
Village Core Neighbourhood Design Guidelines

Town of Richmond Hill
Planning and Development Department

Town of Richmond Hill Planning
and Development Department
The Planning Partnership
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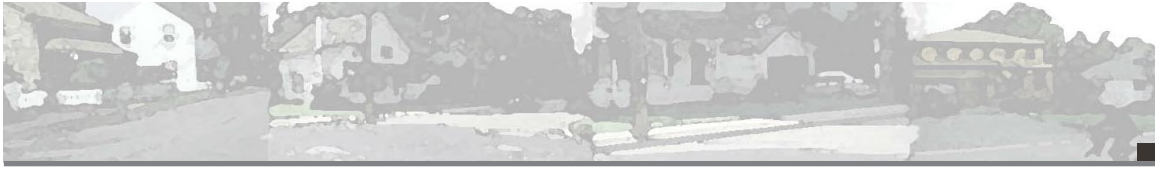


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1.0 INTRODUCTION

There is an increasing public and professional awareness that the character of our urban areas is vitally important. The image of a community is created by the buildings and landscape elements which frame and contain spaces that are viewed from streets and sidewalks. Many of the influences which give shape to the public realm are the result of public decisions, yet many more are the consequence of private development decisions.

Good public spaces and good urban buildings are the result of a congenial and reciprocal arrangement between the spaces and the buildings which bound and shape them. The long term vision for the Village Core neighbourhood in Richmond Hill must provide a practical and clear definition of the physical place and must acknowledge and find an equilibrium between land owner expectations and the desire for an attractive community that maintains its unique character.

The Town's objective is to promote new construction which recognizes and enhances the unique character of the Village Core neighbourhood. The study focuses on two major items. First, the character of the Village Core neighbourhood is examined to identify elements of urban design, streetscape, architecture and landscape which contribute positively to its image. Then, Design Guidelines are presented to provide a clear, flexible framework for new development to meet or exceed the high standard set by those existing elements of positive character.

The Design Guidelines recognize that the Village Core neighbourhood continues to evolve. Change occurs at a variety of scales and time periods, and includes land use, ownership, lifestyle patterns, market forces, aesthetics, technology and materials. The Design Guidelines will provide direction to enhance built and landscape heritage through new development, while allowing development to respond appropriately to the current and future needs of residents.

1.1 Study Process

Council appointed the Village Core Task Force in 1996 in response to the Town's Strategic Plan. The purpose of the Task Force was to develop an action plan for the revitalization of the historic core of Richmond Hill. Although the results of that study focused on Yonge Street, the role of the flanking neighbourhood in supporting the core area was also addressed.



Typical hedges + fences identify the edge of the private realm



Significant landscape

Recommendations included in the 1998 Village Core Task Force report were to:

- preserve the built heritage through design controls and other available means; and,
- encourage appropriate scale residential infill to increase the population supporting the Village Core.

The Town issued Terms of Reference in 2001 to prepare Design Guidelines for residential infill and additions to existing dwellings to ensure appropriate and compatible design.

These Design Guidelines were prepared over a 4 month process during which the team analyzed background information, prepared the draft Design Guidelines and finalized the Design Guidelines. The consulting team met regularly with a staff team from the Planning and Development Department and conducted three workshops with a variety of stakeholders (see Chapter 2).

1.2 Study Area

The study area includes the residential neighbourhoods on both sides of Yonge Street from Major MacKenzie Drive north to Benson Avenue on the west side of Yonge and Dunlop Street on the east side (Figure 1). Properties fronting Yonge Street are not included in the study area.

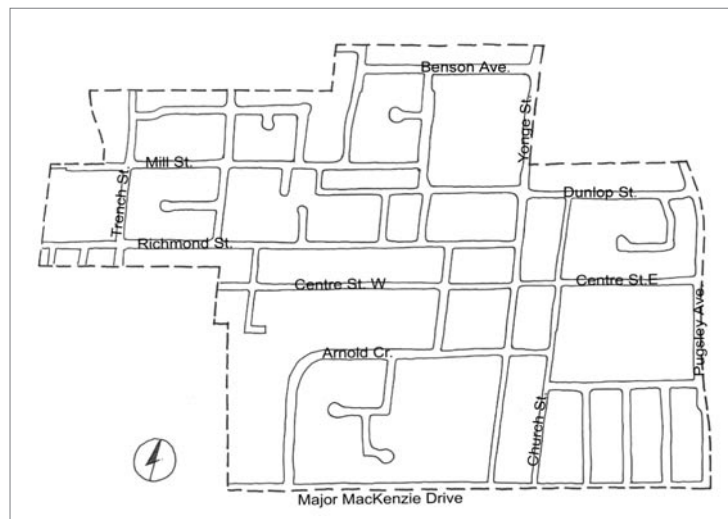


Figure 1: Study Area



2.0 COMMUNITY CONSULTATION

Three meetings were conducted with stakeholders which included representatives of organized interest groups and residents.

A workshop was held on August 24, 2001 to walk the study area with residents to discuss neighbourhood character, concerns and topics of interest. During a plenary session, following the workshop, the discussion focused on three questions:

- What are the elements of urban design, streetscape, architecture and landscape that give the Village Core neighbourhood its character?
- What physical features have a negative effect on the quality and character of the neighbourhood?
- What street in the Village Core should be used as a model for the Design Guidelines?

A second workshop (September 27, 2001) was conducted with representatives of organized interest groups.

Participants in the first two workshops spoke passionately about the elements of urban design that give the Village Core neighbourhood its positive character. People described the following important elements:

- trees lining the street;
- heritage homes;
- variety in house designs, lot size, frontages and setbacks;
- character and proximity of the Mill Pond;
- underground wiring;
- roadside ditches and street lamps; and,
- lack of front yard garages.

During the discussion, many people repeatedly referred to the diversity in architectural style and the building to lot relationship as the pre-eminent quality that gave the Village Core Neighbourhood its unique character and charm.

The physical features that were considered to negatively impact on the quality and character of the neighbourhood were described:

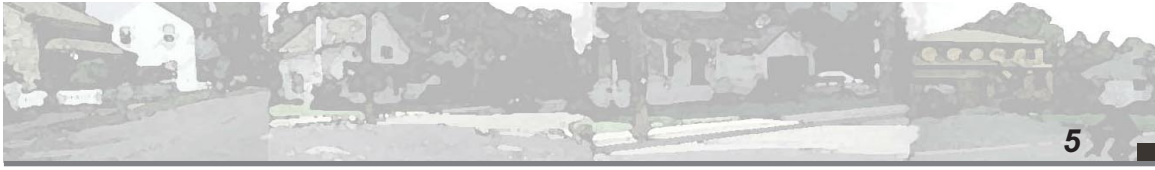
- overhead wiring;
- front yard garages; and,
- new houses that are not compatible with the scale and character of older houses.





Streets that were suggested as a good model for the Guidelines to emulate included Wright, Centre, Richmond, Arnold, Mill, Church, Roseview and Highland Lane.

A public meeting was held on February 27, 2002 to present Design Guidelines.



3.0 COMMUNITY CHARACTER

In walking around the Village Core neighbourhood, there is a sense of identity, a feeling of comfort and safety and an agreement that the neighbourhood is indeed full of charm. The neighbourhood has a character that is cherished and very much worth protecting and enhancing. This is a value that was shared by the residents who walked through their neighbourhood with us.

Interestingly, the task of defining more explicitly just what it is about the neighbourhood that made it a pleasing place to live and to visit was much more difficult to agree upon. However, some general themes did emerge from our discussions. It was clear that the scale of the streets and the buildings that define them was, for the most part, comfortable. It was also very clear that the lush and mature vegetation was a key component of the character, both in terms of the trees that line the streets and the landscape of individual properties. There was also discussion about the historic buildings, and the strong desire to protect these as part of the defining character of the neighbourhood.

We agree with the observations that the character of this neighbourhood is defined by the comfortable scale of the buildings and the streets, the wonderful street trees and landscape features, and the feeling of history invoked by the inventory of historic homes. In addition, one of the primary observations about the character of this neighbourhood is the vast diversity of building forms, housing types and streetscape/landscape features. Diversity is also an element to be celebrated as a defining factor of this neighbourhood.

The Village Core neighbourhood is characterized by:

- *Architecture* - architectural styles vary, there was no consistency, however the most cherished displayed certain common elements and were typically historic and charming.
- *Land Use* - the proximity to the historic town centre, and the diversity of housing choices help to define this neighbourhood as not only desirable, but as a distinctly different choice of lifestyle than a more typical suburban neighbourhood.
- *Heritage* - the inventory of heritage buildings is a key contributor to the character of the neighbourhood, and residents felt that the streets with the most heritage buildings represented the best parts of their neighbourhood.



Variety of setbacks



Diversity of housing styles



Many heritage homes remain and are highly valued by residents.



Diversity of building ages



New homes designed to be compatible in architecture, setbacks and landscape



Houses are typically located close to the street

- *Building Age* - the streets that display the most diversity in terms of age of building, tend to correlate with those streets that residents felt were “good models”.
- *Lot Size/Frontage* - the streets that display the most diversity in terms of lot size and street frontage also tend to correlate with those streets that residents felt were “good models”.
- *Streets* – on a street by street basis, right-of-way and pavement widths were viewed as appropriate for the adjacent scale of development, with a desire to maintain existing relationships among pavement width, boulevard treatment and the interface between the street and the adjacent buildings.
- *Trees* - the protection of street trees and the enhancement of the existing landscape of this neighbourhood is a crucial objective in maintaining its positive character of this neighbourhood.

