CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 16, 2017

Item 3, Report No. 17, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 16, 2017.

3 ARCHITECTURAL DESIGN (CONTROL) GUIDELINES AND APPROVAL OF CONTROL ARCHITECT PINE HEIGHTS COMMUNITY BLOCK 40/47 FILE 14.71

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management, Director of Development Planning and Manager of Urban Design and Cultural Heritage, dated May 2, 2017:

Recommendation

The Deputy City Manager, Planning & Growth Management, Director of Development Planning and Manager of Urban Design and Cultural Heritage recommend:

1. THAT the Architectural Design Guidelines for the Pine Heights Community (Block 40/47), prepared by John G. Williams Architect Ltd., BE APPROVED; and

2. THAT John G. Williams Architect Ltd., BE APPROVED as the Control Architect for the Pine Heights Community.

Contribution to Sustainability

The guidelines' design objective is to create a sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, and conservation of natural areas by building in harmony with the surrounding environment.

The following objectives will be implemented through the approval of the Pine Heights Architectural Design Guidelines:

- Water Balance/Development Considerations: Mitigation of water balance impacts through Low Impact Development (LID) measures; provide pedestrian bridges and bike lanes/routes to promote connectivity; Transportation Demand Management (TDM) measures with a pedestrian focused development approach; and, provide valley land edge management planting and protection measures

- Building Initiatives: Home construction with devices, appliances, and materials that meet high-efficiency, energy efficient, and energy star requirements and upgrades; sourcing local materials; implementing waste management policy; and, promoting barrier-free accessibility

- Community Safety: Incorporating the principles of CPTED (Crime Prevention Through Environmental Design), maintain safe sightlines; provide ample fenestration facing public areas; promoting active pedestrian street life; and, maintaining adequate lighting to ensure pedestrian comfort

Economic Impact

There are no requirements for new funding associated with this report.

Communications Plan

N/A

…/2

Purpose

To seek approval from the Committee of the Whole for the Architectural Design Guidelines and Control Architect for the Pine Heights Community (Block 40/47).

Background – Analysis and Options

The Block 40/47 Pine Heights Community is bounded by Teston Road to the north, valley lands to the east (with Weston Road further east), valley lands to the west, and valley lands to the south (with Major Mackenzie Drive further south), comprising Part of Lots 22 to 25, Concessions 6 and 7, City of Vaughan, as shown on Attachment #1.

The Pine Heights Community is situated on rolling tableland in a natural setting adjacent to three wooded valleys associated with tributaries of the East Humber River. The surrounding area is primarily vacant rural lands, with recently developed residential neighbourhoods to the southeast. In addition, there are several estate residential enclaves in the surrounding area. The Pine Heights Community is located in close proximity to the Kleinburg community to the west.

The historic hamlet of Purpleville is located at the intersection of Pine Valley Drive and Teston Road. The planned development of the Pine Heights Community will promote a built environment that respects and enhances the existing local built form character of the area to promote architecture inspired by historic precedent.

The lands associated with the westerly tributary of the East Humber River have been identified as a significant cultural heritage landscape which has been preserved through the Block Plan/Master Environmental and Servicing Plan (MESP) process. The features contributing to this significance include the occupation of lands in this vicinity by First Nations, Euro-Canadian settlement and its association with Carrying-Place Trail.

Council Resolution

On August 25, 1997, Council adopted the following motion (in part):

> "The draft plans of subdivision be subject to conditions of approval to implement the architectural review process;"

The Pine Heights Architectural Design Guidelines have been submitted by the Block 40/47 Landowners Group in response to the above-noted resolution of Council.

Context for Application of Design Guidelines

A goal of the Vaughan Official Plan 2010 is to provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas. One factor that contributes to the liveability of a community is the quality of the urban design and built form. In giving physical representation to the community, urban design and architecture constitute a critical element in the process of community building.

Obtaining quality urban design is a high priority to the City. Treatments that emphasize attractive streetscapes, a high quality pedestrian environment and the minimization of the visual impact of the automobile are now being emphasized in the marketplace. To provide guidance in this area, Council adopted, on June 11, 2001, a set of design standards for the new community areas that enunciate a series of design principles that are considered to be common to all areas.

In order that each development makes a positive contribution to the developing community, the implementation of architectural design guidelines through each subdivision agreement is necessary. These guidelines will assist in ensuring that each dwelling or building plays a positive role in creating attractive pedestrian oriented streetscapes.

Pine Heights Community Architectural Design Guidelines

The Architectural Design Guidelines provide a detailed set of design criteria to guide the design, siting and approval of new buildings within the Pine Heights Community. The criteria will be adhered to by all builders within the Pine Heights Community in order to foster an attractive and upscale built environment with a positive and distinct community identity. The primary focus of the guidelines is to promote high quality housing with an attractive character that complements the neighbourhood's unique countryside setting.

The intent of these guidelines is to maintain a positive relationship between the built form and public spaces in order to yield quality streetscapes while encouraging architectural variety and innovation.

The guidelines consist of seven (7) main components as follows:

1.0 Introduction
2.0 Community Context
3.0 Proposed Community
4.0 Sustainable Design
5.0 Design Guidelines for Residential Buildings
6.0 Design Guidelines for Non-residential Development
7.0 Implementation of Architectural Control

The architectural design control process approved by the City is privately administered and will be the responsibility of the developer's group control architect to ensure compliance with the approved Architectural Guidelines. John G. Williams Architect Ltd. has been selected as the control architect by the respective participating landowners in the Pine Heights Community. The appointment of John G. Williams Architect Ltd. as the Control Architect must be approved by the City. A recommendation is included in this report that John G. Williams Architect Ltd. be approved as the Control Architect for Block 40/47.

During the City's review of the Block 40/47 Architectural Design Guidelines, York Region conducted an Environmental Assessment (EA) Study of road improvements to Teston Road between Pine Valley Drive and Weston Road. The EA was submitted to the City's Development Engineering and Infrastructure Planning Department for review in September 2016. Notice of Completion was first issued by York Region on November 24th, 2016.

One of the recommendations of the EA is the realigning of Teston Road, east of Pine Valley Drive, to eliminate the existing intersection jog. As a condition of Draft Plan of Subdivision approval for all the subdivisions within the Pine Heights Community, the Architectural Design Guidelines shall be updated to recognize the EA recommendations.

Implementation

The subdivision agreement will provide for the Control Architect to approve architectural elevations for buildings prior to submission to the City for a Building Permit. The Control Architect must stamp the plans certifying that the plans are in conformity with the Architectural Design Guidelines as approved by Council.

John G. Williams Architect Ltd. is the firm that prepared the Guidelines and has significant experience in this area. It is intended that John G. Williams Architect Ltd. provide the services of the Control Architect (whose cost will be paid by the Block 40/47 Landowners Group). The Development Planning Department will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report supports the following priorities set forth in the Term of Council Service Excellence Strategy Map (2014-2018):

- Continue to ensure the safety and well-being of citizens.
- Create and manage affordable housing options.
- Continue to cultivate an environmentally sustainable city.
- Support and promote heritage in the community.

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed the Architectural Design Guidelines prepared by John G. Williams Architect Ltd. for the Pine Heights Community, and can support its approval, and the confirmation of John G. Williams Architect Ltd., as the Control Architect for the Pine Heights Community.

Attachments

1. Location Map
2. Architectural Design Guidelines (Pine Heights Community)

Report prepared by:

Frank Milkovich, Landscape Architect / Urban Designer, ext. 8875
Rob Bayley, Manager of Urban Design and Cultural Heritage, ext. 8254

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

COMMITTEE OF THE WHOLE MAY 2, 2017

ARCHITECTURAL DESIGN (CONTROL) GUIDELINES
AND APPROVAL OF CONTROL ARCHITECT
PINE HEIGHTS COMMUNITY BLOCK 40/47
FILE 14.71

Recommendation

The Deputy City Manager, Planning & Growth Management, Director of Development Planning and Manager of Urban Design and Cultural Heritage recommend:

1. THAT the Architectural Design Guidelines for the Pine Heights Community (Block 40/47), prepared by John G. Williams Architect Ltd., BE APPROVED; and

2. THAT John G. Williams Architect Ltd., BE APPROVED as the Control Architect for the Pine Heights Community.

Contribution to Sustainability

The guidelines' design objective is to create a sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, and conservation of natural areas by building in harmony with the surrounding environment.

The following objectives will be implemented through the approval of the Pine Heights Architectural Design Guidelines:

- Water Balance/Development Considerations: Mitigation of water balance impacts through Low Impact Development (LID) measures; provide pedestrian bridges and bike lanes/routes to promote connectivity; Transportation Demand Management (TDM) measures with a pedestrian focused development approach; and, provide valley land edge management planting and protection measures

- Building Initiatives: Home construction with devices, appliances, and materials that meet high-efficiency, energy efficient, and energy star requirements and upgrades; sourcing local materials; implementing waste management policy; and, promoting barrier-free accessibility

- Community Safety: Incorporating the principles of CPTED (Crime Prevention Through Environmental Design), maintain safe sightlines; provide ample fenestration facing public areas; promoting active pedestrian street life; and, maintaining adequate lighting to ensure pedestrian comfort

Economic Impact

There are no requirements for new funding associated with this report.

Communications Plan

N/A

Purpose

To seek approval from the Committee of the Whole for the Architectural Design Guidelines and Control Architect for the Pine Heights Community (Block 40/47).

Background – Analysis and Options

The Block 40/47 Pine Heights Community is bounded by Teston Road to the north, valley lands to the east (with Weston Road further east), valley lands to the west, and valley lands to the south (with Major Mackenzie Drive further south), comprising Part of Lots 22 to 25, Concessions 6 and 7, City of Vaughan, as shown on Attachment #1.

The Pine Heights Community is situated on rolling tableland in a natural setting adjacent to three wooded valleys associated with tributaries of the East Humber River. The surrounding area is primarily vacant rural lands, with recently developed residential neighbourhoods to the southeast. In addition, there are several estate residential enclaves in the surrounding area. The Pine Heights Community is located in close proximity to the Kleinburg community to the west.

The historic hamlet of Purpleville is located at the intersection of Pine Valley Drive and Teston Road. The planned development of the Pine Heights Community will promote a built environment that respects and enhances the existing local built form character of the area to promote architecture inspired by historic precedent.

The lands associated with the westerly tributary of the East Humber River have been identified as a significant cultural heritage landscape which has been preserved through the Block Plan/Master Environmental and Servicing Plan (MESP) process. The features contributing to this significance include the occupation of lands in this vicinity by First Nations, Euro-Canadian settlement and its association with Carrying-Place Trail.

Council Resolution

On August 25, 1997, Council adopted the following motion (in part):

> "The draft plans of subdivision be subject to conditions of approval to implement the architectural review process;"

The Pine Heights Architectural Design Guidelines have been submitted by the Block 40/47 Landowners Group in response to the above-noted resolution of Council.

Context for Application of Design Guidelines

A goal of the Vaughan Official Plan 2010 is to provide attractive streetscapes through attention to the design of the public realm, built form, and the relationship between private development and public areas. One factor that contributes to the liveability of a community is the quality of the urban design and built form. In giving physical representation to the community, urban design and architecture constitute a critical element in the process of community building.

Obtaining quality urban design is a high priority to the City. Treatments that emphasize attractive streetscapes, a high quality pedestrian environment and the minimization of the visual impact of the automobile are now being emphasized in the marketplace. To provide guidance in this area, Council adopted, on June 11, 2001, a set of design standards for the new community areas that enunciate a series of design principles that are considered to be common to all areas.

In order that each development makes a positive contribution to the developing community, the implementation of architectural design guidelines through each subdivision agreement is necessary. These guidelines will assist in ensuring that each dwelling or building plays a positive role in creating attractive pedestrian oriented streetscapes.

Pine Heights Community Architectural Design Guidelines

The Architectural Design Guidelines provide a detailed set of design criteria to guide the design, siting and approval of new buildings within the Pine Heights Community. The criteria will be adhered to by all builders within the Pine Heights Community in order to foster an attractive and upscale built environment with a positive and distinct community identity. The primary focus of the guidelines is to promote high quality housing with an attractive character that complements the neighbourhood's unique countryside setting.

The intent of these guidelines is to maintain a positive relationship between the built form and public spaces in order to yield quality streetscapes while encouraging architectural variety and innovation.

The guidelines consist of seven (7) main components as follows:

1.0 Introduction
2.0 Community Context
3.0 Proposed Community
4.0 Sustainable Design
5.0 Design Guidelines for Residential Buildings
6.0 Design Guidelines for Non-residential Development
7.0 Implementation of Architectural Control

The architectural design control process approved by the City is privately administered and will be the responsibility of the developer's group control architect to ensure compliance with the approved Architectural Guidelines. John G. Williams Architect Ltd. has been selected as the control architect by the respective participating landowners in the Pine Heights Community. The appointment of John G. Williams Architect Ltd. as the Control Architect must be approved by the City. A recommendation is included in this report that John G. Williams Architect Ltd. be approved as the Control Architect for Block 40/47.

During the City's review of the Block 40/47 Architectural Design Guidelines, York Region conducted an Environmental Assessment (EA) Study of road improvements to Teston Road between Pine Valley Drive and Weston Road. The EA was submitted to the City's Development Engineering and Infrastructure Planning Department for review in September 2016. Notice of Completion was first issued by York Region on November 24th, 2016.

One of the recommendations of the EA is the realigning of Teston Road, east of Pine Valley Drive, to eliminate the existing intersection jog. As a condition of Draft Plan of Subdivision approval for all the subdivisions within the Pine Heights Community, the Architectural Design Guidelines shall be updated to recognize the EA recommendations.

Implementation

The subdivision agreement will provide for the Control Architect to approve architectural elevations for buildings prior to submission to the City for a Building Permit. The Control Architect must stamp the plans certifying that the plans are in conformity with the Architectural Design Guidelines as approved by Council.

John G. Williams Architect Ltd. is the firm that prepared the Guidelines and has significant experience in this area. It is intended that John G. Williams Architect Ltd. provide the services of the Control Architect (whose cost will be paid by the Block 40/47 Landowners Group). The Development Planning Department will monitor the process on a semi-annual basis to ensure the architectural control program is achieving its objectives.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report supports the following priorities set forth in the Term of Council Service Excellence Strategy Map (2014-2018):

- Continue to ensure the safety and well-being of citizens.
- Create and manage affordable housing options.
- Continue to cultivate an environmentally sustainable city.
- Support and promote heritage in the community.

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed the Architectural Design Guidelines prepared by John G. Williams Architect Ltd. for the Pine Heights Community, and can support its approval, and the confirmation of John G. Williams Architect Ltd., as the Control Architect for the Pine Heights Community.

Attachments

1. Location Map
2. Architectural Design Guidelines (Pine Heights Community)

Report prepared by:

Frank Milkovich, Landscape Architect / Urban Designer, ext. 8875
Rob Bayley, Manager of Urban Design and Cultural Heritage, ext. 8254

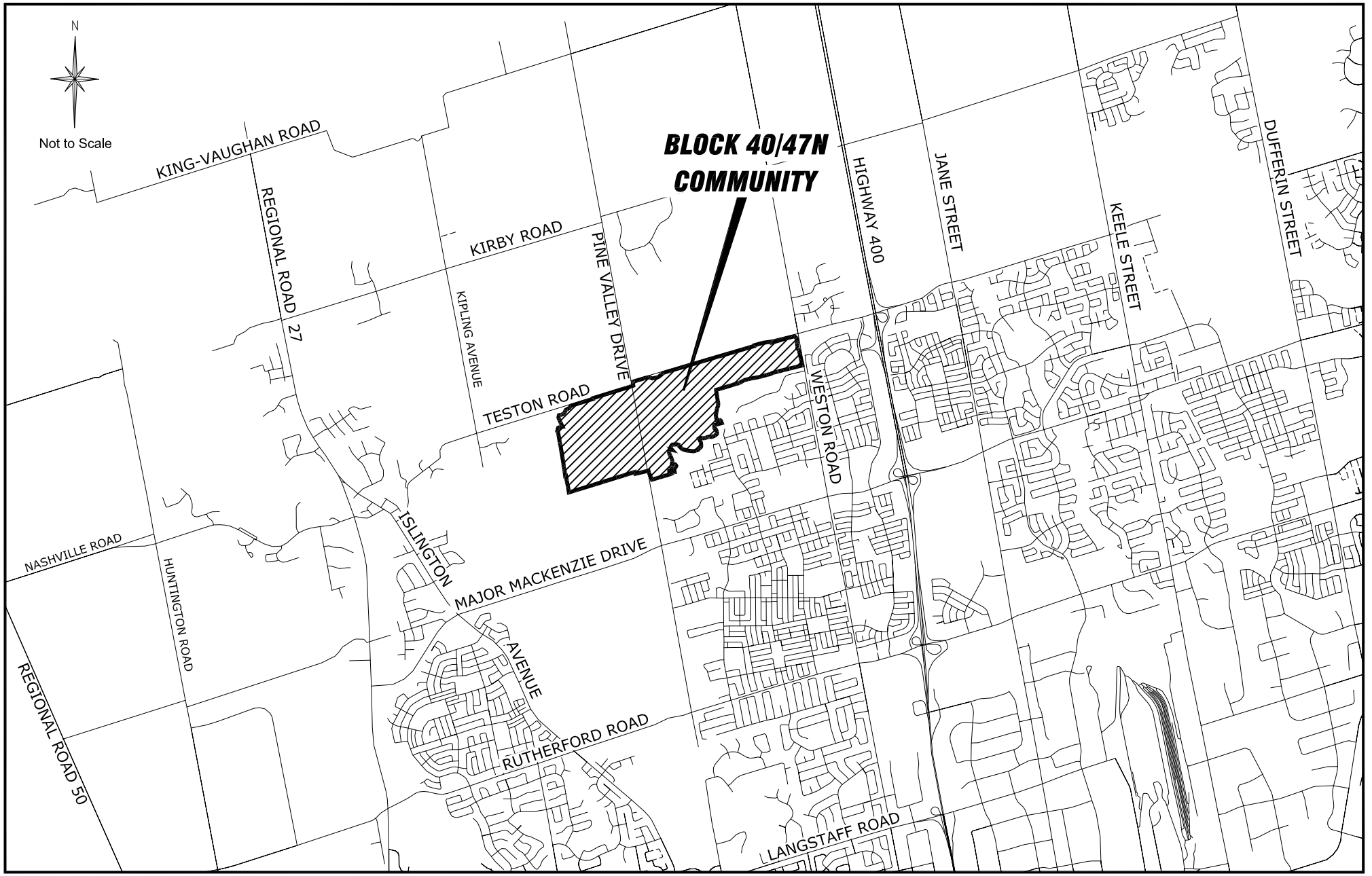
Respectfully submitted,

JOHN MACKENZIE
Deputy City Manager
Planning & Growth Management

MAURO PEVERINI
Director of Development Planning

ROB BAYLEY
Manager of Urban Design and Cultural Heritage

/CM



Location Map

Attachment

1

LOCATION:
Part of Lots 23, 24, 25, Concessions 6 & 7

DATE:
March 17, 2017

VAUGHAN

ATTACHMENT NO. 2



BLOCK 40/47 (PINE HEIGHTS)

ARCHITECTURAL DESIGN GUIDELINES

CITY OF VAUGHAN

1st submission: AUGUST 2016
2nd submission: DECEMBER 2016
Final: FEBRUARY 2017

PREPARED BY:

John G WILLIAMS ARCHITECT

40 VOGELL ROAD, UNIT 46
RICHMOND HILL, ONTARIO L4B 3N6
T 905 780 0500
F 905 780 9536
INFO@WILLIAMSARCH.COM
WWW.WILLIAMSARCH.COM

VAUGHAN

TABLE OF CONTENTS

LIST OF FIGURES

EXECUTIVE SUMMARY

The *"Block 40/47 (Pine Heights) Architectural Design Guidelines"* build upon the development vision, design principles and concepts outlined in the *"Block 40/47 - Urban Design Guidelines"*, related specifically to new built form. They provide a detailed set of architectural design criteria to guide the design, siting and approval of new buildings within this neighbourhood. The primary focus of these Guidelines is to promote high quality housing with an attractive upscale character that complements this neighbourhood's unique countryside setting. The information contained herein will assist homebuilders, design architects and city staff in ensuring a consistently high degree of design quality is achieved for new homes and neighbourhood streetscapes within the Pine Heights Community.

1.0 INTRODUCTION

1.1 PURPOSE AND INTENT

The "*Block 40/47 (Pine Heights) Architectural Design Guidelines"* are required as a precondition to development of the subject lands and shall come into effect once they are approved by City of Vaughan Council. The main intent of the Guidelines is to provide architectural design criteria that will be adhered to by all builders within the Pine Heights Community in order to foster an attractive and upscale built environment with a positive and distinct community identity.

The "*Block 40/47 (Pine Heights) Architectural Design Guidelines"* deal primarily with physical elements within the private realm (i.e. building design and siting criteria) and must be read in conjunction with the "*Block 40/47 - Urban Design Guidelines*" (prepared by NAK Design Strategies and John G. Williams Ltd., Architect) and the *"Block 40/47 - Landscape Master Plan"* (prepared by NAK Design Strategies) which address the design treatment of physical elements and community landscaping within the public realm (open space systems, greenways and trails, stormwater management facilities, community entry features, streetscape elements, and fencing). Combined, these documents will provide the requisite design guidance in shaping the visual character of new development within the subject lands.

Common terms are used within this document in reference to the prescriptiveness of the guidelines. These terms are intended to have the following meaning with respect to compliance:

- *May, Encourage or Recommend* - it is desirable to comply with this Guideline.
- *Should* - it is highly encouraged and requires a convincing reason in order to not comply, in the opinion of the City, with this Guideline.
- *Must, Will or Shall* - it is mandatory to comply with this Guideline, compliance is required.

The images and diagrams contained in this document are conceptual in nature and are meant as examples that demonstrate the design intent of the Guidelines. They should not be construed as the final product.

