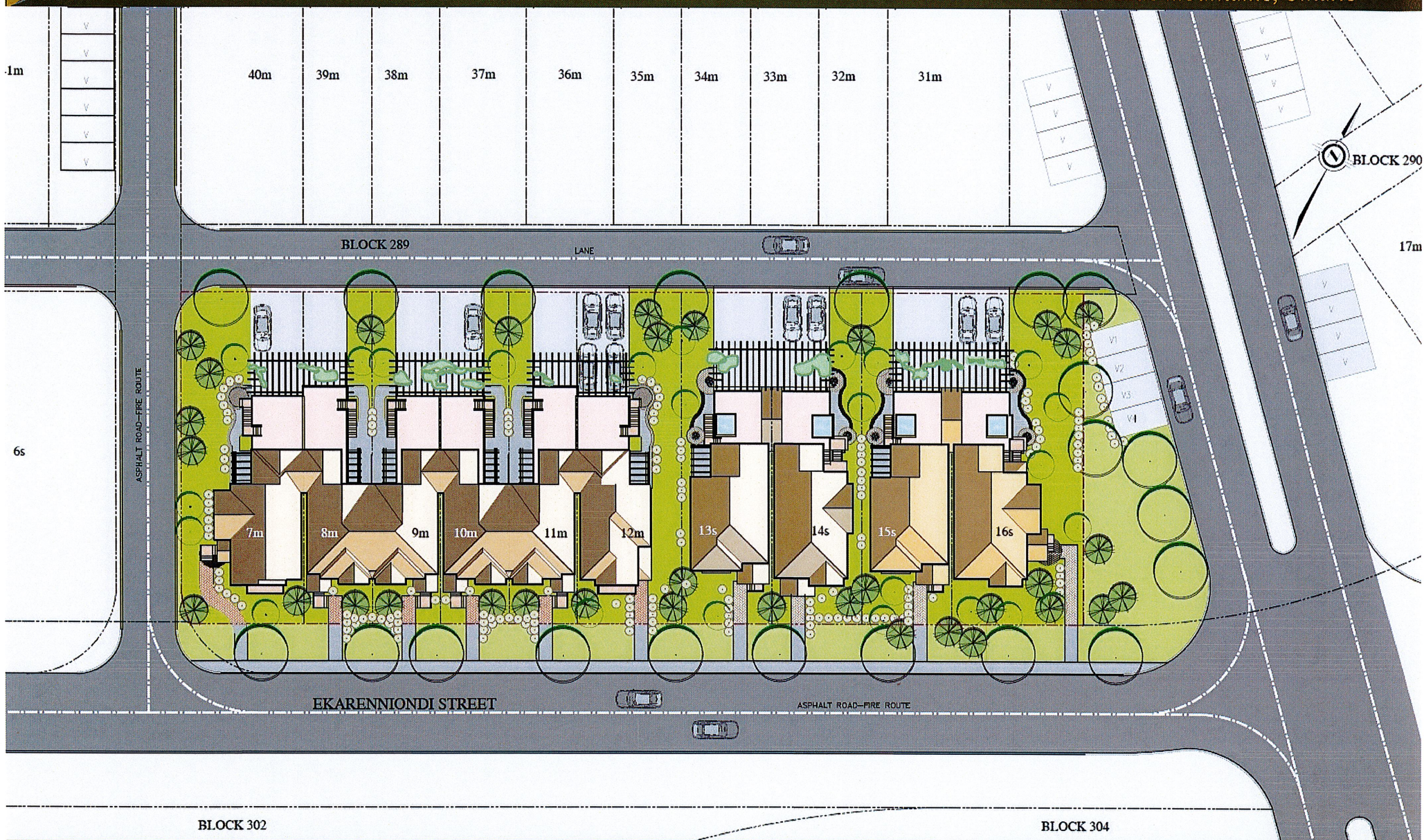


# URBAN DESIGN REPORT/ ARCHITECTURE & STREETSCAPE DESIGN

HOME FARM -- Town of the Blue Mountains, Ontario



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# **Home Farm, Town of The Blue Mountains**

Urban Design Report

**MacPherson Builders (Blue Mountains) Limited**

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## **1.0 INTRODUCTION**

### **SECTION 1.1: PURPOSE OF THE DOCUMENT**

This Urban Design Brief has been prepared on behalf of MacPherson Builders (Blue Mountains) Limited to describe the Urban Design objectives of their proposed Common Element Residential Development in The Town of The Blue Mountains. The purpose of this document is to establish a Design direction and provide details for the development of the built environment and its relationship with the natural and heritage features of the site. The level of detail will assist The Town of The Blue Mountains in the approval of the proposed Plan of Subdivision.

Plans, photographs, building elevations and diagrams within this document are conceptual and present one of the ways to implement the text of the document.

## **SECTION 1.2: LOCATION**

The proposed development is located in Lot 20, Concession II, east of Grey Road 19 and north of Tyrolean Lane in the Town of Blue Mountains, County of Grey, Ontario. It incorporates the Plater Martin archaeological site. The Site is immediately east of The Orchard residential community and the Craigleith Ski Club and ski hills.

## **SECTION 1.3: SITE CONTEXT – SURROUNDING USES**

The western edge of the development consists of the back lot lines of existing houses at the north west and south west corners of the site and the ROW line of Grey County Road 19 between the existing houses. On the west side of Grey Road 19 is The Orchard residential development recently completed by MacPherson Builders. It sits at the base of the Craigleith Ski Club ski hills. Views of these ski hills will be seen by Home Farm future residents.