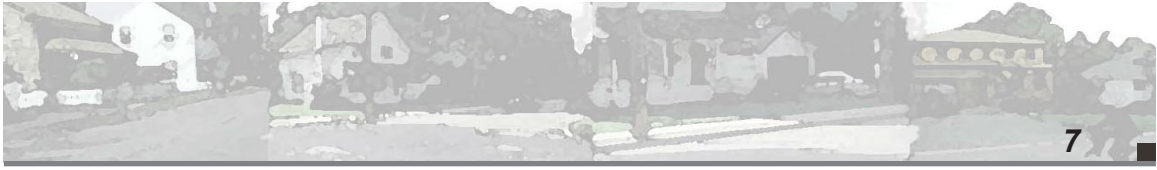
This neighbourhood is the antithesis of modern neighbourhood planning and engineering. It has evolved organically over two hundred years, accommodating changing architectural styles, and the needs of its residents. The lot patterns, setbacks, building forms and road standards and the interrelationships among those physical factors reflect this evolution. And, as obvious from the analysis below, the evolution did not adhere to any strict rules about how architecture, land use planning, landscape architecture and municipal engineering should interact with each other in any uniform manner. This is a good thing, but also a difficult concept to “plan” for.

3.1 Architecture

The variety of building colours and construction materials give visual interest to the streets. The most memorable aspects of buildings, like porches, pitched roofs and clearly identifiable entrances provide harmony to the whole neighbourhood.

The architecture of individual buildings and elements of the streetscape varies considerably throughout the Village Core neighbourhood. For that reason, there should be no strict impositions on “style”. Within the variety there is a level of harmony, which can be characterized by broadly defined limits.

The Village Core neighbourhood has a strong sense of value attached to historic structures and heritage preservation. For new buildings, it is not necessary to replicate historic styles. All buildings approved for construction should be designed within a traditional palette of colours and materials.



Proportion and the placement of buildings on a lot are perhaps the most influential aspect of urban design for this neighbourhood. Front entrance doors and garage doors play a significant part in our perception of street address. The height and shape of the roof are considered crucial because they define the scale of the whole building.

3.2 Land Use

To review the land use character of the neighbourhood, Figure 2 was prepared by the Town. It identifies the primary land use categories, as well as indicating the various types of residential building types.

The discussion of land use is an interesting one. One must remember that this neighbourhood flanks the historic Village Centre of Richmond Hill and while Yonge Street no longer supports the array of commercial, cultural and administrative functions that typify a modern town centre, the existing inventory of commercial and institutional uses do certainly provide a focus for the adjacent residential properties. In fact, the proximity to Yonge Street was mentioned as one pos-



Figure 2: Land Use



Variety of heritage homes



*Garages do not dominate the street
scape*



*Driveways are typically narrow, leaving
considerable frontage for landscape.*

itive factor in many resident's choice of living in this neighbourhood. While the vast majority of the neighbourhood is "residential" in use, another factor that separates this neighbourhood from a more modern (homogeneous) suburban model is the healthy mix of housing types and forms. Within this neighbourhood there are choices among single detached (in various price ranges), townhouses, lowrise apartments and highrise apartments. This mix accommodates a diverse range of residents in terms of age and economic status. In a general sense, this is a very desirable attribute, again differentiating this neighbourhood from more homogeneous, modern suburbs.

3.3 Heritage

The Village Core represents the historic heart of the Town of Richmond Hill. Settlement began in the late 1700's and early 1800's around the intersection of Yonge Street and Major Mackenzie Drive. Gradually, the large farm lots that flanked Yonge Street were divided into smaller parcels to accommodate stores, workshops, churches, schools and homes for the emerging village. New roads were built into the interior of the farm lots on both the east and west sides of Yonge Street to create opportunities for residential development. Former large acreages were further divided into smaller parcels in the context of a typical rural Ontario Village of the 19th and early 20th centuries - a process that continues to the present day.

The history of the study area is relevant to the project because it demonstrates that the Village Core neighbourhoods have been in a constant state of evolution for a period of almost 200 years. The result is an eclectic mix of housing ages, styles, sizes and materials on residential lots of varying frontages and areas.

The review of the heritage resources in the community confirms that this neighbourhood has developed over a long period of time. Heritage homes are concentrated in proximity to Yonge Street, with Centre Street, Richmond Street, Church Street, Arnold Crescent and Roseview Avenue being the streets with the richest heritage character (Figure 3). Not surprisingly, all of these streets were identified as "good models" during our workshop with the residents. Clearly, the inventory of heritage buildings is a key contributor to the architectural character of the neighbourhood, and residents felt that where the inventory was concentrated represented the best parts of their neighbourhood.

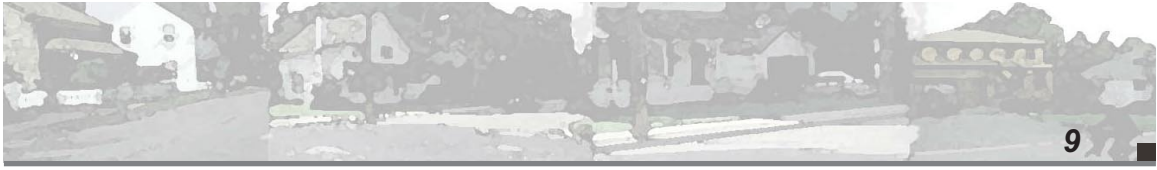


Figure 3: Heritage Buildings

-  Designated Heritage Properties
-  Heritage Properties
-  Town Owned Heritage Properties

3.4 Year Built

In a very general sense, the home building industry can be discussed on the basis of categories, each loosely based on the demographic and building technology trends of their time. Figure 4 identifies three development time periods that have influenced the growth and evolution of this neighbourhood.

The oldest category (1915 and older) represents the smallest proportion of the land area and lot percentages. The other categories (1916 to 1950 and 1951 and newer) comprise about equal proportions. Again, the observations lead to a discussion of diversity. The distribution of the buildings in the various categories is relatively unstructured. Development has occurred throughout this neighbourhood randomly, with the exception of a few pockets of similar development (Rosemar Gardens and Coventry Court are two examples) which have developed as larger scale infill.

The streets that display the most diversity in terms of age of building, tend to correlate with those streets that residents felt were “good models”. The pockets of post 1951 development (which display a more homogenous planning approach) tend to be small, and do not dominate the overall character of the neighbourhood.

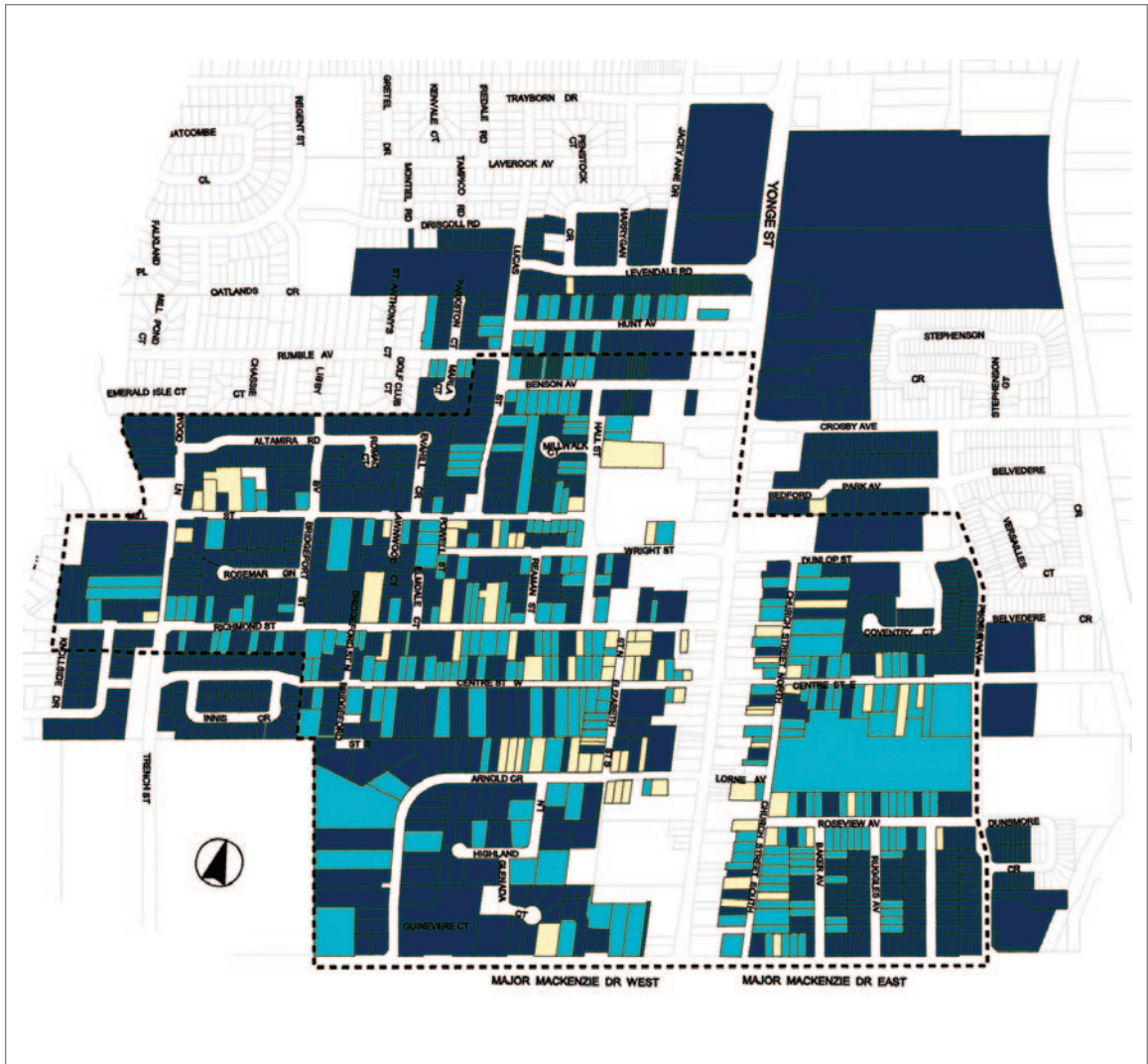
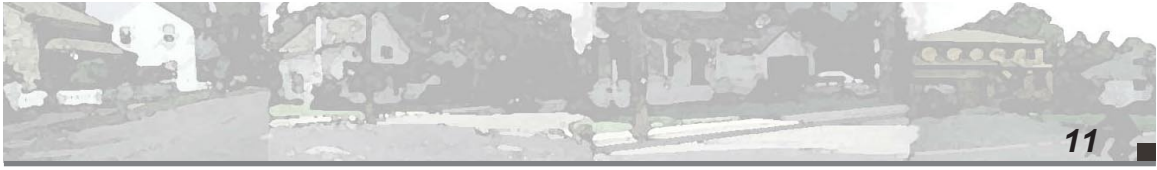
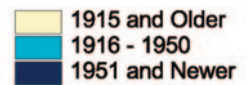


Figure 4: Year Built





Many large lots with significant landscape

3.5 Lot Size and Frontage

Lot size and street frontage are indicators of the general development pattern in the neighbourhood. They also provide an indication of where, because of large lots with large frontages, redevelopment pressures may be focused in the future. Figures 5 and 6 identify the distribution of various lot sizes and street frontages throughout the neighbourhood.

