

McNAUGHTON COMMUNITY SOUTH PORTION



URBAN DESIGN GUIDELINES

April 2013

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DISCLAIMER

The text and images contained in this document are a conceptual representation only, of the intended vision and character of the McNaughton Community. In this regard, they are a framework for development and should not be construed or interpreted literally as to what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated, reproduced nor utilized in whole or in part without the expressed written permission of The MBTW Group / Watchorn Architect Inc.

1.0 INTRODUCTION

1.1 Introduction and Purpose

The Urban Design Guidelines describes the form of the Community and provides the vision and recommendations for further elements of the community that will be part of both public and private lands.

The subject lands, comprised of approximately 8.120 Ha (20.065 ac), are located northeast of Major Mackenzie Drive and Keele Street. The property is bisected by Eagle Rock Way into two sections: a northern section and a southern section. The lands are described as Blocks 1, 2, 3, and 6 on Registered Plan 65M-4061, City of Vaughan, Regional Municipality of York (York Major Holdings Inc.).

Located more specifically north of Major Mackenzie Drive, west of Troon Avenue, south of McNaughton Road East, and immediately east of the Maple Go Station, the lands are currently vacant except for the existing portion of Eagle Rock Way, which runs in an east-west direction through the centre of the site. The site slopes gently from northeast to southwest. The lands are part of the existing subdivision of McNaughton Community, which includes the recently constructed Lowe's Home Improvement Store and Walmart.

The Urban Design Guidelines has been prepared in support of an Official Plan (Secondary Plan) Amendment. The amendment proposes to redesignate the lands to permit a mid-rise medium density residential and mixed-use development to support the existing and planned infrastructure in the immediate area. The proposed development consists of a focal point of Eagle Rock Way as the urban main street, five apartment towers ranging between six and twelve storeys in height with commercial and retail uses at grade along Eagle Rock Way, and 222 freehold townhouse dwellings to the north and south.

The purpose of the Urban Design Guidelines is to provide a detailed description of the key elements and design principles that will establish high quality public experiences for the McNaughton Community. These guidelines, in addition to the subsequent Architectural Design Guidelines, provide design direction in the placement and treatment of buildings, landscaping, and their site plan configurations.

The primary objectives of both guidelines are:

- To guide and coordinate individual blocks through urban design, landscape design and built form principles;
- To establish a consistent design vision;
- To provide a tool for Municipal Staff to assist in their review of applications through the site plan process; and
- To provide a guide for landowners, developers, builders and applicants through the site plan process.

In order to provide necessary flexibility during the Design Review Process, interpretations of the Urban Design and Architectural Design Guidelines may be required. Interpretations should be made using the goals of the overall vision as a general guide.

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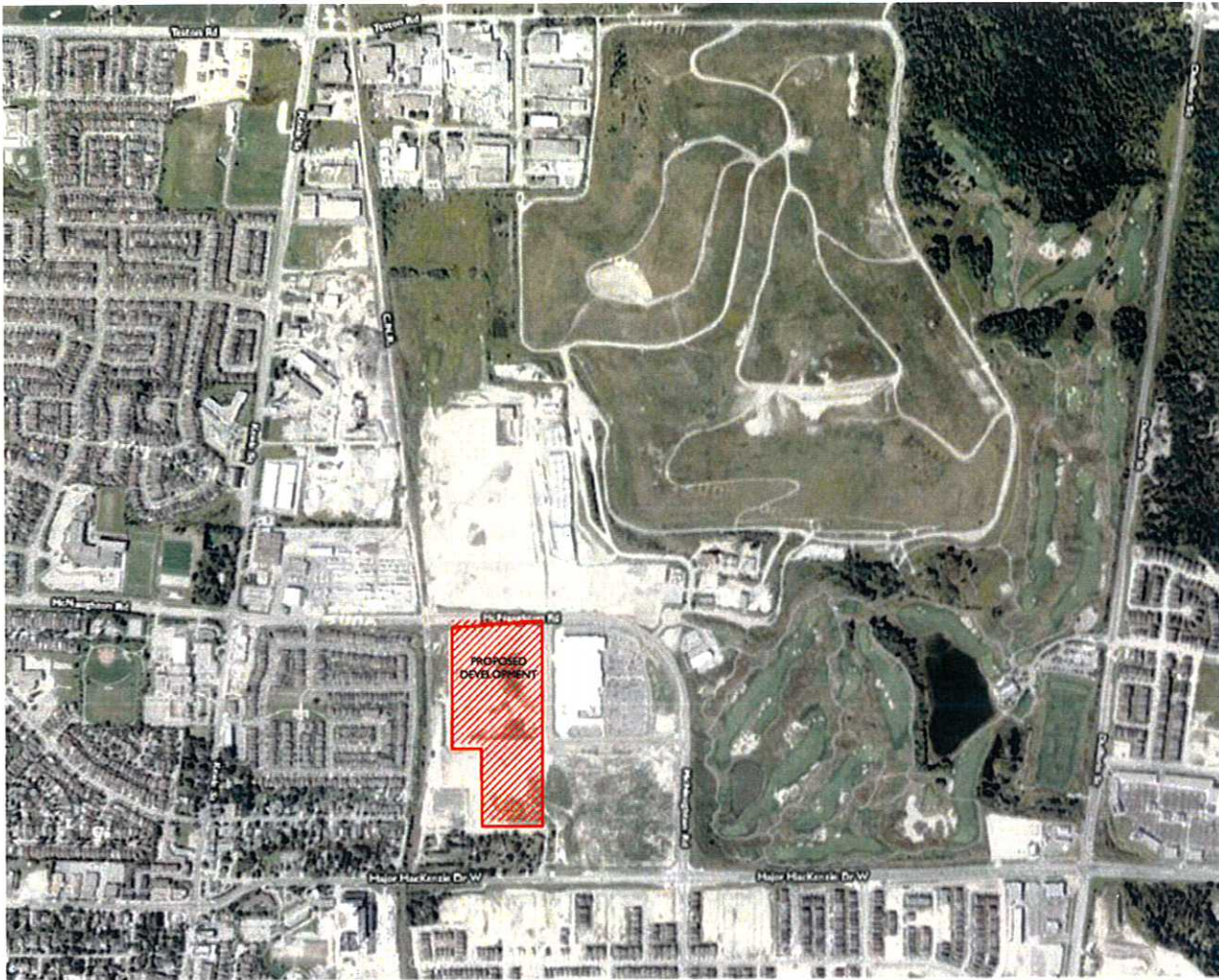