1.2 OBJECTIVES

The development of Block 40/47 will provide an important component of the City's urban fabric, producing a high quality, upscale community comprised of primarily low density housing forms with identifiable nodes and special character areas. The intent of these guidelines is to maintain a positive relationship between the built form and public spaces in order to yield quality streetscapes while encouraging architectural variety and innovation.

The following are the objectives of this document:

- Establish a **high quality upscale architectural character** through development of appropriate architectural design standards.
- Provide **architectural excellence and innovation** through flexible and adaptable guidelines that respond to a broad demographic and a wide set of homeowner needs.
- Promote **variety and choice of residential building** types, sizes and styles geared to an upscale market that will help to establish identifiable neighbourhoods and enclaves within the community.
- Create **safe, pedestrian-friendly and attractive streetscapes,** that promote a positive sense of place and incorporate CPTED (Crime Prevention Through Environmental Design) principles.
- Ensure that **buildings on focal lots** (i.e. gateway lots, corner lots, lots adjacent to Pine Valley Drive/Teston Road, lots adjacent to public open space areas, etc.) are given special design consideration to appropriately address a higher degree of public visibility.
- Promote **special character areas and nodes** that assist with placemaking initiatives.
- Promote dwelling designs that **minimize the visual impact of the garage and parking areas**.
- Ensure **context sensitive buildings** are designed to respond to their location in the community and to adjoining uses.
- Provide for a high degree of **environmental sustainability.**
- Establish criteria for an **architectural control process** which is overseen by the City to ensure the design goals and objectives found within this document are properly implemented.

1.3 ARCHITECTURAL CONTROL

An architectural control design review process, which is overseen by the City, will be conducted for all new housing proposals within the Pine Heights Community to ensure compliance with the requirements of these Guidelines. The review process by the Control Architect will be conducted expeditiously and fairly; it shall also maintain a high level of consistency. A Site Plan Approval process administered by the City of Vaughan will also apply to all non-residential proposals, townhouse proposals and condominium developments.

The Architectural Design Guidelines are intended to provide for sufficient flexibility to foster design creativity and innovation. These Guidelines are not meant to be overly prescriptive, but instead to foster uniqueness of design in order to avoid monotony and repetition. Proposed designs which are not in total compliance with the Guidelines may be considered by the Design Control Architect, based on their merits, and may be approved where the spirit and intent of the Guidelines is maintained.

Developers and Builders shall comply with these Guidelines throughout the design, marketing and construction process. The requirements of the Guidelines are in addition to the provisions of the applicable Zoning By-laws, Conditions of Draft Plan 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 City of Vaughan, the Project Engineer or any other approval authority.

Builders shall only offer for sale dwelling designs which have first been reviewed and approved by the Control Architect.

Refer to Section 7 for further details related to the Architectural Control Design Review Process.

2.0 COMMUNITY CONTEXT

2.1 LOCATION

The Pine Heights Community occupies approximately 230 hectares and is located north of Major Mackenzie Drive and south of Teston Road on both sides of Pine Valley Drive. The site is within Block 40/47 and is generally described as: Part of Lots 23, 24, and 25, Concession 6 and 7, City of Vaughan, Regional Municipality of York. It is bounded by:

- Teston Road and agricultural uses to the north;
- Valleylands to the east, with estate residential and Weston Road further east;
- Valleylands to the south, with estate residential and Major Mackenzie Drive further south;
- Valleylands to the west, with estate residential further west.

The development is situated on rolling tableland in a natural setting adjacent to three wooded valleys associated with tributaries of the East Humber River which naturally influences the layout of the community's residential enclaves. The surrounding area is primarily vacant rural lands, with recently developed residential neighbourhoods (Block 40 South) to the southeast. In addition, there are several upscale estate residential enclaves in the surrounding area. The subject lands are in close proximity to the community of Kleinburg, to the west.

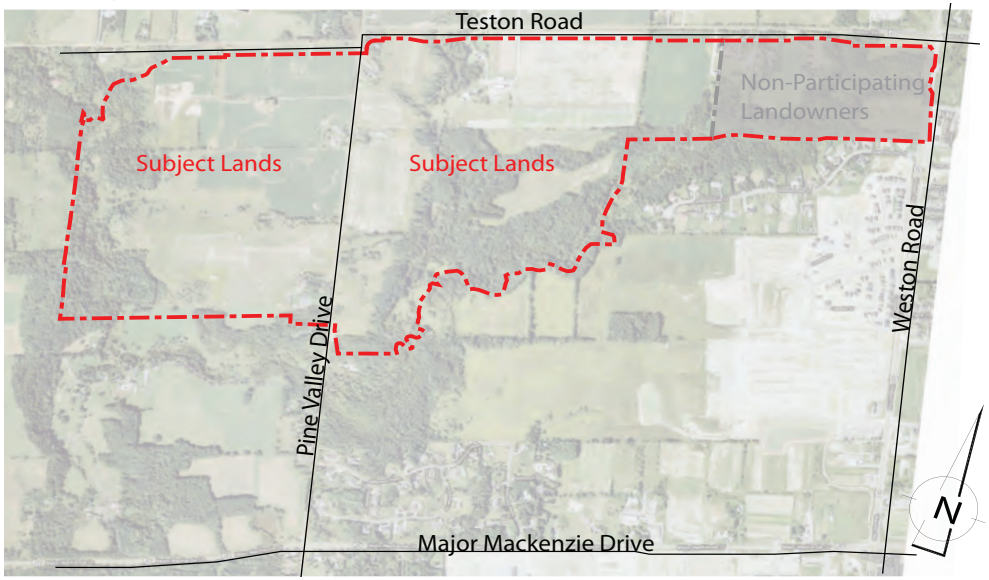


Figure 2.1a - Key Map

Figure 2.1b - Location Map

2.2 EXISTING BUILT FORM CHARACTER

The surrounding area is characterized by agricultural lands and estate residential enclaves to the south and east of the subject lands, separated by woodlots and valleylands.

The historic hamlet of Purpleville is located at the intersection of Pine Valley Drive and Teston Road. There are two cemeteries and several single detached dwellings that exist on the subject lands that will either be moved or demolished. Significant heritage buildings will be integrated into the development where feasible.

The planned development of the Pine Heights Community will promote a built environment that respects and enhances the existing local built form character of the area to promote architecture inspired by upscale, historic precedents.

Existing Estate Residential Homes In The Surrounding Area

Heritage Building - Former Purpleville Post Office and Presbyterian Free Church Pioneer Cemetery

2.3 CULTURAL HERITAGE LANDSCAPE

The lands associated with the westerly tributary of the East Humber River have been identified as a significant cultural heritage landscape (East Humber River Tributary Cultural Heritage Landscape) which has been preserved through the Block Plan / MESP process as an Urban Area. The location of the staged archaeological analysis, and the surrounding valley and valley buffers also contribute to its cultural heritage value. The features contributing to this significance includes the occupation of lands in this vicinity by First Nations, Euro-Canadian settlement and its association with Carrying-Place Trail.

The preservation of the Cultural Heritage Landscape will serve to recognize this important historic area within Block 40/47 and may be enhanced through a commemorative strategy prepared in consultation between First Nations Council, City of Vaughan, Toronto and Region Conservation Authority and the cultural heritage consultant. The implementation of a commemorative strategy can potentially be integrated with the adjacent parkette and stormwater management pond as publicly accessible sites or locations for commemorative plaques, signage, etc., subject to consultation and approval by First Nations Canada, City of Vaughan, Toronto and Region Conservation Authority and the Cultural Heritage Committee.

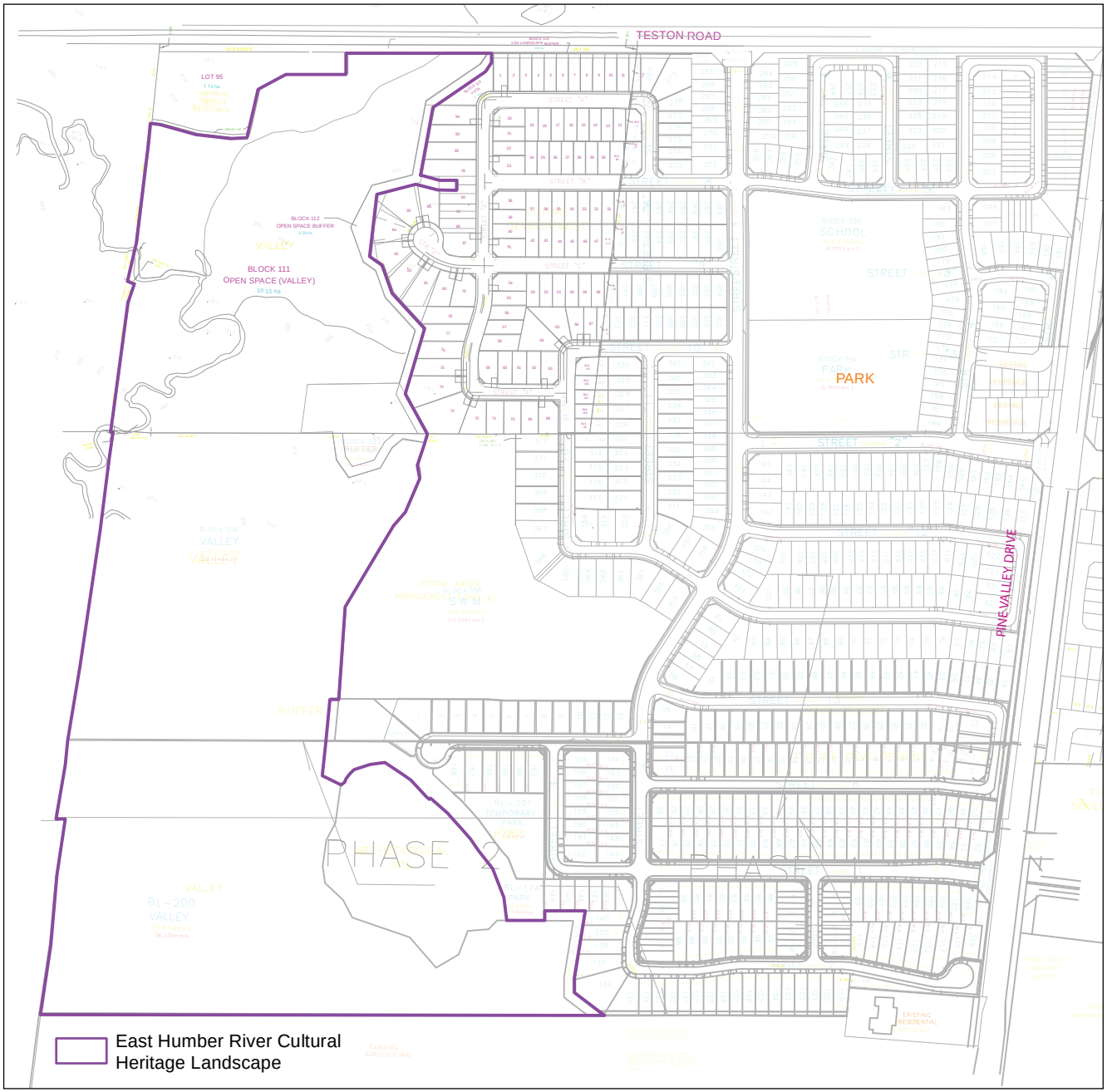


Figure 2.3a - Extent and limits of the East Humber River Tributary Cultural Heritage Landscape (source: Architectural Services Inc.).

3.0 PROPOSED COMMUNITY

3.1 COMMUNITY DESIGN VISION

The design vision for the Pine Heights Community is to create a sustainable upscale community, set amongst the woodlands of the East Humber River valley system, that enhances community life through the provision of high quality built form and public spaces that will promote a vibrant community identity. A range of housing, commercial, institutional and recreational options will be provided to support a variety of lifestyles, income levels and aging-in-place initiatives while protecting and enhancing the area's natural features and supporting active transportation initiatives.

New buildings will incorporate a blend of upscale traditional and contemporary architectural influences designed to enhance the treatment of the public realm. Each building will be designed and sited to generate visually appealing streetscapes through careful attention to architectural style, building orientation, massing, articulation, materials and site conditions.

Natural heritage features such as valleylands and woodlots will be preserved and incorporated into the community fabric. A network of parks will provide passive and active recreational opportunities. Community features will be interconnected through the network of streets, sidewalks, bike routes and trails that provide linkages throughout the community to promote accessibility and active transportation.

Character areas, such as the heritage-inspired community node (Purpleville) at Teston Road and Pine Valley Drive, will provide a community focus through a mix of residential and commercial uses that will serve as active central community amenities.

These elements will combine to support the urban design objectives for this executive community. Namely, developing attractive built form and public realm environments based on good design principles that will enhance quality of life and reflect the goals of the Official Plan.

Conceptual Community Design Vision Images for Pine Hieghts

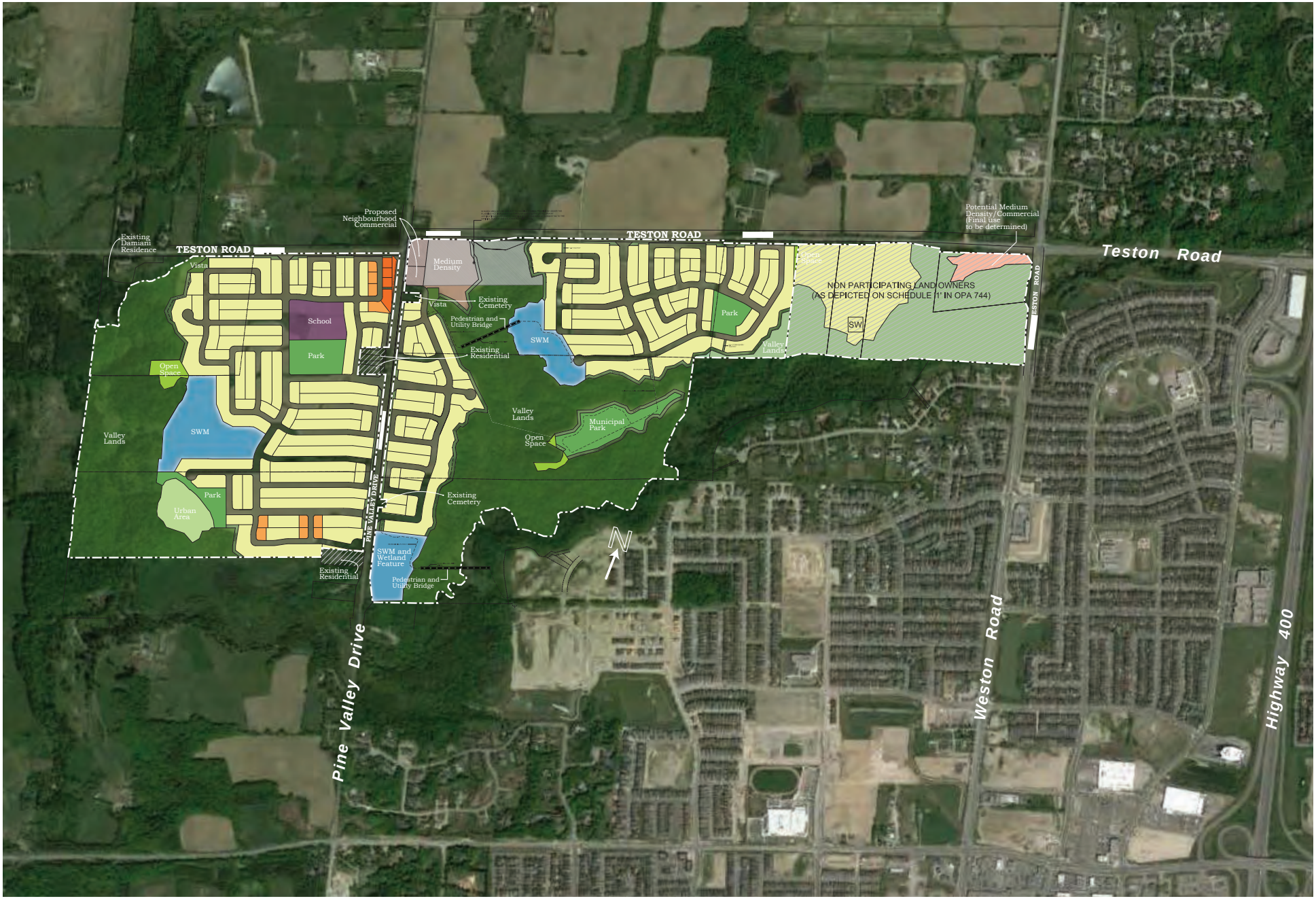


Figure 3.1a - Block 40/47 (The Pine Heights Community) Master Plan

3.2 COMMUNITY STRUCTURE

The structuring elements for the Pine Heights Community will serve as the main components for establishing an integrated community design (refer to the Community Structure Plan on the following page). These main structuring elements include:

- The natural heritage system and other environmentally or culturally sensitive areas that will serve as natural habitat areas and open space amenities that define the development limits for the proposed residential enclaves.
- A connected open space system consisting of the natural heritage system as well as parks, buffer blocks, walkways and stormwater ponds which form focal points for the development and green amenities.
- Trails and green space connections that provide pedestrian and cycling linkages throughout the community and to adjacent areas.
- The existing road network of Teston Road, Pine Valley Drive and Weston Road, together with the proposed interconnected grid road network whose hierarchy will be reinforced through streetscape design. Street block lengths are to be kept short wherever feasible to help break down the scale of the streetscape, to maximize permeability throughout the neighbourhood and to promote ease of walkability.
- Residential neighbourhoods located east and west of Pine Valley Drive shall be comprised primarily of single detached dwellings.
- Medium density housing forms that are strategically placed within the community and designed in a unique manner that will appropriately respond to their prominent locations.
- A community node located in the historic hamlet of Purpleville that includes:
  - A condominium development of upscale village townhomes;
  - A commercial site that will incorporate an existing heritage building;
  - Dual frontage townhomes fronting onto Pine Valley Drive.
  - An existing historic cemetery.
- A school / park site located within the neighbourhood west of Pine Valley Drive.
- Neighbourhood nodes that are distributed throughout the community to mark the entrances to parks and help to define view corridors.
- Streetscape features that promote an attractive public domain.
- Community edges and gateways that are attractive and promote the upscale character of the community.
- A potential commercial or medium density residential site at Weston Road and Teston Road.

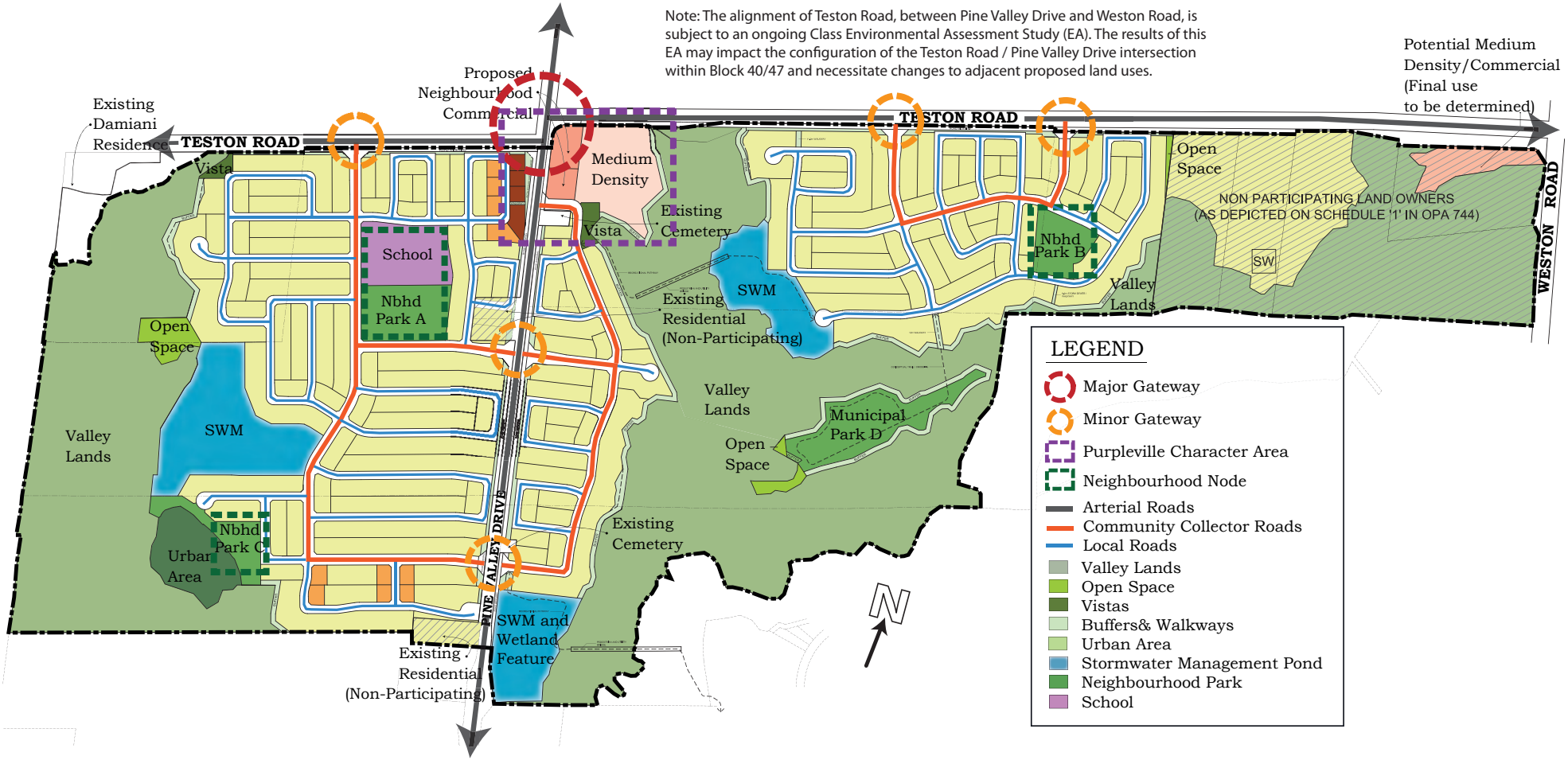


Figure 3.2a - Community Structure Plan

3.3 COMMUNITY BUILT FORM

3.3.1 LOW DENSITY RESIDENTIAL

- Low density residential will comprise the majority of the built form within the community and will include single detached lot frontages ranging from 12m - 21m.
- Opportunities to create residential enclaves with distinct architectural themes will be explored through the architectural control process.
- Housing in low density residential areas will have street-accessed garages. To avoid monotonous streetscapes, a variety of unique garage configurations will be expected particularly for dwellings on larger lot frontages.