Small lots with small frontages do not predominate in this neighbourhood. The typical lot is over 600 sq. m (6,000 sq. ft.) in area, with a frontage over 12 m (40 ft). Again, the streets identified as “good models” tend to have a diverse range of lot sizes with a range of street frontages, however, they tend toward the mid-range of those indicators, rather than a trend to the smaller lots, or the larger lots.

Notwithstanding those general observations, there are several areas that stand out with lot sizes over 1000 sq. m (10,000 sq. ft.) and frontages in excess of 15 m (50 ft.) – the area south of Centre

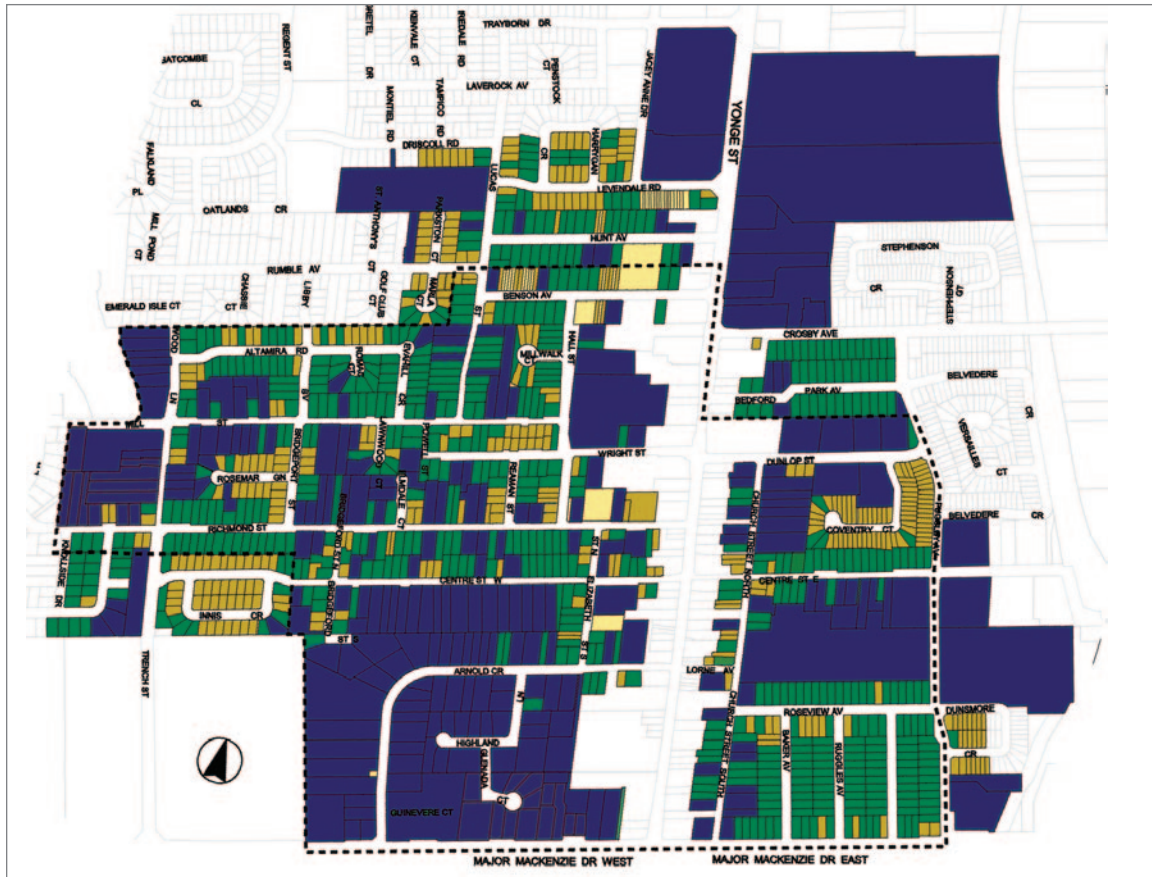
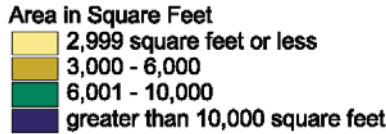
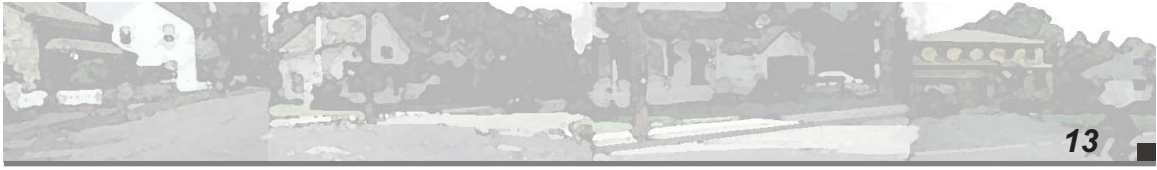


Figure 5: Lot Size



between Elizabeth and Bridgeford is a prime example. These areas may be subject to assembly and redevelopment pressure in the future.

The streets that display the most diversity in terms of lot size and street frontage tend to correlate with those streets that residents felt were “good models”. They also tend to be between 300 and 1000 sq.m (3,000 and 10,000 sq. ft.) in size with street frontages in the 15 m (50 ft.) range. Smaller lots tend to be in pockets of new development, either in townhouse or small single-detached house forms.

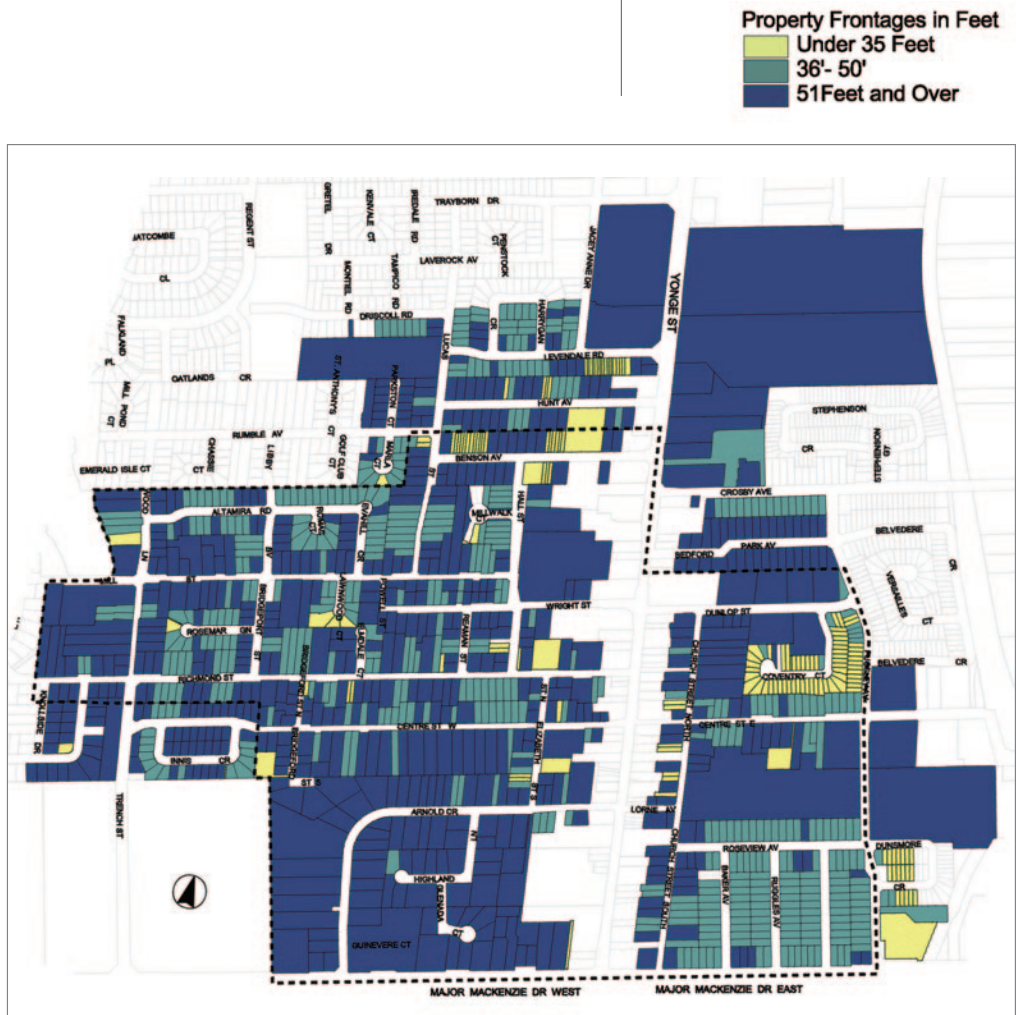


Figure 6: Lot Frontage



Local streets are typically narrow



Local streets are lined with street trees



Many residences have lush landscape

3.6 Streets

Another defining characteristic of this neighbourhood is the diversity of the streets. Fundamental to the sense of identity and comfort that was described by residents was the way in which the engineering of the streets, in the centre of a growing urban community, seemed to have evolved, along with adjacent development, at a slower pace than in the modern suburbs.