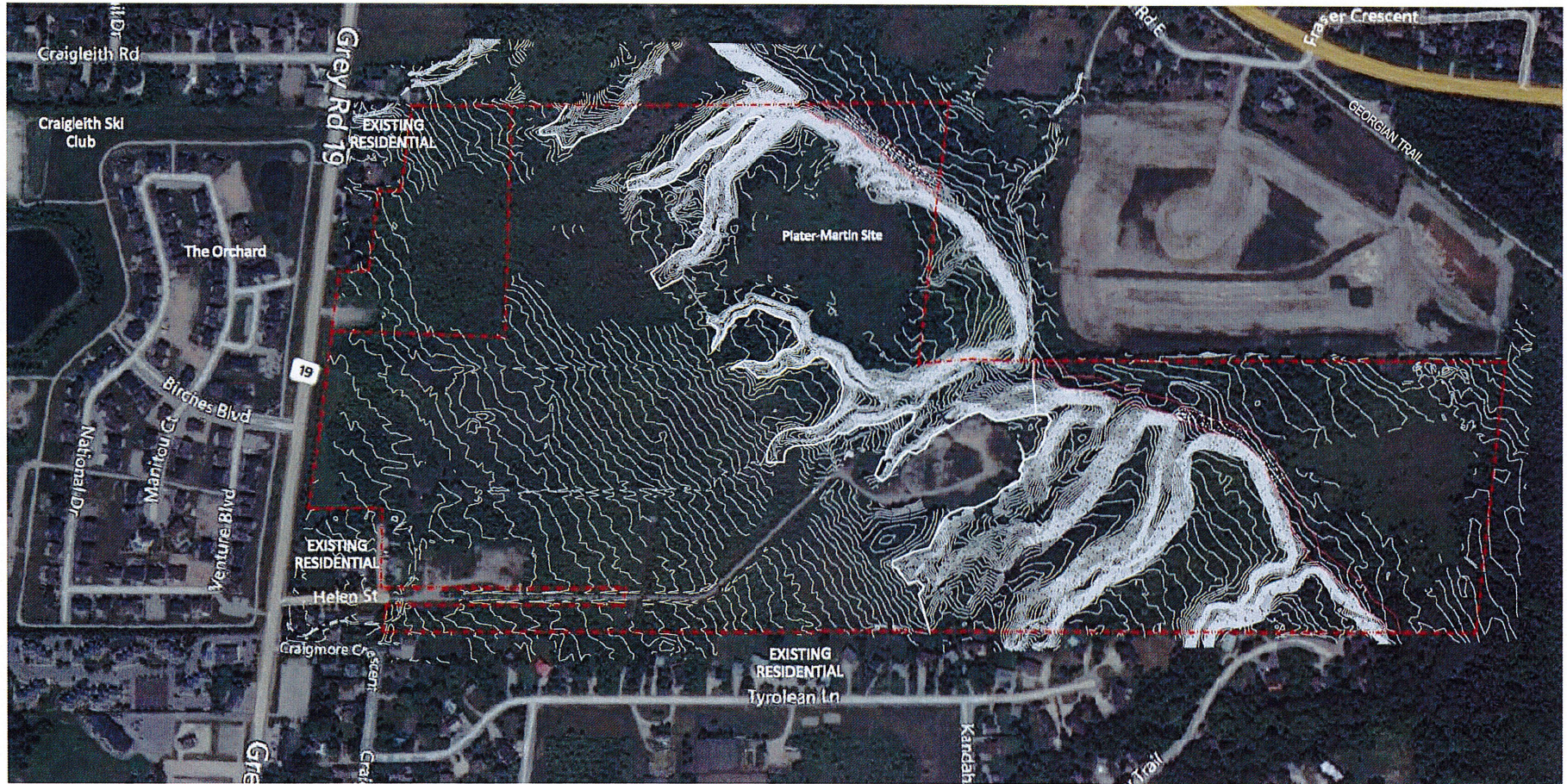
To the north and north east in the distance is Georgian Bay. There is a difference in elevation of approximately 51 metres between the highest elevation on Home Farm at the south west corner to the water level in Georgian Bay. For some of the future residents of this site this natural feature should be visible in the distance.

North east of the site is Eden Oaks proposed residential development.

Trails cuts through the eastern portion of the site and again north east of the Plater Martin site.

The Plater Martin Archaeological site is in the east portion of the site.

To the south there is existing residential on Tyrolean Lane.



**Plate 1, Location Aerial Photo**

## **SECTION 1.4: DESIGN VISION**

The Design Vision for Home Farm is to create a high quality residential development catering to both the recreational skiing community as well as year around residents on a site with diverse topography, potential Georgian Bay views and a unique Cultural Heritage landscape. Key to the Design Vision are the following principles:

- Establish a unique sense of community with a cohesive visual appearance
- Integrate architectural design with retained natural and heritage features to create a well defined community with a distinct gateway and a positive relationship with The Orchard Development to the west and the Heritage Site and open space to the east
- Establish an unmatched built form character through:
  - use of harmonious building elevations, massing, roof forms, materials and colours to achieve a visually cohesive development
  - use of architecture, detailing and exterior materials to express a high quality character based on a contemporary North American adaption of Alpine architectural model with painted and natural timber elements and exterior claddings

## **SECTION 1.5: BUILT HERITAGE RESOURCES (BRH) AND CULTURAL HERITAGE LANDSCAPE (CHL) OPPORTUNITIES AND CONSTRAINTS**

The Home Farm development has had several archaeological assessments undertaken in order to identify existing Heritage Resources. Built Heritage Resources found, consist of a mid to late 20<sup>th</sup> century apiary and a barn with various additions. Both of these Heritage Resources will be altered irreversibly in the course of development and have been documented in the Cultural Heritage Assessment Report. They have been removed.

Of the six CHL, one is an Archaeological Site and Historical Archaeological Landscape, one is a pedestrian circulation route, one is a water course and three are historical agricultural landscapes (farm fields). Most of the identified Cultural Heritage Resources are associated with past agricultural activities. The Archaeological site is a highly significant First Nations village site known as the Plater Martin Site. Historically it was the site of a Petun Village. It is a registered Archaeological Site and the intention is that ownership will be transferred to the Town of Blue Mountains for permanent protection.