3.3.2 MEDIUM DENSITY RESIDENTIAL

- Medium density residential will occur in key areas to the east and west of the Pine Valley Drive corridor, including:
  - Street townhouses located on the west side of Pine Valley Drive within the southern and northern portions of the community.
  - Condominium townhouses proposed immediately east of the commercial site at the Teston Road and Pine Valley Drive intersection.
  - Dual frontage townhouses with rear garages accessed from a public local road are proposed fronting onto the west side of Pine Valley Drive, opposite the commercial area.

3.3.3 COMMERCIAL BUILT FORM

A commercial site has been provided at Teston Road and Pine Valley Drive within the historic hamlet of Purpleville. This area is intended to serve the retail, office and/or service commercial needs of the community and to establish a prominent community gateway while preserving and incorporating the existing heritage building. This site shall promote the following:

- A positive community identity through appropriate architecture, building location, landscaping and heritage preservation.
- Design principles that foster a safe, human scale shopping environment and promotes pedestrian activity.
- Uphold the upscale character and community identity though the use of high quality architectural design, building massing, materials and colours.

3.3.4 INSTITUTIONAL BUILT FORM

An elementary school site has been provided in the west neighbourhood with an adjoining park. The building will be situated on a corner site and shall be designed as a landmark building to serve as a neighbourhood focal point.

Low Density Built Form

Medium Density Built Form

Commercial Built Form

Institutional Built Form

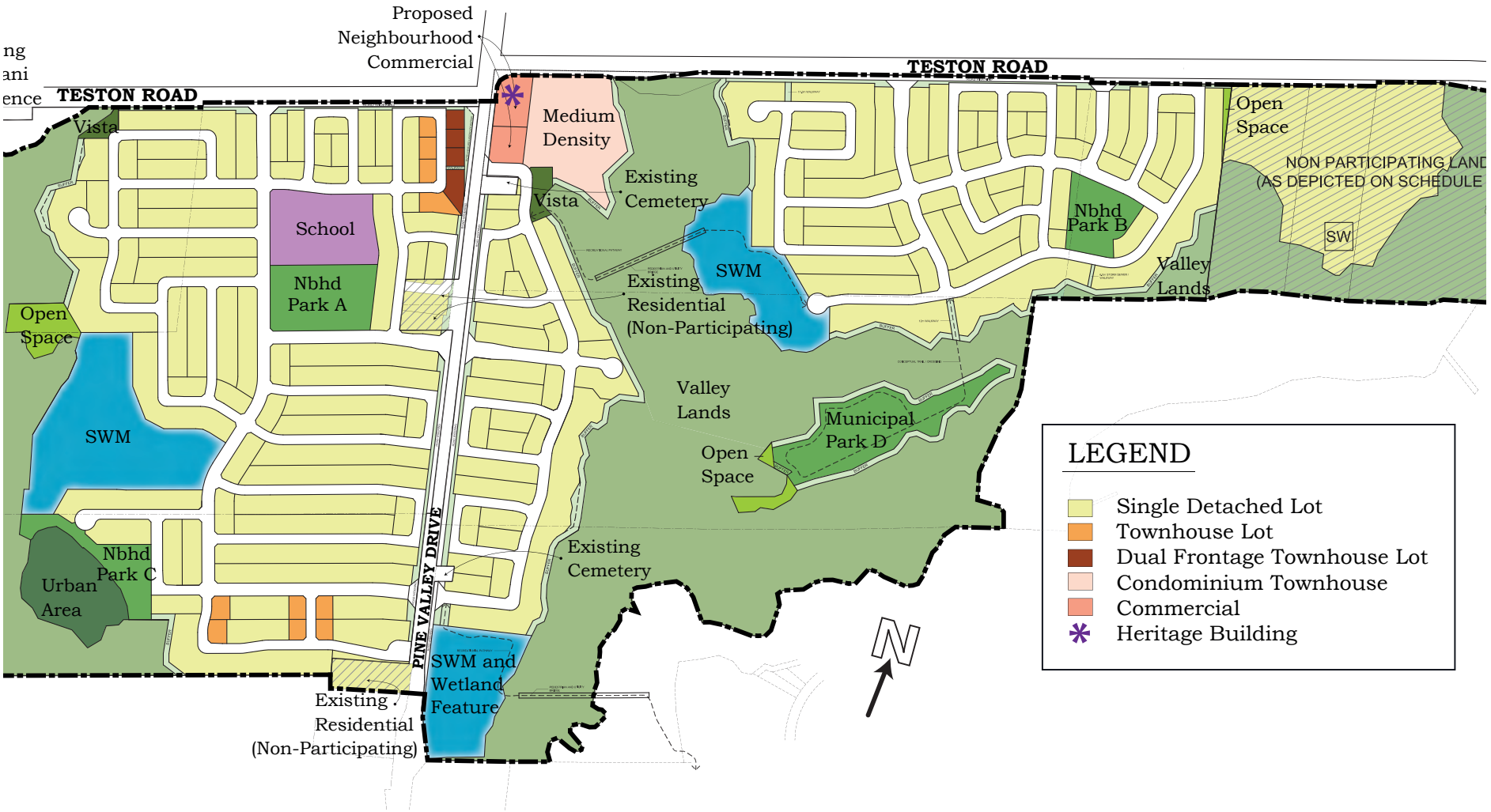


Figure 3.3a - Community Built Form Plan

3.4 BUILT FORM CHARACTER AND QUALITY

Built form will be evaluated through an architectural design control process to ensure a unique, high quality architectural character is maintained in order to create a vibrant, sustainable, upscale executive community. This will include:

- A range of timeless (classical) styles together with elegant contemporary (modern) styles will be used. Regardless of style, attention to high quality architectural detailing and materials is paramount.
- A rich vocabulary of architectural details, materials and colours consistent with the architectural style of the unit will be required.
- Specific architectural themes for sub-neighbourhoods and enclaves within the community should be considered and developed in a co-ordinated manner between the builder and the control architect.
- Architecture should suit the building's use and location within the community. Uninteresting generic architecture, devoid of character, will not be permitted.
- Building design should promote the connection of indoor and outdoor space by the inclusion of generous porches, decks and patios and the use of ample fenestration.
- Buildings should be designed to respond to their location within the neighbourhood (i.e. focal lots) and to complement the community landscape design initiatives of the public realm.
- The use of high quality, low maintenance materials (such as brick and stone) in a wide range of harmonious colours is required to support the intended upscale architectural character of the home. Accent materials will also be encouraged in order to enliven the streetscape appearance of the home. Building materials will be evaluated on their durability, quality and suitability to the architectural style of the building.

Conceptual Images of Built Form Character and Quality

3.5 SUB-NEIGHBOURHOODS / THEME OPPORTUNITIES

The planning and development block layout for the Pine Heights Community creates several sub-neighbourhoods defined by open space features, more intensive land uses than the existing large lot estate residential uses, heritage areas such as Purpleville and the road network. Opportunities to create specific architectural themes within these areas may be explored to create a distinct sense of place within neighbourhood.

- Sub-Neighbourhood 1 (Purpleville Character Area) is located at the intersection of Pine Valley Drive and Teston Road. This area will provide commercial and medium density residential uses and function as the primary node within the community. The built form will be designed to support a high quality rural heritage identity to recognize the historical importance of Purpleville.
- Sub-Neighbourhood 2 is located within the eastern portion of the community. This neighbourhood is surrounded by open space and provides single detached lots ranging from 12m frontages (in proximity to Teston Road) to executive lots with 21m frontages (backing onto the valley).
- Sub-Neighbourhood 3 will have a strong connection with Pine Valley Drive and the valleylands to the east. The design and character of built form within the Pine Valley Drive streetscape will be important. Single detached lot frontages range from 12m to 15m.
- Sub-Neighbourhood 4 is located west of Pine Valley Drive and will provide a mix of single detached dwellings on lots ranging from 12m to 15m+ with 3 small pockets of street townhouses in the southern portion of the neighbourhood. As with sub-neighbourhood 3, the treatment of the built form within the Pine Valley Drive streetscape will require special design consideration.
- Sub-Neighbourhood 5 is located in the southwest portion of the community in proximity to the Parkette, the SWM pond and the Urban Area associated with the Cultural Heritage Precinct. Single detached lot sizes range from 13.7m-18m+. This compact sub-neighbourhood will be developed as a special character area through coordinated house designs that will help to visually distinguish this residential enclave from other areas within the community. The defined architectural character (including style, building massing, detaling, materials and colours) will be determined prior to marketing homes in this sub-neighbourhood through a collaborative design excercise that will include the builders, design architects, control architect and city urban design and cultural heritage staff. The intent of this requirement is solely to create an identifiable sense of place within the community, it is not meant to provide architecture that in any way relates to the cultural heritage of the area.
- Sub-Neighbourhood 6 is located in the northwest portion of the community, defined by the East Humber River valley lands to the west, the SWM Pond to the south and Teston Road to the north. Single detached lot sizes range from 12.8m-18m+ with the largest lots occurring adjacent to open space features.
- Sub-Neighbourhood 7 is located on the west side of Pine Valley Drive, south of Teston Road. This neighbourhood will contain the Park / School campus. This area is composed primarily of single detached dwellings on lots ranging from 12m-15m+. Street townhouses on 6m lots are located near the intersection of Pine Valley Drive and Teston Road.

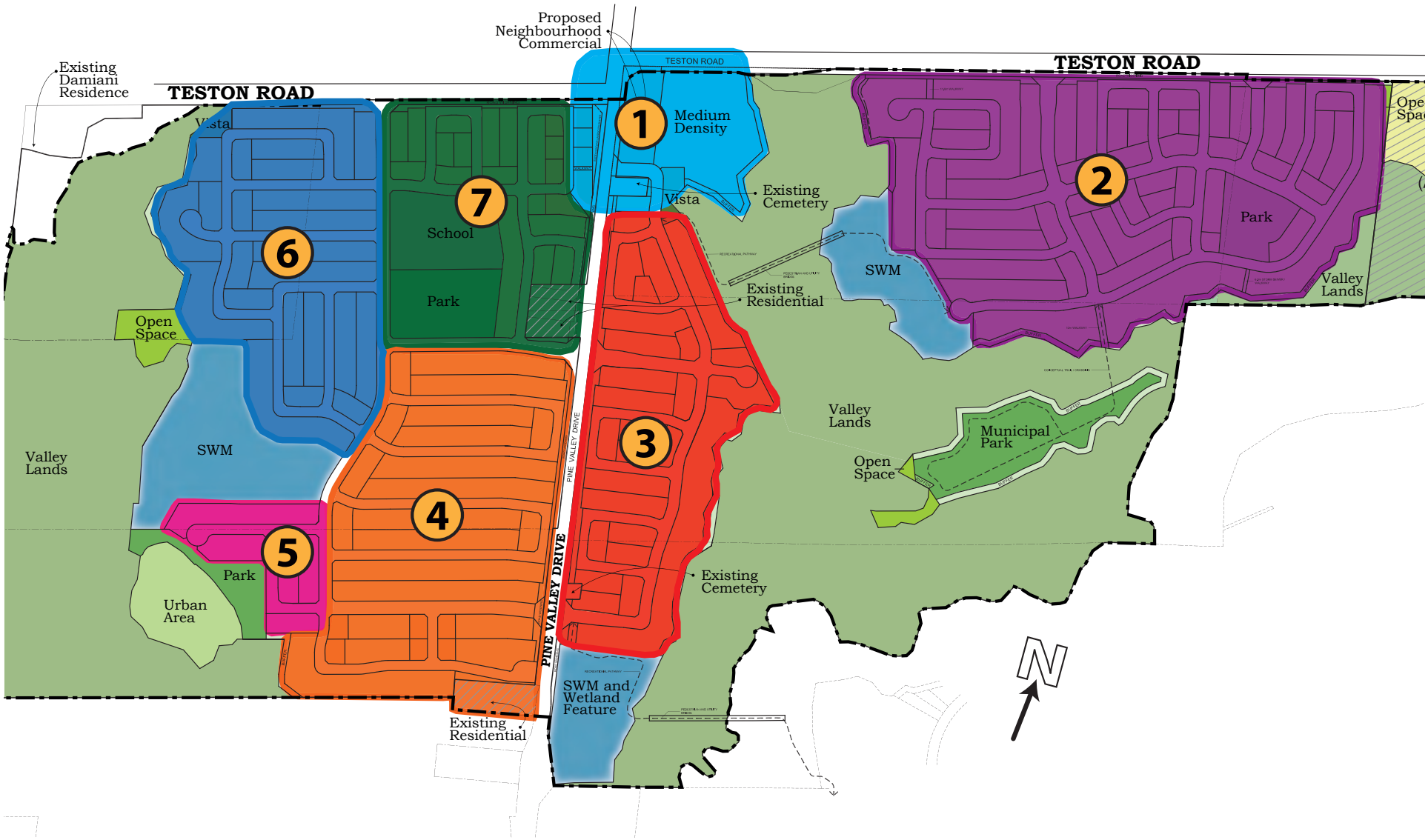


Figure 3.5 - Sub-Neighbourhood Plan

4.0 SUSTAINABLE DESIGN

Sustainability is considered to include the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. In this regard, the design objective is to create a sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, conservation of natural areas by building in harmony with the surrounding environment and utliziing existing infrastructure.

The following City of Vaughan sustainability goals and objectives for Block 40/47 shall be implemented through the proposed development.

- To significantly reduce the use of natural resources and the amount of waste that is generated.
- To support enhanced standards of stormwater management and work with others to care for the watersheds.
- To ensure sustainable development and redevelopment.
- To develop maximum greenspace and an urban form that supports the expected population growth.
- To create a sustainable built form.
- To ensure that getting around is easy and has a low environmental impact.
- To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation.
- To develop and sustain a network of roads that supports efficient and accessible public and private transit.

4.1 WATER BALANCE / DEVELOPMENT CONSIDERATIONS

The various elements proposed will be determined in conjunction with the City and TRCA, as they may impact their respective policies and regulatory requirements. These elements may include:

- Mitigation of water balance impacts through Low Impact Development measures such as:
  - Stormwater management ponds (with infiltration galleries and cooling trenches) and on-lot infiltration trenches to reduce/ remove pollutants/sediments infiltrating into the ground water.
  - Increased topsoil depths at pervious areas (i.e. front and rear yards) to increase the amount of storage for infiltration and evapotranspiration, with topsoil depths to a maximum of 0.30m. This will reduce the amount of topsoil to be exported off-site, which will also reduce costs and energy consumption.
- Provide sensitively designed pedestrian bridges to promote connectivity between neighbourhoods, which in turn may reduce vehicle trips.
- Provide on-street bike lanes and routes.
- Transportation Demand Management (TDM) measures with a pedestrian focused development approach promoting open space or park areas within a 5-minute walk to the majority of dwellings, ensuring attractive, pedestrian-scaled streets and a valley crossing system that is coordinated with the sidewalk network.
- Provide valleyland edge management planting.
- Provide native vegetation protection through:
  - Educating future homeowners, where the lots abut open space lands, about the importance of maintaining the native plants and discouraging/prohibiting the installation of gates to avoid unwanted intrusion into the natural area and disposal of refuse in natural areas;
  - Prohibiting the planting of ornamental plants beyond the backyards; and,
  - Providing native vegetation barrier plantings (ie. raspberries) in areas of higher accessibility to deter human intrusion into the

natural areas.

- Provide street trees and landscaping that increases the urban tree canopy.
- Provide LED street lighting.
- Source local materials and manufactured components.

4.2 BUILDING CONSIDERATIONS

All new dwellings will be subject to the requirements of the Ontario Building Code (2012) Section SB-12, or the applicable code in effect at the time of construction, which incorporates a range of energy efficient building standards. In addition to this, the following energy efficiency and conservation measures will be considered in the design and construction of new homes:

- Steel insulated doors.
- Basement insulation.
- R40 insulation in attic spaces.
- High-efficiency furnaces to save energy by reducing heating costs.
- High-efficiency plumbing fixtures to reduce water consumption and sewage volumes.
- Low flush aerators on faucets / dual flush toilets
- Energy Star equivalent standard light fixtures and low energy consumption lightbulbs.
- Low Emissivity Energy Star windows and patio doors.
- Programmable thermostats.
- Use of Tyvek, Typar, or similar house-wrap weather resistant barrier on exterior walls.
- EnergyStar rated appliances, where supplied.
- Locally sourced building materials where feasible.
- Waste management practices to ensure that all trades work efficiently to reduce and eliminate waste, including on-site waste management, and re-use and recycling of materials.

Resource Management Builder Measures

A waste management policy to ensure that all trades work efficiently to reduce and eliminate waste, including:

- On-site waste management measures.
- Re-use/recycle measures.
- Dedicated On-Site Concrete Wash out areas.
- Use of recycled crushed concrete ¾" and/or 2" driveway base instead of crushed limestone base.
- Indoor contaminant control during construction using pro-vent cover plates.
- Erosion control filter cloth measures on all catch basins.
- Purchasing stone, concrete, masonry from regional/local sources.

Other optional measures that may be considered by the builders in the design of new homes may include the following:

Energy Upgrades

- Energy-Efficiency upgrade offerings, including: electronic HEPA filter systems, panel humidifiers, ERV's, Higher SEER A/C Units.
- Solar power rough-in.
- Electric vehicle rough-in.
- Energy efficient tankless hot water systems.
- Occupancy sensor and timer light controls.
- Timer fan controls.

Accessibility / Barrier Free Upgrades

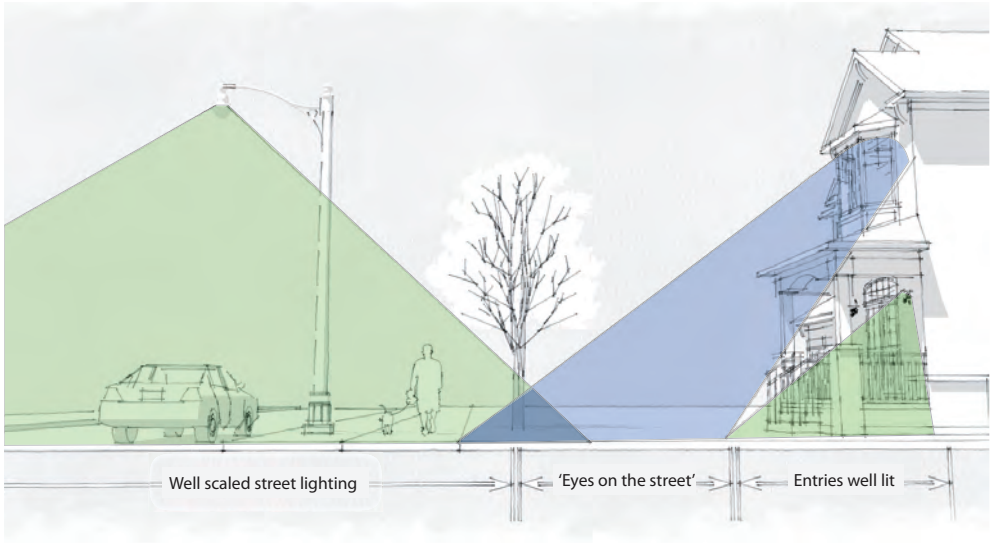
- Builders are encouraged to offer purchasers the option of upgrading / modifying dwellings to accommodate lifts from garage to main floor or interior elevators, electronic entry and roll-in showers.
- Other accessibility upgrade measures include:
  - Pocket doors to ensuites.
  - 28" Receptacle and 48" switch height locations.
  - Flush entry to front door, garage-to-house (ramp or landing).

- Flush egress to decks.
- Lowered clothes rods and shelving in closets.
- Lowered counters.
- Sliding hideaway doors at vanities.

4.3 COMMUNITY SAFETY

A 'Sense of Community' motivates residents to work together to improve neighbourhood appearance and community safety. In order to promote a safe, pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design), including the following:

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Building design and siting should allow for visual on look of public spaces.
- Maintain safe sightlines at all intersections.
- Active pedestrian street life and building orientation adds 'eyes on the street' to strengthen citizens' sense of security.
- Ample fenestration facing public areas (streets, parks, schools, walkways, etc.) should be provided to promote casual surveillance or "eyes on the street".
- Adequate lighting should be provided along streets and public walkways to ensure pedestrian comfort and safety.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses and help maintain a dark nighttime sky to the extent feasible.
- All entries to dwellings should be well lit.
- Concepts of "Territorial Reinforcement" include the ample usage of front porches that create a transitional area between the street and the home.
- Main entrances should be visible from the street, clearly defined, grade-related, well lit and connected to the street, sidewalk or driveway by a hard surface walkway (which may include permeable materials).
- The presence of the garage within the streetscape should be diminished by limiting its width and projection and by bringing the habitable portion of the house or porch closer to the street, where feasible. Other methods to reduce the prominence of the garage, such as staggered garage doors, can also assist in creating safe and attractive streetescapes (refer to Section 5.4 'Design Criteria for Garages' for further information).
- The habitable portion of the dwelling is encouraged to be located closer to the street than the garage.



