur on public streets, wherever feasible, to reduce vehicle speeds, animate the street and serve as a buffer between pedestrians and moving vehicles.
- Street elements such as light standards, street furnishings and signage should be combined and coordinated where appropriate, to create consistency and continuity both in design and placement.
- In order to create a continuous and uniform canopy on both sides of the street, street trees and sodded boulevards shall be provided in accordance with Town standards.
- Street name signage shall be incorporated to facilitate orientation and wayfinding.
- All elements shall be designed in accordance with Town of Midland standards.
- Ensure pedestrian-scaled lighting for all streets.

### 2.4.2 Arterial Roads

- King Street is an existing arterial road that frames the west edge of the study area and provides the primary access to the site via Street "A".
- A transit route (South Route) is located along King Street.
- King Street is currently designed as a four lane road (two lanes in each direction) with curb and gutters and sidewalks located on both sides.

### 2.4.3 Local Roads

- Local roads have been designed to provide permeable access to all areas of the proposed community.
- Local roads will have right-of-way widths of 20.0m in accordance with Town of Midland standards.
- Sidewalks shall be provided on one side of each local road and shall have a minimum width of 1.5m.
- The sidewalk should generally be located on the north and west side of the street to receive sunlight to facilitate the melting of snow and ice or where deemed desirable from a pedestrian connectivity standpoint.
- Driveway access to Local Roads from individual residential properties is permitted.



Conceptual Cross Section for 20.0m Local Road



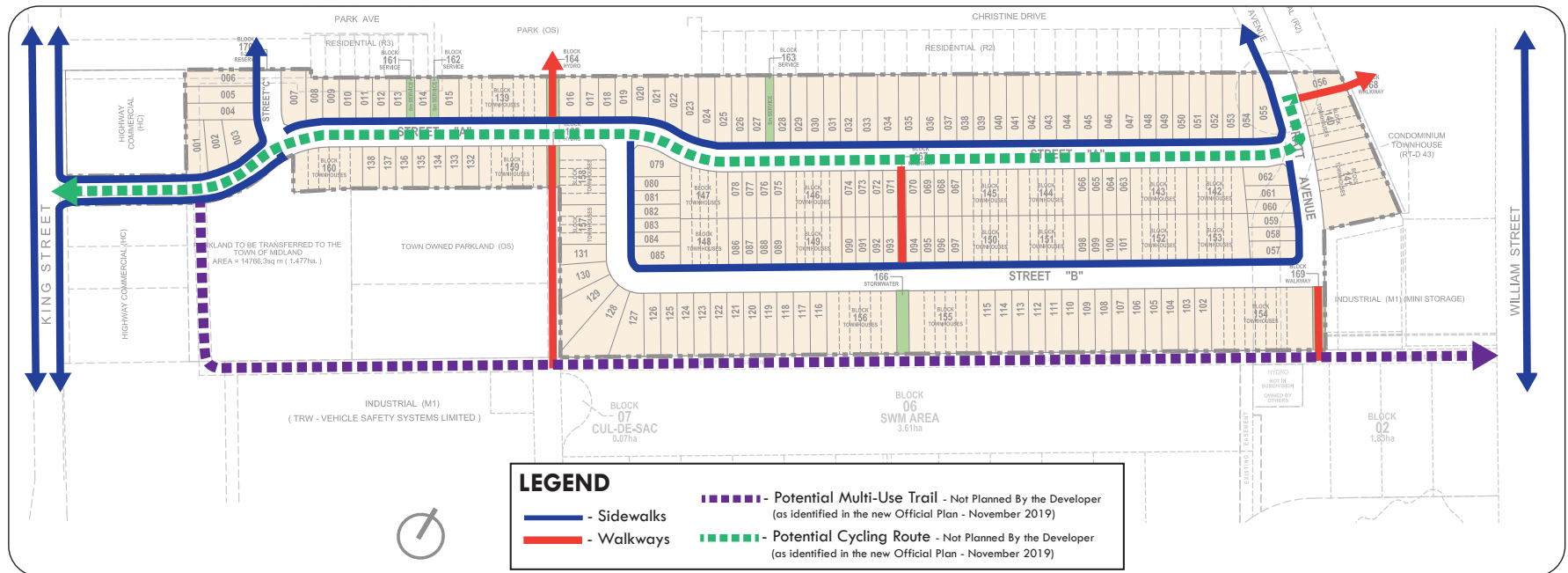
## 2.5 ACTIVE TRANSPORTATION AND PEDESTRIAN CIRCULATION

A major factor in creating a sustainable and healthy development will be promoting pedestrian and cyclist connectivity, comfort and safety. Provision of streets and sidewalks that link to potential future multi-use trails and bike routes will offer pedestrians and cyclists alternatives to vehicular travel through the community. As previously stated, the Town of Midland has adopted a new Official Plan (November 2019), however development applications for the subject lands were submitted under the previous Official Plan (2002). As such, certain active transportation routes, as indicated below, are identified within the new Schedule 'D', but were not previously contemplated in the former Official Plan. These facilities (cycling routes and multi-use trail) are identified on the plan below, but are not planned by the developer.

- Within the Town of Midland's Official Plan, Schedule 'D' (Active Transportation) identifies a 'Proposed Multi-Use Trails (Conceptual)' and 'Dedicated Lane/ Multi-Use Trail' running east-west through or adjacent to

the study area.

- As identified in Schedule 'D', potential for a multi-use trail may occur within the easement block located south of the subject lands. The multi-use trail, if proposed, will be constructed by others.
- As identified in Schedule 'D', potential for cycling facilities may be considered along Street "A". This may include potential for On Road Cycling Lanes or Routes. If proposed, these facilities will be constructed by others.
- Additional pedestrian connectivity will be established with the proposed and existing sidewalk system. All sidewalks are to be designed located as per municipal requirements.
- Public open spaces shall be linked through the street and sidewalk network to form a continuous, complete and pedestrian-friendly public realm.
- Streetscape elements, pedestrian-oriented spaces, landscaping and interesting architecture will be used to create a safe and comfortable environment that promotes active transportation.



H. Hansen Development Subdivision Active Transportation and Pedestrian Circulation Plan

### 2.6 STREETScape

The streetscape consists of the elements within the street right-of-way (roadway paving, boulevard trees, ornamental planting, community mailboxes, utility elements, sidewalks, fencing and street lights) and of the built form located within the adjacent private realm which forms the street wall enclosing the street. These elements shall be designed to respect the character of the adjacent residential development, provide a sense of character to the community, create visual interest and provide shade, resulting in a comfortable pedestrian environment.

#### 2.6.1 Boulevard Tree Planting

In order to provide a sustainable amenity for the H. Hansen Development subdivision and enhance the streetscape, a boulevard tree planting scheme will be designed and installed. Boulevard trees will be located throughout the development to provide shade for pedestrian sidewalks, create visual interest, and unify the community.

- All boulevard trees are to be attractive, high-branching deciduous trees that will help define the street edge and contribute to the pedestrian-oriented goals of the neighbourhood.
- All tree planting locations shall be coordinated with the underground and above-ground utilities to avoid conflicts with driveways, light standards, transformers, etc.
- Boulevard trees should be planted on the municipal side of the streetline. In certain circumstances (i.e. where space is limited) boulevard trees may be located on the private side of the sidewalk. Where this occurs, adequate soil volumes are required on private property to promote tree growth.
- Boulevard tree spacing should be based on the objective of creating a continuous tree canopy at maturity. Tree spacing and species shall be in compliance with Town standards.
- At corner lots, there should be at least two boulevard trees planted along the flankage edge. Boulevard trees shall not be located within intersection sight-triangles.
- The proposed street trees shall be native, non-invasive species. The deciduous trees shall have a minimum caliper of 60mm and coniferous trees a minimum height of 200mm.
- All trees will be planted and maintained according to Town standards.