Within this neighbourhood there is an array of urban and semi-urban road cross sections. Some with a full urban curb, gutter and storm sewer, with an urbanized boulevard including standard concrete sidewalks, others with drainage swales and less formal paving stone sidewalks. Some streets have sidewalks on both sides, others on only one side and a few with no sidewalks at all.

There was no clear preference for which cross section was preferred, however, the scale of the street was viewed as a crucial element that determined community character. Right-of-way and pavement widths were viewed as appropriate for the adjacent scale of development, with a desire to maintain existing relationships among pavement width, boulevard treatment and the interface between the street and the adjacent buildings.

3.7 Trees

It was universally agreed that one of the most important factors defining the character of this neighbourhood was the abundance of mature trees, both on the public street right-of-ways and on private property. Mature deciduous street trees are planted in grass boulevards at the curb edge and on some streets the canopy of opposite trees create continuous enclosure.

There was a strong and clear direction from the residents that the protection of street trees and the enhancement of the existing landscape of this neighbourhood is a crucial objective in maintaining its positive character. The streets that display the finest street trees and landscaping tend to correlate with those streets that residents felt were “good models”.



4.0 APPROACH

Change in this neighbourhood is also appropriate as part of the ongoing evolution that started 200 years ago. Since that time, this neighbourhood has been in a state of constant change. As discussed earlier, this “organic” evolution has established a tradition of diversity that is valued as a key component in the definition of this neighbourhood’s positive character.

As also previously mentioned, planning for diversity is a challenge. The primary planning tools available to the municipality (the Official Plan, Zoning By-law and Site Plan Control) tend not to promote diversity as a value, but rather uniformity and compliance. This poses quite a dilemma in attempting to understand and evaluate new development in an area where compatible development is desired, but compatible development may not necessarily be defined through the broad application of traditional planning tools.

The key issues here are to manage change such that the characteristics of the neighbourhood that are valued as “positive” are enhanced, and those characteristics that are considered detrimental are eliminated or, at worst, mitigated.

The starting point is to consider the tested definition of “Compatible Development”, as follows:

“Compatible development means development that may not necessarily be the same or similar to the existing buildings in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any undue adverse impact on surrounding properties.”

This definition raises a variety of key phrases that require further definition:

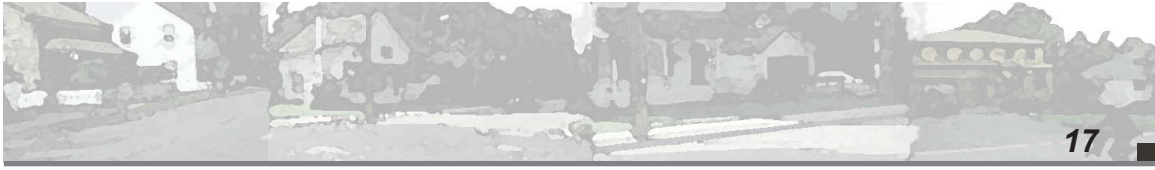
- *Development in the vicinity* – the concept of vicinity can be flexible. Within this neighbourhood context, the definition of vicinity should vary by the scale of development. There are three key scales of development/redevelopment that must be considered, including:
 - major redevelopment, where land assembly and significant development intensification are proposed - likely in a townhouse or apartment form. The vicinity here should be extensive, perhaps community based;

- minor redevelopment, where land assembly is not necessarily required, but existing dwellings are demolished and replaced by new intensified development. The vicinity here should include properties within 150 metres in all directions; and/or,
 - the conversion of an existing residential building into a commercial or mixed commercial/residential use and renovation/additions to existing buildings or the construction of a new dwelling on an existing lot. The vicinity here should be more immediate, and include abutting neighbours (two properties on either side), and a similar group of properties adjacent across the street.
- *Enhance an established community* – this is a general phrase that needs to be articulated generally. In order to pass this test, the nature and character of the defined vicinity needs to be considered. Clear statements about those attributes that define the character of that vicinity are required to assist in the determination of what form of building can “enhance” that character, and what form of building may be “detrimental”.
 - *Coexistence without undue impact on surrounding properties* – this is quite an onerous test, usually related to easily identifiable/quantifiable impacts like shadow, privacy, traffic and parking problems. In the context of this neighbourhood, the concept of “visual impact” must be established as an important development review criteria. Visual impact analysis will need to be tied to the attributes that define the area’s character, either on a neighbourhood-wide or defined vicinity basis.

4.1 Understanding Community Character

The broad categories of architectural detail, building/lot relationships, landscape and streetscape make sense in assisting in the definition of a diverse community character. Each of these categories are further refined in the Design Guidelines, with key indicators that need not always be quantified, but that are explained on the basis of positive vs. detrimental impact. Depending upon the defined vicinity, the evaluation of a development proposal will be made on a more site specific or area specific analysis, based on the scale of development and the identified vicinity.

With this understanding of how to determine the key indicators that will develop a certain description of the specific community character in a vicinity, the evaluation of a development proposal can be more mechanical and more consistent on a site by site basis. Each development application will be reviewed on the basis of key indicators of



“development compatibility” that are tailored to the context of the site. The Design Guidelines are set up like a checklist for evaluation. It is intended that the checklist be applicable to rezoning and minor variance applications, as well as site plan applications.

4.2 Requirements for Development Applications

In order to consistently apply the Design Guidelines checklist, consistent information is required for all development applications. Preferably a standard drawing size should be specified (the smaller the better). At a minimum, applications for development must include:

- a key map that identifies the subject property, or properties, and the defined vicinity that has been used to establish the criteria of community character. The key map should be a standard base map supplied by the Town;
- a short written description clearly describing the proposed development;
- contextual drawings and/or photographs that place the proposed development in context with its neighbours. Front elevations for the new building and the next door neighbours, as well as plan views for the entire vicinity;
- front, side and rear elevations of the proposed development;
- information on colour and type of building materials;
- a site plan that identifies the details of neighbouring homes, positions all proposed buildings on the lot, identifies the grading and landscaping program and identifies all existing trees that are to be retained or removed;
- a landscape plan illustrating existing and proposed planting; and,
- a completed checklist summarizing the application of the guidelines to the proposed development (see chapter 10).

4.3 Official Plan Amendments

The Official Plan provides a framework for development in a general sense. It defines primary land uses, and sets the framework for development review. Within this neighbourhood, the Official Plan should also identify the basis for Site Plan Control, the use of Design Guidelines and the requirement for analysis that include visual impacts. The definition of community character should be established, as well as the key indicators that help define that character.

Major redevelopments will sometimes require an Official Plan Amendment. In these instances, the Design Guidelines can be used as a development review tool to ensure that neighbourhood character and visual impacts are duly considered throughout the process.

The traditional public process for Official Plan Amendments provide adequate opportunities for community input and development review.

4.4 Zoning By-law/Minor Variances

Zoning By-laws set the rules for development in substantial detail, including lot size, frontage, setbacks and height. Many redevelopment proposals will require rezonings and/or minor variances from those rules.

While it is understood that the current zoning regime includes standard rules and regulations for development, applications for rezoning should be reviewed in the context of the Design Guidelines to ensure compatible development. Similarly, where applications are received for minor variances, the Design Guidelines should be used to establish the appropriate rules for development.

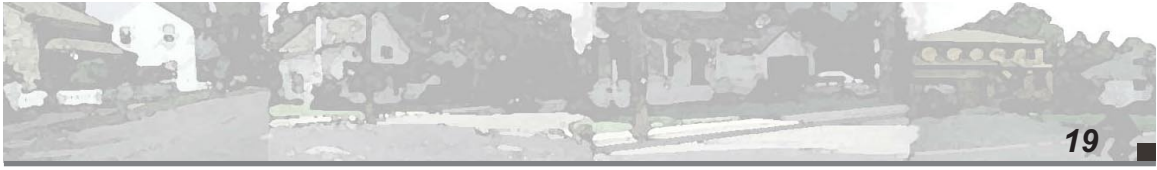
In instances where components of a rezoning/minor variance application are in conformity with all or part of the current zoning rules, the Town should consider changing the regulations site specifically to conform with the principles of the Design Guidelines. This process will require negotiations with the proponent.

Again, the by-law amendment and minor variance processes provide adequate opportunities for public review and comments.

4.5 Site Plan Control

Site Plan Control can deal with issues of building massing and the details of the grading and landscaping plan for individual properties, enshrined through a Site Plan Agreement.

Site Plan Control provides a statutory process through which the Design Guidelines "checklist" described can be focused.

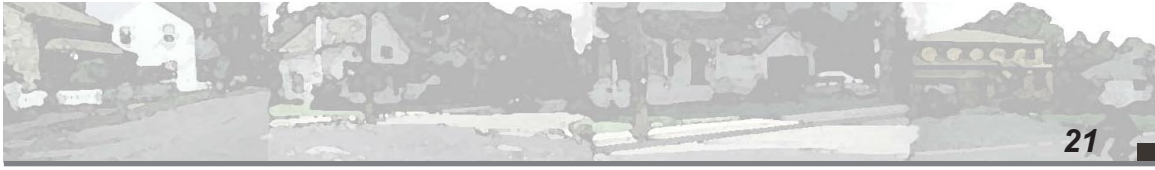


4.6 Negotiations

Some of the important details of development that help to establish the character of this neighbourhood are not subject to the array of statutory planning tools available to the Town. Direction on architectural details, including building materials and colour, will need to be negotiated with the proponents while working out the details of an application in tandem with the rezoning, minor variance and/or site plan agreement processes.