Buildings And Streetscapes That Promote An Active And Safe Pedestrian Friendly Community Will Assist In Creating a Sustainable and Healthy Community

5.0 DESIGN GUIDELINES FOR RESIDENTIAL BUILDINGS

5.1 GENERAL ELEVATION GUIDELINES

5.1.1 ARCHITECTURAL STYLES

The following guidelines are not intended to impose a rigorous application of any specific architectural style(s). They are simply meant to assist the builder with a suggested design direction for inspiration, design quality, compatibility and consistency to ensure the architectural styles selected support the upscale character of the Pine Heights Community and are suitable in creating high quality, harmonious streetscapes.

DESIGN GUIDELINES:

- Housing designs may be influenced by Classical Period architectural styles based upon historical or heritage precedents adapted to suit a modern lifestyle. This may include, but not be limited to:
  - Second Empire / French Provincial;
  - French Country;
  - English Country / Tudor;
  - Georgian.
- For "heritage inspired" architectural styles, it is recommended that one consistent style should be selected and then extrapolated and modernized in order to not mix styles in one single building. Mixing different architectural styles together within a single dwelling/ building shall not be permitted.
- The use of high quality Contemporary / Modern / Usonian architecture is also encouraged if it responds to the existing cultural heritage resources found within the Block Plan area. Dwellings using this style will be evaluated on their ability to fit harmoniously into the streetscape.
- Each builder should provide at least 3 different and distinct architectural styles to ensure streetscapes are visually vibrant and contain a cohesive mix of influences.
- A common thread linking the various architectural styles used throughout this neighbourhood will be the use of distinctive, well-designed buildings and the use of high quality building materials. Materials and colour selections shall support the architectural style of the building.

Architectural Styles Should Reflect An Upscale Character Inspired By Classical Period and Modern / Contemporary Influences

Second Empire / French Provincial Characteristics:

- This style is typically defined by its mansard roofline with raised turrets, decorative dormers and metal roof railings.
- Details include stucco or brick with a flat stone plinth, grooved stucco quoins, large moldings, black wrought iron details and precast elements.

French Country Characteristics:

- This style is typically defined by a steep roofline which often includes bell curves at soffit, turrets, cupolas, roof railings and finials.
- Details include rustic stone and brick work, window details in rowlock brick or precast, timber detailing in gables, square columns with timber brackets, board and batten shutters, stucco accents with raised half timbering.

English Country / Tudor Characteristics:

- This style is typically defined by a steep or swooping roofline which often includes parapet gables with no soffit overhang.
- Details include heavy use of stone (blended colour mix), rich dark brick colours, decorative herringbone brick work, extravagant chimney's, metal accent roofs, black wrought iron details and precast elements.

Second Empire / French Provincial

French Country Influence

English Country / Tudor Influence

Georgian Influence

Georgian Characteristics:

- This style is typically defined by a lower sloped simple roofline with gables or dormers and symmetry of window placement.
- Details include heavy cornice moulding/brackets, end chimneys, rich dark brick colours, detailed entry porticos, shutters.

Contemporary / Modern / Usonian Characteristics:

- This style is typically defined by simplicity and clarity in form and design, free of clutter and unnecessary elements.
- Elevations have strong linear elements and bold horizontal and vertical features. Details include smooth-faced brick and stone, large floor to ceiling windows, bold trim colours, distinctive roofline using flat, low-pitched or parapet roof forms.

Contemporary / Modern / Usonian Influence

5.1.2 STREET AND BUILDING RELATIONSHIP

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

DESIGN GUIDELINES:

- The primary façade of the dwelling should relate directly to the street and be sited generally parallel to it creating a well-balanced, human-scale street /building relationship which encourages pedestrian activity.
- Building entrances should be grade related with not more than 5 risers (refer to Section 5.3.9 for design measures that can help to minimize elevated entries).
- Building setbacks should define the street edge and create a visually ordered streetscape. Projections into the front or flankage yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape. Encroachments shall comply with the Zoning By-law.
- Siting buildings close to the minimum required front set back is generally recommended unless otherwise stated for any special areas within the community to provide a human scale to the street. Nothwithstanding this, it is desirable to provide variations in building setbacks to create visual within the streetscape. This can be achieved by:
  - A) Stepping front yard setbacks in increments of approximately 0.5m-1.0m between adjacent dwellings (where lot depths permit) in order to create a crescent pattern across 4-6 dwellings; and / or
  - B) Designing buildings with a variety of front wall articulation and projecting elements such as bay windows, porches, balconies which extend in front of the garage face to provide a well-articulated

Buildings Shall Relate Positively with the Street

and visually attractive built form street edge.

- All elevations of the building visible within the public realm should be well articulated and detailed.
- Corner buildings shall be designed to address both street frontages in an equally enhanced manner. Buildings located in other prominent locations, such as a view terminus, should have enhanced design to promote visual interest.
- Façade design for priority lot locations shall be given special consideration to avoid large blank walls.
- Street-facing garages shall be subordinate to the habitable portion of the dwelling and sufficiently setback from the front property line to allow space for the parking of a vehicle on the driveway.
- Provision of covered front porches, sized to comfortably accommodate seating, assist in promoting social interaction among residents and opportunities for "eyes on the street". Porch encroachments into front and exterior side yards are encouraged and would enable these features. Encroachments shall comply with the Zoning By-Law.

Examples Of Variety Of Street Edge Articulation / Front Yard Setbacks

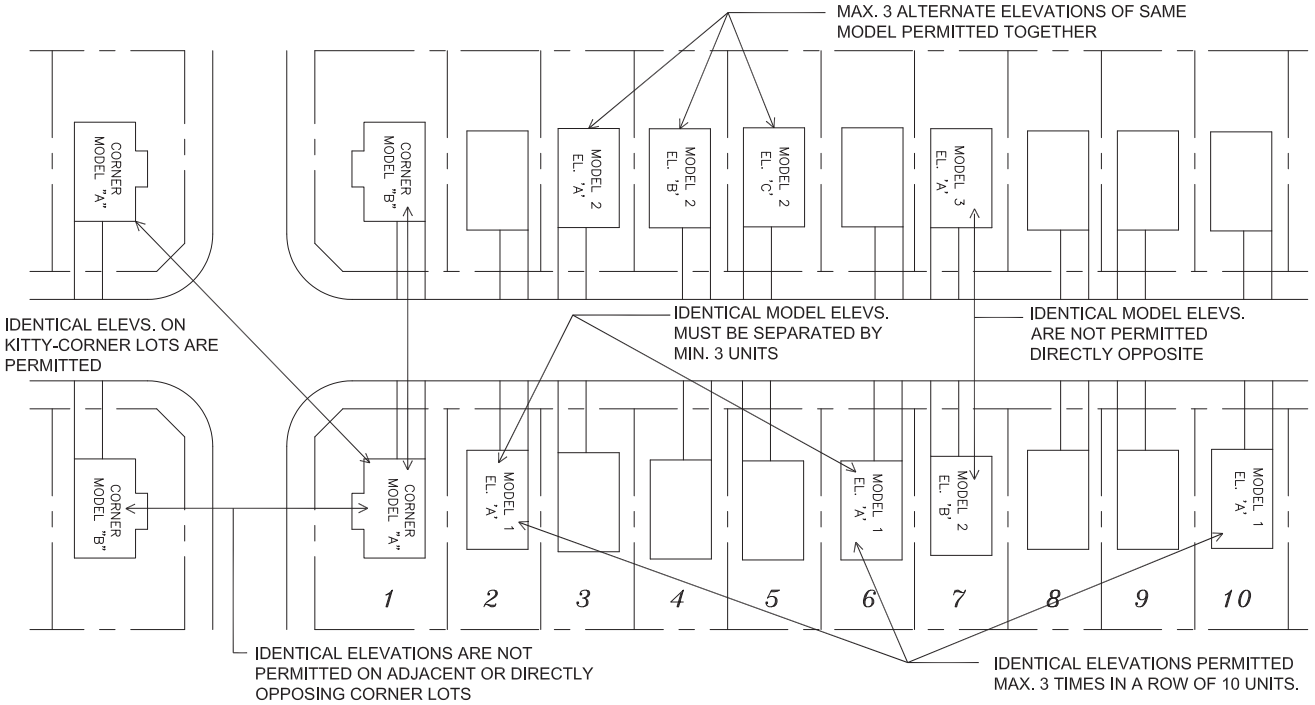
The Front Façade Of The Dwelling Should Directly Relate To And Define The Street Edge

5.1.3 FAÇADE VARIETY IN THE STREETSCAPE

Attractive, harmonious streetscapes are essential in creating a vibrant, livable community with a positive identity. The visual appeal of streetscapes is enhanced when the arrangement of the dwellings is ordered with respect to model variety, massing, height and repetition within the group.

DESIGN GUIDELINES:

- A variety of architectural expressions and elevation treatments will be required to avoid monotony within the streetscape, however, jarring visual contrasts within the streetscape should be avoided.
- Building elevations will be evaluated on their ability to contribute to an attractive character. It is important that individual buildings combine to create harmony when sited together within the streetscape, in order to avoid a cluttered or disorganized streetscape appearance. This can be reinforced by use of complementary building materials, colours, details and architectural elements.
- Publicly exposed elevations shall incorporate adequate articulation, proportions, wall openings and massing variety to avoid large, blank façades.
- Models should be designed with 2 distinctly different elevations. Popular models may require additional façade treatments to avoid monotony within the streetscape.
- Identical elevations should not occur more than 3 times within a row of 10 single detached dwellings and shall have different exterior material colours. To further promote visual diversity along each street, a minimum of 3 detached dwellings must occur between identical elevations of the same model.
- Identical dwelling elevations will not be permitted directly adjacent or directly opposite one another.
- A maximum of 3 alternative elevations of the same model may be sited adjacent to one another. There should be at least 3 different model designs (having a different building footprint and floor plan) within each group of ten dwellings.
- For corner lots, flanking elevations must be different from those flanking elevations on lots abutting or directly opposite. Identical kitty-corner elevations are permitted.
- The above design criteria is applicable primarily for low density housing forms and may not apply to medium density building forms within the community where repetition of façade treatments may be desirable. Larger building forms will be evaluated on the merits of their façades, the overall streetscape composition and their location relative to neighbouring buildings.



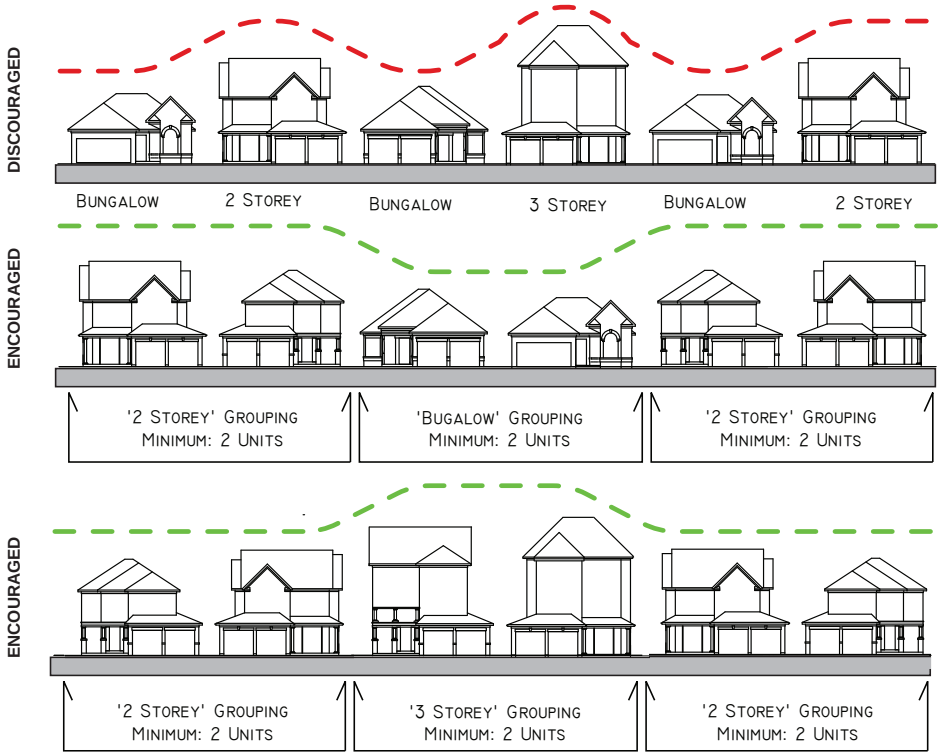
Model Repetition And Façade Variety Criteria

5.1.4 STREETSCAPE MASSING

The arrangement of buildings within the street block is a key component in providing an attractive streetscape. The overall impression created by the grouping and massing of dwellings within a block will have a greater visual impact than the detailing of an individual dwelling. A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street.

DESIGN GUIDELINES:

- Residential built form within the community will primarily be 2 storeys but may also include a bungalow and 3 storey buildings.
- The scale, height and massing of new housing should relate to the adjacent street while retaining a comfortable pedestrian scale. More prominent height and massing will be found within the commercial node and at corners of major streets to highlight the significance of these areas and to define vistas.
- Massing should transition from greater building heights to lower building heights by providing appropriate building designs which create harmonious streetscape massing. For low-rise housing, a difference in height between adjacent buildings that is greater than 1 storey should be avoided.
- Variety of massing and architectural expression among publicly exposed building elevations is encouraged through the use of alternative façade treatments, rooflines, building projections, materials, colours and architectural styles.
- Adjacent buildings should be compatible in massing and height. Extreme variation in massing should be avoided. For example:
    - Where bungalows, raised bungalows or 1-1/2 storey dwellings are sited amongst 2-storey dwellings they should comprise groupings of at least 2 adjacent units. Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing is employed to provide an acceptable visual transition between these house types.
    - 2 storey dwellings sited amongst bungalows or 3 storey dwellings should comprise groupings of at least 2 adjacent units and vice versa.
    - 3 storey dwellings shall not be sited adjacent to bungalows, raised bungalows or 1-1/2 storey dwellings.



Example of Massing Compatibility Objectives

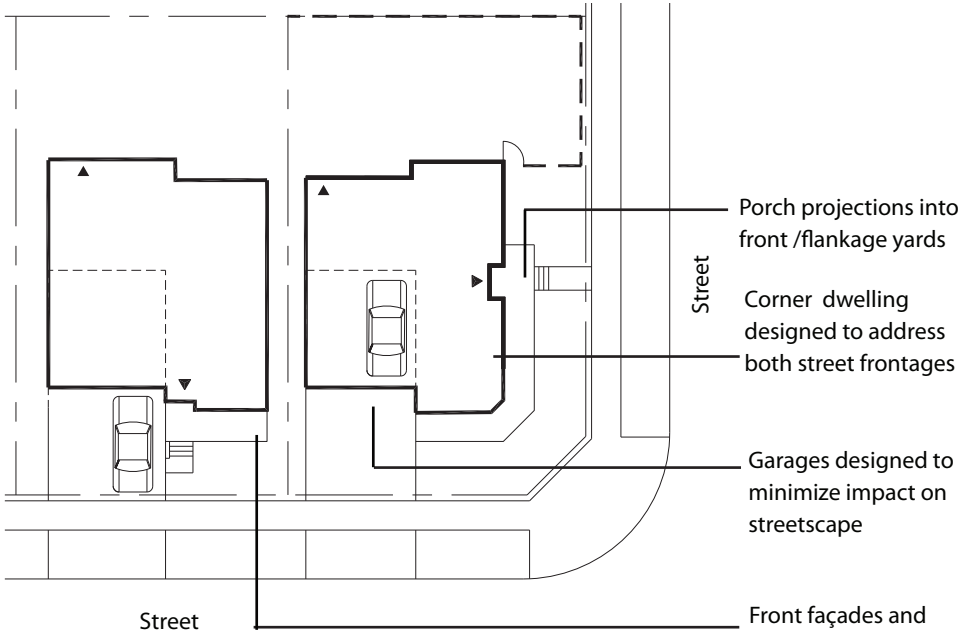
Adjacent Buildings Should Be Compatible In Massing And Height

5.2 DWELLING TYPES

5.2.1 SINGLE DETACHED DWELLINGS

DESIGN GUIDELINES:

- Single detached dwellings will comprise the vast majority of new homes within the community and lot sizes will range from 12.2m to 21m+.
- A variety of bungalow and two storey building massing will be permitted. Where a third storey loft is desired, it should be built into the roof so that the house retains the appearance of a two- or two-and-a-half storey building.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- A variety of architectural expressions and elevation treatments is required to provide visual diversity within the streetscape. Individual buildings should combine to create visual harmony when sited collectively with other dwellings.



Conceptual Plan Layout For Single Detached Dwellings

Conceptual Image Of Single Detached Dwellings

- Dwelling designs with covered front porches or porticos are encouraged where it is appropriate based on the architectural style.
- For corner units, the flanking side elevation and rear elevation shall be given a similar level of architectural detailing as the front elevation. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- All garages will be accessed from the street and may be either attached, detached or tandem. Attached street-facing garages should be incorporated into the main massing of the building. Dwelling designs with front facing garages projecting beyond the front façade of the dwelling or porch will be discouraged.
- Two-car street-facing garages will be permitted on lot frontages of 12.2m or greater. Three-car street-facing garages will be permitted on lot frontages of 18.0m or greater, provided the garage face is staggered and does not dominate the façade.

Corner Lot Dwelling

Conceptual images of Single Detached Dwellings

5.2.2 TOWNHOMES

DESIGN GUIDELINES:

- A variety of townhouse dwelling types will be provided in key locations within the Pine Heights Community. These include:
  - Townhomes on public streets in the north and south portions of the community, west of Pine Valley Drive.
  - Townhomes on private roads within the Purpleville Special Character Area, east of the commercial site;
  - Dual Frontage Townhomes within the Purpleville Special Character Area on the west side of Pine Valley Drive.
- Townhouse blocks may range in number of units in accordance with the zoning by-law. Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Townhouse dwellings are comprised of individual units attached and grouped together into a larger architectural form. Therefore the massing and design of each townhouse block, rather than the individual units, will be reviewed and approved based upon the design merits of the block.
- Townhomes may be fully or partially attached above grade and may have single-storey, 2-storey or 3-storey building massing.
- Where 3-storey townhouses are sited beside 2-storey single detached dwellings, it is desirable that the end units are designed to step down in height in order to create a suitable transition between building forms.
- Architecture and materials should reflect the upscale nature of the community. Townhouse block composition should display massing and design continuity while achieving adequate elevation variety. For some architectural styles (i.e. Georgian) simple massing and roof articulation is preferred.

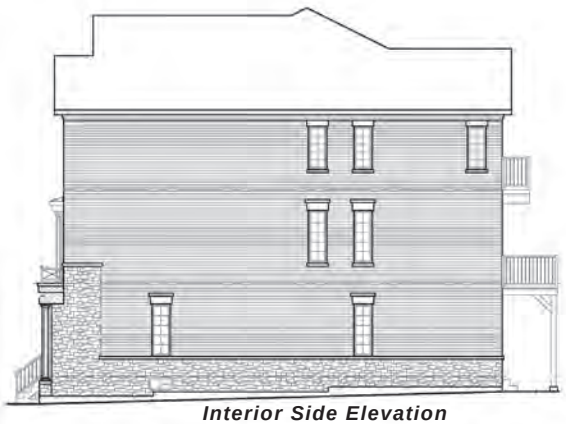
Conceptual Images of Various Townhouse Built Forms

- Ample wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches where appropriate.
- 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. Where a dwelling unit flanks a laneway, the main entrance should face the public street.
- Townhouses with rear yard garages are recommended in key areas of the Community (i.e. Pine Valley Streetscape) to eliminate garages and driveways from these areas of high public visibility.
- Rear yard garages may be attached or detached to the principal dwelling. They should be complementary in design to the principal dwelling.
- Front facing garages should not project beyond the main wall or porch face of the dwelling to ensure they do not become a dominant element within the streetscape.
- Utility meters shall be carefully placed and concealed from public view subject to local utility company requirements.
- The sides and rear elevations of all townhouse blocks shall have architectural detailing similar to the front elevation (i.e. window treatment, masonry detailing, frieze board, etc.) to avoid monotonous and unattractive side and rear façades. This is required regardless of whether or not the rear and sides are publicly exposed.
- In addition to an Architectural Control Review Process, townhouse developments are subject to a Site Plan Approval process conducted by the City of Vaughan and will require Council approval.
- As part of the Site Plan Approval process, the City requires that landscape treatments be provided for townhouse blocks. Landscaping details will be provided on the site plan.

Front Elevation

Rear Elevation

Flankage Side Elevation

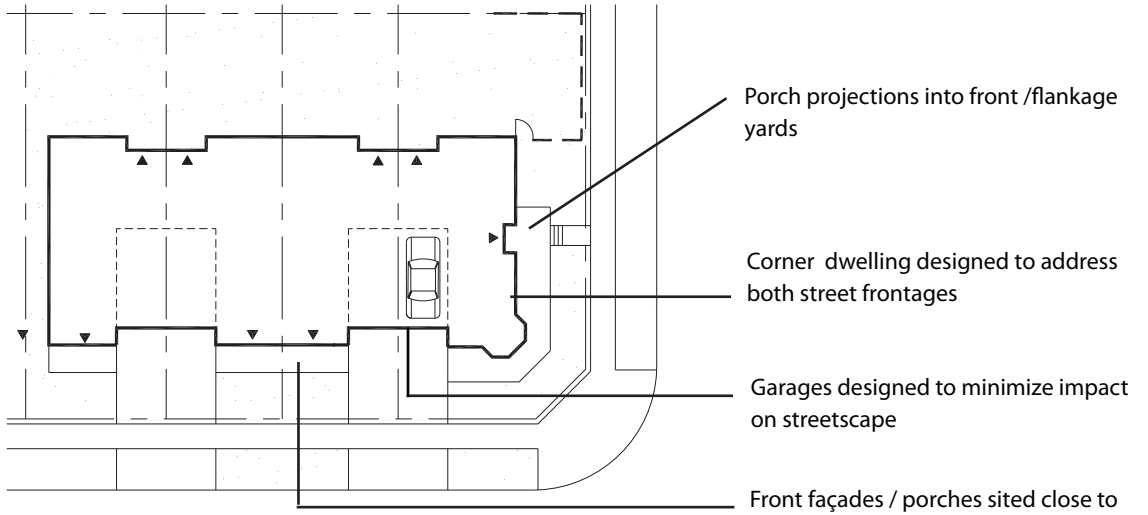


Interior Side Elevation

Typical Townhouse Block
(Upgraded Architectural Detailing On Interior Side And Rear Elevations To Match Front)

i) Townhomes on public streets

- A small number of Townhomes with direct frontage onto public streets (approximately 10 blocks) are proposed on the west side of Pine Valley Drive on 6.0m lots.
- These dwellings will have front facing single car garages accessed from a public street.
- Since they will be integrated into neighbourhoods comprised primarily of single detached dwellings, they should be designed to have the appearance of large manor houses and should have similar architectural features as the single detached dwellings.