The streetscape shall be designed to create an attractive, pedestrian-friendly public realm



Conceptual image of boulevard tree planting

### 2.6.2 Fencing

Several types of fencing may be provided depending on the need for privacy and containment. The design of fencing visible from the public realm should portray a consistent theme through design, materials and colour throughout the proposed development. All fencing shall be in compliance with municipal standards and all applicable noise attenuation requirements.

#### Chainlink Fence

- Chainlink fence is required where proposed residential uses abut open space features and the school block.
- Chainlink fence height should be 1.2m to 1.8m depending upon the locations.

#### Noise Attenuation Fence

- Noise attenuation fencing may be required for certain dwellings within the neighbourhood in accordance with the applicable Noise Report.
- Fencing design, materials and heights shall comply with the requirements of the applicable Noise Report.
- The design and colour of noise attenuation fencing should complement the proposed privacy fencing within the neighbourhood.

### 2.6.3 Community Entries

The intersection of King Street and Street “A” will become the primary gateway into the proposed subdivision. Opportunities for community identity elements that create a memorable sense of place should be explored through the detail landscape design stage.

The following guidelines should be applied:

- Landscape elements at community entries should be visually prominent and distinguishable within the streetscape.
- The design of the gateway entry feature shall be coordinated with landscape treatments on the adjacent street corners to create a consistent and attractive presence along the entry street.
- Provide a clear and identifiable crossing for pedestrians / cyclists at the gateway intersection through changes in pavement materials, colours and textures.
- Landscaping should include plant materials that will enhance and complement the entry features but not create visual obstructions for motorists. Ornamental trees, shrubs and seasonal plantings will be selected to provide hardy mass plantings in accordance with the Town of Midland Standards. Planting types should provide for year round interest.
- Provide landscape lighting to sustain visibility.
- Any proposed structural features shall be located behind the daylight triangle and all landscaping shall conform to Town of Midland Standards.



Community Entries Provide Placemaking Opportunities



### 2.6.4 Street Lighting

Street lighting will be located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.

- Pedestrian routes shall be well-lit to promote pedestrian safety and use of public spaces.
- Outdoor lighting shall be selected and located to reduce light pollution and avoid light spillage or glare on nearby properties or sensitive natural features.
- Outdoor site and building lighting should be task oriented and not excessive.
- Use of full cut-off LED light fixtures that cast little or no light upward in public areas is required.
- Light standards shall be provided in accordance with Town and local hydro authority requirements.

- Locations shall be safe and visible while protecting the privacy of the adjacent residents. Final locations will be determined by Canada Post and approved by the Town.
- Mailboxes shall be located on a level paved surface in accordance with Canada Post's requirements.
- Complementary sitting areas may be considered when mailboxes are located near open spaces.
- Design and siting of community mailboxes shall be in accordance with the requirements of both Canada Post and the Town.

### 2.6.5 Community Mailboxes

Community Mailboxes will be located in public spaces that are easily accessible on foot as well as by car. They are typically located along side yards of flankage lots or within the boulevard near an open space area.

### 2.6.6 Utilities

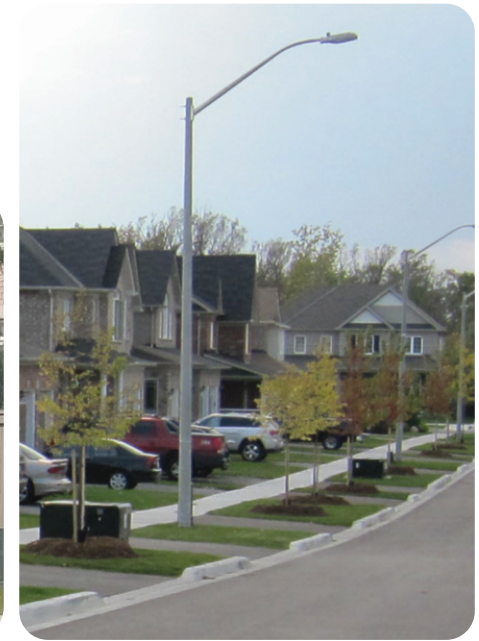
- Transformers and HVAC equipment should be located away from highly visible locations within the streetscape, to the extent feasible, so they do not negatively impact public views.



Conceptual image of Community Mailboxes



Example of grouping Utilities within the Streetscape



Conceptual image of Street Lighting

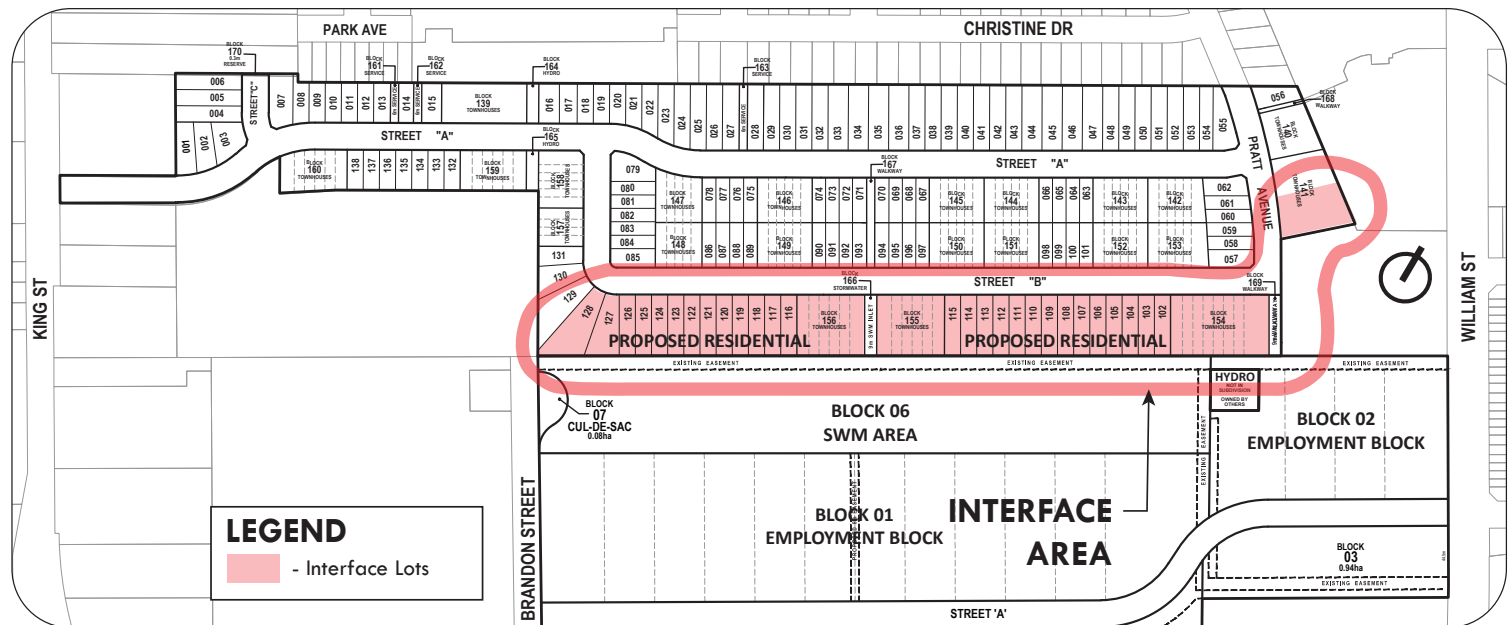
## 2.7 INTERFACE WITH INDUSTRIAL LANDS

Within the southern portion of the H. Hansen Development subdivision, a majority of proposed lots/blocks will back onto a stormwater pond that is open space in nature, and only a limited number of lots (4) will back onto industrial zoned lands. There is an existing land parcel dedicated to hydro services behind the majority of lots (3/4) that do not back onto the storm pond where an existing structure is located. Due to this there is greater certainty of the compatibility between lots and the appropriateness of the interface. In conjunction with the easement, and required setbacks on the industrial lands there will be sufficient separation between the 4 lots and future uses on Block 2 (Industrial Lands). Further the storm pond will be built in conjunction with the residential subdivision and landscaping as required by the town will further mitigate the visual and physical interface between the land uses proposed.