Figure 1. Context Map



Figure 2. Context Map showing Blocks

1.2 Community Context

The site is bounded by existing and planned commercial uses and Eagles Nest Golf Course beyond to the east, McNaughton Road and future employment uses beyond to the north, a GO Transit rail line and low density residential uses beyond to the west, and Hill Street, a cemetery, Major Mackenzie Drive and low-rise residential uses beyond to the south.

The newly opened Vaughan Civic Centre is located southwest of the site, and the Historic Village of Maple is located west of the site, centering on the intersection of Major Mackenzie Drive and Keele Street.

2.0 COMMUNITY VISION and STRUCTURE

2.1 Community Vision

The vision for the Mixed-Use Community includes the following:

- To create a memorable, high-quality medium density and mixed-use developments inspired by the quality of the adjacent Eagles Nest Golf Course;
- To provide an appropriate transition to the adjacent commercial uses of Lowes and Walmart;
- To create an urban and mixed-use destination that fosters a sense of place through its compact pattern of development: higher densities, closer links between public transit and land uses, and strong pedestrian connectivity;
- To build upon a transportation hub, which better integrates the transit modes of Viva buses and GO Transit;
- To enhance the public realm with high quality streetscapes in this important location;
- To create a positive pedestrian circulation experience and procession for commuters leading to and from the Maple GO Transit Station: public identity for routes, and an interconnected pedestrian walkway system along the Pedestrian Promenade;
- To support a consistent streetscape theme and image with emphasis along street edges, at corners, and at gateways;
- To create efficient on-site traffic movement and parking with shared driveways between adjacent sites where appropriate;
- To create an attractive medium density and mixed-use area that complements its surrounding built form;
- To maintain cohesiveness with the overall and surrounding development of the McNaughton Community;
- To establish a unified theme of buildings that enhances views from the Major Mackenzie Drive; and
- To maintain the image of a successful urban streetscape through promoting high quality, coherent and coordinated urban design, landscape design, and built form.

These goals are the basis for further principles and detailed objectives identified within these guidelines.