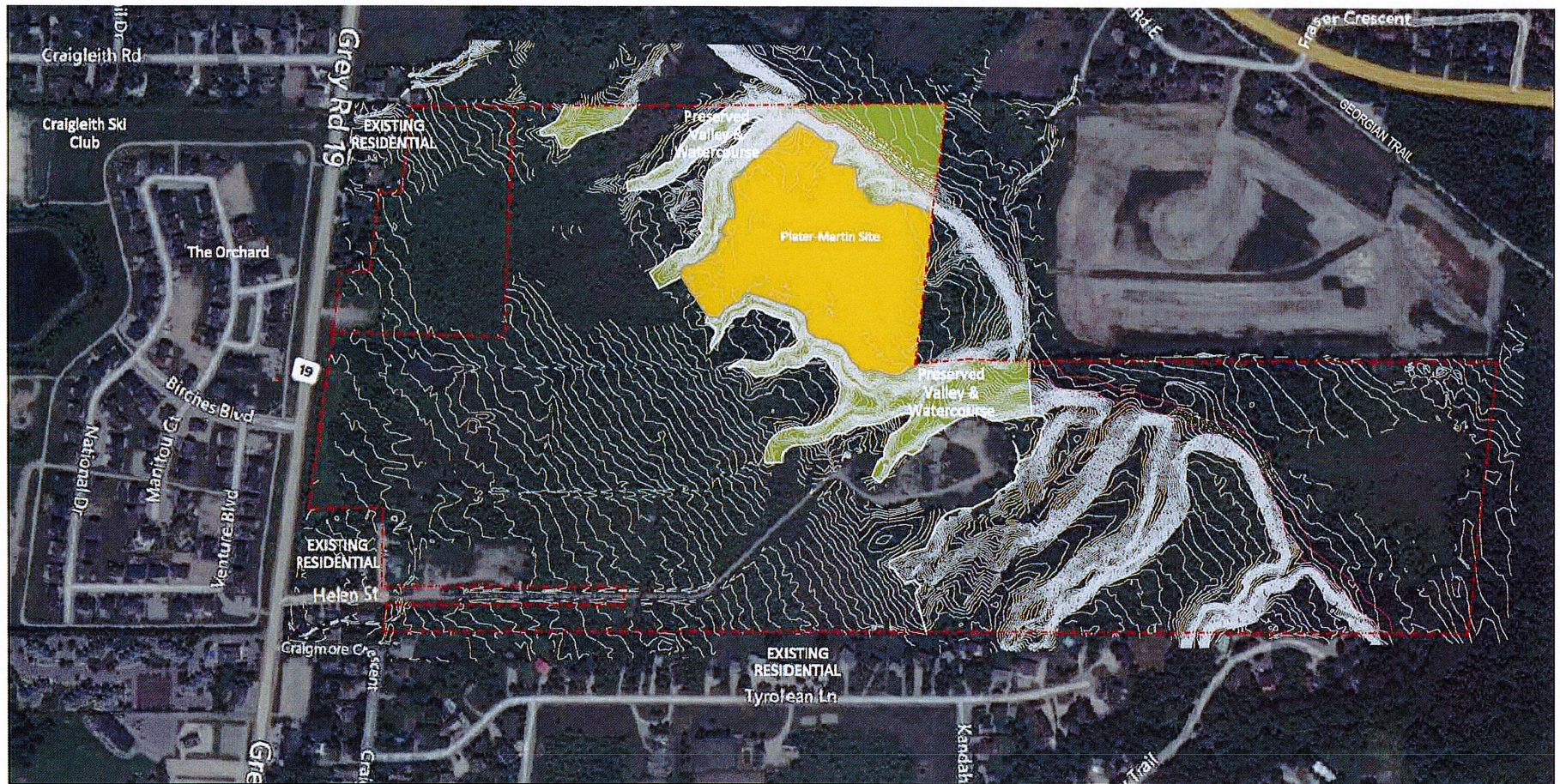


Plate 2, Preserved Heritage Resources

## **SECTION 1.6: PROPOSED DEVELOPMENT**

The proposed development has 277 freehold residential lots which will be tied to a common elements condominium or condominiums. There will be 85 single detached residential units with widths of 18.3 and 12.19 metres, 132 townhouse units 7.62 metres wide and 60 semi detached units 9.14 metres wide.

A 20 metre public ROW (Ekarenniondi Street) connects to Grey Road 19 bisects the residential portion of the site into a north and south quadrant and terminates overlooking the Plater Martin archaeological site. Ekarenniondi Street will connect to Grey Road 19 opposite and will form a four way intersection with Birches Boulevard which is the entry to The Orchard development. The streetscape for Ekarenniondi Street will be developed as a special character area and will require a high standard of architectural design and landscape design. Houses facing Ekarenniondi Street are lane related thus there will not be any garage doors facing the street.

Dwellings backing on open space, parks and water courses will require special attention to architectural detailing to enhance their visual character when viewed from the rear.

The single family lots are conventional with garages facing a private condominium road and a rear yard. The townhouses and most of the semi detached lots are lane related with the front of the house facing a private condominium road and with garage access from a private condominium lane at the rear. Generally, the outdoor amenity space will be at the rear both at grade and on outdoor decks above the garage. The architectural profile of both sides of these types of houses will be equal.

## **SECTION 1.7: OPPORTUNITIES, CONSTRAINTS & ON SITE FEATURES**

The site is currently defined by an area of steep hilly valleys comprising part of the Nippissing Ridge. A largely undefined water course travels eastward from Grey Road 19 and down the north ridge at several locations..

The residential portion of the site north of Ekarenniondi Street falls approximately 9 metres from the westerly to easterly limits. Of this amount, approximately 4 metres fall occurs within 90 metres of the easterly limit of development. Homes will be designed to mitigate the negative impacts of sloping grades on dwellings and streetscapes. Similar conditions occur in locations south of Ekarenniondi Street.

The cross fall condition on many of the streets should provide an opportunity for occasional glimpses of Georgian Bay. Similarly, some of the dwelling orientations will take advantage of a view of the Craigleith ski hills to the west.

It is anticipated that some of the future residents of Home Farm will be members of the Craigleith Ski Club affording them easy access to its skiing facilities.

## **SECTION 1.8: STREETSCAPE**

The road system for Home Farm consists of one Gateway Public Road (Ekarenniondi Street), 7.5 metre private condominium roads and 6.0 metre private condominium lanes. The houses will all front on either Ekarenniondi Street or the 7.5 metre private roads. Ekarenniondi Street will have an urban cross section with pavement and curbs. The 7.5 metre private condominium roads will be paved with no curbs. Houses will be sited in close proximity to these roads to provide an identifiable edge. Porches and principal windows facing these roads will encourage liveability and comfort in this public outdoor space. Most semi detached and all townhouse units will have garage access from a series of 6.0 metre

private condominium lanes. These lanes will have a cross section with pavement, no curbs and catch basins. The lanes will be overlooked by elevated outdoor amenity spaces providing 'eyes on the street.'

Existing residential properties at the west and south edges of the development have single family detached lots adjacent providing a back yard to back yard relationship.

Along with the Plater Martin site, considerable open space is to be turned over to The Town of Blue Mountains. This consists of two parks west of the Plater Martin site which will act as a buffer between the Plater Martin site and residential lands. In addition, the Nippissing Ridge valleys and water courses will be protected by placing them in the Town's ownership. The existing and fragmented water courses that start in the south west corner of the site are to be directed through a 60 metre open space block immediately south of Ekarenniondi Street. This will channel the existing watercourses into a meandering creek with improved fish habitat.

A Recreation Centre with a pool and gym facilities is to be located at the south east corner of the intersection of Grey Road 19 and Ekarenniondi Street. This will also be the location for the start of a pedestrian trail that will run along the south side of Ekarenniondi Street and through the site, much of it on existing trails. The new trail will connect to the Georgian Trail on the east side of the site and across Grey Road 19 to the existing trail encircling The Orchard development.

Two storm water management ponds are located in each of the north and south residential areas and an infiltration area is located at the most easterly cul de sac. The wet ponds will be landscaped features.

Visitor parking is provided at a rate in excess of by-law requirements and it is strategically located to minimize walking distances to houses resulting in even use of visitor parking.