Within the eastern portion of the site the southern edge of a townhouse block containing 7.6m wide units will flank onto the existing self-storage facility (Mini Storage). The interface with the existing self-storage facility only affects the southern end unit, and is addressed through an increased side yard setback (typically an 8.9m lot width is provided for the standard end unit, where as this unit is given a 30.0m+ lot width), and may include privacy fencing and additional landscape treatments.



Conceptual image of dwellings back onto the future stormwater management pond



H. Hansen Development Subdivision Interface with Industrial Lands Plan



## 3.0 ARCHITECTURAL DESIGN GUIDELINES

### 3.1 ARCHITECTURAL STYLES

Architecture within the subject lands should establish a high quality streetscape appearance and may be derived from “traditional”, “contemporary”, and “hybrid” (combining elements of traditional and contemporary architecture) architectural styles. Outlined below are examples of proposed single detached and townhouse dwelling elevations. This sampling is intended to show the direction of architectural styles envisioned while demonstrating compatibility with surrounding residential developments.



Conceptual Elevations of Street Townhouses



Traditional Architectural Style  
Conceptual Elevations of Single Detached Dwellings



Contemporary Architectural Style



Hybrid Architectural Style

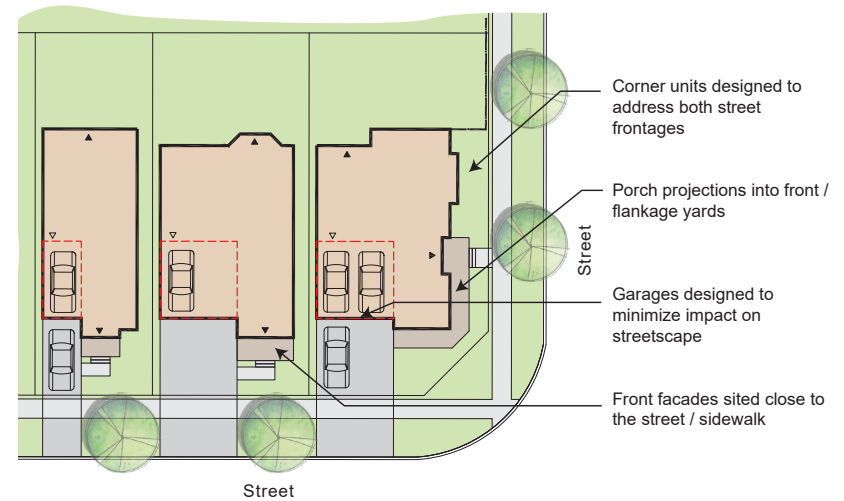


### 3.2 BUILDING TYPES

Outlined below is design criteria for freehold single detached and street townhouse building types anticipated within the community.

#### 3.2.1 Single Detached Dwellings

- Single detached dwellings will occur on lot frontages of 10.0m, 12.0m and 15.0m.
- Single detached dwellings shall be designed to individually and collectively contribute to the character of the neighbourhood.
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings, plane variation and roofline variation in order to avoid uninteresting façades.
- Each dwelling shall have appropriate façade detailing, materials and colours consistent with its architectural style.
- Building massing may range from one to three storeys. Most homes will be two storeys. It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing relationships are achieved.
- The use of covered front porches or porticos will be encouraged.
- Attached street-facing garages shall be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.



Conceptual Plan Layout for Single Detached Dwellings

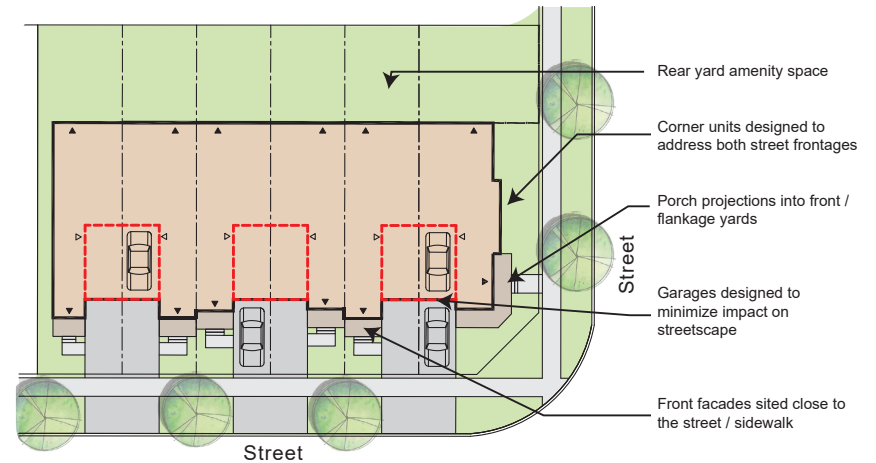


Example Images of Single Detached Dwellings



### 3.2.2 Street Townhouses

- Two distinct types of street townhouses are proposed including:
  - 6.0 metre Street Townhouses (2-storeys); and,
  - 7.6 metre Street Townhouses (Bungalow and Bungalow-loft).
- Street townhouses are distributed throughout the community (with a maximum grouping of 2 blocks side-by-side) and will contribute to the mix of housing types in the development, adding diversity of housing choice and streetscape character.
- Street townhouse blocks may range from 4 to 8 units.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Front-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Street townhouses will have single-car attached garages accessed from the street, with an additional parking space on the driveway.
- Garages / driveways for townhouse dwellings should be paired, wherever feasible, to maximize on-street parking opportunities.
- Utility meters should be shielded from public view where reasonably feasible. Placement of meters shall comply with local utility company requirements.



Conceptual Plan Layout for Street Townhouse Dwellings



Example Image of 7.6m Street Townhouse Dwellings



Example Images of 6.0m Street Townhouse Dwellings

### 3.3 DWELLING MASSING IN THE STREETScape

- Dwellings adjacent or opposite one another should be compatible in massing and height. Notwithstanding this, bungalows will be permitted to be sited in groupings or as single dwellings.
- Freehold townhouse dwellings will be 1- to 3-storeys.
- It is expected that the majority of single detached dwellings will be 2-storey, however, the use of bungalows is also encouraged. Where a 3rd storey is proposed for single detached dwellings it should be in the form of a loft incorporated into the roof form.

### 3.4 ARCHITECTURAL DESIGN CRITERIA

#### 3.4.1 Publicly Exposed Elevations

Publicly exposed elevations shall be developed with attention to massing, proportion, materials and details consistent with the architectural style of the dwelling. The following design criteria shall be applied:

- Provide façade design variety within the general framework of the architectural styles, materials and colour palettes of the community.
- Window openings should be proportionate and detailing appropriate to the architectural style of the dwelling, yet with sufficient design variation to contribute to dwelling identity.
- To avoid monotonous façades, dwelling designs should avoid large publicly exposed areas of flat building faces devoid of any projecting elements.
- Façade design for priority lot locations such as corner lots or other highly visible elevations shall be given special consideration. Refer to Design Criteria for Priority Lots.