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2.2 Community Structure

2.2.1 Land Uses

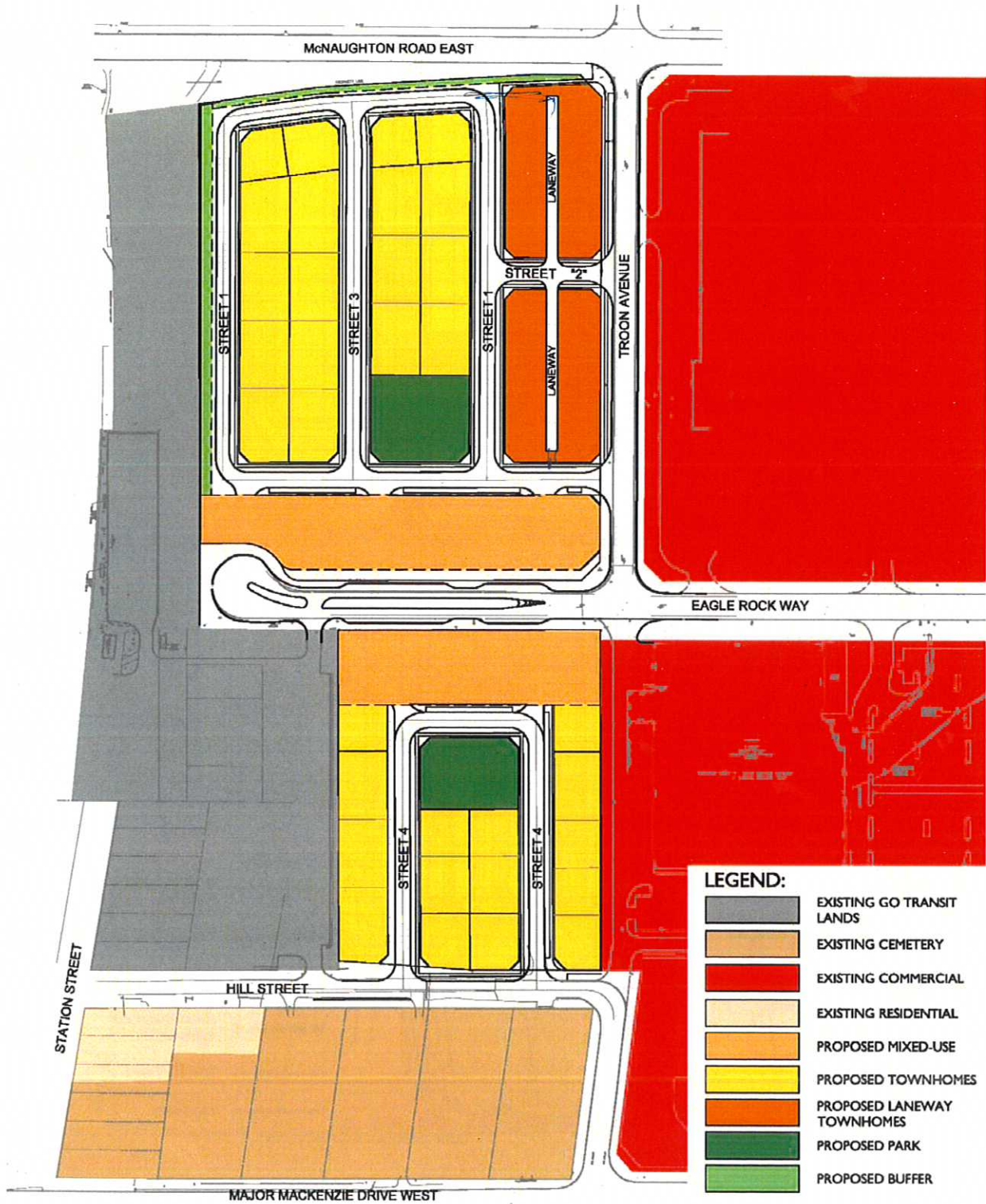


Figure 3.

2.2.2 Street Network

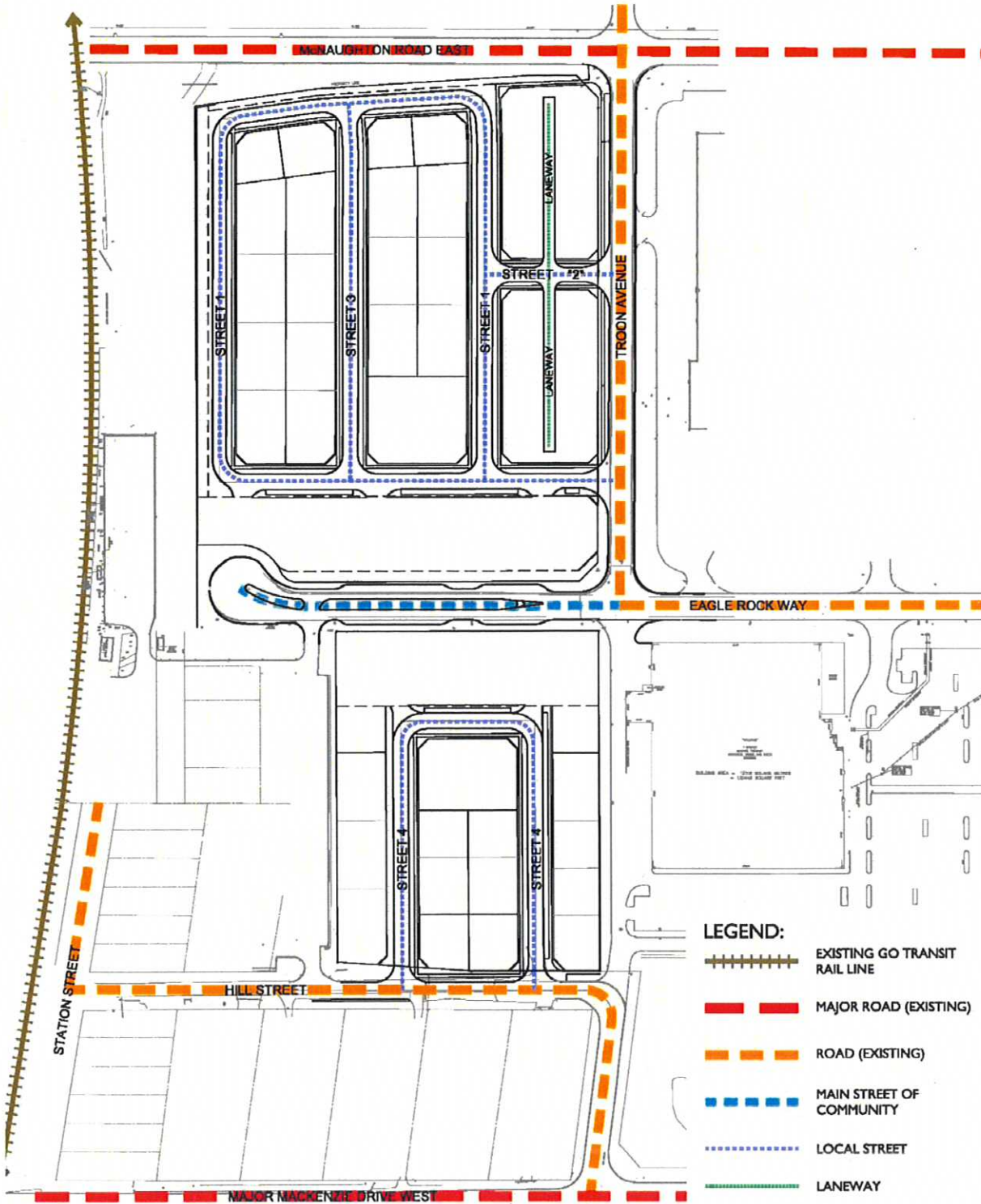


Figure 4.