Much of the proposed housing is lane related, resulting in additional roads that have to be cleared of snow in the winter. Additional space has been allocated for snow storage and is indicated on the Proposed Development Plan.

Street and lane lighting will adhere to The Town of Blue Mountains standards for lighting levels and Dark Sky compliant fixtures. Lighting for internal private condominium roads and lanes will be co ordinated with placement of driveways, street trees and other street furniture to avoid conflicts and maintain ideal visibility.

An entry and Gateway feature will be located at the entrance to the development at Grey Road 19.

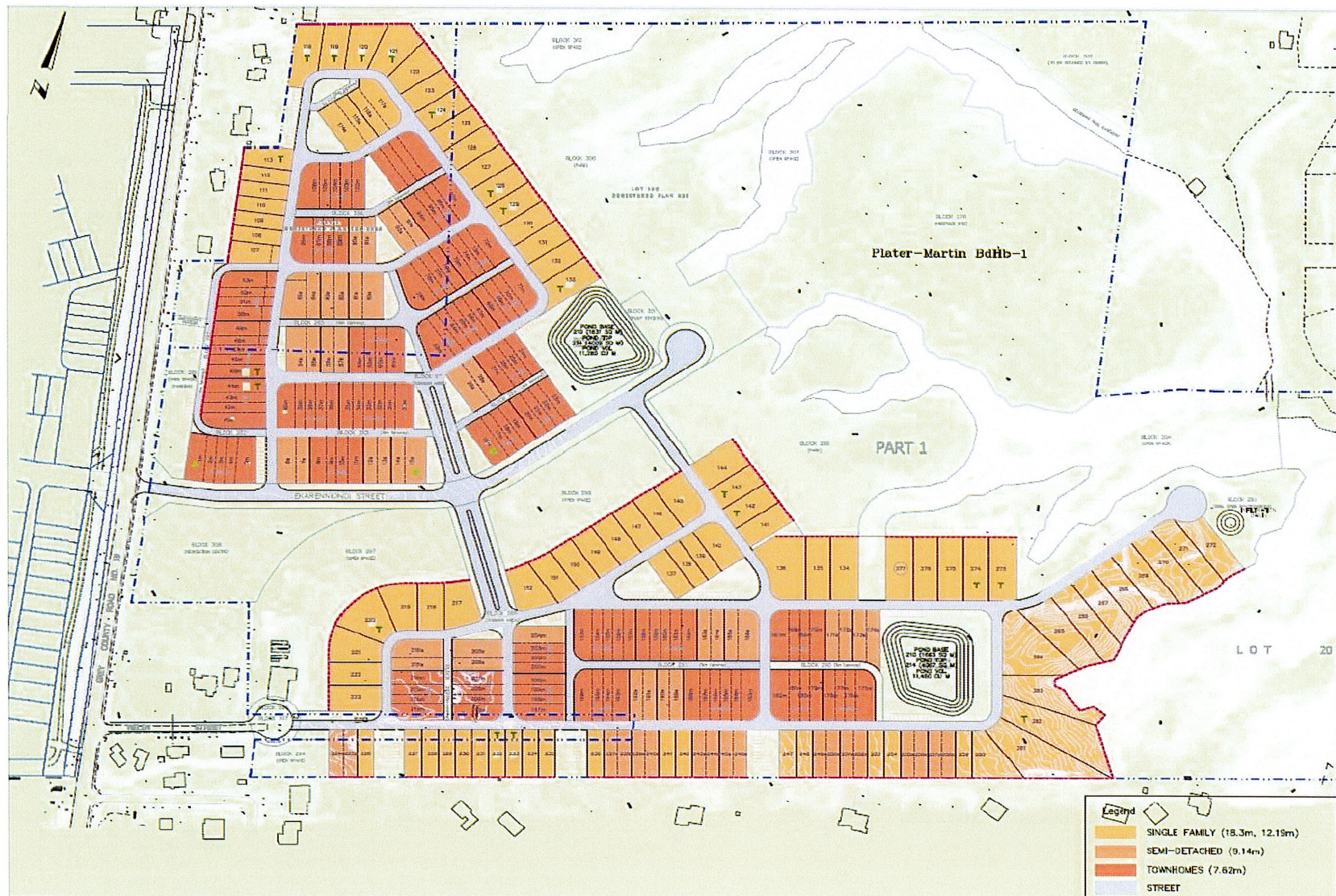


Plate 3, Proposed Plan of Development

## **2.0 ARCHITECTURAL GUIDELINES**

### **SECTION 2.1: ARCHITECTURAL FORM AND CHARACTER**

The Home Farm development will consist of 18.3 and 12.19 metre single detached units, 7.62 metre lane related townhouse units and 9.14 metre lane related front facing semi detached units. Housing in this community will have a distinct identity. This will be achieved largely through:

- employing a private road and lane street pattern which establishes small residential enclaves throughout the development
- ensuring a variety of high quality dwelling designs to provide attractive and visually coherent streetscapes
- using high quality and durable building materials with colours and textures that support the distinct architectural character and a coordinated community identity
- designing corner units and lane related units with flanking side and rear elevations that have the same level of architectural detailing as the front elevation. Main entrances on corner units are to be located on the flanking side
- providing for a variety of building massing and architectural detailing complementary to front elevations for houses backing on to open space and rear elevations exposed to public view

### **SECTION 2.2: ARCHITECTURAL DETAILING**

Each home is to include a combination of high quality, durable building materials and superior architectural detailing. Attention to the scale of the different types of buildings will assure that detailing is appropriately proportioned. Detailing is to adhere to the following:

- frieze boards with a profile suitable to the architectural style and provided on all elevations.
- generous use of stone plinths
- no muntin bars except in transom windows
- natural wood columns and decorative gable inserts. Use of pressure treated wood in these locations is not allowed
- high quality handrails
- good quality garage doors with decorative hardware

### **SECTION 2.3: MAIN ENTRANCE STAIRS AND RAILINGS**

The single detached units and front facing semi detached units will have one principal entrance facing the private roads. The townhouse and rear lane semi detached units will have two principal entrances, one facing the private roads and one facing the private lanes. For all elevations facing the 7.5m private roads the main entrance should be designed as a focal feature. Steps and porches are to be poured concrete. Railings on the main entrance should be solid pine or equivalent. Colour should match associated wood posts.

The principal entrances facing the lane are less prominent and will generally have no significant steps associated with them. Handrails and pickets for the outdoor amenity spaces above the garages on lane related units are to be glass panels with wood or metal posts. In some instances there will be stair access to the outdoor amenity spaces. These stairs would have wood stringers, handrails and pickets, along with pressure treated or composite treads. Colour to blend with unit colour schedule.