Example of Appropriate Massing within the Streetscape



Publicly Exposed Elevations



### 3.4.2 Main Entrances

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

- Main entries to the dwelling shall be directly visible from the street.
- A dedicated hard-surface pathway (not asphalt) shall be provided leading to the front entry of each dwelling from the driveway or sidewalk to enhance the significance of the home's main entrance.
- Weather protection at entries should be provided through the use of covered porches, porticos, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling. Enhancements to emphasize the entry are encouraged and may include: pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door.
- Natural light at the entry should be provided through the use of sidelights, transoms, fanlights or door glazing.
- Large concentrations of steps at the front entry are discouraged unless dictated by site grading conditions.
- The use of precast steps are permitted. Where 3 or more steps are necessary to access the front or flankage porch, precast steps with a masonry insert on the exposed sides should be used and finished to match the front facade of the dwelling.
- Builders are encouraged to offer accessibility / barrier free upgrades where requested by purchasers on a case-by-case basis prior to construction, such as ramps or lifts, where feasible.

### 3.4.3 Porches

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



Main Entrances Should be the Focal Point of the Dwelling

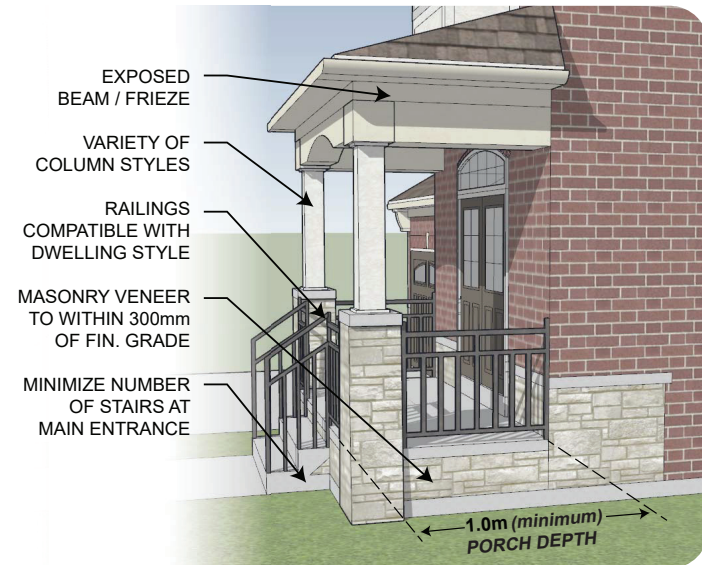


Porches are Encouraged in the Design of New Homes





- The design of a porch or portico shall be consistent with the architectural style of the dwelling (for example, a wraparound porch is generally consistent with Victorian architecture but would not be appropriate to Georgian architecture).
- Porch depths should be a minimum of 1.0m where feasible to facilitate comfortable seating.
- Porches are encouraged to encroach into the front or flankage yard as permitted by the zoning by-law to promote active, pedestrian-oriented streetscapes.
- Ground-level wood porch decking and steps are not permitted on front elevations.
- The number of steps accessing the porch should be minimized wherever feasible, subject to site grading conditions. On steeply sloping sites this can be achieved by designing the dwelling to suit the grade conditions, lowering the entry foyer or dispersing garden steps along the walkway leading to the porch.
- The size of the porch/portico and its components (columns, piers, brackets or mouldings) shall be proportional to the scale of the dwelling. Porch/portico columns should generally be no less than 200 mm square or diameter.
- Porch/portico roofs shall generally be supported on a continuous frieze resting on columns. Their soffits shall be:
  - at least 150 mm above the top of masonry openings at the building face.
  - at least 100 mm above the bottom edge of the continuous frieze resting on the top of portico columns.
- Where railings are required, they shall be of traditional design appropriate to the style of the dwelling with pickets between top and bottom rails. The use of pre-finished aluminium, wrought iron, painted wood or composite is preferred; unpainted, pressure-treated wood railings on elevations visible from the public realm are prohibited.



Typical Porch Detail



Masonry Porch with Precast Steps

### 3.4.4 Wall Cladding

A high standard of design, detail and variety of wall cladding is desirable to attain a harmonious blend of textures and colours within the streetscape. The choice of wall cladding materials and colours shall be compatible with the architectural style of the dwelling.

- The following main wall cladding materials are suitable to express the character of the community:
  - Brick with a smooth or weathered appearance.
  - Stone should be complementary to the brick colour.
  - Siding should be of high quality and may include, vinyl/PVC, composite wood, metal (i.e. Longboard) or fiber-cement (i.e. Hardi Board). Siding profiles should include either horizontal shiplap or vertical board + batten. Siding trim boards should typically be accentuated by using a contrasting but compatible colour. Use of decorative shakes / scallops may also be permitted. (see further requirements for use of siding as a main cladding material).
- Changes in materials should occur according to good design practice, i.e. at changes in plane, at the underside of second storey framing, in line with lintels or sills, etc.

- Where material changes occur, they should define transitions between base, middle and upper portions of the dwelling.
- Where siding is used as a secondary material on side elevations, the main wall cladding material used on the front and/ or rear elevations should wrap around on the sides 1200mm (4'0") or as deemed appropriate.
- The use of secondary or accent materials such as stone, stucco, precast or siding are encouraged where consistent with the architectural style of the dwelling. Its use shall be complementary to the primary cladding materials.
- Where stone is used it should return along the side walls a minimum of 1200mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
- The use of stucco should be minimized and only used for minor accents. Where it is used it should be in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering.
- Where siding is used as a main cladding material the following requirements shall apply:
  - a masonry base (brick or stone) extending up to at least the sill height of the first floor shall be provided on all sides of the dwelling
  - superior and distinctive detailing, articulation and fenestration shall be provided on publicly exposed façades.
  - good workmanship practices shall be maintained by the Builder in the fit, finish and application of siding;
  - exposed elevations shall be well articulated to avoid large flat planes unless incongruent with architectural style (i.e. Georgian or Colonial);
  - provide 25mm x 150mm (1"x6") corner mouldings and min. 25mm x 100mm (1"x4") casings to all openings;
  - decorative window and door crossheads in a variety of profiles shall be provided where appropriate;



Brick



Stone



Siding

Examples of Main Wall Cladding Materials



### 3.4.5 Exterior Colours & Materials

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

- Dwellings adjacent or directly opposite one another shall not have main wall cladding of the same colour. Identical colours shall be separated by a minimum of 3 dwellings.
- Identical front elevations which occur within a group of dwellings shall use a different colour package.
- Street blocks should have no more than 30% of the dwellings sharing the same colour package.
- The use of an accent colour for brick detailing such as lintels, bands or quoins, should be used sparingly and should be subtly different from and complementary to the colour of the main façade brick.
- Where siding is used as the main cladding material, corner trim and window/door casings should generally be a contrasting colour to the main siding.
- The roof shingle colour should complement the colour of the primary wall cladding.
- Soffits, eavetroughs, and fascias should be a single colour for each dwelling.
- All flashings shall be prefinished or painted to match adjacent wall cladding colour or roof.



Example of Colour Sample Board

EXTERIOR COLOUR SELECTIONS	MANUFACTURER	Package 2 Assigned to: TH BLOCKS 4 and 11 Two Tone Black
Roof	BP DAKOTA	
Metal Roof (where applicable)	IDEAL ROOFING	Black #8262
Brick	HANSON BRICK	Hudson
Horizontal Vinyl Siding – D4.5	MITTEN	Ash
Vertical Vinyl Siding - Board and Batten	MITTEN	Ash
Horizontal & Vertical Vinyl Siding Corner Trim	MITTEN	Brownstone
Vinyl Shakes	MITTEN	Brownstone
Shutter	NOVIK	Heritage Brown
Stone Veneer	SHOULDICE - ESTATE SERIES (NON-RAKED JOINTS)	Bradford
Soffit/Fascia/Downspout - Aluminum	GENTEK	Pebble
Railings (Aluminum)	DISTINCTIVE RAILINGS	Cashmere
Columns	DISTINCTIVE RAILINGS	Cashmere
Windows	NEWMAR	Driftwood
Privacy Screen (aluminum)	GENTEK	Cashmere
Painted Trim (where applicable)	PARA PAITNS	Stoneware Tint 2 PP2063-1
Front Door (STANDARD)	PARA PAINTS	Blackfoot Trail P2109-5
Garage Door	AMARR	Terratone



Typical Exterior Material and Colour Schedule



### 3.4.6 Architectural Detailing

Each dwelling design shall include materials and architectural detailing characteristic to the style of the dwelling on all publicly exposed elevations. Where a dwelling elevation has reduced visibility from the public realm, the level of building detail may be simplified.