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2.2.3 Opportunities and Constraints

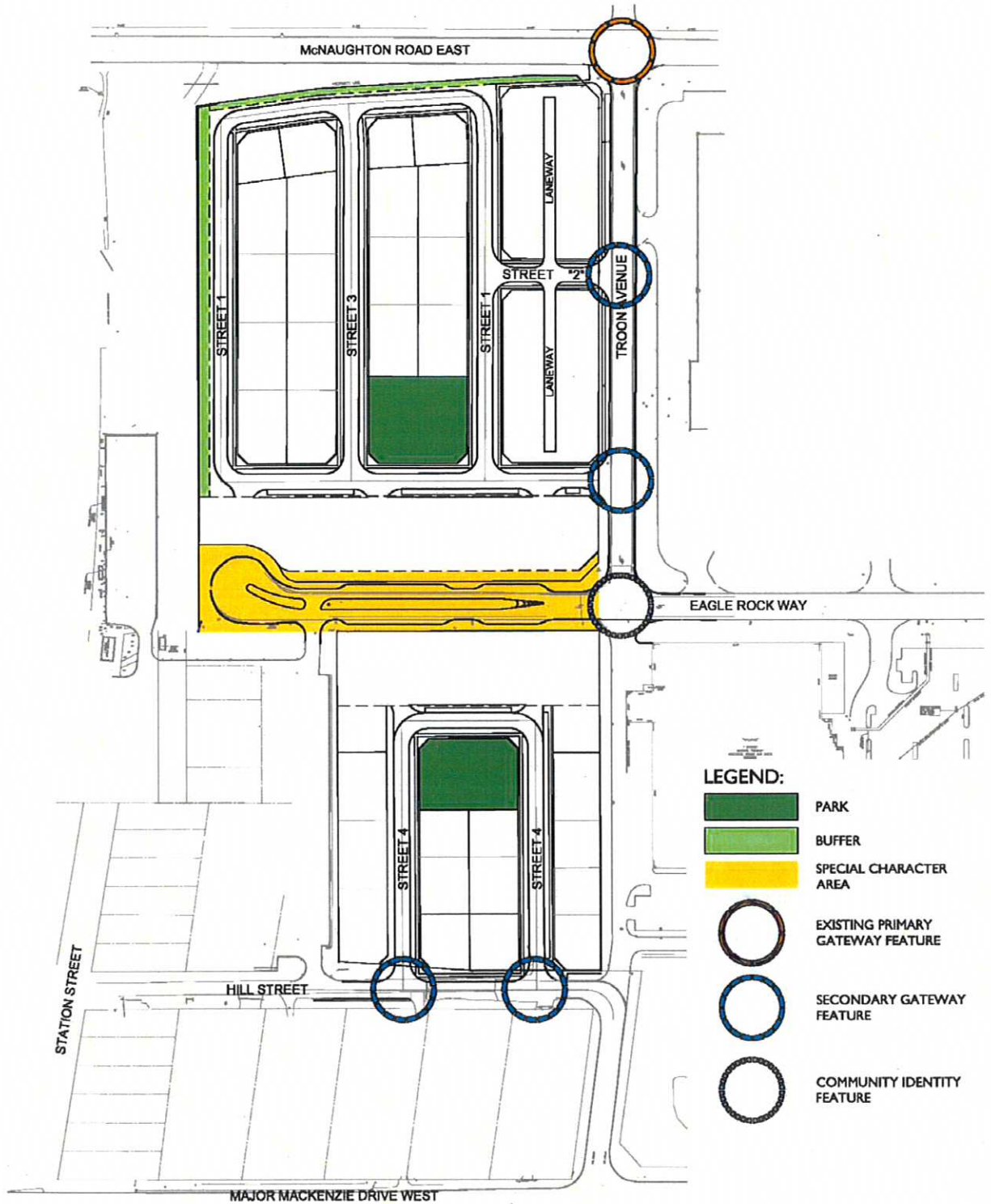


Figure 5.

2.2.4 Open Space Network



Figure 6.

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2.2.5 Landscape Concept Plan