### **SECTION 2.4: WALL CLADDING MATERIALS AND COLOURS**

The following main wall cladding materials are suitable: manufactured stone and Hardie board. Solid wood timbers to

are to be used for porch posts and decorative gable ornaments.

-where manufactured stone is used it is to portray a natural stone appearance with a range of natural colours, proportions and textures. Selection of mortar colours and joint style should be appropriate to result in a natural appearance.

-Hardie board can be used in both vertical (board & batten) and horizontal applications as needed to compliment the style. Decorative Hardie panel in the shape of split or scalloped shingles may also be used.

-wood timbers are to be used for porch posts and decorative gable ornaments and is an acceptable exterior material. Pressure treated timbers are not permitted except for exterior stair treads.

## **SECTION 2.5: ADVERSE GRADING CONDITIONS**

Adverse grading conditions have a negative impact on the dwellings front elevations. This site will have a cross fall on many of the private roads with townhouse and semi detached units. In order to avoid a “front walk-up” condition semi and town lots should be orientated to face sloping streets so that they can be stepped in harmony with the slope.

## **SECTION 2.6: WINDOWS**

Ample fenestration is required for publicly exposed elevations to enhance the dwellings appearance and promote natural surveillance of public areas from within the building.

Window treatments should be consistent on all elevations. The use of high quality windows is required.

A variety of window styles is required. Muntin bars are to be within double galzed panes. The use of black glass is not

permitted.

## **SECTION 2.7: ROOFS AND DORMERS**

The use of steep well articulated roof forms should be employed on all dwellings. Main roof slopes should be 8:12 or greater.

High quality roofing materials should be used such as fiberglass shingles with a limited lifetime.

Dormers may be added where appropriate to enable greater headroom or allow additional natural light. They must be clad in low maintenance materials.

Rain water leaders are to be located as unobtrusively as possible.

## **SECTION 2.8: GARAGE DESIGN**

Guidelines for garage design are intended to ensure that the garage is not an overpowering element of the public streetscape. This concern has been effectively addressed with most of the semi detached and all of the townhouse units in Home Farm by providing garage access from a lane behind the house. The single detached units and some of the semi detached units in the development do however have forward facing garages. Minimizing the appearance of street facing garages within the streetscape is an important design challenge. The design and siting of garages shall be in accordance with zoning requirements and the following:

- all garages for single detached houses and for semi detached lots at the south edge of the development will be attached street facing garages
- there will be a variety of garage configurations:
  - two car garages for 12.19 metre singles
  - two car and three car tandem garages for the 18.3 metre singles
  - one car over sized garage for the 9.14 metre semis
- garages should be set back between 0.6 and 1.5 metres from the dwellings main front wall or porch
- garages should where possible be designed to incorporate features to minimize the visual impact on the streetscape, such as staggered garage face, recessed doors and roof overhangs
- coach lamps in keeping with the style of the house should be provided on all garages at the rate of one fixture per door either beside or above where space permits
- garage doors will be of high quality and finish with demonstrated durability suitable for our northern climate
- at least three styles should be offered, they shall have well defined detailing with decorative metal hardware suitable to the architectural style

## **SECTION 2.9: MODEL REPETITION**

For repetition of single detached and both forward facing and lane related semi detached the following shall apply:

- a wide variety of model choices should be provided
- identical elevations are permitted to a maximum of 25% of the streetscape (2 times within a contiguous row of 8 dwellings). In addition a minimum of two dwellings must separate identical elevations of the same model

For townhouse blocks, no two identical townhouse block elevations can be sited beside one another. They must be

separated by a distinctly different block elevation.

## **SECTION 2.10: REAR YARD/SIDE YARD ARCHITECTURE & VIEW TERMINUS LOTS**

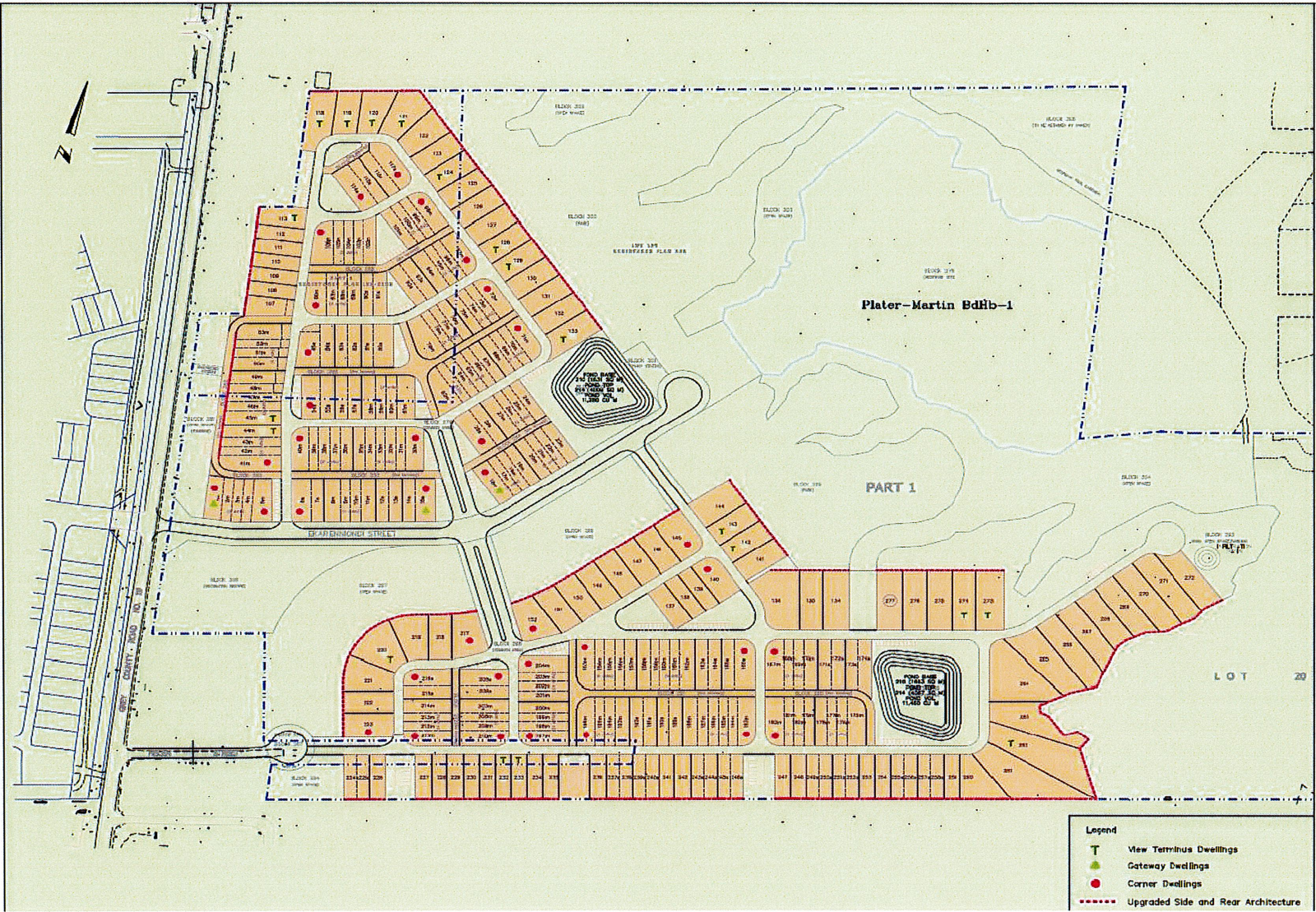
Wall articulation will be required for dwellings which have rear or side elevations highly exposed to public view. This can be achieved through the use of bay features, single storey projections and covered porches/balconies.