- Details appropriate to the architectural style of the dwelling may include the following :
  - Masonry (clay brick): Soldier course banding or lintels, quoined corners, piers and corbelling (brick detailing should generally project 12 mm beyond the building face).
  - Precast : sills, lintels, keystones, imposts.
  - Stone : Stone accent features such as plinths or projections.
  - Stucco: Pre-finished, molded architectural details such as lintels, cornices, window surrounds, etc.
  - Vinyl: Pre-finished vinyl details such as scalloped shingles decorative gable treatments, board + batten, clapboard, etc.
  - Wood trim : crezone panelling, window and door casings, louvres, cornice and other mouldings.
  
- Where a masonry band or plinth occurs on the front elevation, it must return a minimum of 1200 mm along the sidewall elevations.

### 3.4.7 Windows

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

- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate.
- All windows shall be thermally-sealed, double-glazed casement or single-hung type.
- The use of maintenance-free windows, in a variety of colours, is encouraged.
- Main floor transom windows are encouraged.
- Sills and lintels should be consistent with the architectural style of the dwelling.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling. Bay windows may project up to 1000mm into



Window Surrounds



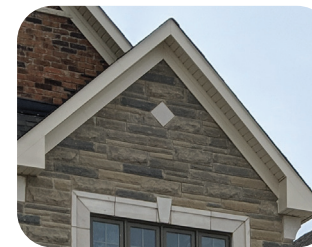
Lintel/Headers



Canopies



Keystone



Precast Impost



Parapets

Examples of Architectural Detailing



Example of Traditional Window Configurations



Example of Contemporary/ Hybrid Window Configurations



the front or flanking yard and may include a foundation.

- All siding and stucco finishes, window and door apertures must have a 100 mm min. wide casing.
- Where shutters are used, they should be half the width of the window.
- Window acoustic performance must meet or exceed the noise attenuation requirements of any applicable noise reports.

### 3.4.8 Roofs

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

- A variety of roof types and forms are encouraged consistent with the architectural style of the dwelling and may include gables, dormers, hips or ridges set parallel or perpendicular to the street. Alternate designs for a given model should have differing roof designs.
- Within the design of a streetscape, attention shall be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Main roof pitch for 2+ storey dwellings is:
  - front and rear facing slopes: 6:12 minimum;
  - side slopes in profile to the street: 6:12 minimum;
  - lower roof slopes may be permitted if it supports the intended architectural character of the dwelling.



Example of Traditional Roof Form

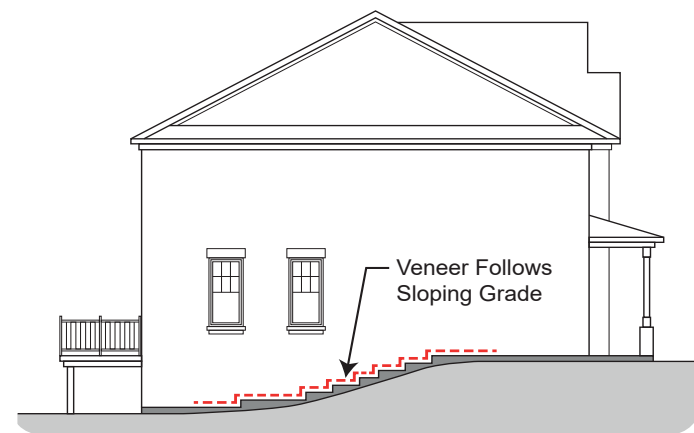


Example of Contemporary/ Hybrid Roof Form

- Bungalows shall have a main roof pitch of 6:12 min. (both front to back and on sides) to assist in massing compatibility with 2-storey dwellings.
- Garage and porch roofs should have a minimum pitch of 4:12.
- Roof overhangs shall be a minimum of 150 mm and not exceed 400 mm unless necessary.
- All plumbing stacks, gas flues and roof vents should be prefinished to match the roof colour.
- Where skylights or solar panels are proposed, they should be located on the rear or side slope of the roof and have a flat profile.

### 3.4.9 Foundation Walls

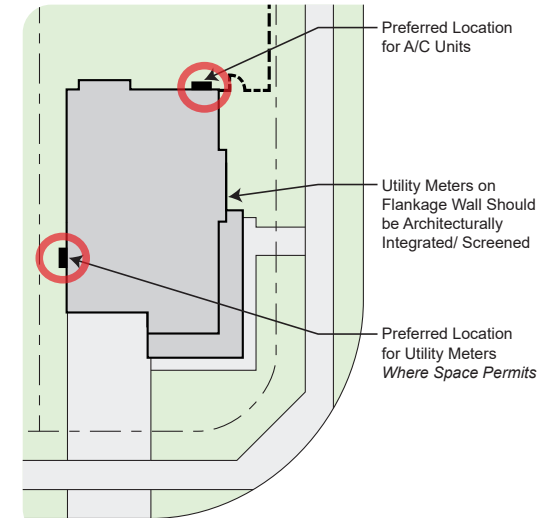
- Exposed concrete foundation walls are to be avoided.
- Grading shall be coordinated with dwelling foundation design and construction to ensure that no more than 300mm of foundation walls above grade is exposed.
- Where sloping finished grades occur, finished wall materials and foundations shall be stepped accordingly to minimize exposed foundation walls. Special care shall be taken for sides of projecting garages, porches/porticos, front and flanking dwelling elevations.



Foundation Wall at Sloping Grade

### 3.4.10 Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be located out of direct view from any street, preferably on dwelling wall faces perpendicular to the street, and recessed into the wall wherever possible.
- For corner lot dwellings, the preferred location for utility meters is on the interior side wall wherever feasible; where utility meters must be located on flanking walls exposed to public view, they should be located in a discrete area on the wall face, such as a wall jog or near the privacy fence to reduce their visibility from the street.
- Townhouses should be designed with recessed or screened utility meters to reduce their visibility from the street. Placement of meters shall at all times be in compliance with the utility company regulations.
- Air conditioning units should be located away from the dwelling's front or flanking yard. If this is not possible, it should be screened with landscaping or fencing.



### 3.4.11 Municipal Address Signage

- A co-ordinated approach to municipal address numbers shall be provided by the builder. The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the community.
- The municipal address shall be located prominently in a well-lit area on the front façade of the dwelling. It is imperative that address signage is clearly visible during the evening hours for 911 emergency purposes.
- Acceptable designs include:
  - Etched masonry plaques set into the wall;
  - Pre-finished ceramic plaques set in a wrought-iron bezel;
  - Pre-finished metal plaques.

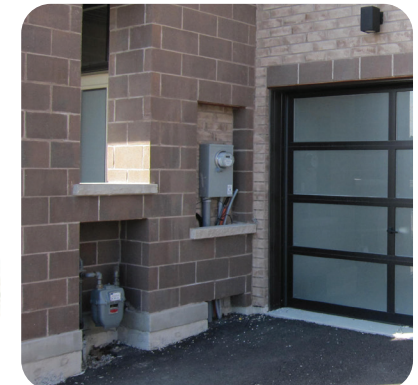
Preferred Utility Meter Location for Corner Dwellings

### 3.4.12 Adverse Grade Conditions

- Where severely sloping grade conditions occur, the builder shall provide dwelling models which are adapted to suit the site.
- The following are suggested design approaches for reducing the height of elevated front entries and the impact of the large number of exterior steps they require:
  - Integrate groups of steps into the front walkway over the length of the front yard.
  - Turn steps toward the driveway.
  - Provide a dwelling design having a lowered foyer and internal steps up to the main living level.