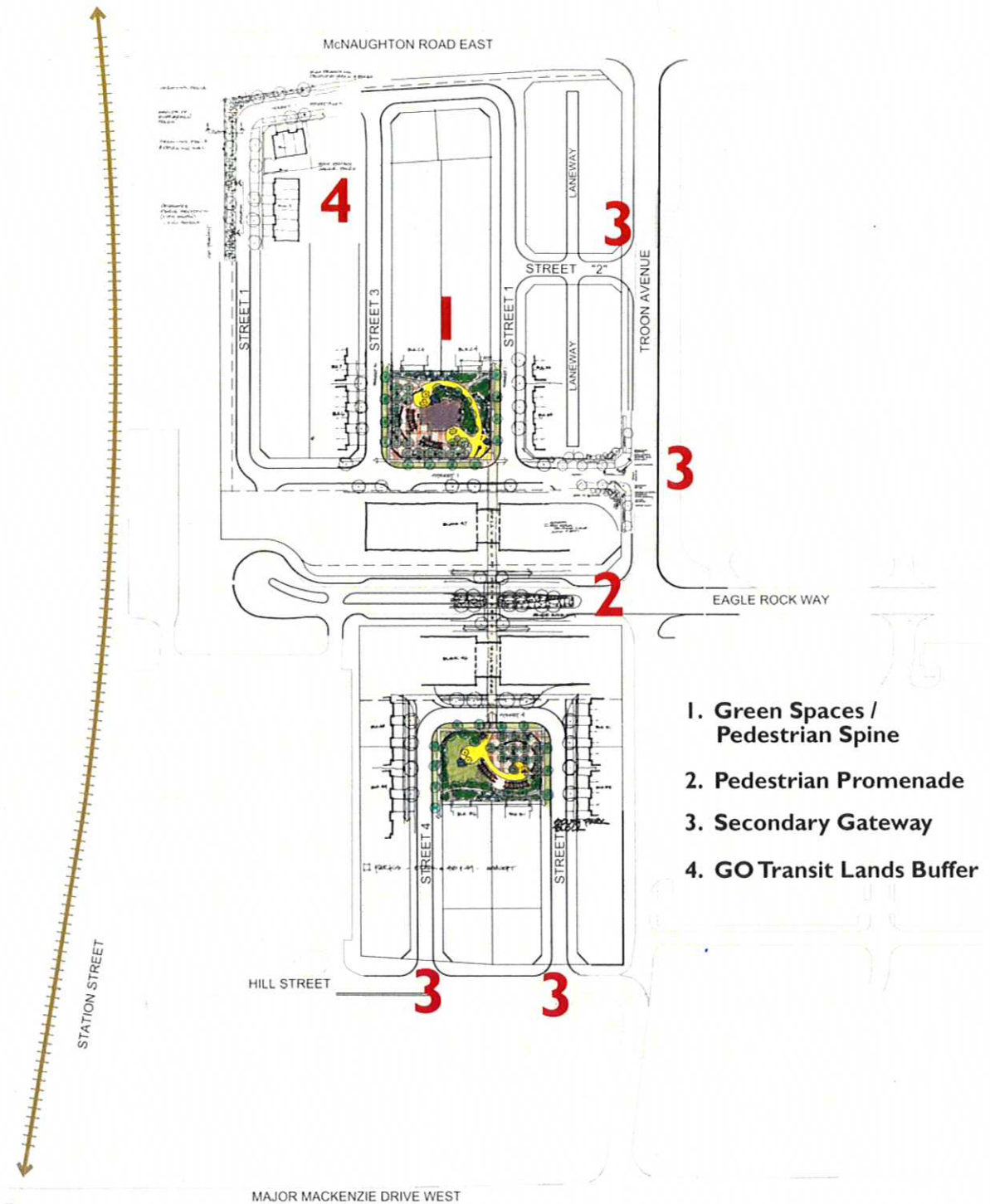


Figure 7.

3.0 SPECIAL DESIGN CONSIDERATIONS

3.1 Eagle Rock Way

Eagle Rock Way is a Special Character Area as it is the Main Street of the community and the Pedestrian Promenade, providing pedestrian access through the community to the Maple GO Transit Station and grade-level retail uses of the mixed-use buildings.

Eagle Rock Way is envisioned to be an urban streetscape with unique urban characteristics to accommodate high volumes of pedestrian movement during peak times and provide enjoyable pedestrian experiences at off-peak times.

Design guidelines include:

- Locate built form close to the street to provide an urban edge and define the public space;
- Provide retail, service based, and office uses on the main floor of buildings on both sides of the street for a vibrant, mixed use, pedestrian-oriented environment;
- Provide opportunities for outdoor cafes and patios;
- Provide attractive store-front façades to encourage pedestrian friendly use and establish an identifiable character for the community;
- Provide wide sidewalks adjacent to storefronts for an enhanced pedestrian streetscape;
- Use hard and soft landscape elements to define and reinforce the Main Street edge, enhance the presence of buildings at the street, and complement the neighbouring building types;
- Provide paving, street trees and seating areas, where possible, along the boulevard on the Main Street;
- Provide curb side lay-by parking at retail frontages to ensure convenience and accessibility, with appropriate signage indicating parking hours and locations;
- Encourage decorative pavement (hard surface) from the curb to the building face;
- Provide tree-lined boulevards with street trees in tree grates or raised planters to animate the streetscape, demarcate entrances, and create an urban shopping experience;
- Encourage use of themed street furnishings to accommodate transit/pedestrian needs, i.e. benches, bollards, newspaper boxes, etc.
- Provide street furniture within the street right-of-way;
- Provide a decorative pedestrian connection that also links to the green spaces located in both residential developments;
- Pedestrian connections from the local streets to the Main Street should be treated with a unique paving pattern to encourage pedestrian traffic;
- Pedestrian crosswalks should be marked by distinctive paving patterns along the Main Street.