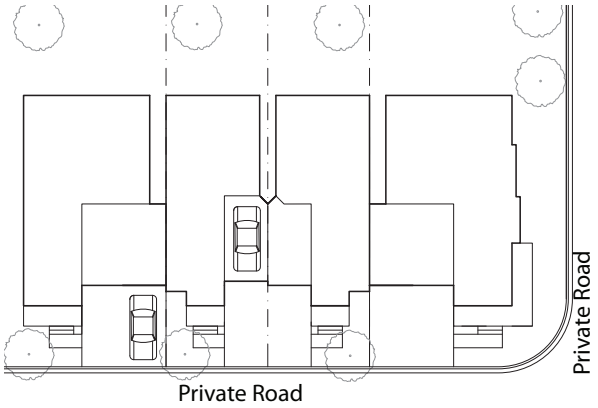


Conceptual plan layout for Street Townhomes

Conceptual Images of Street Townhomes

ii) Townhomes on private roads

- Townhomes accessed via private condominium roads are proposed within the Medium Density block near Teston Road and Pine Valley Drive. These dwellings will have ample exposure to adjacent valleylands.
- Final determination of lot sizes and block plan layout will be determined at a later date and will be subject to review and approval by the City of Vaughan
- Development may take the form of townhomes with front facing single and two-car garages accessed from a private road. Alternatively, these condominium townhomes may have rear lane garages.
- Given the proximity of the Medium Density block to the heritage dwelling and the proposed Purpleville commercial development, an upscale heritage inspired architectural theme will be required.



Conceptual plan layout for Condominium Townhouses

Conceptual Images of Condominium Townhomes

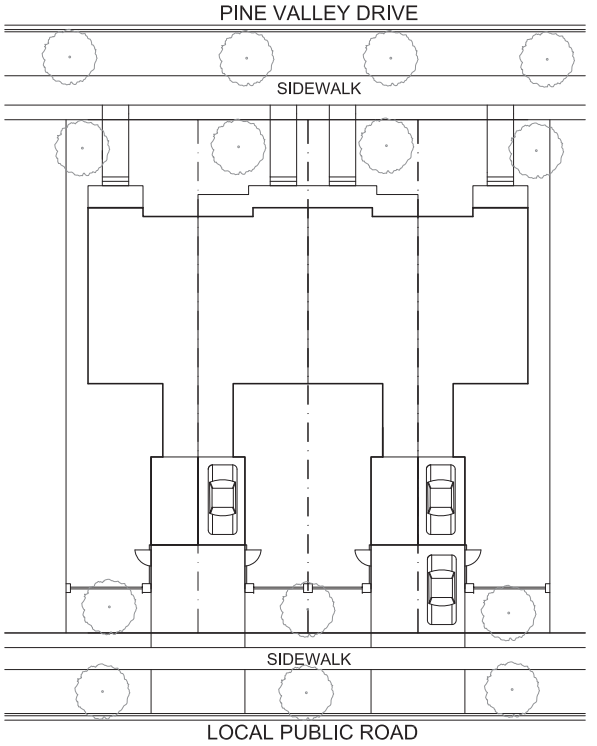
iii) Dual Frontage Townhomes

- Dual Frontage Townhomes have frontage on two public roads.
- Dual Frontage Townhomes are proposed fronting along Pine Valley Road near the corner of Pine Valley Road and Teston Road, opposite the proposed commercial block. These units will be sited on lot frontages of 6m with the front entry facing Pine Valley Road and the rear garage accessed from the local public road.
- Dual Frontage Townhouse dwellings shall be designed to appropriately address both public street frontages. They require a high degree of architectural detailing on both front and rear elevations due to their heightened degree of public visibility.
- Buildings should be sited close to Pine Valley Drive to encourage an active and urban street edge.
- A strong heritage-inspired architectural character should be established in this area to foster an identifiable sense of place within the community opposite the commercial node.
- A walkway linking the front door to the public sidewalk along Pine Valley Drive together with a landscaping edge (including a low decorative metal fence or raised landscaped bed - where grade permits) shall be provided to establish an attractive and active streetscape.
- Outdoor amenity areas may be provided as a standard rear yard located either beside the driveway or between the rear of the dwelling and the rear of the garage or it may take the form of a balcony / patio area located above the garage. Amenity areas should be designed to offer sufficient privacy screening from the public right-of-way at the rear of the lot and from adjacent neighbouring units.
- Where transitions occur between dual frontage townhomes and adjacent standard housing types (i.e. dwellings with front loaded garages), the design of both dwelling types in these locations shall be compatible to ensure an attractive and appropriate architectural interface is achieved and to avoid jarring built form contrasts within the streetscape.
- Dual Frontage Townhomes shall have a maximium of 1 single car garage per townhouse unit and it shall face the local road.
- Landscape treatments shall be required on both sides of the building facing the street frontages (not just the amenity area on top of the garage).
- Grade related entrances shall be proposed on both the front and rear elevations.
- A municipal address plaque shall be provided in a well-lit location on the primary street-facing façade to clearly identify the dwelling unit to the public.

Conceptual Image of Dual Frontage Townhomes

Conceptual Image of Elevation Facing Pine Valley Drive (Front)

Conceptual Image of Elevation Facing Local Public Road (Rear)



Conceptual plan layout for Dual Frontage Townhomes

Conceptual Image of Elevation Facing Pine Valley Drive (Front)

Conceptual Image of Elevation Facing Local Public Road (Rear)

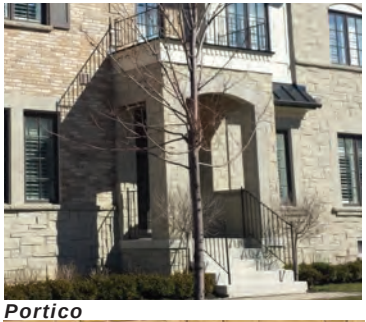
5.3 ARCHITECTURAL DESIGN CRITERIA

5.3.1 MAIN ENTRANCES

DESIGN GUIDELINES:

- The main entrance to the building 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 should be directly visible from the street, where feasible, and well lit.
- Main entrances should be no greater than 1.5 storeys in height.
- Main entrances should be grade-related.
- Elevated main front entrances and large concentrations of steps at the front should generally be avoided. Typically, a relationship of no more than approximately 5-7 risers to the porch is desirable to maintain a pedestrian scale. Weather protection at entries should be provided through the use of covered porches, porticos, overhangs or recesses consistent with the architectural style of the dwelling.
- The front entry design and detail shall be consistent and proportionate in scale with the architectural style and massing of the dwelling.
- Natural light at the entry is encouraged through the use of sidelights, transoms, fanlights or door glazing.

Porch



Portico

5.3.2 COVERED ENTRY FEATURES

DESIGN GUIDELINES:

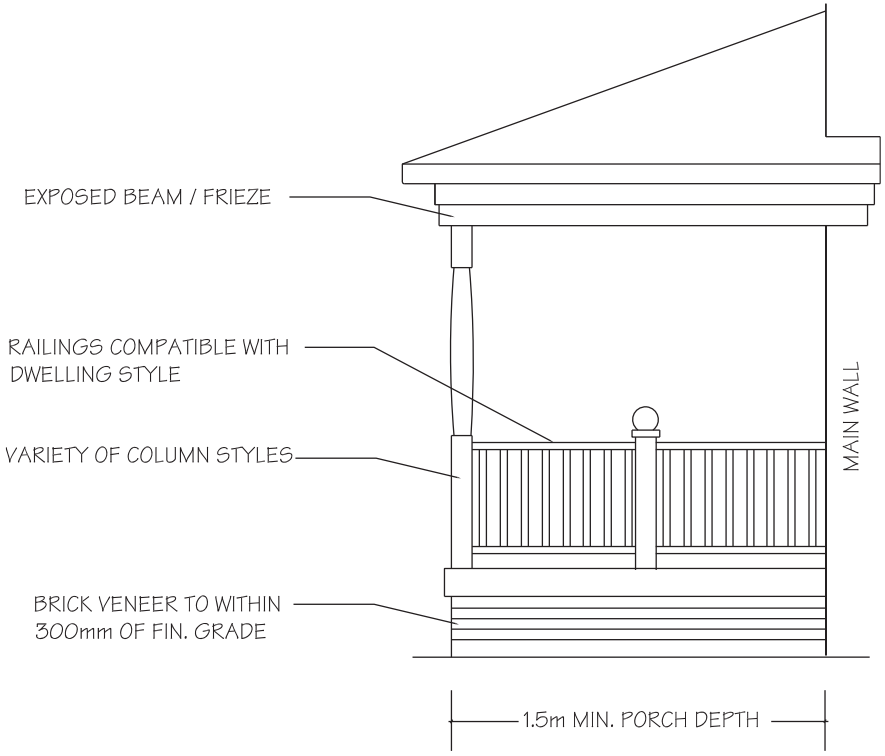
- Front porches, porticos, courtyards and/or patios help to promote safe, socially interactive and pedestrian-friendly residential streets by providing an outdoor amenity area, shelter from inclement weather, and a transition between the public and private realm.
- The majority of dwelling designs should incorporate a covered entry feature (i.e. a porch, portico, recessed entry) or a second storey balcony.
- 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 period architecture but may not be appropriate to Georgian period architecture).
- Porch and portico depths are encouraged to be at least 1.5m to accommodate comfortable seating.

Main Entrances Should Be A Focal Feature Of The Home

Recessed Entry

Balcony

- The size of the porch/portico and its components (columns, piers, brackets or moldings) shall be proportional to the scale of the dwelling.
- Porch/portico columns should generally be no less than 250mm square or diameter.
- Porch/portico roofs shall generally be supported on a continuous frieze resting on columns or with brackets.
- Where railings are required, they shall be of a design appropriate to the style of the dwelling with pickets between top and bottom rails. The use of high quality prefinished aluminum and wrought iron is preferred; unpainted, pressure-treated wood railings on elevations visible from the public realm are prohibited.
- Steps to access the front or flankage porch shall be poured-in-place concrete with the exposed sides finished to match the front façade cladding. Where up to 2 risers (maximum) are to access the front or flankage porch, the use of high quality landscape steps may be considered.
- For porches or porticos greater than 3 risers in height, the main wall cladding or other acceptable finish material should generally extend to within 300mm of finished grade on front and sides of porch to limit exposed foundation walls.



Typical porch detail

Porches Provide An Important Link Between The Private Realm (Dwelling) And The Public Realm (Street)

Railings And Columns Should Be Treated As An Integral Part Of The Dwelling Design

5.3.3 ROOFS

DESIGN GUIDELINES:

- A variety of traditional 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.
- Roofing materials should at a minimum, be heavy shadow textured asphalt shingles. The use of upgraded roof materials such as wood shakes will be permitted. Metal roofs should only be used on secondary roof forms such as turrets, porches, bay windows and garage roofs and shall be a complementary to the main roof colour.
- Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Minimum main roof slopes for all dwellings should be in the order of 10:12 pitch (side slopes) / 7:12 (front to back slopes).
- Lower roof slopes may be considered where authentic to the dwelling style (i.e. Georgian or Modern). The use of lower roof slopes will be at the discretion of the Control Architect on an individual basis and will be dependant upon the architectural style of the dwelling.
- Flat main roofs may be considered to reinforce a Modern architectural character for buildings that are 2 storeys or greater provided an appropriate parapet or cornice roofline treatment is incorporated into the design. Where flat roofs are contemplated, the builder shall demonstrate that the overall massing of the streetscape exhibits compatibility.
- Roofs should display consistency of design style on all sides of the dwelling. For example, a "mansard" roof facing the front elevation with a "cottage" roof facing the rear elevation is prohibited.
- For bay or boxed window features, the roofing material should be standing seam metal, copper or similar which is complementary in terms of style and colour to the architecture of the dwelling. Asphalt shingles on these features should be avoided.
- Metal roofs shall be a heavy gauge and prefinished in a dark tone complementary to the main roof colour.
- Roof overhangs should be a minimum of 300mm unless constrained.
- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to suit the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile.

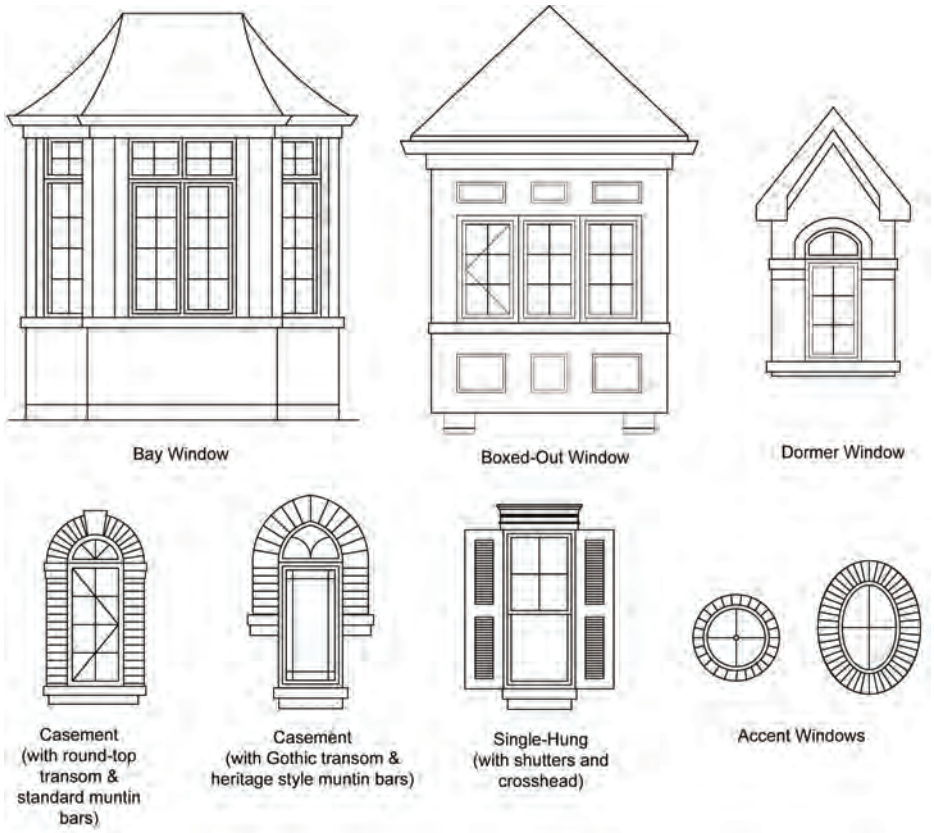
Roof forms characteristic to the style of the dwelling are required

Flat Roofs may be Considered to Reinforce Modern / Contemporary Architectural Character

5.3.4 WINDOWS

DESIGN GUIDELINES:

- 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.
- A variety of high quality window styles and muntin bar configurations, consistent with the style of the dwelling, will be used. Muntin bars shall be set within the double-glazed section. Taped or clip-on muntin bars will not be permitted.
- The style of windows used shall be consistent on all façades of the dwelling; however, muntin bars will not be required for rear and side elevations in areas with low public visibility.
- The use of main floor transom windows on publicly exposed elevations is encouraged, where appropriate
- Builders are encouraged to offer a variety of window frame colours, compatible with the colour package for the dwellings. The consistent use of white window frames is not permitted.
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.
- 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.
- The use of false windows is prohibited except for dormer windows.
- Where shutters are used, they should be half the width of the window or the maximum width provided by manufacturer (typically 1'-6" wide).



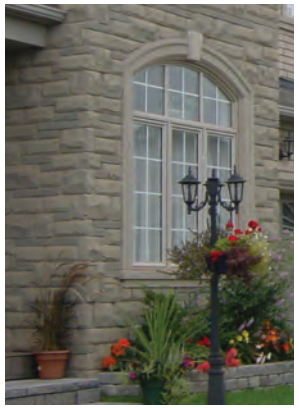
Examples Of Window Style Variety

5.3.5 WALL CLADDING

DESIGN GUIDELINES:

- A high standard of design, detail, quality and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape. The choice of wall cladding materials and colours should be compatible with the architectural style of the dwelling.
- The primary wall cladding materials within the community shall be::
  - Clay Brick - 'heritage-style' bricks in a variety of traditional colours and textures shall be used to promote the rustic-rural 'Old Ontario' flavour of the local area.
  - Stone Treatment - should be complementary to the brick colour. Certain colour and textures of manufactured stone may be inappropriate.

Brick



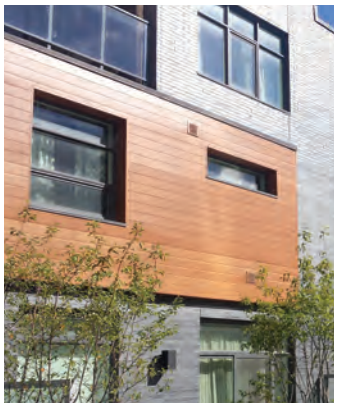
Stone

Conceptual Images of Primary Materials

- The following secondary or accent materials are suitable where consistent with the architectural style of the dwelling and complementary to the primary cladding material:
  - Stone accents should be complementary to the brick colour and replicate a natural appearance.
  - Stucco in muted earthtones with appropriate trim detailing such as detailed mouldings or half-timbering;
  - Siding accents should be of high quality and may include, high quality composite wood, metal (i.e. Longboard) or fiber-cement (i.e. Hardi Board) in either horizontal shiplap or vertical board + batten profiles. Siding trim boards should be accentuated by using a contrasting but compatible colour. Use of decorative shakes / scallops may also be permitted. Vinyl siding is not permitted.
  - Decorative Architectural Precast may be used and must exhibit a high degree of detailing and quality of finish.

Stucco Accent

Siding Accent



Wood / Metal Accent

Shakes / Scallops Accent

Conceptual Images of Accent Materials

- Where stucco wall cladding is desired as a feature of the front façade it shall be used in conjunction with a masonry (stone or brick) base component. It shall not be used as the main wall cladding material on sides or rear elevations (except for corner lot dwellings) and must not be used on the lower portion of the building close to finished grade (See photo below).

Stucco And Stone Façade With Brick On Sides / Rear

- 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 building.
- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design. Where stone and stucco façades or stone plinths are used they shall return along the side walls a minimum of 1200 mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane, at which point the wall cladding will change to brick or other suitable material.
- Bay windows or box-outs that do not use a masonry cladding type must be applied stucco or fiber cement board with a variety of trim styles. Painted wood is not permitted.

5.3.6 MATERIALS AND COLOURS

DESIGN GUIDELINES:

- 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 should not have main wall cladding of the same colour. Identical colours shall be separated by a minimum of 2 dwellings. Exceptions to this may be considered by the Control Architect, in consultation with City Staff, where the use of identical colours is desirable for emphasis or to frame a particular view or in creating a "special character area".
- Street blocks shall have no more than 30% of the dwellings sharing the same main wall cladding colour.
- The use of an accent colour for brick detailing such as lintels, bands or quoins may be considered, where appropriate. Where used, it shall be complementary to the colour of the main façade brick.
- The roof shingle colour shall complement the colour of the primary wall cladding. The use of light coloured shingles, such as white or light grey, shall be avoided.
- Front door colours should generally be more dominant to draw the eye to the entry.

A Coordinated Variety Of Materials, Textures And Colours Provides Visual Interest In The Streetscape

- Trim paint colours (i.e. columns, louvres, wood detailing, etc.) should coordinate with the dwelling's aluminum soffit, eaves and fascia colour.
- The colour of porch railings should be coordinated with the trim paint colours of the dwelling.
- All flashings shall be prefinished to suit adjacent wall cladding colour or roof.
- Each builder shall submit an "Exterior Material and Colour Schedule" to the Control Architect for review and approval.

PROJECT NAME / BUILDER NAME				
Material Item	**Manufacturer**	**Package #1**	**Package #2**	**Package #3**
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				
Shutters				
Railings				
Windows				
Mortar Tint				

General Notes:
1. This chart indicates the typical materials and colours which shall be identified by the Builder where applicable.
2. The number of colour packages required for each Builder shall be determined on a project by project basis.
3. All exterior colour selections are subject to approval by the Control Architect.
4. All roof vents and flashings to be prefinished or painted to match roof colour.

Sample Of A Typical Exterior Material And Colour Schedule

5.3.7 ARCHITECTURAL DETAILING

DESIGN GUIDELINES:

- The use of high quality materials and high quality crafting of architectural detailing will be required in order to avoid monotonous and uninteresting façades.
- Each building design shall include materials and architectural detailing characteristic to the style of the dwelling on all publicly exposed elevations in order to convey the upscale character envisioned for the Pine Heights Community.
- Where a dwelling elevation has reduced visibility from the public realm, the level of building detail may be simplified.
- Each building should include architectural detailing characteristic to its style on all publicly exposed elevations. Refer to examples of "traditional" and "contemporary" architectural detailing on following page.
- Where an elevation has reduced public visibility (i.e. sides and rears) the level of detail may be simplified.
- Details appropriate to the architectural style of the building may include:
  - Masonry (clay brick) : Soldier course banding or lintels, quoined corners, piers and corbelling (brick detailing should project 12 mm beyond the building face).
  - Precast : Sills, lintels, keystones, imposts.
  - Stone : Stone accent features such as plinths or projections. (Note: where a masonry band or plinth occurs on the front elevation, it must return a minimum of 1200mm (4') along the sidewall elevations or to a logical stopping point such as an opening, downspout or change in plane.)
  - Stucco : Moulded architectural details such as lintels, cornices, window surrounds, etc. (i.e. Canamould, Fypon or equivalent).
  - Trim : window and door casings, louvers, frieze boards, cornice, etc.
  - Upscale coach lamps for entrances and garages.
  - High quality entry doors and garage doors.
  - Decorative address plaques.
  - Decorative metal railings.