Rear and side elevations exposed to public view will have the same materials colours design treatments and architectural style used on the front elevations.

Roof forms for dwellings exposed to public view will have enhancements similar to the front elevations.

View terminus lots shall have upgraded elevations to frame the view where they occur at the end of streets.

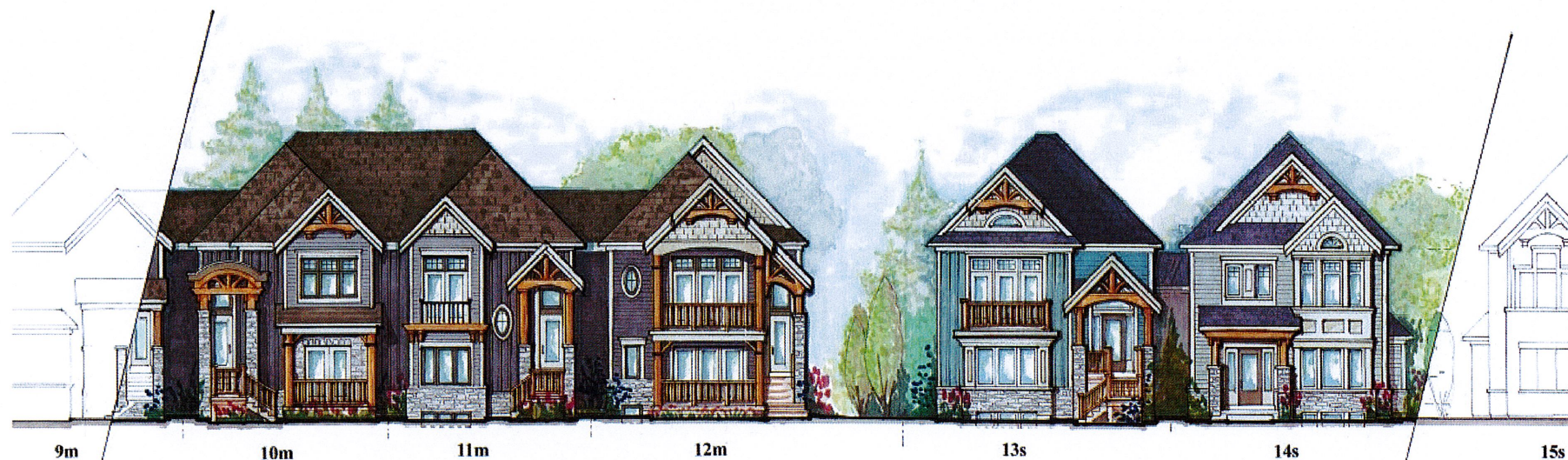
See Plate 4 Priority Lot Map



## *Rear Lane Elevation*

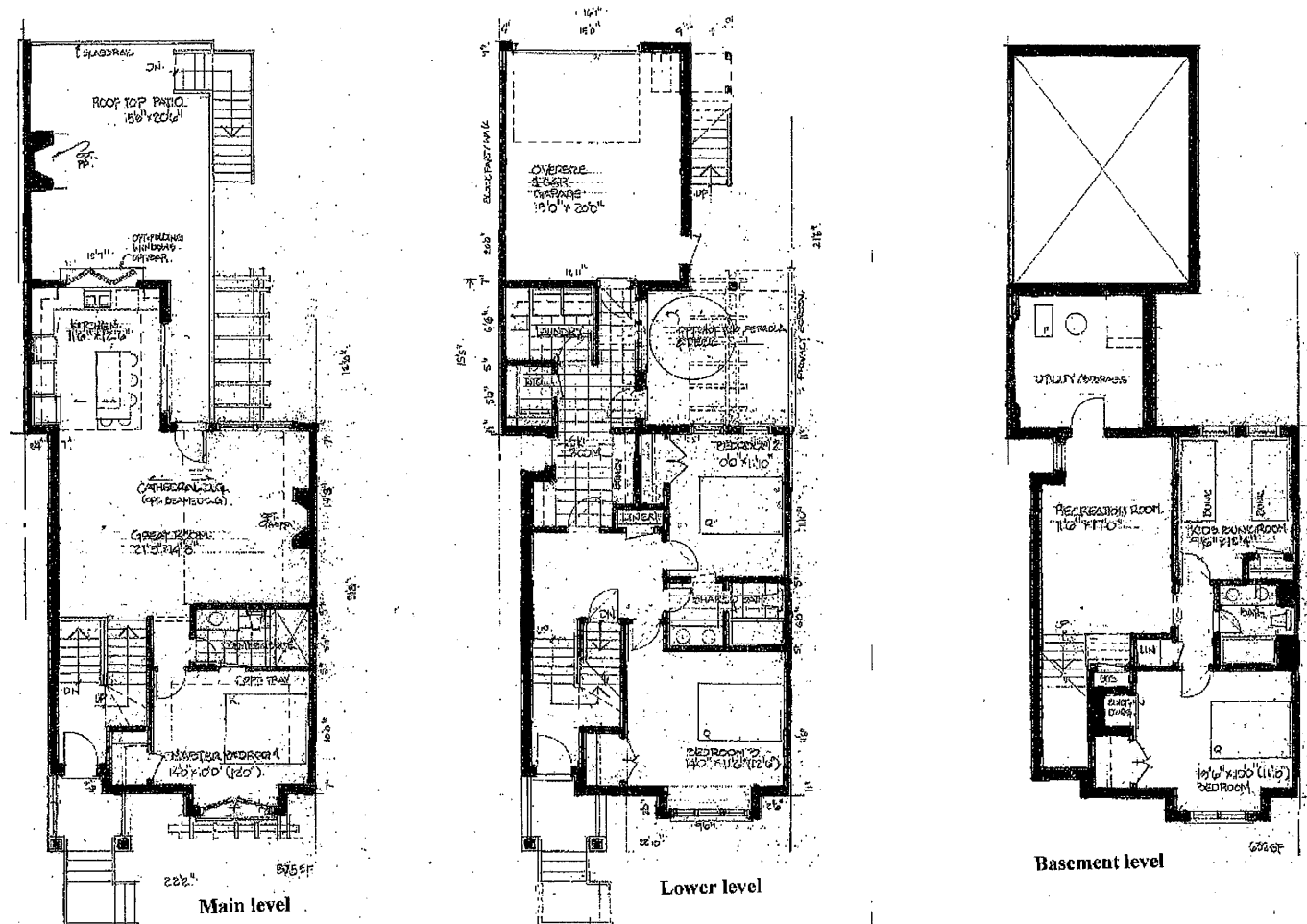


## *Front Elevation*



*MacPherson Master Builders  
- Home Farm -  
Town of the Blue Mountains, Ontario*

*Flanagan Beresford & Patteson architects*



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& patteson  
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Ontario, M1B 1H9, (905) 245-2888



Townhouse model (interior) 1694 s.f.