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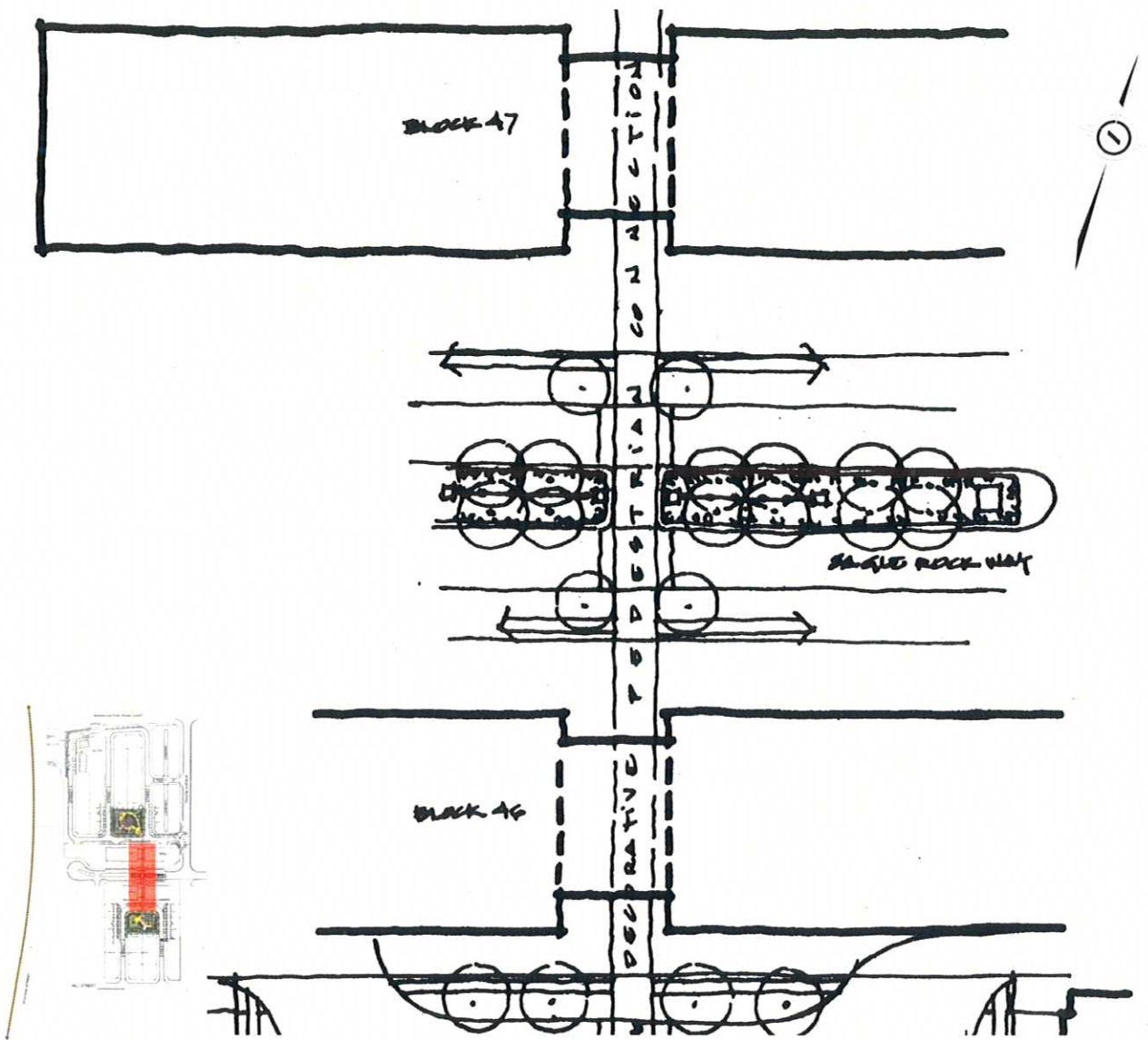


Figure 8. Treatment of Eagle Rock Way and Pedestrian Spine

3.2 Access to GO Transit Station

Eagle Rock Way is the pedestrian access from the community to the Maple GO Transit Station. Design Guidelines include the following:

- Provide a landscaped treatment that is safe, welcoming, and encourages pedestrian traffic between the street, its grade-related retail uses, and the station;
- Provide pedestrian connections that are marked by distinctive paving patterns.

3.3 Sustainability Considerations

Sustainability considerations are to be taken into account in the design of the McNaughton Community. Blocks 1, 2, 3, and 6 should incorporate sustainable design features that meet the needs and aspirations of the current generation but also take into account the impacts of future generations. It means thinking differently and making innovative, efficient decisions about lifestyle and community design.

Refer to Section 5.6.1 for additional sustainability considerations to incorporate into built forms.

3.3.1 Sustainable Community Principles

Sustainable Community principles that will be encouraged will include:

- Diversity, proximity, and accessibility to a wide variety of amenities and community facilities;
- Pedestrian-oriented communities, with linked open spaces and streets for walking and bicycling, and an effective and safe integration of pedestrian and vehicular traffic;
- The creation of healthy and energy-efficient buildings, including the use of local, healthy and durable building materials;
- Strategies to achieve water conservation and efficient use of natural resources, as well as the protection of water supplies from pollution;
- Programs for the reduction of waste, and the collection and reuse of recyclable materials, as well as the composting of organic waste.

3.3.2 Potential Applications of Sustainable Development

The McNaughton Community has potential sustainable opportunities in the proposed development, which include:

- Increasing the amount of evapotranspiration and infiltration, where possible, to reduce the burden on storm water infrastructure and to enhance the opportunity for ground water recharge. Permeable paving solutions, bio-swales and increased topsoil depth, where appropriate and feasible, are some examples;
- Promoting storm water volume retention and storage on-site to reduce the occurrence of flash-runoff from large paved surfaces;
- Reducing irrigation requirements by selecting native species that are more drought-resistant (xeriscaping) and creating more shaded planting areas;
- Addressing storm water quality to feasibly reduce the amount of sediment and pollutants collected in water runoff that eventually collects in SWM systems;
- Public awareness and education.

4.0 COMMUNITY DESIGN

This section establishes a design inspiration for hard elements and a direction for the design of the community landscape. It reinforces the vision for the community and will assist in subsequent stages of development, approvals and the detailed design of engineering, landscape and architecture.