Frieze Boards

- A frieze board is a trim element at the top of the dwelling's finished wall, forming a junction with the roof soffit. All dwellings shall provide a frieze board under the roof soffit of all publicly exposed elevations of the home.
- Superior quality frieze boards are required on street-facing / publicly exposed elevations, returning a minimum of ~1200mm (4'-0") along the side wall.
- Frieze boards should have a variety of detailed profiles suitable to the architectural style of the dwelling.
- Where a dwelling's side and/or rear elevations are not publicly visible, frieze boards are not required.
- As an alternative to a moulded frieze board, builders may use a corbelled masonry cornice projecting a minimum of 12mm (1/2") from the main wall, where appropriate to the style of the dwelling.

Quoins

- Quoins are decorative elements that project from the main wall surface and add detail to the corners of the building wall. The use of quoins is optional.
- Quoins may be made of a variety of materials including brick, stucco or precast stone.
- Where used, they should be designed and dimensioned based upon traditional architectural precedents that are complementary to the style of the dwelling.

Chimneys

- It is recognized that in modern residential construction chimneys no longer serve the important function they historically held. However, the use of chimneys as a design element is appropriate within Pine Heights in order to promote the upscale, tradition-based architectural theme of the community.
- The use of chimneys should be considered where they can act as a highly visible design feature and where they are characteristic to the style of the dwelling. This will include:
  - Community gateway dwellings;
  - Corner lot dwellings;
  - Dwellings with high exposure side and/or rear elevations (i.e. lots flanking vista blocks, stormwater ponds, parks, or other open space areas, lots flanking on to Pine Valley Drive and Teston Road.
- Chimneys should be designed and detailed in a manner reflective of the architectural style of the home. This may include use of stone or brick detailing (i.e. recessed brick panel, herringbone brick pattern).


Frieze Board


Window Surrounds


Lintel/Headers


Gable Post

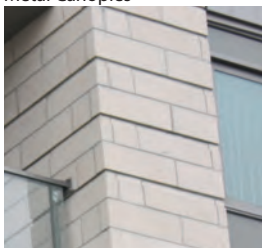

Soldier Coursing


Quoining

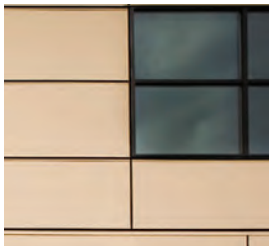
Examples of Traditional Architectural Detailing


Metal Canopies

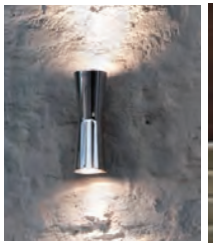

Glazing


Stone Details


Smooth Faced Brick


Panels

Municipal Address Signage


Light Fixtures


Railing

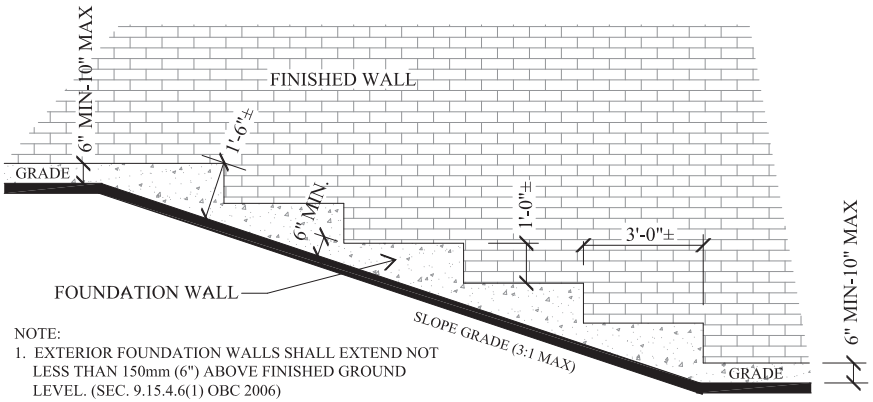
Examples of Contemporary/Modern Architectural Detailing

5.3.8 FOUNDATION WALLS

DESIGN GUIDELINES:

- Highly exposed concrete foundation walls shall be avoided for publicly exposed elevations.
- Grading should be coordinated with dwelling foundation design and constructed so that generally no more than ~250mm (10″) of foundation walls above finished grade is exposed on all front elevations of the dwelling, when possible. In areas of lower public visibility a maximum of ~300mm (12″) of exposed foundation wall may be permitted.
- Where sloping finished grades occur, finished wall materials and foundations should be stepped accordingly to minimize exposed foundation walls, for publicly exposed elevations. Special care should be taken for sides of projecting garages, porches/porticos, front elevations and highly exposed side elevations.

Veneer Should Be Stepped to Follow Sloping Grade to Limit Exposure of the Foundation Wall (image shown prior to backfilling with topsoil)



Masonry Veneer Should Be Constructed To Avoid Exposed Foundation Walls

5.3.9 SITE GRADE CONDITIONS

DESIGN GUIDELINES:

- Where severely sloping grade conditions exist, the Builder shall provide models designed or modified to adapt to sloping sites.
- Elevated main front entrances and large concentrations of stairs should be reduced, wherever feasible, by:
  - Dispersing the steps over a larger area;
  - Incorporating an entry porch;
  - Turning the steps to face the driveway;
  - Incorporating some risers inside the dwelling;
  - Enhancing architectural detailing over the garage;
  - Providing a steeper roof pitch or lowering the roof form of the garage;
  - Providing flexibility for window enlargement over the garage;
- Relationships of the house to finished grade where the main floor is within 1.0m of finished grade are preferred, wherever possible, as they result in an appropriate scale of entrance stairs and porches to the pedestrian.
- For lane based or condominium townhouses with a reduced front yard setback (i.e. 3.0m), it is critical that the number of risers accessing the front entrance be minimized through appropriate design solutions such as lowered foyers. A minimum 'no encroachment area' of 0.5m is recommended.
- On street townhouses that locate the first floor substantially above grade, exterior steps shall be limited to a maximum of 5 risers. The remaining steps shall be internal.

5.3.10 UTILITY AND SERVICE ELEMENTS

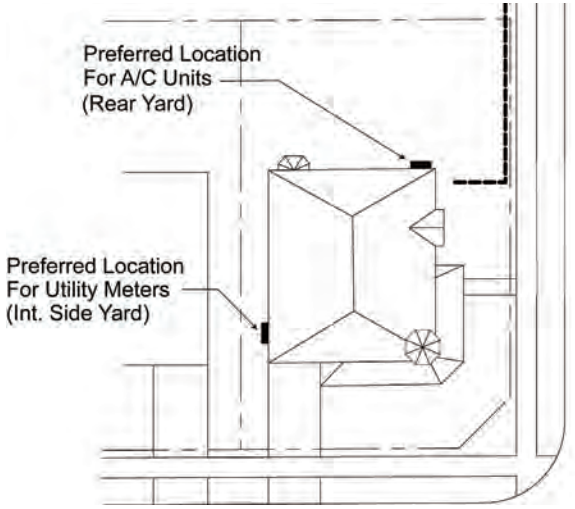
DESIGN GUIDELINES:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite are encouraged to 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 single detached dwellings, utility meters should be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess treated with an architectural surround or otherwise screened architecturally or with landscaping to reduce their visibility from the street.
- Townhouses shall be designed with recessed or screened utility meters.
- Air conditioning units should be located away from the dwelling's front and flanking yards.

5.3.11 MUNICIPAL ADDRESS SIGNAGE

DESIGN GUIDELINES:

- A coordinated 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 on the front façade of the dwelling. It is critical that the municipal address is legible from the street, particularly in emergency situations. For this reason the following criteria shall apply:
  - The municipal address shall be located prominently on the front façade of the dwelling or garage in a well-lit area.
  - Numbering shall be a minimum of 100mm tall and in a simple, legible font face using high contrast light and dark colours between the numbers and background for maximum legibility.



Preferred Location For Utility Meters For Detached Dwellings

Townhouse Utility Meters Shall Be Recessed Or Architecturally Screened

5.3.12 CORNER LOT FENCING

DESIGN GUIDELINES:

- The design of fencing visible from the public realm should be compatible throughout the community.
- Corner lot fencing shall be provided by the developer/builder for all applicable corner dwellings.
- Corner lot fencing is intended to screen and / or enclose private rear yards otherwise exposed to flanking streets and must be:

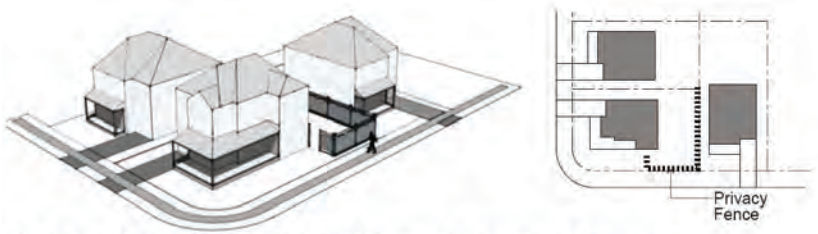
- Designed by the developer's consulting landscape architect.
- Consistent with the design, materials and details of other community fencing.
- In compliance with applicable noise fencing requirements and municipal standards.
- Located within private property.
- Follow the lot line to a point at the rear corner or approximately 1500 mm beyond the corner of the dwelling and then return to within 1350 mm of its flanking face to accommodate a gate. Exceptions to the fence return location will be considered based on lot configuration and house design provided no more than 25% of the flanking façade is screened.

- The builder is completely responsible for ensuring fencing complies with the municipal standard.
- The use of decorative metal fencing is considered appropriate in locations where noise attenuation is not a factor.

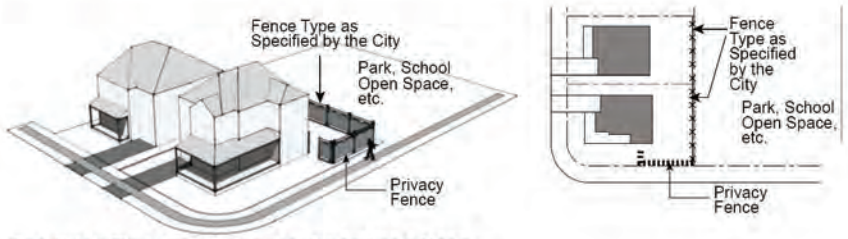
5.3.13 COORDINATION OF DWELLING DESIGN / SITINGS WITH STREETSCAPE ELEMENTS

DESIGN GUIDELINES:

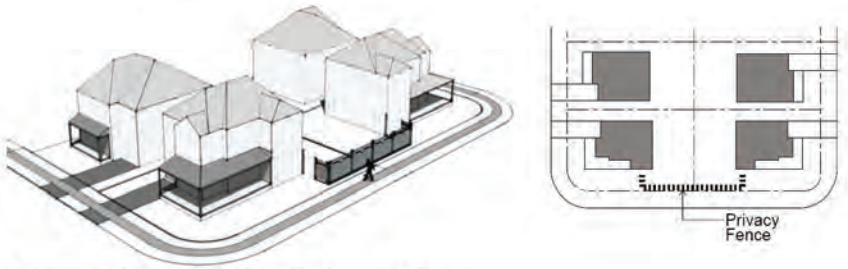
- The Builder's Design Architect should be aware of the approved "Above Ground Utility Plan" for the subdivision in order to coordinate the design and siting of each dwelling with the various streetscape elements (such as community mailboxes, transformers, light standards, street trees and other required street furniture). For example, main doors, living room windows or walkways should not be lined up with light standards, hydro transformers, hydrants, etc.
- It is the Builder's complete responsibility to ensure there are no conflicts in the design and siting of their dwellings with any street furniture or other streetscape elements.



Condition One: Backing onto Side Lot Line of Adjacent Dwelling

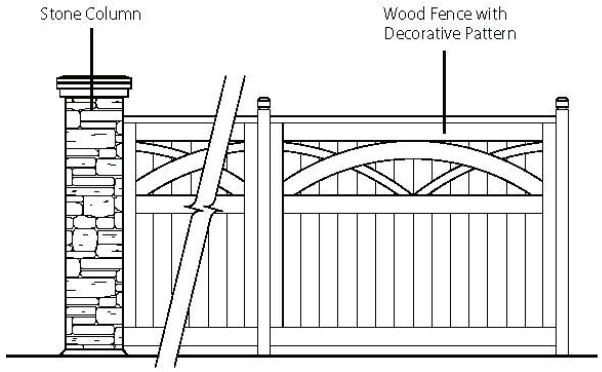


Condition Two: Backing onto Other Land Uses



Condition Three: Back to Back Corner Lots

Examples Of Locations Of Corner Lot Fencing



Conceptual Image of Corner Lot Fencing

5.4 DESIGN CRITERIA FOR GARAGES

5.4.1 CRITERIA FOR ATTACHED GARAGES

While it is important for these Guidelines to accommodate the need for garages, one of the prime objectives in creating a safe, attractive and livable community is to minimize the visual impact of the garage on the residential streetscape in order to contribute to a comfortable pedestrian environment. Garages shall be designed to be complementary to the principal dwelling in terms of character and quality and shall not dominate the massing of the dwelling or the streetscape.

DESIGN GUIDELINES:

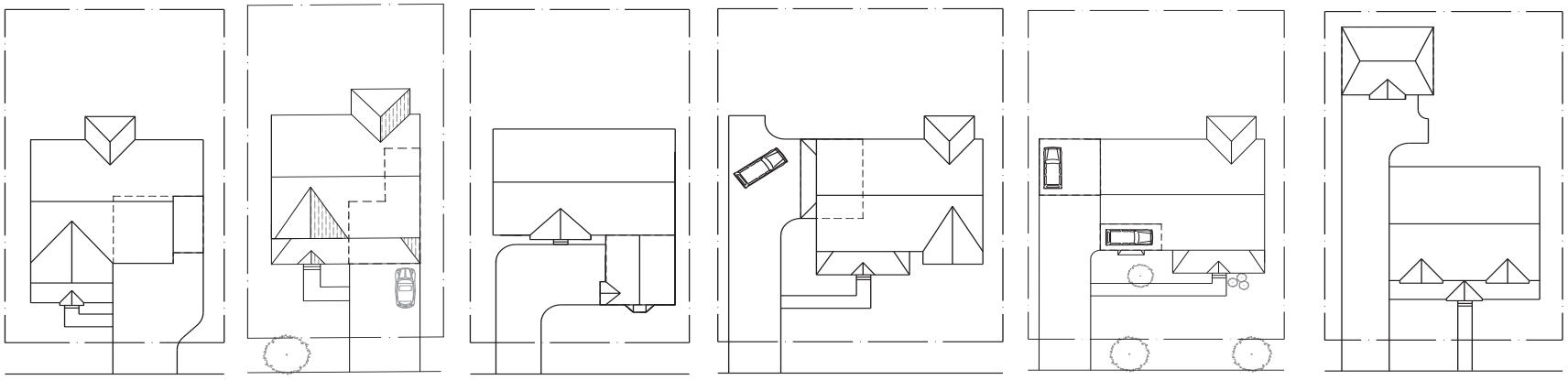
- All garage projections, dimensions, riser encroachments, etc. shall at all times be designed in accordance with all applicable zoning by-law requirements.
- Attached garages should not dominate the massing of the dwelling. This can be achieved by:
  - Giving the habitable portion of the dwelling a larger and more dominant mass;
  - Integrating the garage into the main massing of the dwelling;
  - Positioning the main front wall and porch face closer to the street than the garage.
- A variety of garage configurations will be encouraged including:
  - Front facing garages : Front facing garages should be recessed behind the main front wall or porch face for the vast majority of homes in the community. Where triple-car wide garages are used, on lots of 18.0m and greater, articulation of the garage wall face shall occur in a variety of configurations to avoid monotonous streetscapes.
  - Side facing garages : Side facing garages may project beyond the main front wall on interior lots with frontages of 18.0m or greater only. Articulation, fenestration and detailing of the garage wall facing the street shall be provided, consistent with that of the principal dwelling, to ensure an attractive façade is presented to the street. It is recommended that this dwelling type is paired with a similar dwelling type to form a courtyard at the paired driveways.
  - Tandem garages : Tandem garages help to limit the width of the garage and the number of garage doors facing the street, yet provide parking and storage opportunities.
  - Staggered garages : Staggering the garage doors can provide visual relief and articulation of front facing garages. Staggered garages will be required for dwellings with 3-car front facing garages.
  - Separated garages : Separating a garage (i.e. 2 bays facing the street / 1 bay facing the side yard) may be permitted as a design option on interior lots with frontages of 18.0m or greater.
  - Rear yard garages : Rear yard garages will be accessed from the front or flankage yard and may either be detached or attached.

Garage Design Should Be Complementary To The Dwelling Design

- The maximum garage projection in front of the ground level main wall of the house shall be 1.0 metre where there is no front porch, and 2.0 metres where there is a covered and unenclosed front porch. Notwithstanding this, dwelling designs with garages that are recessed behind the main front wall or porch face are preferred.
- The maximum garage width will be identified in the implementing zoning by-law.
- Where a second storey habitable room is located above the garage (at least 60% of the garage's width), it shall not be set back more than 2.5 metres.
- 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).
- The use of single bay (8' / 2.4m wide) garage doors separated by a pier, rather than a 16' / 4.8m wide garage door is preferred for street facing garages to break down the horizontal scale of the garage.
- A variety of upgraded sectional (roll-up) garage door styles is required throughout the neighbourhood to avoid repetition and dominance by a single garage door style.
- The use of glazed upper panels and decorative hardware (such as black metal hinges and handles) shall be provided where appropriate to the architectural style of the dwelling.

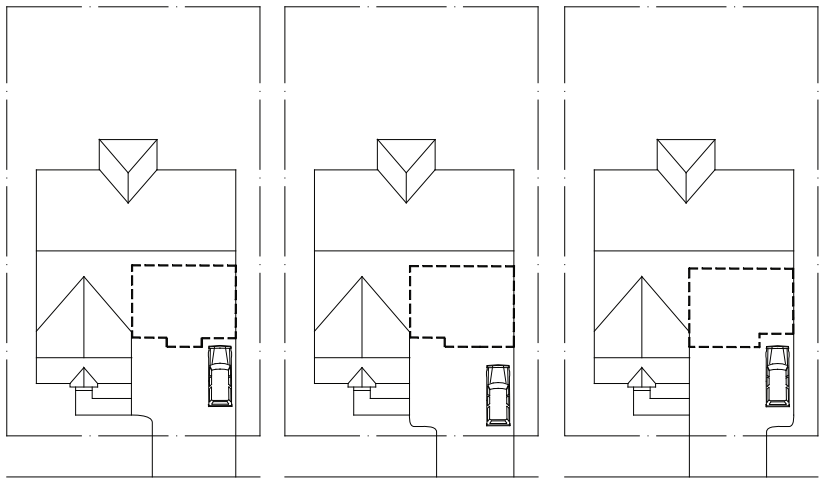
Variety of high quality garage door styles

Example Of A Street Accessed Rear Yard Garage



Conceptual Examples Of Garage Design Options

- Garage doors shall provide well-defined detailing and a realistic simulation of panelled wood doors. Low quality garage doors are not permitted.
- Garage doors shall be constructed of high quality, durable materials, suitable to our northern climate such as: vinyl, composite or steel. Low quality, high maintenance garage doors shall not be permitted.

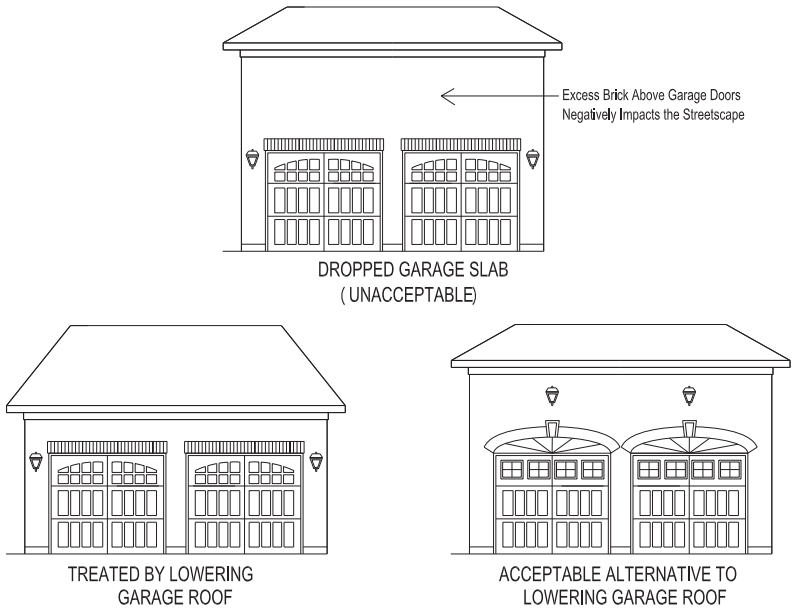


Conceptual Design Options Showing Wall Articulation For 3-Car Garages

5.4.2 DROPPED GARAGE CONDITIONS

DESIGN GUIDELINES:

- Dropped garages generally occur where rear-to-front sloping grade conditions exist. This often creates "top-heavy" garage massing resulting from additional wall height between the garage door opening and the soffit.
- Where the floor slab of the garage drops more than 600mm (2'-0") below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape.
- The preferred alternative design treatments for dropped garages include:
  - Lowering garage roof;
  - Increasing the height of the garage door;
  - Providing arched headers above the garage doors;
  - Positioning light fixtures above the garage doors;
  - Providing additional detailing, brick banding or a window above the garage doors.