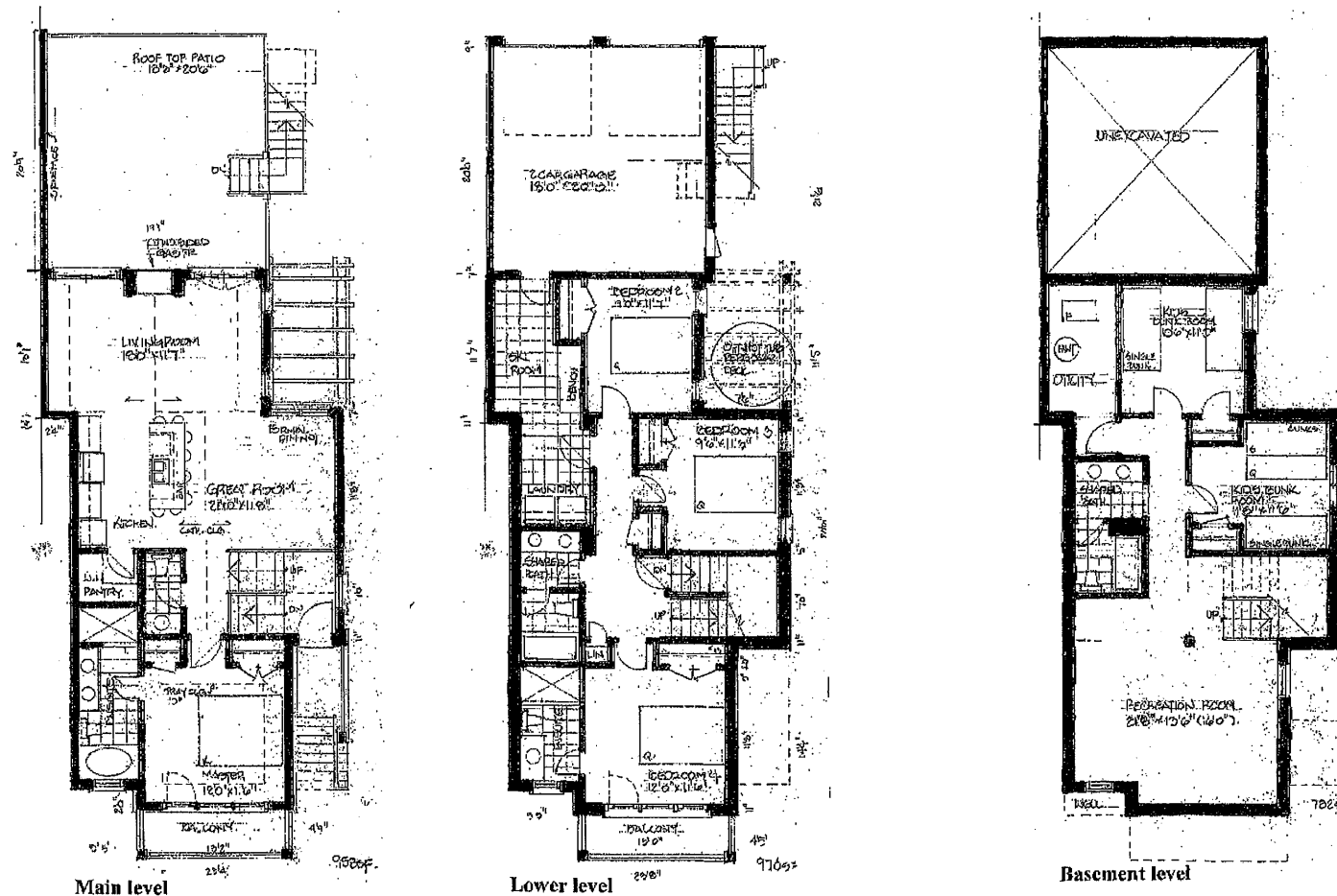
HOME FARM

TOWN OF BLUE MOUNTAINS, ONTARIO

14-1203

JUNE, 2014

Plate 7, Floor Plan Possibilities

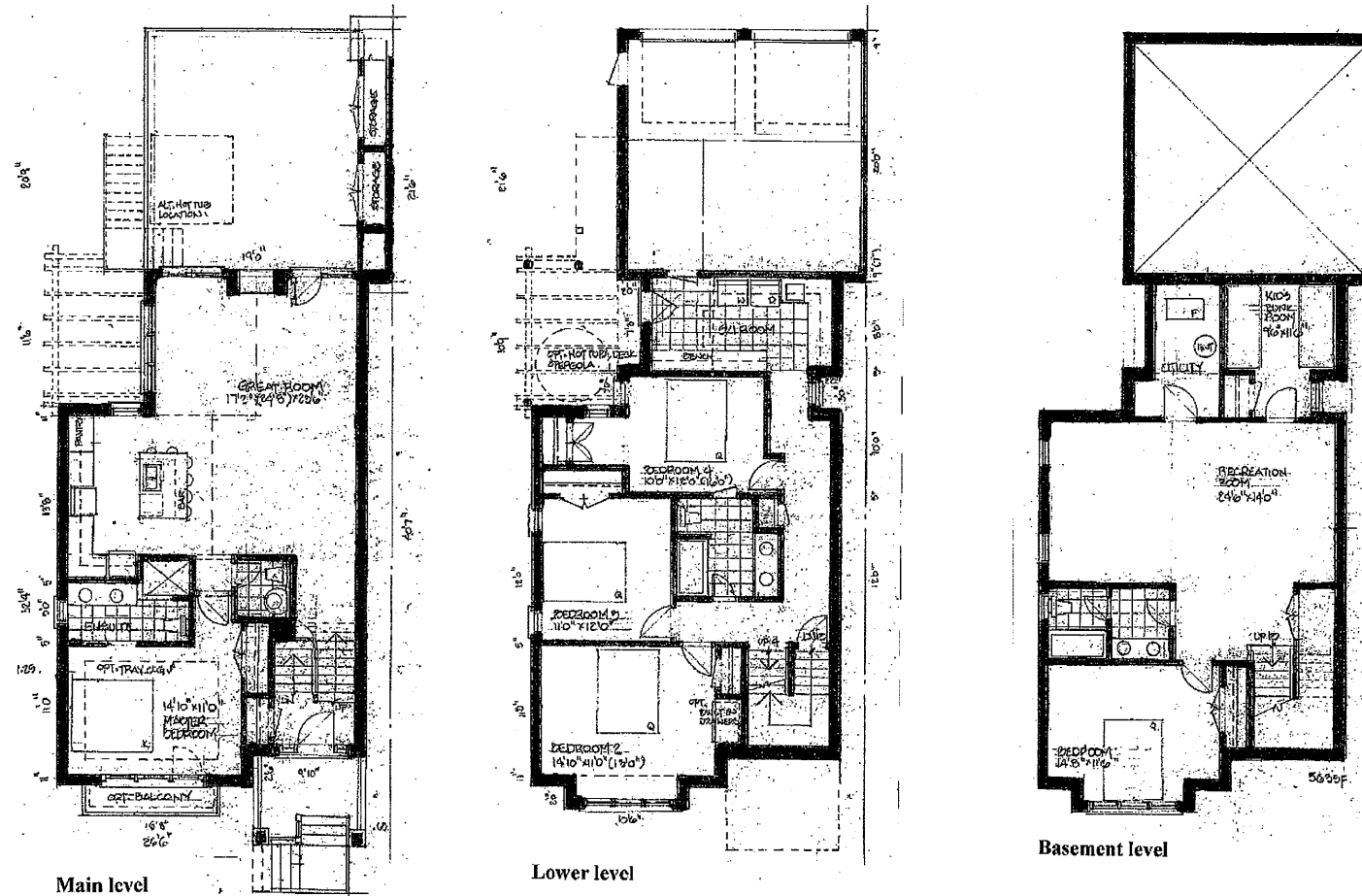


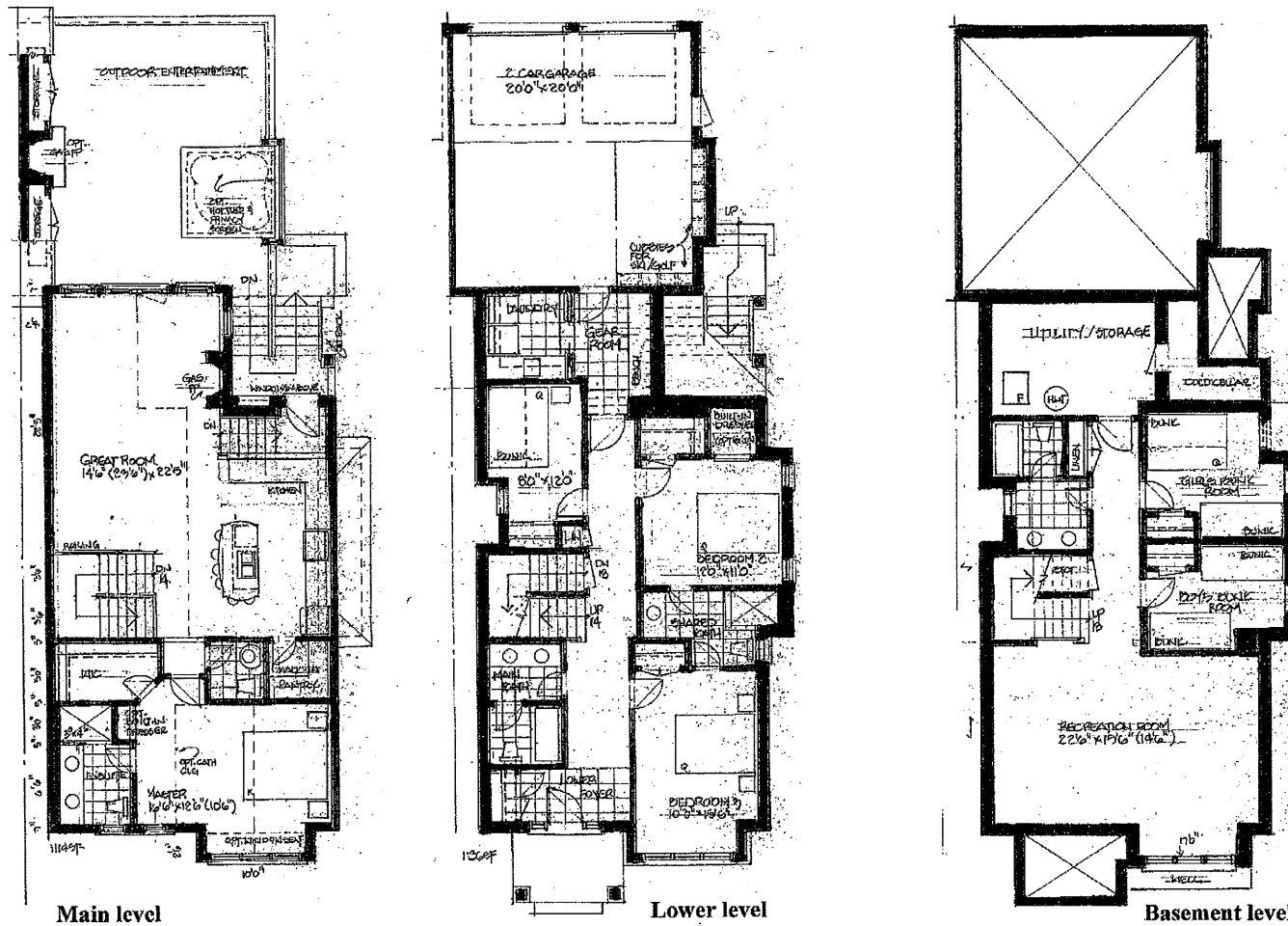
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ontario, M1 6H9, (905) 265-2666



Townhouse model (interior) 1928 s.f.

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14-1203 JUNE, 2014





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Semi-detached model (interior) 2250 s.f.

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