Design guidelines in this section reinforce the following objectives:

- A high quality, coordinated design of community elements including gateways, entry features, edge treatments, streetscape, open space system and built form;
- Highlight special features of the community and provide design direction for each component;
- Provide a strong foundation for subsequent stages of design and development approvals;
- Incorporate City of Vaughan design development standards, initiatives, and policies.

4.1 Opportunities

A community Opportunities Plan has been prepared for the purpose of providing a schematic overview of the locations and relationships of community design elements. The characteristics of each of these elements are outlined in greater detail below.

4.2 Gateways, Entries, Identity Features and Edges

Community gateways, entries and edges represent the first impressions of a community by establishing character through form, materials and colour. They provide a unique and identifiable palette of elements that unify the design of the entire McNaughton Community.

4.2.1 Community Gateway / Entry

There is an existing Community Gateway / Primary Entry Feature located at the SW corner of Troon Avenue and McNaughton Road.



Figure 9. Existing Community Gateway / Primary Entry Feature and Living Wall at the SE corner of Troon Avenue and McNaughton Road



Figure 10. Existing Community Gateway / Primary Entry Feature at the SW corner of Troon Avenue and McNaughton Road

4.2.2 Secondary Gateways / Entries

General Guidelines:

- Provide design elements with community identities that define a sense of arrival;
- Provide entry features that are of smaller scale than community gateways;
- Incorporate hard elements and plant material with winter interest which are effective in all seasons;
- Provide community entries that are comprehensively designed with the gateway element for a coordinated community identity;
- Include hard elements such as masonry columns / walls, signage, decorative fencing, and lighting;
- Provide landscaping that is in varied groupings of low maintenance trees, deciduous shrubs, groundcovers, and ornamental grasses;
- Provide native, non-invasive species;
- Provide landmark architecture to define the community entry;
- Reinforce entry elements through siting, massing, and materials of built form;
- Provide transitions between adjacent built form (existing and proposed), the street edge, and other community design elements.

4.2.2.1 Secondary Gateway at Troon Avenue and Street “I”

The Secondary Gateway located at Troon Avenue and Street “I” identifies the entry into the both the residential and mixed-use developments north of the Eagle Rock Way, and should contain landscape elements that mark the route in and out of the development.

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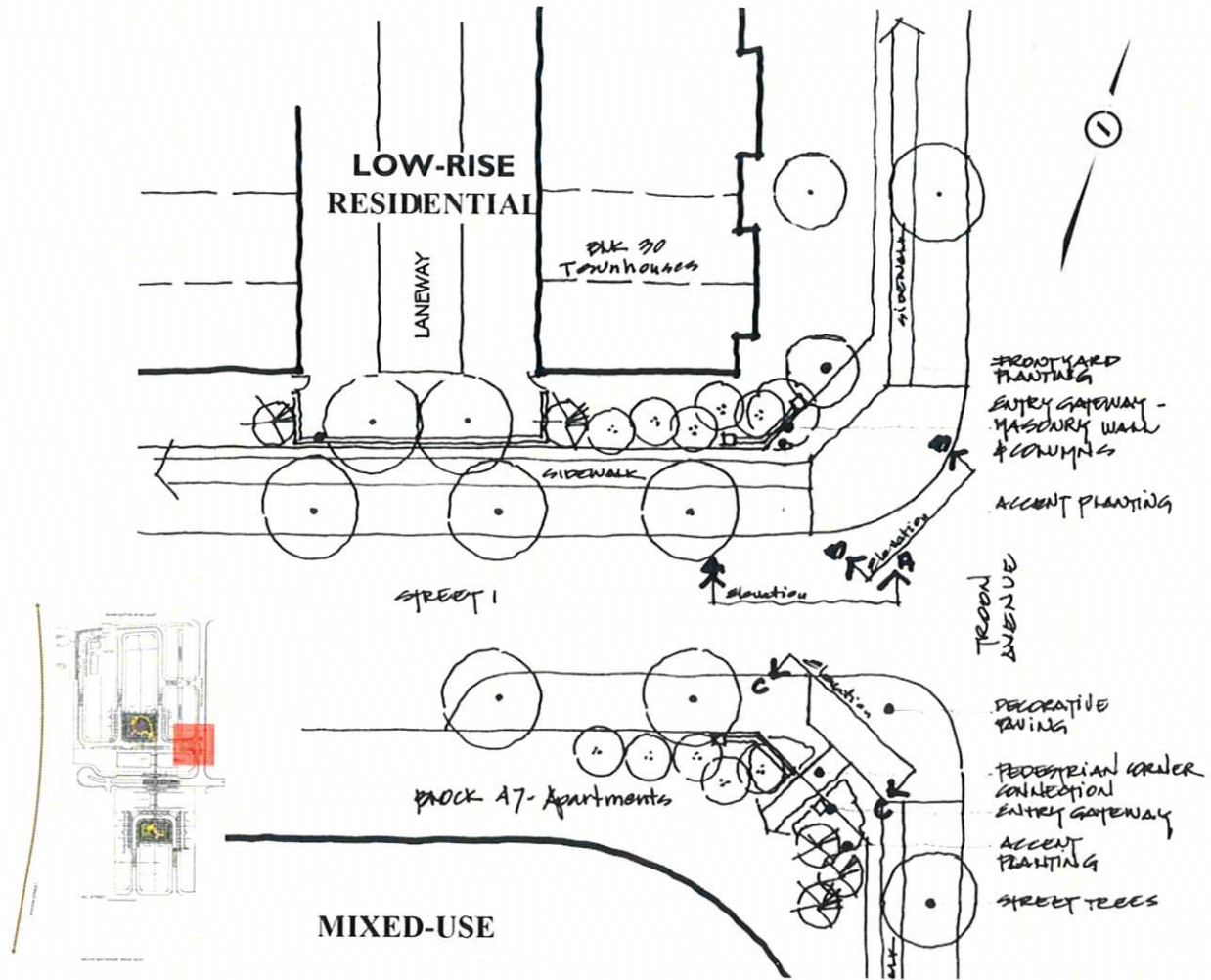