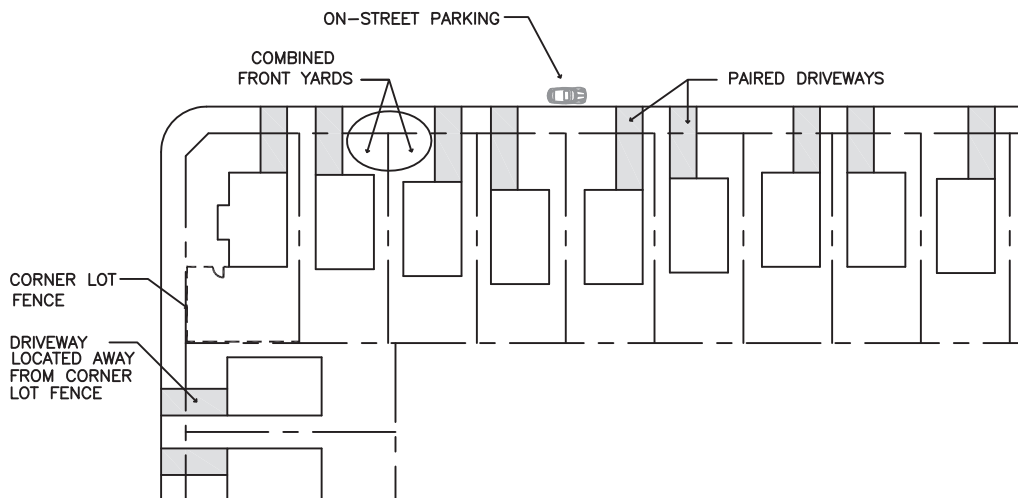


Example Of Dropped Garage Conditions / Solutions

5.4.3 DRIVEWAYS

DESIGN GUIDELINES:

- Paired driveways are encouraged to increase sodded boulevards, street trees and additional landscape treatments in order to create an attractive streetscape, unless the units are at the view terminus of a T-intersection.
- Driveway locations shall be approved by the municipality.
- The frequency and width of curb cuts should be kept to a minimum to maximize on-street parking opportunities.
- Adjacent driveways at the outside curvature of a street elbow or cul-de-sac should be designed to eliminate overlap at the curb. Landscape strips should separate driveways at the curb.
- Driveways for dwellings adjacent intersections, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveways located at the top of T-Intersections should be located to the outside of the pair of dwellings which terminate the view, where feasible.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- All driveways shall be finished with a hard surface paving material, unless otherwise specified.
- Where 3-car garages are permitted (18.0m lot frontages or greater), the driveway apron within the boulevard may either be tapered (to a 2-car width) or untapered (3-car width). In no case shall the driveway apron exceed the width of the garage.
- For dwellings with a side facing garage, the driveway should be no wider than 6.5m at the street line.



Conceptual Diagram Showing Design Objectives For Driveway Locations

5.5 DESIGN GUIDELINES FOR FOCAL LOT DWELLINGS

Within the Pine Heights community certain dwellings will possess greater visual significance due to their increased level of public exposure. These are typically referred to as Focal Lot Dwellings and they occur in visually prominent locations such as community entry points, corners and view termini or where adjacent to public or highly visible areas such as around the community's edges, main avenues, parks and public open space areas.

Special attention is required for the site planning and architectural design on publicly exposed elevations of Focal Lot Dwellings to enhance their visual character. This can be achieved through the use of elements characteristic to the architectural style of the dwelling such as bay windows, towers, porches/porticos or stone accents. The enhanced treatment of focal lot dwellings adds detail, variety and interest to the streetscape at appropriate locations.

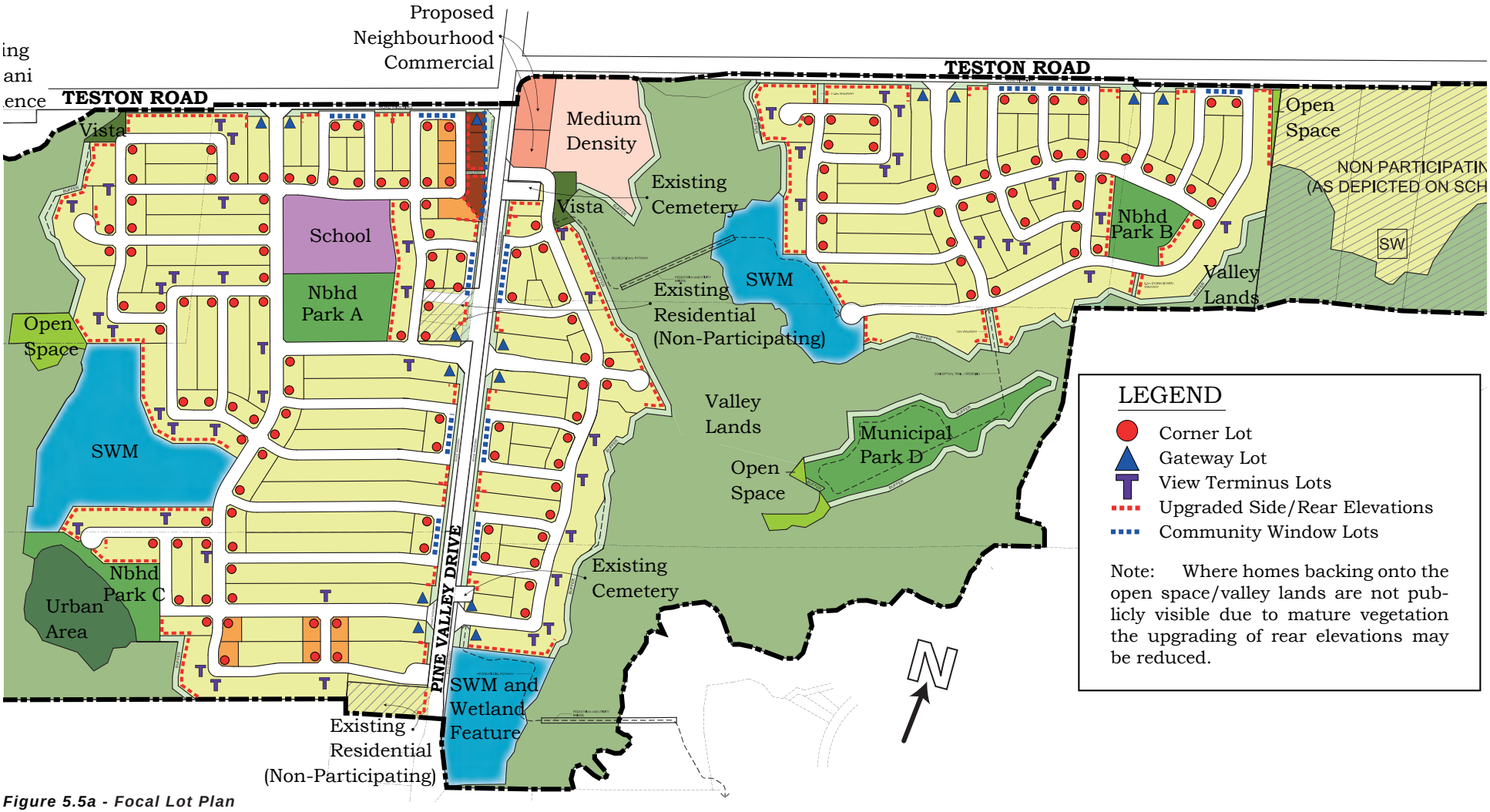


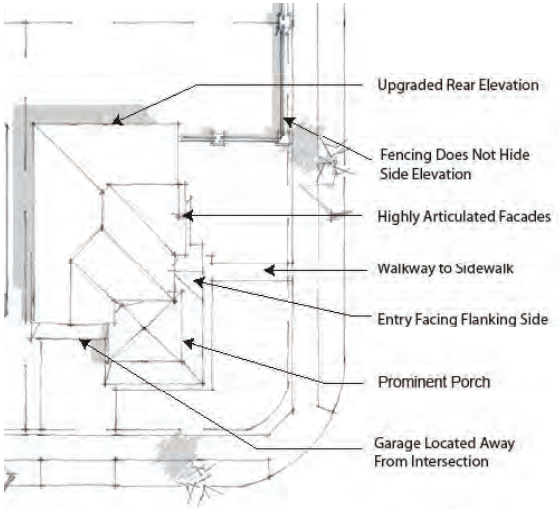
Figure 5.5a - Focal Lot Plan

5.5.1 CORNER LOT DWELLINGS

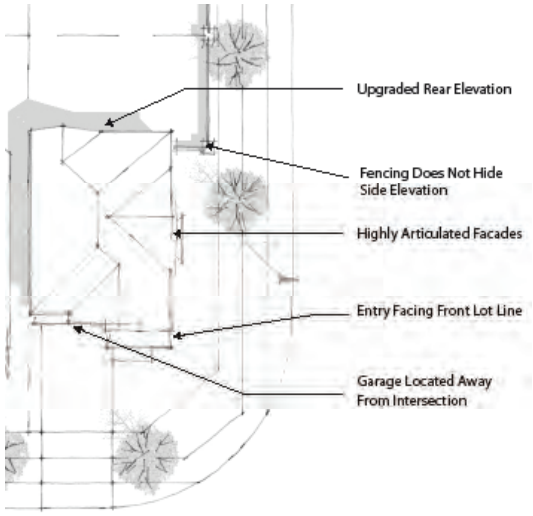
Dwellings on corner lots are very prominent within the streetscape and will require special designs which addresses the flanking elevation in a manner consistent with the front elevation.

DESIGN GUIDELINES:

- Corner lot dwellings shall address both street frontages in a consistent manner and incorporate ground level detailing (porches, windows, bays, etc.) which reinforces the pedestrian scale of the street. Builders shall market designs prepared specifically for use on corner lots.
- Building placement and massing should be oriented to create a distinctive presence at the intersection.
- Special attention to the massing, height, articulation, fenestration, material finish and detailing is required for all exposed elevations (front, flanking and rear).
- The preferred design is with the main entrance facing the long side of the lot (side entry) or the daylight triangle (angled entry). This treatment shall be provided along main roads within the community and on the majority of corner units sited.
- On a limited basis the main entrance may face the front lot line provided appropriate attention is paid to the design of the flanking wall through the use of bay windows and/ or a secondary entrance (this shall apply to minor corner lots only and shall occur at the discretion of the Control Architect).
- Highly articulated flanking elevations are required to avoid flat, blank, uninteresting façades.
- Masonry chimneys are encouraged on the flankage elevations of corner lot dwellings.
- Gables, dormers, or tower features are desirable to articulate and enhance the roof form.
- The rear elevation of the Corner Lot Dwelling shall also be upgraded to include detailing and window treatment



Conceptual Plan View - Preferred Design



Conceptual Plan View - For Minor Corner Lots

Variety Of Corner Lot Dwelling Designs

consistent with the front and flanking elevations.

- A privacy fence shall be provided to enclose the rear yard and shall be placed in such a manner so it does not hide the flanking building elevation.

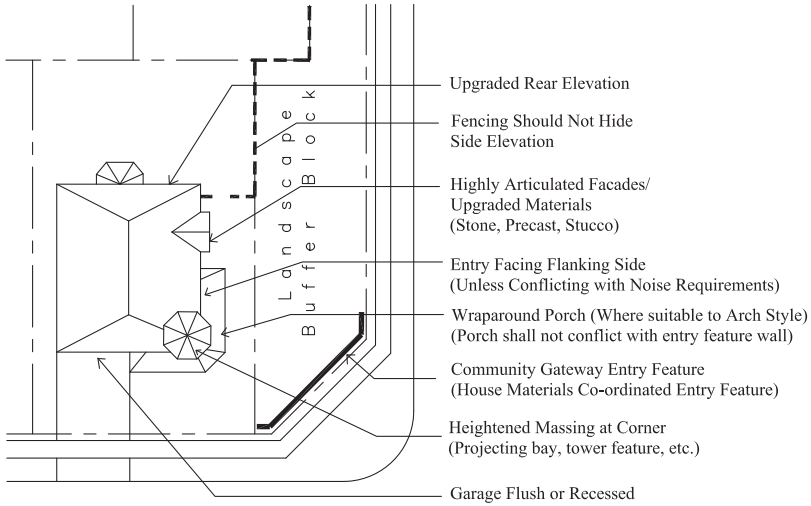
5.5.2 GATEWAY DWELLINGS

Community Gateway Dwellings are located at the entrances to the residential portion of the community from the external road system. These dwellings play an important role in expressing the image, character and quality of the community. A high degree of architectural design quality will be expected for all elevations of Community Gateway Dwellings.

DESIGN GUIDELINES:

In addition to the design characteristics stated for corner lots in the preceding section, the following shall apply:

- Building placement and massing should be oriented to create a distinctive presence at the intersection. Buildings should exhibit 2 storey massing. Bungalow forms are discouraged in these locations.
- The main entrance should be oriented to the higher order street or to the daylight triangle unless this conflicts with any noise attenuation requirements (berm/fence) or with a community gateway entry feature (fence/gate/wall).
- Masonry chimneys should be incorporated into the design of gateway dwellings, where appropriate.
- The garage should be recessed or flush with the front porch or wall face and should not face the arterial / the higher order road.
- Distinctive architectural elements such as wraparound porches, turrets, projecting bays, precast detailing, shutters and gables or other similarly dominant design features



Conceptual Plan Of Gateway Dwelling

Conceptual Images Of Gateway Dwellings

should be employed where architecturally appropriate to emphasize the gateway dwelling's landmark qualities.

- Special attention to the exterior colour package is required with the use of upgraded materials such as stone and precast details being strongly encouraged.
- Dwellings and porches shall be sufficiently setback from any community gateway entry feature to avoid conflicts. Setbacks between a community entrance feature (where provided) and a private dwelling should be a minimum of 3.0m. A front or wraparound porch may encroach into the 3.0m setback a maximum of 1.5m, leaving a 1.5m no encroachment zone.
- Noise attenuation measures shall be placed in such a manner so as to enclose a maximum of 25% of the flanking building elevation.

Conceptual Image Of Dwellings With Rear Accessed Garages

5.5.3 PINE VALLEY DRIVE / TESTON ROAD STREETSCAPE

The Pine Valley Drive / Teston Road Streetscapes will include a mixture of built form conditions and lotting types including:

- Dwellings with rear accessed garages located away from these streetscapes;
- Gateway / corner dwellings;
- Dwellings on window streets facing Pine Valley/Teston;
- Dwellings on lots which flank onto Pine Valley/Teston;
- Dwellings on reverse frontage lots backing onto Pine Valley/Teston.

Conceptual Image Of Dwellings On A Window Street

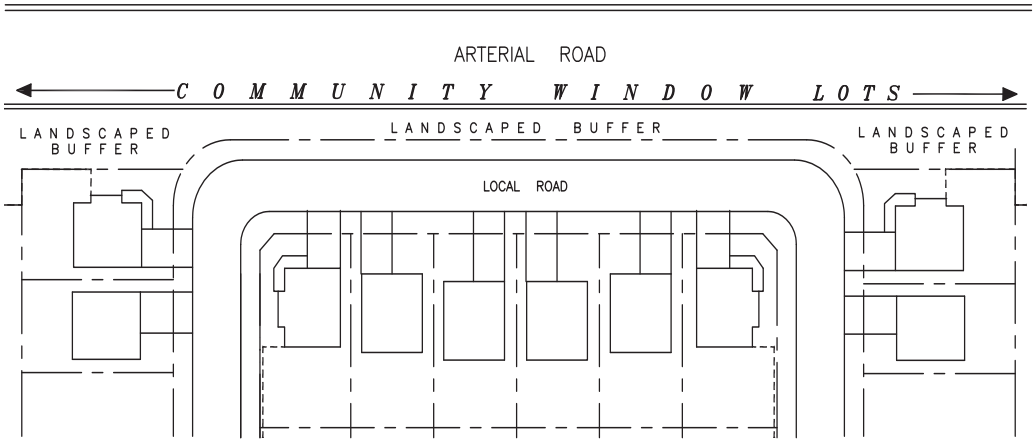
Due to the high degree of public visibility, these important streetscapes require special design attention for the treatment of landscape features and architecture to ensure they convey an attractive upscale image and community identity.

DESIGN GUIDELINES:

- All dwellings within these streetscapes will be considered Focal Lots. They require a high degree of design quality, detailing and articulation consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design features to reflect their visual prominence.
- Minimum two-storey building massing should be provided for dwellings facing the Pine Valley Drive / Teston Road streetscapes to relate to the importance of these roads.
- No lot shall have direct vehicular access to Pine Valley Drive or Teston Road.
- The number of garages and driveways facing Pine Valley Drive and/or Teston Road should be minimized wherever feasible.

Conceptual Image Of Dwellings On Reverse Frontage Lots

- Townhouse dwellings along the west side of Pine Valley Drive shall be designed with rear accessed garages allowing the main front façades of these units to directly face Pine Valley Drive.
- Where a dwelling's rear or side elevation is visible within the Pine Valley Drive / Teston Road Streetscape, the exposed rear or side elevation shall have a design treatment similar to the front elevation. Refer to Section 5.5.4.
- Long runs of reverse frontage lots are generally discouraged and should be broken up by other land uses or lotting patterns to avoid monotony.
- The design of all dwellings should be coordinated to include architectural style, colours and materials that create a sense of community character and upscale image. The use of upgraded building materials, such as stone or precast detailing is strongly encouraged, where appropriate to the style of the dwelling.
- Dwellings which flank onto Pine Valley Drive or Teston Road shall be designed in accordance with the requirements of Corner Lot Dwellings (refer to Section 5.5.1) and should incorporate design enhancements to the flanking façade such as a wraparound porch, additional windows, wall articulation, gables consistent with the front façade of the dwelling.



Conceptual Plan View Of Community Window Lots And Flanking Lots

Conceptual Image Of Pine Valley Drive / Teston Road Streetscape

5.5.4 UPGRADED REAR AND SIDE ARCHITECTURE

Upgraded Rear And Side Architecture is required where these elevations are exposed to public view. This occurs in the following situations:

- Lots which back or flank onto:
  - Parks;
  - Roads;
  - Stormwater management ponds;
  - Walkways;
  - Open spaces, valleylands (unless obscured by dense vegetation);
- Where severe stepping of units on street curves causes exposure to the side wall.

DESIGN GUIDELINES:

The exposed side and/or rear elevations of these dwellings shall have a high degree of design quality and detail consistent with the front elevation of the dwelling. This should include, but not be limited to, features such as:

- Enhanced window style, muntin bars, shutters, frieze board, quoining/pilasters, decorative panels/louvres and brick detailing consistent with the front elevation.
- Introduction of gables and/or bay windows.
- Additional fenestration on the exposed side elevation.
- Muntin bars in patio doors.
- Some variety among rear yard setbacks or rear wall articulation is encouraged for lots having long stretches of high exposure rear elevations.
- The level of upgrading should be consistent with the level of public exposure. For example, houses backing onto a park will be quite visible to an open area of frequent public use and will require a higher level of upgrading than dwellings backing onto densely treed open space areas.
- For dwellings on rear-split or walkout lots which are highly visible to public areas, the rear deck shall be of an upgraded design and at a minimum require the following:
  - An upgraded railing design;
  - Staining of the wood in a tone complementary to the exterior colour of the home;

Example of Upgraded Rear Architecture

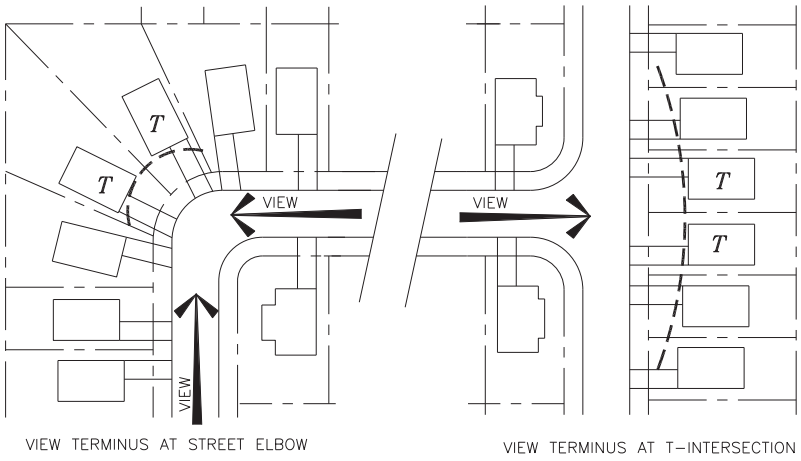
Example Of Upgraded Side Elevation

5.5.5 VIEW TERMINUS DWELLINGS

View Terminus Dwellings occur at the top of a 'T' intersection, where one road terminates at a right angle to the other. Dwellings in these locations play an important role in the streetscape by terminating a long view corridor.

DESIGN GUIDELINES:

- Driveways should be located to the outside of a pair of View Terminus Dwellings to increase landscaping opportunities and reduce the prominence of the garage.
- A greater setback from adjacent dwellings is encouraged where lot depth permits.
- Corner lot dwellings opposite view terminus dwellings at a 'T' Intersection should frame the view from the street.
- A dominant architectural element should be provided within the dwelling design to terminate the view and create visual interest.
- Tall architectural elements (i.e. turrets) and heightened building massing are encouraged.



Conceptual Plan View Of View Terminus Locations

Examples Of 'T-Intersection' Dwellings

5.5.6 CURVING STREETS AND ELBOWS

Dwellings on curved streets, street elbows and cul-de-sac bulbs should have design enhancements appropriate to their location, to accent the outside street edge, as follows :

DESIGN GUIDELINES:

- Provide greater front yard setbacks, where feasible, than for adjacent dwellings.
- Locate driveways to the outside of paired lots, to allow for enhanced front yard landscaping opportunities.
- Where the lots are pie-shaped, utilize the opportunity to locate garages within the wider portion of the lot, set well back from the street.
- Where dwelling side elevations are fully exposed to the public realm, their design and materials should be consistent with the front elevation.