A key step to making the negotiation process more informative and less adversarial is to ensure that development proponents are aware of the objectives of the Town in this neighbourhood in advance of them preparing the final plans. To a large extent these Design Guidelines are intended to identify the Town's objectives for new development in this neighbourhood.





5.0 DESIGN GUIDELINES

The successful realization of municipal objectives requires that fundamental planning principles be interpreted into a framework that provides the means for both setting out and evaluating development proposals. Rather than making the approvals process more cumbersome and complex, it is the intent of the Design Guidelines to make the process more efficient and less adversarial by clearly articulating public expectations.

As such, these Design Guidelines are prepared to:

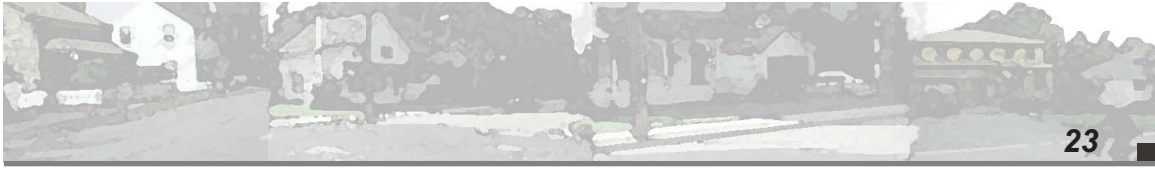
- strike a balance between control and flexibility;
- be realistic and implementable;
- be easily understood; and,
- be generally accepted.

These Design Guidelines are intended as a reference. They indicate the Municipality's expectations with respect to the character, quality and form of new development or renovations to existing development in the Village Core neighbourhood.

These Design Guidelines will be used by the Municipality in the review and approval of development applications. The guidelines are a qualitative test that require interpretation. Wherever possible, general numerical tests of compatibility are provided. Any specific proposal should be judged for its compatibility with its neighbours. The guidelines have been developed to articulate urban design issues. Development applications will be assessed on a basis of compatibility with adherence to the spirit, if not the letter, of the guidelines.

The following four chapters describe the Design Guidelines for single lot infill, townhouses, apartment buildings and roads.





6.0 GUIDELINES FOR SINGLE LOT INFILL

6.1 Architecture

The architecture of individual buildings and elements of the streetscape vary considerably in this neighbourhood. The variety defines interest of the streets. For that reason, there should be no strict impositions on “style”. To that end, several broad categories of building appearance are identified and described to identify a range which provides sufficient flexibility to accommodate variety, but assures that no jarring interventions will be inserted to interrupt the visual harmony of the neighbourhood.

The Village Core neighbourhood has a strong sense of value attached to historic structures and heritage preservation is an important aspect of these guidelines. Suggestions for future development follow the historic pattern of the area without making impositions of a particular aesthetic. For new buildings, it is not necessary to replicate historic styles.

The objectives of the Design Guidelines for architecture for renovations and new construction are to:

- preserve the variety of design, colour and construction materials within a range that enhances the character of the neighbourhood; and,
- maintain compatible architectural character in the design of roofs, windows, doors, porches and signs.

Colour and Material

Guideline 1.

Colour should be selected from the heritage palette.

In most cases the predominant colours are subdued. The preferred colours are those within a traditional palette, natural to the building materials. White is a popular choice for porches, siding and fences.

Guideline 2.

Traditional high quality building materials are encouraged.

Heritage buildings in the area are finished in traditional materials such as red and buff clay brick, stucco, wood clapboard and wood board and batten. The traditional building materials are encouraged for new development.



New homes designed with a significant front porch



Historic homes provide the precedent for great front porches.

Guideline 3.

Additions or renovations to an existing building should be compatible with the architectural style, exterior colour and materials of the primary building.

The intention is to ensure some buildings that will inevitably change over time, still maintain the cohesive visual character of the street.

Front doors and porches

Guideline 4.

The main door should be clearly visible from the street.

The composition of wall elements should support the location and definition of the main front entrance. The main front entrance should face the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street via a defined walkway from the sidewalk.

Guideline 5.

The side of the building facing the street should feature a porch, prominent entrance or other architectural gesture that provides a “public face”.

Many houses, especially of older vintage, feature front porches. The porches come in different shapes and sizes throughout the area, but they always orient the house towards the street. The porches also soften the look of the front façade by providing a friendly foreground and contribute to neighbourly socializing. The most commonly used material is painted wood.

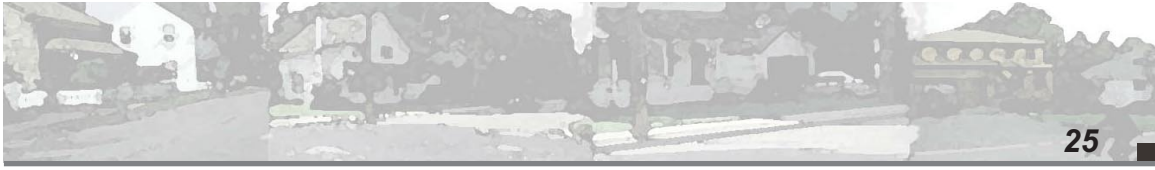
A front porch/entry feature should dominate the main front wall of the dwelling. A front porch/entry feature should be developed along at least 50% of the main front wall of the dwelling.

Garage Doors

Guideline 6.

Garage doors must not dominate the front façade of the house.

The Village Core neighbourhood is not dominated by garage doors. This important visual indicator is of fundamental importance in maintaining the character of the area.



Guideline 7.

Detached garages are preferred. Where a detached garage is provided, it should be set back from the main front wall of the house.

Garage doors should be less conspicuous than the main entrance to the house. A house should have its front turned towards the street with the strongest impression of the street being one of houses and front doors, not garages. Where a detached garage is provided, it should be similar in material and character to the house.

The table in the adjacent column indicates the size of garage for various lot frontages.

Guideline 8.

Where an attached garage is provided, the garage door should not protrude beyond the main front wall of the house and should be integrated into the massing of the house.

Where an attached garage is proposed, it must be integrated into the massing and design of the house in a manner that does not dominate the entire front façade. Attached garages must not protrude beyond the main front wall of the house. Where possible, the massing of the house should include a second floor over the garage. The roofline of the garage must be designed to be compatible with the roofline of the house.

On lots with frontage of at least 18 m (60 ft.), no more than 2 car widths near the frontal plane of the house may be permitted. For narrower lots between 12 and 18 m (42-60 ft.) - no more than 1 car garage within or near the front plane of the house may be permitted.

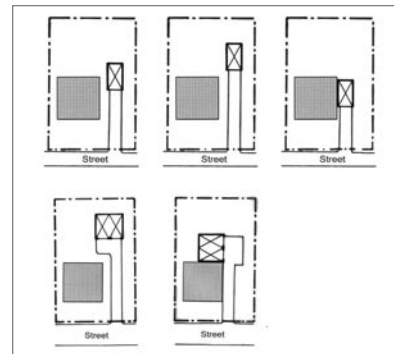
Windows

Guideline 9.

The front wall of the house should have windows of a traditional scale and proportion, with height generally greater than width.

Windows, especially ground floor windows, will help ensure “eyes on the street” and safe streets in the neighbourhood. Windows should be placed in a consistent and orderly fashion on each building face. A typical proportion of window area to front façade is between 25 and 50%.

Lot frontage	Size of Garage
+18m (60 ft)	55 sq.m (600 sq.ft) 2 car garage max.
12-18 m (40-60 ft)	36 sq.m (390 sq.ft) 1 car garage max.



Appropriate locations for garage so they do not dominate the view down the street



New garage located behind the front face of the building, with a second floor and roof that integrates with the primary building.



Heritage homes provide precedent for pitched roofs.



Dormer windows punctuate roof.



Windows in dormers occupy majority of dormer face.

Roof

Guideline 10.

Roofs should be pitched with slopes between 30 - 60°.

Most of the houses in the neighbourhood have pitched roofs, an element that defines the scale of the whole building. New houses should have a pitched roof.

Guideline 11.

Roof materials and colour should be of a traditional palette.

Typical roof materials are cedar and asphalt shingles with painted wood trim. Roofs should be built with the same materials that are found in the neighbourhood, and should be compatible and complementary to the building materials used for construction of the house.

Guideline 12.

Dormer/roof windows are encouraged to punctuate pitched roofs. Windows within the dormer should occupy the majority of the dormer face.

Dormer windows are typical features in the Village Core neighbourhood, providing visual articulation to the roof zone, equivalent in importance to windows in the main façade.

Signage

Guideline 13.

Signage should be compatible with the character of the neighbourhood.

The signage on converted use buildings or home occupations ranges in size, location and material. Wooden boards in dark colours with light colours or gold lettering are typical. They are located either at eye level beside the front door or are positioned on front yards. Wall mounted signs should be no bigger than 0.2 sq. m (2 sq. ft.) and the free standing signs are maximum 0.7 sq. m (8 sq. ft.) in size.

No mobile signs or back lit signs are permitted.



6.2 Building/Lot Relationship

It is not only the type of building that is important, it is the relation of the buildings to one another. The Village Core neighbourhood is mostly composed of free-standing structures that maintain a distance to their neighbours. There is a wide range in the positioning of houses on their lots as well as in the sizes of lots. They also differ in their positioning in relationship to the streets.

The objectives of the Design Guidelines to direct the relationship of the building to the lot are to:

- maintain the traditional range of building to lot relationships;
- maintain a diversity of lot sizes and front yard setbacks within a certain range;
- ensure that houses are in proportion to their lot size; and,
- maintain the openness of yards surrounding the building.

Lot Size and Frontage

Guideline 14.

Lot size and frontages should vary, while still accommodating sufficient frontage for side yards.

Lot sizes and frontages vary tremendously within this neighbourhood. The minimum lot width should be 12 m (40 ft.). The maximum lot width should be 21 m (70 ft.).