Examples of Municipal Address Plaques



For Townhouses Utility Meters should be Architecturally Integrated or Screened



### 3.5 GARAGES DESIGN CRITERIA

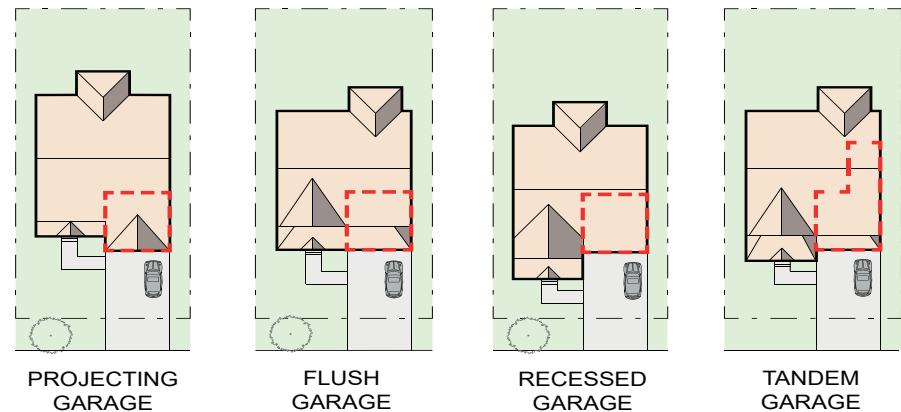
#### 3.5.1 Attached Garages

Guidelines for garage design are intended to ensure that the garage is not a dominant element in the streetscape and that its design harmonizes with the dwelling.

- Attached garages shall be complementary in terms of character and quality to the principal dwelling.
- Minimizing the appearance of the garage within the streetscape is a key requirement for all dwelling designs. This can be achieved in a number of different yet effective ways, such as:
  - integrating the garage into the main massing of the house, flush with the main wall or porch;
  - locating the garage at the side of the house, recessed behind the main front wall face;
  - provision of a tandem garage;
  - allowing up to a 1.0m garage projection.
- The majority of all dwellings within the subdivision should have garage designs that are either flush with or recessed behind the front face of the dwelling or porch face.
- All townhouses and single detached dwellings on lot frontages of 10.0m or less will have a single-car garage. Greater lot frontages are permitted to have a double-car garage.
- Garages may project up to a maximum of 1.0m in front of the ground floor front wall or porch face, however, this type of design should not occur on more than 10% of dwellings within the subdivision.
- No more than 3 dwellings with a 1.0m projection garage will be permitted side by side in a row within the streetscape.
- Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style of the dwelling).
- Garages should have panelled/segmented sectional roll-up doors, with a variety of glazed top panels.



Garages should not be a Dominant Visual Element in the Streetscape



Attached Garage Options

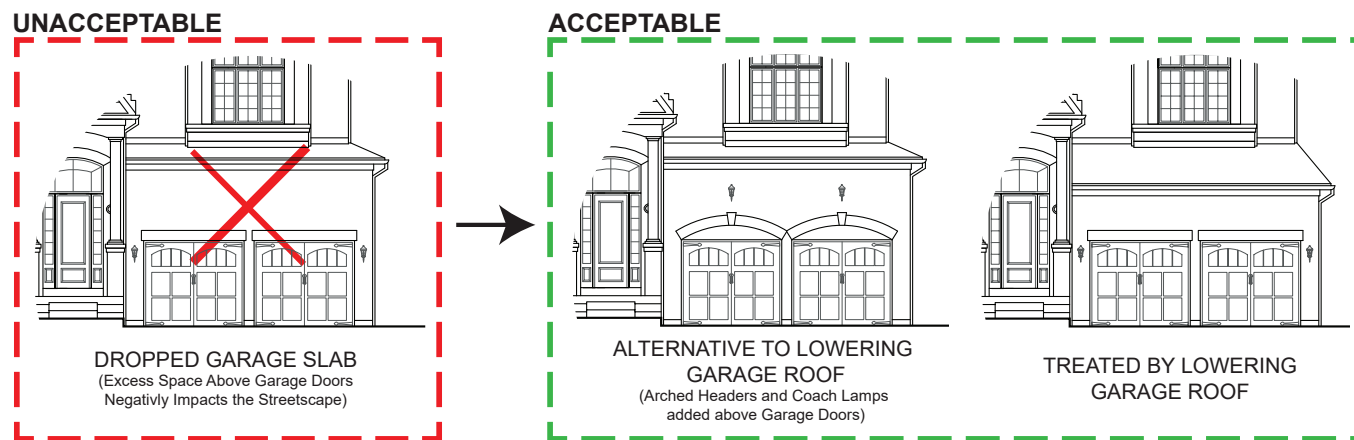
- A variety of lintel (header) treatments appropriate to the architectural style of the dwelling shall be provided above the garage doors.

### 3.5.2 Criteria for Dropped Garage Conditions

- Dropped garage conditions occur on rear-to-front sloping lots when additional risers at the front entry are required. This can create “top-heavy” garage massing by increasing the expanse between the top of the garage door opening and the underside of the soffit above.
- Where the slab of the garage drops more than 450mm (1’-6”) below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review, shown on the streetscape, and indicated clearly on the site plan.
- Suggested design treatments to reduce the visual impact of the taller garage include:
  - increase the garage door height by 300 mm.
  - lower the garage roof;
  - add a decorative gable louvre or feature;
  - provide additional detailing, such as masonry soldier coursing over lintels, or continuous brick banding.
  - provide a window scaled to the dwelling, above the garage doors;
  - provide wide profile arched lintels over the garage doors;
  - locate light fixtures above garage doors.



Variety of Upgraded Garage Door Styles

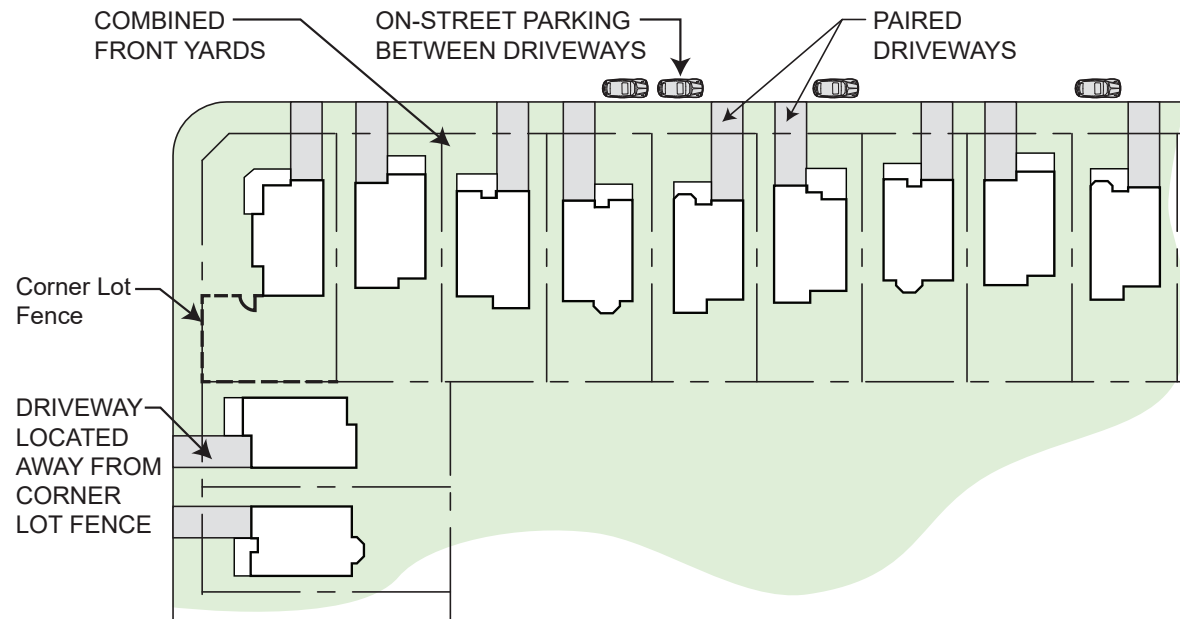


Dropped Garage Condition

### 3.5.3 Driveways

The design and placement of all driveways shall be in strict compliance with the requirements of the zoning by-law.