Examples Of Street Elbow Dwellings

Examples Of Cul-De-Sac Dwellings

6.0 DESIGN GUIDELINES FOR NON-RESIDENTIAL DEVELOPMENT

6.1 COMMERCIAL DEVELOPMENT

A commercial node is located on the southeast portion of the Pine Valley Drive and Teston Road intersection. The design of the commercial area shall be based upon design principles that fosters a safe, pedestrian-scale shopping environment, promotes pedestrian activity and reinforces a positive community identity. The design of the buildings and landscape should achieve a specific theme and scale appropriate to the surrounding context in order to avoid the typical, generic box commercial plaza that has no relationship to the neighbourhood context.

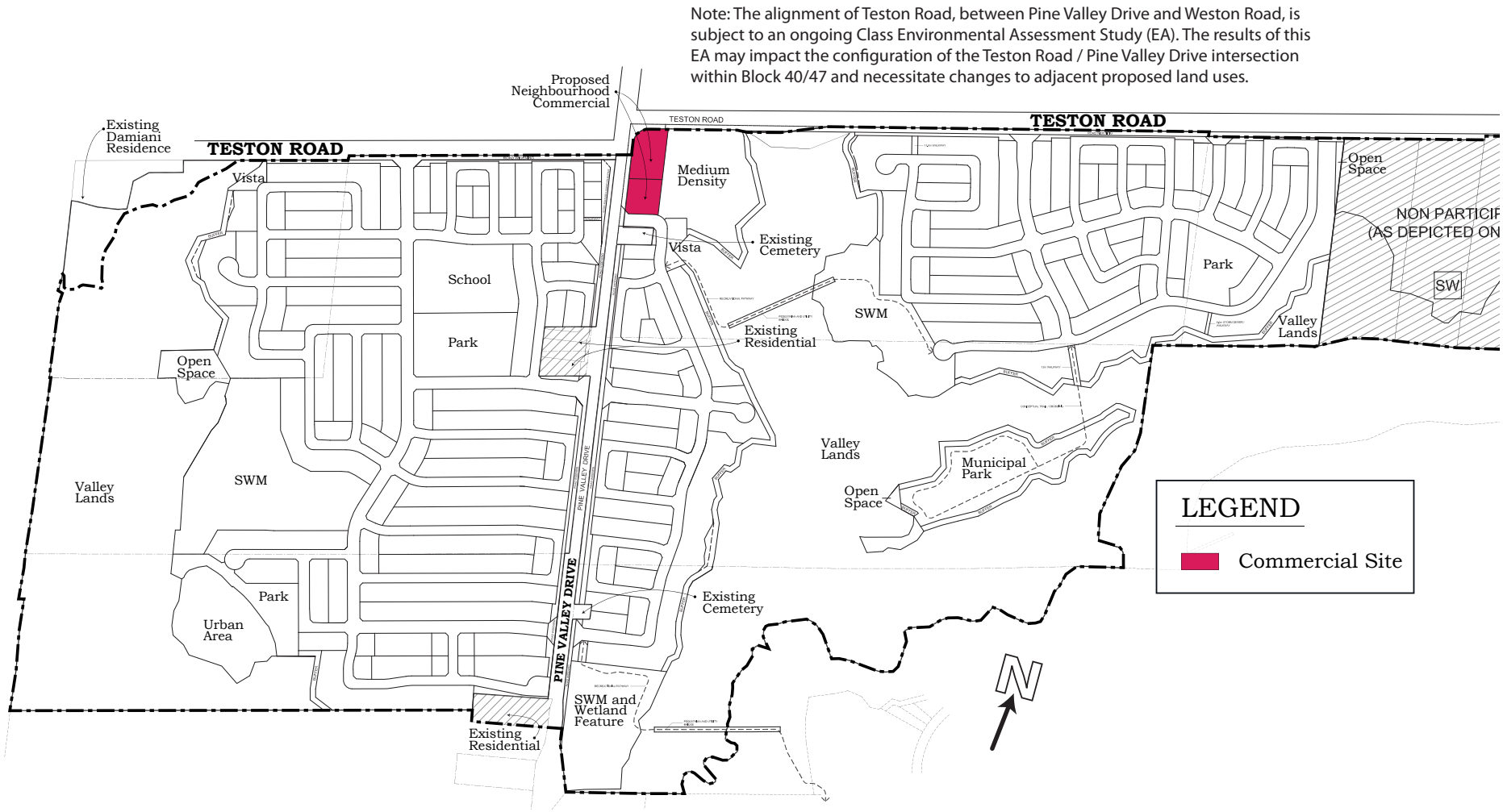


Figure 6.1a - Location of Commercial Sites

The architectural vision for the commercial node at Pine Valley Drive and Teston Road stems from the desire to preserve and enhance the existing built form character of the Village of Purpleville by creating a charming, upscale village with a distinct and well-defined heritage identity. Architectural identity for this development should be based upon modern adaptations of high quality heritage-inspired influences that ensure visual continuity with the heritage character of the former Purpleville Post Office. at 10733 Pine Valley Drive. The following Conditions of Draft Approval will apply:

- *Prior to final plan approval of the Plan or any phase thereof, the Owner shall provide a revised Cultural Heritage Impact Assessment for the structure at 10733 Pine Valley Drive, which shall be prepared by a qualified heritage professional, and include options for relocation within the existing site or to another location within the Draft Plan of Subdivision to the satisfaction of the City. The relocation option must be explored given that the Teston Road realignment would cross through the property of 10733 Pine Valley Drive.*
- *Prior to final approval of the Plan or any phase thereof, the Owner shall submit a Heritage Conservation Plan for the former Purpleville Post Office building at 10733 Pine Valley Drive prepared by a qualified heritage professional to the satisfaction of the City.*
- *Prior to final approval of the Plan or any phase thereof, the Owner shall submit to the satisfaction of the City, an interpretation and commemoration plan for the Hamlet of Purpleville by a qualified heritage professional. The commemoration plan and interpretation plan shall include, but not be limited to, the commemoration of the name of Purpleville and the family names of Witherspoon and Stump.*

Commercial developments will be subject to a Site Plan Control process conducted by the City of Vaughan and approval by Vaughan Council.

Heritage Building - Former Purpleville Post Office

6.1.1 BUILDING LOCATION AND STREET RELATIONSHIP

DESIGN GUIDELINES:

- Commercial built form shall be designed to provide a positive relationship with the street, to minimize any negative visual impact of parking, servicing areas and blank walls and to provide upscale, heritage-inspired architecture and massing that fits well into the character of the community.
- Surface parking areas should be broken up by landscaping to reduce the hardscape span.
- Primary building entrances should face the public streets.
- Buildings should be sited in a manner which ensures the heritage building (former Purpleville Post Office) maintains a prominent and visible setting.
- Built form should function as a neighbourhood gateway within the community that emphasize safe, pedestrian focused streetscapes.
- The design and siting of buildings shall take into account that the site will have a high degree of public exposure on all sides.
- Each commercial site should have definable edges and pedestrian amenities, where appropriate to the function of the building.
- Clear pedestrian connections from the sidewalk to the main entrance of each building should be provided.
- Corner buildings should be sited close to the intersections and address both street frontages in a consistent manner to reinforce their landmark status in the streetscape.
- Buildings should be located to ensure good sight lines for all vehicular access points, to create coherent on-site traffic circulation and to ensure conflicts between pedestrian routes and vehicular routes are avoided.
- Access for larger vehicles to loading and service areas should be located away from pedestrian routes.
- Building mass shall be sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties.
- Outdoor patios and amenity spaces are encouraged in the design of the site, where appropriate to the commercial use.
- No outdoor storage or display areas shall be permitted.

6.1.2 BUILDING DESIGN

DESIGN GUIDELINES:

- Buildings should be designed to relate to a pedestrian scale with articulated façades which express an upscale character and generate visual interest.
- All façades visible from the public realm should be given appropriate architectural detailing and articulation.
- Glazed areas should be maximized along street frontages, walkways and main parking areas to encourage comfortable and safe pedestrian use.
- All buildings should have two storey building massing.
- High quality heritage-inspired built form, materials and colours will be used to create a rural main street character that reflects the upscale architectural style of the community to complement the heritage building and neighbouring residential built form.
- Appropriate architectural design treatment (wall/ roof articulation, doors, fenestration, masonry detailing, character lighting) shall be provided to avoid uninteresting expanses of roof and wall façade.

Conceptual Images of Commercial Built Form

- The use of high quality building materials in traditional tones and textures characteristic of the neighbouring residential community is required. This may include brick, stone, stucco, textured block. The use of plain concrete block, glass curtain wall, vinyl or metal siding is discouraged.
- Distinctive building designs shall be provided at corner locations and view termini to reinforce their landmark status in the streetscape.
- Main entrances shall be grade-related, face the street / sidewalk and be given design emphasis. Barrier-free access shall be provided to the ground level of all buildings and to public destinations within each development site.
- Building designs are encouraged to incorporate pitched roofs, mansards, parapets and/or cornice treatments in order to integrate into surrounding residential areas.

Commercial Buildings Shall Have A Positive Relationship With The Street; Main Façades And Entries Should Face The Street

6.1.3 PARKING

DESIGN GUIDELINES:

- Surface parking areas should either be located to the side or rear of the building(s) or screened from the street through the use of edge landscaping and/or architectural elements.
- Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements.
- Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways. Landscaped medians should terminate each parking aisle.
- The number of driveway accesses to roadways should be minimized to reduce interruptions to pedestrian walkways and increase opportunities for street tree planting.
- Parking access points from the street should be well defined.
- Parking areas should be designed in compliance with City of Vaughan's "Parking Design Guidelines".

6.1.4 PEDESTRIAN CIRCULATION

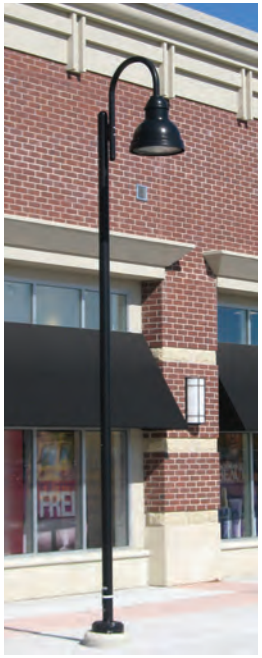
DESIGN GUIDELINES:

- Easy, direct and barrier-free pedestrian accessibility shall be provided to public destinations.
- Pedestrian routes should be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments.
- Walkways should be embellished with landscaping and lighting.
- Sidewalk depths should be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided.

6.1.5 LIGHTING, SIGNAGE AND SITE FURNITURE

DESIGN GUIDELINES:

- A themed approach to site lighting should be employed and should include heritage-style light standards designed at a pedestrian-scale.
- Light standards should include design elements that allow for hanging flower baskets and banners.
- Lighting for individual buildings should be integrated into the building architecture.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage for retail stores presents an opportunity to enhance the pedestrian realm and support the heritage character. Signage should be characteristic of the neighbourhood identity while respecting the business community's desire for corporate logos.
- This includes: formed letter signage; channel letter signage; awning signage; small signs mounted perpendicular to the sidewalk.
- Buildings shall be designed to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.
- High quality, face lit or directly lit signs which are integrated into the building design are encouraged.
- Plastic backlit signage and tall pylon signage shall not be permitted.
- Ground level signage should be designed to incorporate planting beds.
- Provision of upgraded site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged to support the community character.



Lighting, Signage And Site Furniture Should Support The Heritage Character Of The Community

6.1.6 LOADING, SERVICE AND GARBAGE AREAS

DESIGN GUIDELINES:

- Loading, service and garbage areas should be located away from residential areas and public view and should be screened with landscaping, walls or fencing to minimize negative impacts of noise, visibility, odours and vibrations on adjacent properties.
- Where possible, loading, service and garbage areas should be consolidated and integrated into the building design.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Noise attenuation measures shall be provided where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings/ structures to reinforce the image of the community.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.

6.1.7 LANDSCAPING

DESIGN GUIDELINES:

- Landscaping shall support the upscale heritage character envisioned for the commercial node. This will be detailed on the Landscape Plans at time of Site Plan Approval.
- Landscaping which screens parking areas and focuses attention on the buildings is encouraged.
- Site fencing design shall be complementary with the community fencing design where facing public streets.
- Where proposed, community entrance features, such as walls, columns or decorative fencing shall be coordinated with the architectural detailing of the commercial building. It is expected that the use of community entrance features will be very limited within this community.

Landscape Design Should Support The Heritage Character Of The Community

6.2 INSTITUTIONAL - SCHOOL

An elementary school site is located within the western neighbourhood. This building will act as a landmark within the community and will help to define the character of this neighbourhood.

Institutional developments are subject to a Site Plan Control process conducted by the City of Vaughan and approval by Vaughan Council.

6.2.1 BUILDING LOCATION AND DESIGN

DESIGN GUIDELINES:

- School buildings should address and define the street by generally being located close to the streetline.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.
- The school building should be sited close to the intersection of this corner site and address both street frontages in a consistent manner. Main entrances should be directly visible from the street and be given design emphasis.
- Buildings should be sited to minimize the impact of overshadowing, blocked views and overlook onto residential properties.
- Joint site planning with adjoining neighbourhood parks enables sharing of facilities such as recreation and parking.
- Each school should develop its own distinct visual identity, while harmoniously blending into the community fabric.
- Building façades should express a high quality character complementary to the residential built form in the community.
- High quality building materials shall be used. The preferred main wall materials include brick or stone.
- Schools should incorporate prominent building features into their design which help to reinforce their landmark status by responding to their location and public views.
- Main entrances should be directly visible from the street and be given design emphasis.
- Paved surfaces on school sites shall be provided in accordance with School Board requirements for parking and free play areas.

6.2.2 PARKING AND SITE ACCESS

DESIGN GUIDELINES:

- Parking areas should be located to the side or rear of the building and screened through the use of landscaping.

Conceptual Images Of School Buildings

- Vehicular access points should be well-defined, minimized and shared with adjacent parks where feasible.
- Pedestrian routes should be well defined and provide easy, direct and barrier-free pedestrian accessibility to school entrances.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided.
- Vehicle circulation at the front of the school should be limited to drop off zones and a single row of visitor parking.

6.2.3 SIGNAGE, LIGHTING AND SITE FURNITURE

DESIGN GUIDELINES:

- Lighting for school buildings should be integrated into the architecture.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture.
- Ground level signage should be designed to incorporate planting beds.
- Provision of upgraded site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged to support the community character.

6.2.4 LOADING, SERVICE AND GARBAGE AREAS

DESIGN GUIDELINES:

- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.

6.2.5 DAY NURSERIES

Where Day Nursery facilities are proposed, special care shall be taken in their design to ensure they are properly designed.

DESIGN GUIDELINES:

- Facilities should be located away from parking areas.
- Pick-up / drop-off locations should be convenient to the front entrance and must be safely designed.
- Avoid crossing of traffic areas between parking and entrance areas.
- The entrance to the facility shall be grade-related to help facilitate access.
- Weather protection should be provided at the front entrance.
- Ample room at the front entrance and foyer shall be provided to prevent strollers from blocking the entrance.
- The boundaries of outdoor space should be secure and supervisable from many vantage points within the space and from within the building. Fences should be of sufficient height, material and strength to prevent children from getting out and strangers from reaching in.
- Outdoor play areas should include a covered and uncovered area and should provide a favourable micro-climate (i.e. protection from wind and direct sunlight).
- Outdoor play areas should be buffered from disruptive noise and fumes generated by cars, mechanical equipment or garbage areas.
- A resilient fall surface should be provided under any climbable play equipment.
- The height of children shall be taken into consideration when designing landscape planting and furnishings.
- Secure outdoor storage of play equipment and toys should be provided.
- The Design Architect shall refer to design criteria stated in "Planning and Design Guidelines for Child Care Centres", prepared by the Ontario Ministry of Children and Youth Services.

6.3 UTILITY BUILDINGS

Utility Buildings located within the community may be required for such purposes as sewage pumping, telecommunications, hydro, etc., should be designed in accordance with the following objectives.

DESIGN GUIDELINES:

- Utility Buildings are to be located discretely within the community where they will not be highly visible. Where possible, they should be located within a landscaped area in close proximity to, or within, a storm pond facility block. Locations shall be determined during the block planning process.
- When located in an open space area or SWM pond block, the Utility Building should be treated as a feature and given architectural design emphasis.
- The appearance of Utility Buildings should be integral to the overall streetscape.
- The exterior appearance of Utility Buildings shall exhibit residential design characteristics.
- The use of pitched roofs, articulated street-facing walls and exterior materials which are harmonious with the residential architecture of the community (i.e. brick and/or stone).
- Associated air condition units and/or mechanical equipment are to be oriented as far away as possible from adjacent residential areas, school buildings and play areas.
- Integrated landscaping should be provided around the Utility Building.

Utility Buildings Should Complement The Architectural Design Vision For The Community

7.0 IMPLEMENTATION OF ARCHITECTURAL CONTROL

7.1 DESIGN REVIEW AND APPROVAL PROCESS

All new developments within the Pine Heights Community will be subject to design review for compliance with the Block 40/47 Architectural Design Guidelines by the Control Architect. In addition to this, a Site Plan Approval Process conducted by the City of Vaughan will be required for all forms of Townhouses, Condominium Developments, Commercial Buildings, and Institutional Buildings. Requirements for the Site Plan Approval Process will be governed by the City of Vaughan. In addition to the above, Apartment Buildings will be reviewed by the City of Vaughan Design Review Panel.

The design review process by the Control Architect will be conducted expeditiously and fairly. It shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder and municipal staff prior to any submissions.
- Model review and approval (including municipal staff review prior to preliminary approval of models).
- Monitoring for compliance.

7.1.1 PRELIMINARY REVIEW

- 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.
- Model design review will be conducted jointly with municipal staff prior to preliminary approval of models.
- Exterior building materials and colours will also be submitted at this time.
- Floor plans will have a dashed line with dimensions indicating the second floor wall face where it varies from the first floor wall line.
- Sale of models cannot commence until after preliminary approval is given by the control architect.
- Preliminary grading plans and streetscapes for individual lot sitings should be faxed to the Control Architect for review prior to submission for final approval.
- For developments under the City's Site Plan Approval Process, the review will also include all other aspects of the development proposal:
  - Building location / parking
  - Signage / lighting
  - Pedestrian / bike connections
  - Landscape treatments
  - All application submission requirements of the City of Vaughan as set out in the Site Development Application

7.1.2 FINAL REVIEW AND APPROVAL

i) Working Drawings

- 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.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the control architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

ii) Site Plans

- Engineer certified site 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;
  - Driveway extending to street curb;
  - A special note indicating a dropped garage condition (greater than 450m (1'-6") drop from location approved on working drawings);
  - A note indicating rear or side upgrades, where applicable.
- Please note that site plans for all townhouse blocks shall identify landscaping treatments to be used.

iii) Streetscape Drawings

- To assist in the review process a streetscape drawing (blackline) must accompany each request for siting approval.
- Streetscape drawings are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.
- In the review of streetscapes, minor elevational changes may be required.
- The onus is on the builder to ensure that these required changes are implemented in the construction of the dwellings.

v) 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.

7.1.3 SUBMISSION REQUIREMENTS

- The builder is required to submit to the control architect for final review and approval, the following:
  - 6 sets of engineer approved site plans;
  - 4 sets of working drawings;
  - 3 sets of streetscapes;
  - 2 sets of colour schedules; and
  - 1 set of colour sample boards (to be returned to the builder);
- 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 minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's design architect.
- Any revisions to an existing approval requested by the Builder will be considered 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 and the City as necessary.
- Submissions shall be made to:

  John G. Williams Limited, Architect
  40 Vogell Road, Unit 46
  Richmond Hill, ON L4B 3N6
  Tel: (905) 780-0500
  Fax: (905) 780-9536
  email: info@williamsarch.com
  website: www.williamsarch.com

7.1.4 CITY OF VAUGHAN APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approval by the control architect and the project engineer (site plans only), as required, prior to submission to the City of Vaughan for building permit approval.
- In addition to the above requirements a Site Plan Approval Process conducted by the City of Vaughan, in addition to the architectural design review by the Control Architect, will be required for Townhouses, Live-Work, Commercial and Institutional buildings.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the control architect and project engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the builder from complying with the requirements and approvals of the City of Vaughan and/or any other governmental agency.

7.1.5 MONITORING FOR COMPLIANCE

- The Control Architect will conduct periodic site inspections to monitor development.
- On a bi-annual basis, the control architect shall conduct site meetings with City of Vaughan staff to review as-built architectural elevations.
- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the control architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder and City.
- The Builder will respond to the control architect in writing within 7 days of notification of their intention to rectify the problem after which the developer and the City will be informed of the Builder's response or lack of response.
- The developer and/or City may take appropriate action to secure compliance.
- It is understood that once a purchaser takes possession of the home alterations may occur which are beyond the control of the builder or the control architect.

7.1.6 DISPUTE RESOLUTION

Where there is a dispute between the control architect and the Builder concerning the interpretation or application of these guidelines or the failure to process plans expeditiously, then the following dispute resolution procedure shall apply:

- The aggrieved party shall notify the control architect and City of Vaughan Director of Development Planning of the specific reasons and basis for the dispute.
- The control architect shall respond in writing to the City of Vaughan Director of Development Planning and the aggrieved party.
- Where the City of Vaughan Director of Development Planning feels there is reasonable cause for concern, then the dispute and related correspondence will be referred to an alternate control architect appointed by Developer and acceptable to the City.
- The alternate control architect, whose decision will be final, will promptly review the dispute, make all necessary decisions and advise in writing all parties concerned of the reasons and actions decided upon.
- The fees for the alternate control architect will be paid directly by the builder.
- City of Vaughan staff will monitor development on a periodic basis to ensure compliance with the Architectural Design Guidelines. Should inadequate enforcement by the Control Architect be evident, the City may cease to accept drawings stamped by the Control Architect and retain another Control Architect at the Owner's expense.