Setbacks

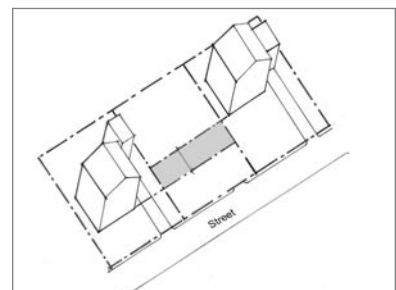
Guideline 15.

Accommodate a diversity of front yard setbacks within a range complementary to the immediate neighbours.

There is no consistent pattern over the whole area - some houses have no front yard setback, others are as far as 20 m (65 ft.) from the street. However, there appears to be common range of about 4 m (13 ft.). For instance, along a distance of 200 m (656 ft.) of street length, most setbacks are contained within a 4 m (13 ft.) wide strip. Setbacks are to be established on a site-by-site basis. The setback will be based on the range provided by the neighbouring buildings.



Diversity of front yard setbacks



Setback established in context of the range provided by adjacent building



Sideyard setbacks are typically wide.



Appropriate mass and height in context of neighbours



Inappropriate mass



Inappropriate height



Streets are characterized by significant landscape.

Guideline 16.

Accommodate a diversity of sideyard setbacks within a range complementary to the immediate neighbours.

Spaces between buildings afford glimpses of greenery in the backyards and make the streets feel more open. Even large or multi-family units rarely approach the property lines on more than one side, allowing for open spaces on the side as well as at the front and rear.

Future development or changes to existing buildings should preserve the openness of individual yards. Individual buildings should be surrounded by yard space on all sides. Front, side and rear yards are seen as the connecting fabric of the area.

Based on the typical existing condition it is recommended that the width of a building (including an attached garage) is no more than 60% of the width of the lot upon which it stands. No sideyard shall be less than 2 m (6.5 ft.).

Mass and Height

Guideline 17.

Provide for a variety building heights for houses from single storey to two and a half storeys. All new houses shall be compatible in height to their immediate neighbours.

The scale of the area's heritage buildings ranges from one storey cottages to moderately sized two storey houses. The scale of buildings in single lot infill must not overwhelm or overshadow adjacent buildings. The height and massing of new buildings should be compatible with adjacent buildings, neither too tall nor too small.

6.3 Landscape

Much of the landscape character in the Village Core neighbourhood is determined by the treatment of front yards. Many of them feature lawns and extensive gardens and are separated visually from the street by fences and hedges. The mature trees in many places provide a continuous canopy over the street.



The objectives of the Design Guidelines with respect to landscape are to:

- maintain the green landscape character of the neighbourhood;
- screen views to rear yard parking and service areas of Yonge Street businesses; and,
- preserve mature trees.

Mature Trees

Guideline 18.

Protect mature trees and encourage planting new trees.

Many streets maintain a rather dense canopy even though they do not display street trees (trees planted within the municipal boulevard). This is due to the existence of mature trees in yards which contribute to the character of the area. The trees help to partially obstruct the view of distant buildings, and provide a green backdrop to long views. Healthy mature trees must be protected from removal.

Fences/Hedges

Guideline 19.

Maintain a consistent character on the street by ensuring height and opacity of front yard fencing consistent with those found throughout the neighbourhood.

The majority of fences are white picket or decorative wire and cast iron. Fences help distinguish the edge of the private realm, and identify the path to the front door. Important in establishing the height of the fence is a desire to ensure “eyes on the street” from front windows and porches by maintaining a sight line over the fence.

Guideline 20.

Hedges should be no more than 1.2 m (4 ft.) high to define the edge of private property to maintain visibility to the street.

Many houses are distinguished by a hedge that defines the interface between the public and private realm. Hedges contribute to the distinct landscape quality of the neighbourhood. Similar to fences, it is important to maintain a sight line over the hedge to ensure “eyes on the street”.



Many fences are white picket.



Fences distinguish the edge of the private realm.



Height of fences should ensure views through to the street.

Guideline 21.

A pedestrian path should provide a route from the front door to the sidewalk.

Many of the front yard landscapes include a pedestrian path that connects the front door to the sidewalk. The path is an important element that contributes to the pedestrian friendly character of this neighbourhood.

Driveways**Guideline 22.**

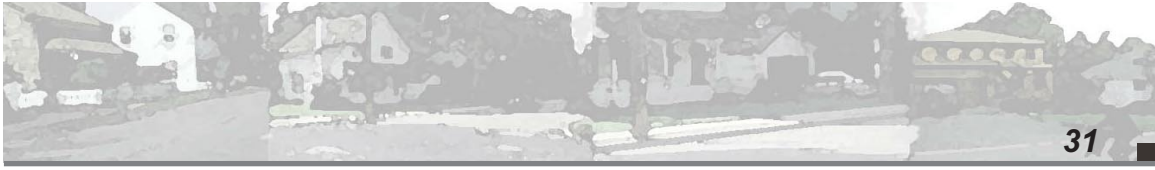
Driveways should not visually dominate the front yard.

The driveway usually constitutes less than one third of the lot-width. The front yard should have no more than a single width driveway. The intent is to maintain the open, landscape character of the neighbourhood. Driveway widths should be limited to 3 m (10 ft.) where they cross the public road right-of-way. Driveways may be widened to correspond to the size of the garage opening within 6 m (18 ft.) of the front face of the garage.

Guideline 23.

Most of the front yard should be soft surface, not hard and paved.

The intent is to maintain the green, garden like landscape character of the neighbourhood. In order to achieve this intent, most of the front yard should be soft surface landscape, not paved driveway. Consideration should be given to permeable driveway solutions - gravel, paved tire tracks, or pavers allowing for green cover in between.



7.0 GUIDELINES FOR TOWNHOUSES

Townhouses are a recent introduction to the area. Moreover, they seem to be a popular choice of development for their ability to provide housing at greater densities than the traditional single detached dwellings.

The general appearance and placement of townhouses is characteristically different from the other forms of development. The greater density of building per lot area, including the lack of side yards and diminished front yards, are a radical difference from the traditional housing stock of the Village Core neighbourhood. Of special concern is the dominance of front facing garages. For these reasons, townhouse development is given separate consideration in these Design Guidelines.

The intent of this section is to translate the characteristics of building found in the neighbourhood to the townhouse form.

The objectives of the Design Guidelines with respect to townhouses are to:

- ensure a form and character that is compatible with the dominant single detached housing in the neighbourhood;
- ensure that new developments do not impact adjacent residents due to, eg, loss of privacy or sunlight;
- ensure that the landscape treatment of the front yards contributes to sustaining the lush and green landscape character of the neighbourhood; and,
- ensure that the street view is not dominated by garages.

7.1 Architecture

The architectural character of attached units has the potential to exert a greater impact on the area than that of free standing units. Townhouse developments typically present a large unified extent of building face exposed to the street. Their massing characteristics could easily have an overwhelming effect which is out of character with the neighbourhood.

Guideline 24.

The main door should be clearly visible. Front porches are encouraged as features that increase the prominence of the front entrance.



Townhouses with a variety of pitched roofs, Cornell, Markham



Townhouses with rear access, Angus Glen, Markham

The composition of wall elements should support the location and definition of the main entrance. The main entrance should face the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street.

As pointed out in the previous chapter, many houses in the area feature front porches. The porches orient the house to the street and contribute to the neighbourly socializing. In the case of townhouses, provision of porches also introduce variety to the building face. The side of the building facing the street should feature a porch, prominent entrance or other architectural gesture that provides a public face. A covered porch should be located between 0.5 m to 1.5 m (2 ft. to 4 ft.) above grade. The porches should be related to the individual units.

Guideline 25.

The elevation of the front door should be no more than 1.2 m above grade.

Housing in the Village Core neighbourhood is characterized by front doors that have a direct relationship to the street grade. Primary entrances are located right at grade or a few steps up through a porch. Townhouses are completely out of character when the elevation of the first floor and the front door is at a second floor height up a full set of stairs. This condition is to be avoided.

Guideline 26.

Townhouses should have pitched roofs.

The large proportion of roof in multiple townhouse units makes them especially sensitive to height limitations. The roofline should be in keeping with the variety of other housing characteristic to the area. In the Village Core neighbourhood, the pitched roof is the predominant choice, dormer windows often punctuate two and three storey houses. The roofline should feature modulation of roof planes and use of dormer windows to avoid monotony. Recommended range of roof slopes between 30 and 60°.

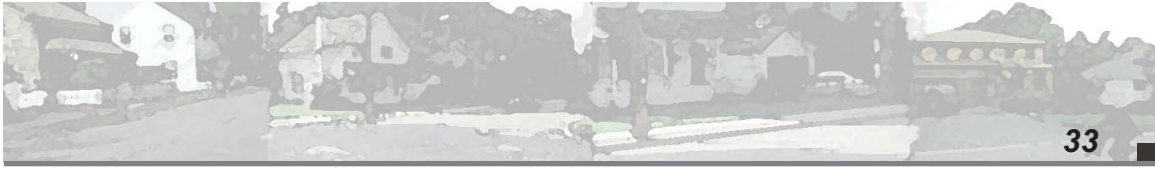
Guideline 27.

Maintain the traditional range of building heights.

Townhouses should not exceed three storeys. Consideration of height will depend on the height of housing in the immediate vicinity of the development.

Guideline 28.

Townhouses should be serviced with access to the garage/parking from the rear of the unit.



The townhouse model where each unit has a separate driveway off the main street is not preferred. Attached houses require a greater proportion of driveway and garage per width of lot, than free standing single detached residences. For review and approval purposes, the townhouse residence should be considered as a multi-family dwelling, not a series of independent units and should be required to find parking solutions as a single complex. The front yard is best fully landscaped, with a single width driveway leading to the parking or garage area at the rear or underground.

Guideline 29.

Where there is no option to rear access or underground parking, the garage on the front face of the townhouse should not dominate the streetscape.