- Driveway locations shall be predetermined on the utility coordination plan in addition to the landscape and site servicing plans and must be approved by the Town.
- Driveway locations are to be coordinated by the Project Engineer with the Control Architect and Landscape Architect.
- The design and placement of driveways should be in accordance with Town engineering design criteria.
- Driveways should be paired to maximize on-street parking opportunities and to increase space within the boulevard for landscaping and snow storage. Refer to the traffic study prepared by JD Engineering for details regarding on-street parking.
- Adjacent driveways at street elbow locations are to be designed to eliminate overlap between the property line and the curb. Landscape strips must separate each driveway at the curb.
- Driveways for dwellings adjacent to intersections, transit stops, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Where feasible, driveways located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- At corner lot locations, the driveway shall be located at the front of the lot (narrower dimension).



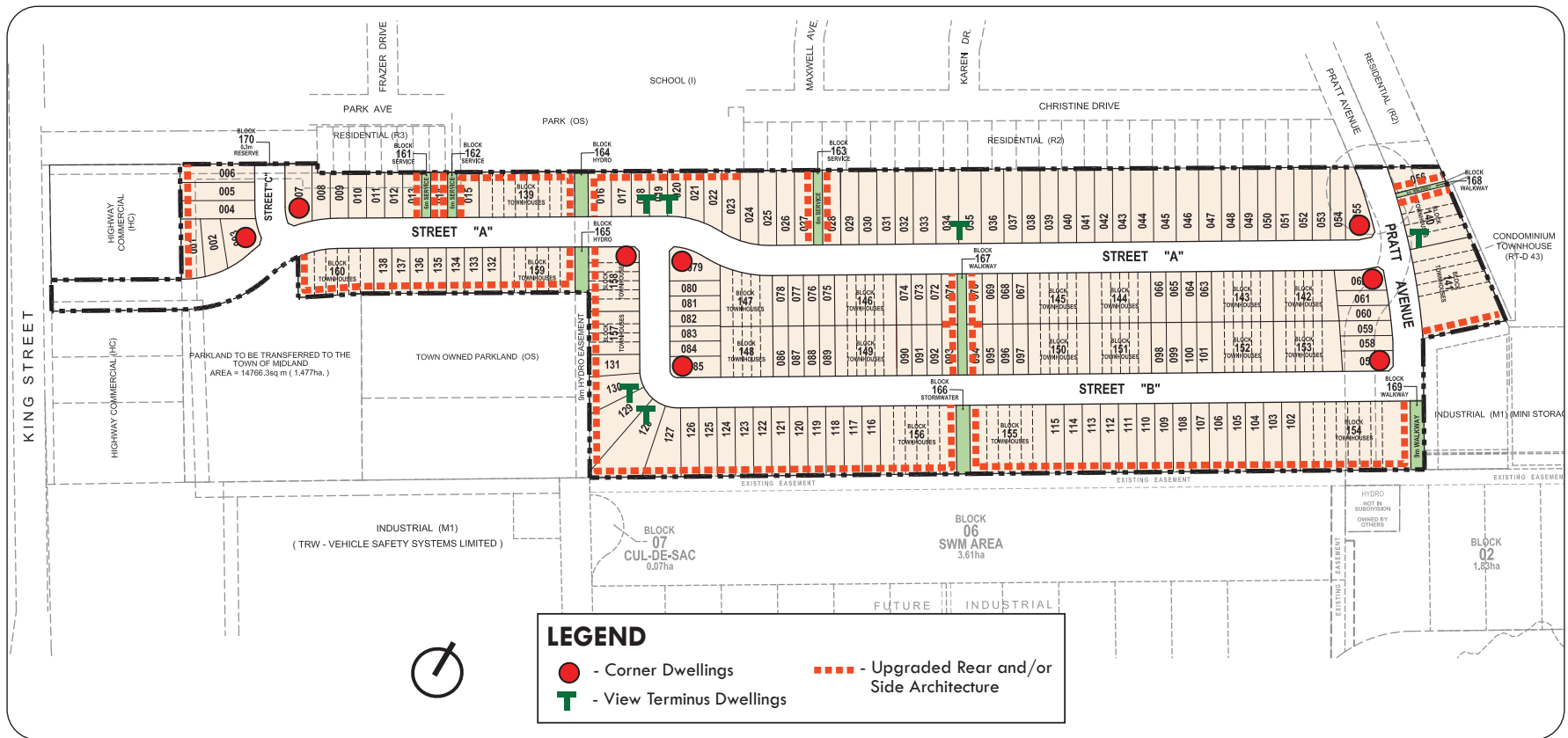
Example of Driveway Locations



### 3.6 PRIORITY LOT DESIGN CRITERIA

Within the H. Hansen Development subdivision, certain lots will possess greater significance in the streetscape. Lots which occur in visually prominent locations (such as at corners, adjacent to the open space, parks, trails/ walkways and view terminus locations) are referred to as Priority Lots. Dwellings on these lots shall receive particular attention to site planning and to architectural detailing on publicly exposed elevations. The enhanced treatment of priority lot dwellings adds detail, variety and interest to the streetscape at appropriate locations.

The Priority Lot Plan indicates the locations of these focal lots.



H. Hansen Development Subdivision Priority Lot Plan



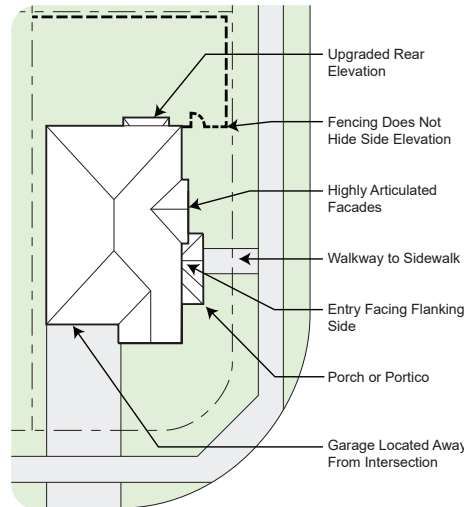
### 3.6.1 Corner Lot Dwellings

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

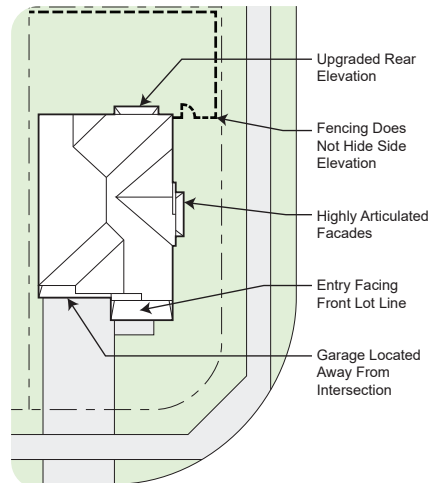
- Dwelling designs must be appropriate for corner lot locations. Dwelling designs intended for internal lots will not be permitted unless modified to provide adequate enhanced flanking wall treatment.
- Ground level elements such as porches/porticos, windows, projecting bays and their details, should relate to the pedestrian scale at the street.
- Both street frontages for corner lot dwellings shall have equivalent levels of high quality architectural design and detail with attention given to the dwelling’s massing, height, roof lines, apertures, materials and details.
- Architectural design elements required for Corner Lot Dwellings include:
  - entry portico or porch on the long side of the dwelling.
  - well-proportioned apertures for doors and windows, located to create well balanced elevations.
  - wall projections along the flanking wall face.
  - gables, dormers, eyebrow window or other appropriate elements to enhance the roof form.
  - enhanced rear elevation detailing and windows, equivalent to the street facing elevations.
- The main entry to the dwelling should be located

on the long elevation facing the flanking street (flanking main entry).