The garage door should not protrude beyond the front wall of the townhouse. Building design should include elements to reduce the dominance of the garage doors by, for example:

- single car garages only (2.7 m door width);
- including a habitable room over the garage;
- articulating the front door with a porch; and,
- integrating the design of the roof over the garage with that of the townhouses.

Where possible, garages and driveways should be twinned, leaving more room for green space and on street parking.

7.2 Building/Lot Relationship

Guideline 30.

Building design and/or sideyard treatment should avoid impacts such as loss of privacy or sunlight, on adjacent residents.

Guideline 31.

Building mass should be compatible with buildings in the immediate vicinity of the development.

Generally, the building foot print should not exceed 35% of the lot area. In addition, 40% of the lot area should be dedicated to landscaped open space exclusive of parking facilities and driveways. Where all of the required parking is provided underground, the building foot print may occupy up to 45% of the lot area, as long as 40% of the lot area is dedicated to landscaped open space.



Port Union, porch overhangs extend across garage to reduce the visual dominance of garage doors.



Twin garage doors



Driveway slightly sloped to reduce the elevation of the garage door, enabling the first floor to be closer to grade.



Townhouses with coordinated landscape treatment and fencing.

7.3 Landscape

Most of the landscape character in the Village Core neighbourhood is determined by the treatment of front yards. Many of them feature lawns, extensive gardens and mature deciduous trees. They are separated from the street by fences and hedges. Mature trees in many places provide a continuous canopy over the street.

Guideline 32.

Maintain the green character of the front yards and avoid monotony of treatment over large extents of development.

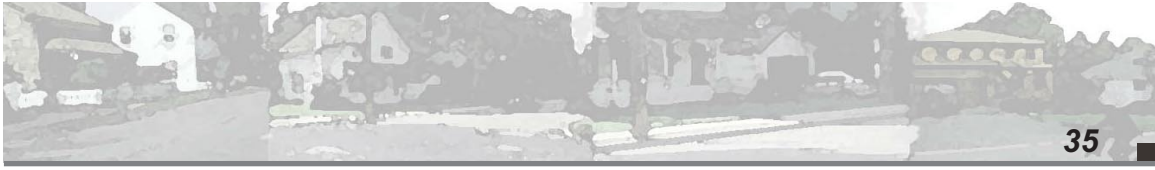
The front yards of units in a townhouse development should have a coordinated landscape design that should include fences/hedges, street trees in the boulevard. Generally, the front yards of houses in the Village Core are soft surface, not paved and hard surface.

Guideline 33.

Maintain a consistent character on the street by ensuring height and opacity of front yard fencing consistent with those of the immediate neighbours.

Guideline 34.

Provide outdoor amenity space for townhouse units either individually or in a shared space.



8.0 GUIDELINES FOR APARTMENT BUILDINGS

There is some demand for development of apartment buildings in the Village Core neighbourhood. There are examples of existing low rise walk up apartments that are compatible in scale and landscape character with adjacent low density housing. Apartments provide options for those who may no longer be able to afford or desire to keep up a single detached unit, but who may want to remain in their neighbourhood. Apartments are also an ideal housing form to help increase the number of residents within walking distance of Yonge Street. There is, however, a very fine balance between increasing density and maintaining the character of existing built and landscape form.

The intent of this section is to translate the characteristics of buildings found in the neighbourhood to the apartment building form. Similar to the objectives for townhouses, the objectives of Design Guidelines with respect to apartment buildings are to:

- ensure a mass, height and character that is compatible with the character of the neighbourhood;
- ensure that new buildings do not impact adjacent residents such as through loss of privacy or sunlight;
- ensure that the landscape treatment of the front yards contributes to sustaining the lush and green landscape character of the neighbourhood; and,
- ensure that the street view is not dominated by parking.

8.1 Architecture

Apartments are typically developed on large lots. Their mass, height and character must be compatible with the neighbourhood and in particular the dominant single detached house form.

Guideline 35.

Compatible building height will vary depending on the specific conditions of the buildings in the immediate context of the site of the apartment building. Height should not overwhelm adjacent residences, and should generally be in the range of 4-6 stories.

In infill sites, height will be particularly sensitive and will require careful consideration of the characteristics of adjacent residences. Appropriate building height will depend on the size of the site and proximity to adjacent residences and will need to be confirmed on a site-by-site basis.



Buildings oriented to face the street. Access to underground parking is sloped to enable direct building to street relationship.

Guideline 36.

Buildings should be oriented to face the street with setbacks that are compatible with the immediate neighbours.

The front face of the building should be articulated with windows and/or balconies. The setback should be compatible with the neighbours. Most of the front facade should address the street.

Guideline 37.

The main front door to the building should be clearly visible from the street.

The main door of the building should be clearly visible and articulated with special architectural treatment.

Guideline 38.

Parking should be screened from view from the street and abutting property owners.

Parking should be located underground, at the side or the rear of the building to ensure that the front yards can be landscaped. Surface parking should be screened from the view of abutting residents through fencing and planting.

8.2 Building/Lot Relationship

Guideline 39.

Building should not cover more than 35% of the lot area, landscaped open space should comprise 35% of the lot area

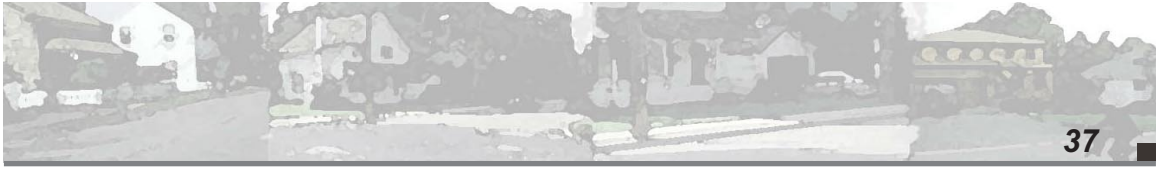
Lot coverage is important to maintain some open space for landscape treatment and to help reduce impacts due to loss of privacy and sunlight to adjacent residents.

Guideline 40.

Building mass should be compatible with buildings in the immediate vicinity of the development.

Building design and/or landscape treatment of sideyards should avoid impacts due to loss of privacy, sunlight, noise and developability, of adjacent residents.

The treatment of building/lot flankage should be sensitive to the use and enjoyment of existing residents adjacent to the site. It must also not detract from the further infill redevelopment opportunities of adjacent sites.



8.3 Landscape

Guideline 41.

The front yard setback should be landscaped.

The front yard setback should be landscaped material will vary depending on access to parking, depth of setback and conditions in immediate vicinity.

9.0 GUIDELINES FOR ROADS

The streets themselves display elements that provide an important overall character to the neighbourhood. The prominent tree canopies, often joining above the street, are a foreground to many of the houses providing a park-like character. Sidewalks are present on most streets at least on one side and provide a safe pedestrian environment.

The Guidelines direct the streetscape treatment in the boulevard of the right-of-way of the street. It includes consideration of special paving patterns and materials, planting, lighting and street furniture.

The objectives of the Design Guidelines with respect to streetscape are to:

- maintain the streetscape character in Village Core;
- maintain the pedestrian character of the streets; and,
- protect existing street trees and enhance canopies.



Significant trees on most streets.

Guideline 42.

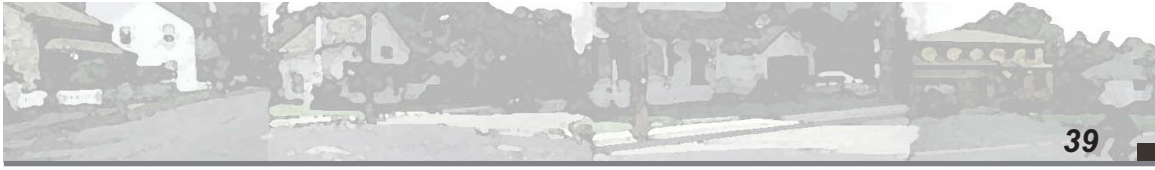
Road improvements and maintenance of utilities should be completed in a manner that preserves and enhances the heritage character of the Village Core neighbourhood.

The character of the neighbourhood is established to a large extent by the local residential streets. Care must be taken to ensure that road improvements do not create a new suburban road type. Trees should be carefully pruned when required.

Guideline 43.

The pavement width should be kept as narrow as possible to accommodate two travel lanes and on street parking on at least one side. If curbs are required, a low rolled curb should be used rather than a full urban curb.

The local roads in the Village Core include those with both an urban and semi urban cross section. Roads with an urban cross section have curbs and a sidewalk on one or both sides. A few roads have a rural cross section with road side drainage swales and a sidewalk on one side. The local roads should accommodate one lane of traffic in each direction with one street parking on one side.



Guideline 44.

Sidewalks should be provided on a least one side of the street with a grassed boulevard/verge.

Sidewalks throughout the Village Core neighbourhood are poured concrete or concrete pavers. Their informal character helps differentiate this area from newer development. Boulevards should remain grassed.

Utilities

Guideline 45.

Existing informal road edges such as grassed verges and road side drainage swales add character to the Village Core neighbourhood and should be preserved.

The drainage swales add a particular village charm to the neighbourhood. However, the preference for their preservation varies among residents. Preservation of the informal road edge should be based on input from residents on the street.

Street Trees

Guideline 46.

Protect the existing street trees, replace the dead ones and plant trees to complete the existing gaps.

The street trees are a very important visual feature of the area. All streets have significant number of mature trees. The trees that are planted close to the street edge tend to touch their crowns above the street enclosing it in a continuous green canopy. Some streets that were initially planted in that fashion, have had some trees removed, maintaining only a partial canopy. Complete canopies should be re-established.

Guideline 47.

Ensure that there is sufficient space adjacent to the street to plant a tree that could grow to maturity.

This guidelines should apply to all types of development, and it is particularly important for attached unit development. Whenever the width of building is such that it limits the visual extension of the park setting deeper into the property the street front trees take on more importance than with other types of buildings.