- Main entries facing the front lot line or shorter side of the lot (front main entry) are discouraged but may be permitted on a limited basis on low exposure corner lots (such as a lower order street or an interior street elbow)



Conceptual Plan View - Corner Lot Dwelling (Flankage Entry)



Conceptual Plan View - Secondary Corner Lot Dwelling (Front Entry)



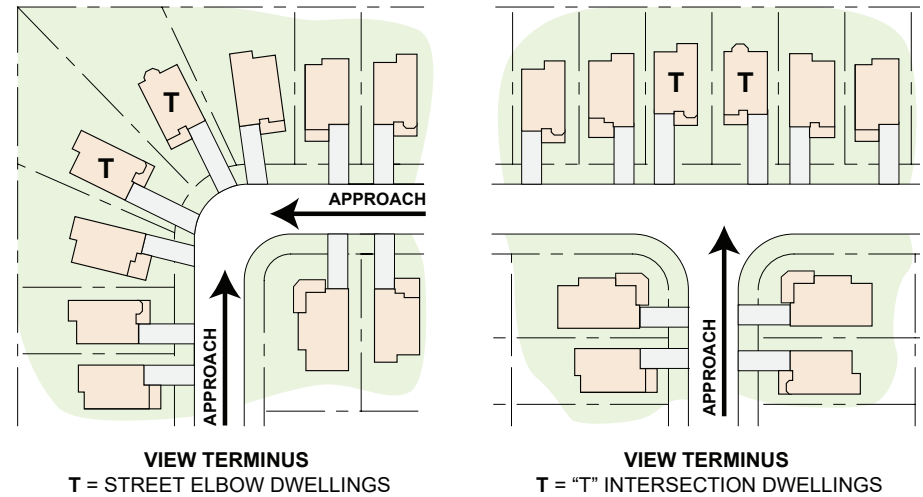
at the discretion of the Control Architect. Where the dwelling design has the main entrance within the building face along the shorter side of the lot, the design of the flanking face may include a secondary entry or other appropriate architectural feature.

- The garage should generally not project beyond the front wall of the corner lot dwelling.
- The main entry from the flanking elevation should be connected by a walkway to the sidewalk (unless there is no sidewalk).
- Identical elevations on abutting or directly opposite corner lots are prohibited. However, building designs which have compatible architectural style, massing, elements and details are encouraged on abutting or directly opposite corner lots to provide both harmony and variety to the streetscape.

### 3.6.2 View Terminus Dwellings

Within the community, View Terminus Dwellings typically occur at T-intersections (where one road terminates at right angles to another) or street elbows and terminate an axial view corridor. Guidelines for View Terminus Dwellings are as follows:

- Where lot depths permit, View Terminus Dwellings should have a greater front yard setback than adjacent dwellings.
- Driveways for paired View Terminus Dwellings should be located to the outside of the lots, where feasible, to provide opportunities for increased landscaped treatment, reduce the visual impact of the garages on the axial view and create a stronger architectural image.
- The predominant wall cladding material for View Terminus Dwellings should be sensitive to the dwellings' location. The use of stone, precast or brick accents is encouraged where appropriate to the architectural style.



Plan View of View Terminus Dwellings



Example of View Terminus Dwellings



### 3.6.3 Upgraded Rear and Side Yard Architecture

Where a dwelling's side or rear elevations are exposed to the public realm, both the front and exposed side and/or rear elevations shall be of equal quality in terms of the architectural materials, amount and proportions of openings and attention to detail. The design of these dwellings shall adequately address the public realm in a manner consistent with the dwellings front façade.

- Applicable enhancements on the exposed elevations include the following:
  - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, canopies, precast or brick detailing.
  - Gables, parapets or dormers.
- Dwellings that flank onto existing parks, open space areas, walkways/ trails and existing commercial sites should be designed with wall/roof articulation.
- Upgrading will be required only for those portions of the dwelling exposed to public view.



Conceptual Image of Upgrade Rear Architecture



Example of Side Upgrade Architecture

## 4.0 DESIGN REVIEW AND APPROVAL PROCESS

### 4.1 COMPLIANCE

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

These guidelines and their interpretation by the Control Architect are not intended to discourage design creativity or innovation. Proposed designs which are not in total compliance with the guidelines will be considered by the Control Architect, based on their merits, and may be approved where the spirit and intent of the guidelines is preserved.

### 4.2 ROLE OF THE CONTROL ARCHITECT

The role of the Control Architect is to review the builder's submissions in a fair and timely manner. The Control Architect is obligated to act in a reasonable manner to review submissions on behalf of the municipality and to certify plans once they have demonstrated compliance with the requirements of the Architectural Design Guidelines. The design review process is as follows:

- Model design review and approval.
- Siting review and approval.
- Periodic site monitoring for compliance.

### 4.3 PRELIMINARY REVIEW PROCESS

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review. They should clearly depict internal planning, entry conditions, building elevations, fenestration, exterior details and materials.
- Submissions for preliminary review and approval should include:
  - Site Plans & Floor Plans
  - Exterior Elevations & Details
  - Treatment of Priority Lot Dwellings (when applicable)
  - Materials & Colour Packages
- Sale of models cannot commence until after preliminary approval is given by the Control Architect.
- Preliminary grading plans and building elevations for individual lot sitings should be sent to the Control Architect for review prior to submission for final approval.

### 4.4 FINAL REVIEW AND APPROVAL

#### 4.4.1 Model Working Drawings

- Model working drawings must depict exactly what the builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.

#### 4.4.2 Site Grading Plans

- Site grading plans are to be submitted to the Control Architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly show:



- model and elevation type;
- a special note indicating a dropped garage condition (greater than 600mm (2'-0") drop from location approved on working drawings);
- a special note indicating rear or side upgrades, where applicable.

### 4.4.3 Building Elevations (Streetscape Drawings)

- To assist in the review process, building elevations must accompany each request for siting approval.
- These building elevations (also known as streetscape drawings) are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.

### 4.4.4 Exterior Colour Packages

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

## 4.5 SUBMISSION REQUIREMENTS

- The Builder is required to submit to the Control Architect for final review and approval, the following:
  - 5 sets of site grading plans;
  - 4 sets of model working drawings;
  - 3 sets of building elevations (streetscapes);
  - 2 sets of colour schedules;
  - 1 set of colour sample boards (to be returned to the Builder);
  - The Builder may also submit the above materials electronically for review and approval.
- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any revisions to an existing approval requested by the Builder will be con-

sidered on their merits and if acceptable will be subject to re- approval by the Control Architect.

- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office as necessary.

- Submissions should be made to:

*John G. Williams Limited, Architect  
40 Vogell Road, Unit 46  
Richmond Hill, ON L4B 3N6  
Tel: (905) 780-0500  
Email: info@williamsarch.com*

## 4.6 TOWN OF MIDLAND APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the Control Architect prior to submission to the Town of Midland for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect.
- Approvals by the Control Architect do not release the Builder from complying with the requirements and approvals of the Town of Midland and/or any other governmental agency.