Drainage swales on some local streets



Two travel lanes only

Guideline 48.

Street trees should be deciduous and located in the centre of the grass boulevard at the edge of the pavement.

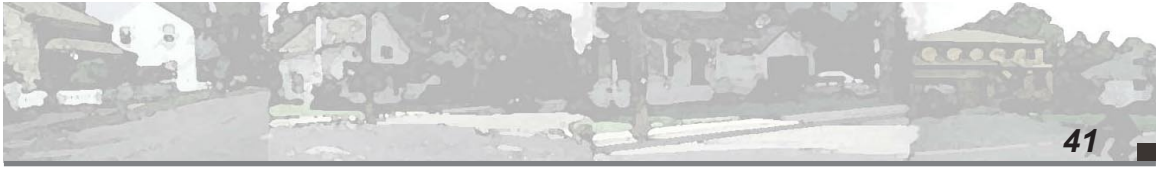
Tree species should be planted 8 to 10 m on-centre, to form a continuous canopy at maturity. Trees should be native, broad leaf species with a straight trunk. A variety of species should be selected for street trees, such as sugar maple. Generally, street trees should be planted opposite each other.



Streetsigns on local roads.

Guideline 49.

Poles, lights, signs, transformers and mail boxes should be located along the street tree planting line to minimize clutter and disruption of the street's character.



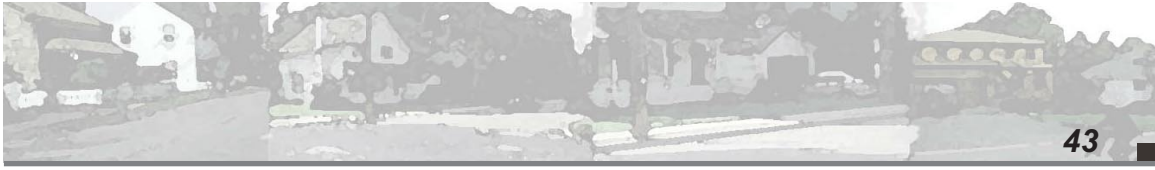
10.0 CHECKLIST FOR REVIEW OF DEVELOPMENT APPLICATIONS

The following checklists should be used by applicants in the design of proposed developments in the Village Core neighbourhood. The checklist should form part of the submission for single lot residential infill, townhouse and apartment developments. As mentioned in Chapter 4, it is not necessary to meet every single guideline. There are no rules regarding the minimum or maximum number of guidelines that have to be met. Some guidelines may be irrelevant to the application. There is no priority given to the importance of any of the individual guidelines. This will vary with each application.

The conformity with the intent of the guidelines will be judged on a case-by-case basis. Where guidelines cannot be met, a brief explanation should be provided. In the end, care must be taken to not offend the principles that form the basis of the guidelines.

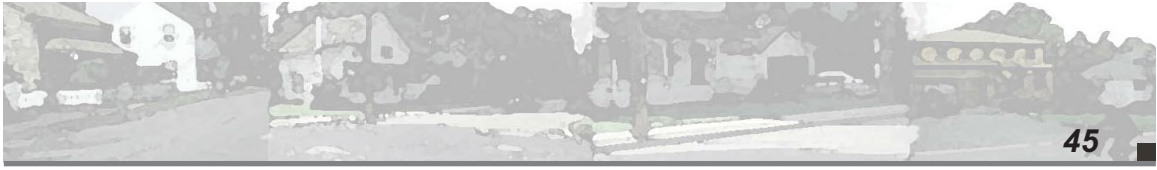
10.1 Checklist for Single Lot Infill

GUIDELINE	YES	NO	EXPLANATION
Guideline 1.			
Colour should be selected from the heritage palette.			
Guideline 2.			
Traditional high quality building materials are encouraged.			
Guideline 3.			
Additions or renovations to an existing building should be compatible with the architectural style, exterior colour and materials of the primary building.			
Guideline 4.			
The main door should be clearly visible from the street.			
Guideline 5.			
The side of the building facing the street should feature a porch, prominent entrance or other architectural gesture that provides a "public face".			
Guideline 6.			
Garage doors must not dominate the front façade of the house.			
Guideline 7.			
Detached garages are preferred. Where a detached garage is provided, it should be set back from the main front wall of the house.			
Guideline 8.			
Where an attached garage is provided, the garage door should not protrude beyond the main front wall of the house and should be integrated into the massing of the house.			
Guideline 9.			
The front wall of the house should have windows of a traditional scale and proportion, with height generally greater than width.			



Guideline 10.			
Roofs should be pitched with slopes between 30 - 60o.			
Guideline 11.			
Roof materials and colour should be of a traditional palette.			
Guideline 12.			
Dormer/roof windows are encouraged to punctuate pitched roofs. Windows within the dormer should occupy the majority of the dormer face.			
Guideline 13.			
Signage should be compatible with the character of the neighbourhood.			
Guideline 14.			
Lot size and frontages should vary, while still accommodating sufficient frontage for side yards.			
Guideline 15.			
Accommodate a diversity of front yard setbacks within a range complementary to the immediate neighbours.			
Guideline 16.			
Accommodate a diversity of sideyard setbacks within a range complementary to the immediate neighbours.			
Guideline 17.			
Provide for a variety building heights for houses from single storey to two and a half storeys. All new houses shall be compatible in height to their immediate neighbours.			
Guideline 18.			
Protect mature trees and encourage planting new trees.			
Guideline 19.			
Maintain a consistent character on the street by ensuring height and opacity of front yard fencing consistent with those found throughout the neighbourhood.			

Guideline 20.			
Hedges should be no more than 1.2 m (4 ft.) high to define the edge of private property to maintain visibility to the street.			
Guideline 21			
A pedestrian path should provide a route from the front door to the sidewalk.			
Guideline 22.			
Driveways should not dominate the front yard.			
Guideline 23.			
Most of the front yard should be soft surface, not hard and paved.			



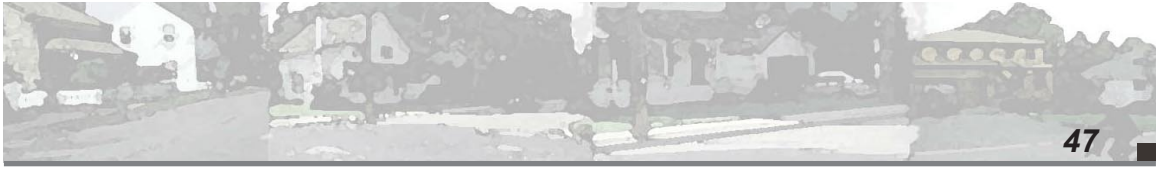
10.2 Checklist for Townhouses

GUIDELINE	YES	NO	EXPLANATION
Guideline 24			
The main door should be clearly visible. Front porches are encouraged as features that increase the prominence of the front entrance.			
Guideline 25.			
The elevation of the front door should be no more than 1.2 m above grade.			
Guideline 26.			
Townhouses should have pitched roofs.			
Guideline 27.			
Maintain the traditional range of building heights.			
Guideline 28.			
Townhouses should be serviced with access to the garage from the rear of the unit.			
Guideline 29			
Where there is no option to rear access or underground parking, the garage on the front face of the townhouse should not dominate the streetscape.			
Guideline 30.			
Building design and/or sideyard treatment should avoid impacts such as loss of privacy or sunlight, on adjacent residents.			
Guideline 31.			
Building mass should be compatible with buildings in the immediate vicinity of the development.			
Guideline 32.			
Maintain the green character of the front yards and avoid monotony of treatment over large extents of development.			



Guideline 33.			
Maintain a consistent character on the street by ensuring height and opacity of front yard fencing consistent with those of the immediate neighbours.			
Guideline 34.			
Provide outdoor amenity space for townhouse units either individually or in a shared space.			





10.3 Checklist for Apartment Buildings

GUIDELINE	YES	NO	EXPLANATION
<p>Guideline 35. Compatible building height will vary depending on the specific conditions of the buildings in the immediate context of the site of the apartment building. Height should not overwhelm adjacent residences, and should generally be in the range of 4-6 stories. .</p>			
<p>Guideline 36. Buildings should be oriented to face the street with setbacks that are compatible with the immediate neighbours.</p>			
<p>Guideline 37. The main front door should be clearly visible from the street.</p>			
<p>Guideline 38. Parking should be screened from view from the street and abutting property owners.</p>			
<p>Guideline 39. Building should not cover more than 35% of the lot area, landscaped open space should comprise 35% of the lot area.</p>			
<p>Guideline 40. Building mass should be compatible with buildings in the immediate vicinity of the development.</p>			
<p>Guideline 41. The front yard setback should be landscaped.</p>			

10.4 Checklist for Roads

GUIDELINE	YES	NO	EXPLANATION
<p>Guideline 42. Road improvements and maintenance of utilities should be completed in a manner that preserves and enhances the heritage character of the Village Core neighbourhood.</p>			
<p>Guideline 43. The pavement width should be kept as narrow as possible to accommodate two travel lanes and on street parking on at least one side. If curbs are required, a low rolled curb should be used rather than a full urban curb.</p>			
<p>Guideline 44. Sidewalks should be provided on a least one side of the street with a grassed boulevard/verge.</p>			
<p>Guideline 45. Existing informal road edges such as grassed verges and road side drainage swales add character to the Village Core neighbourhood and should be preserved.</p>			
<p>Guideline 46. Protect the existing street trees, replace the dead ones and plant trees to complete the existing gaps.</p>			
<p>Guideline 47. Ensure that there is sufficient space adjacent to the street to plant a tree that could grow to maturity.</p>			
<p>Guideline 48. Street trees should be deciduous and located in the centre of the grass boulevard at the edge of the pavement.</p>			
<p>Guideline 49. Poles, lights, signs, transformers and mail boxes should be located along the street tree planting line to minimize clutter and disruption of the street's character.</p>			