Figure 11. Secondary Gateway at Troon Avenue and Street "I"

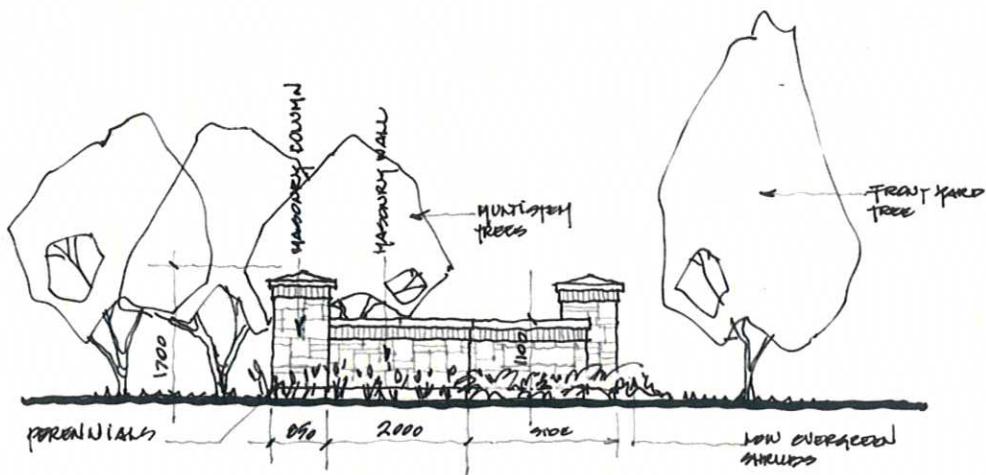


Figure 12. Secondary Gateway Elevation A-A - Residential Development

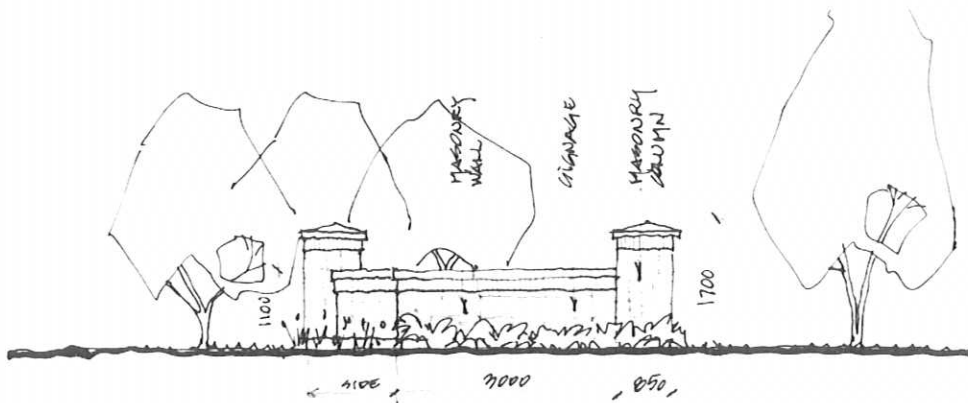


Figure 13. Secondary Gateway Elevation B-B - Residential Development

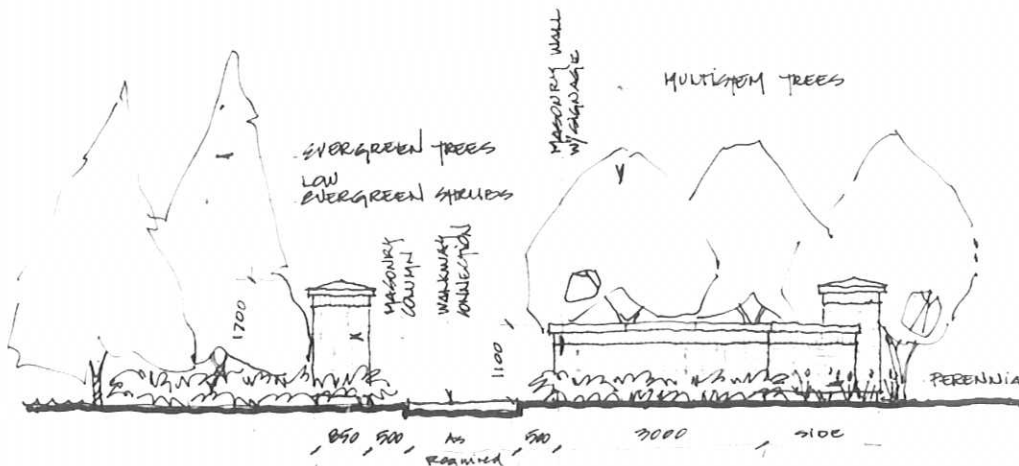


Figure 14. Secondary Gateway Elevation C-C - Mixed-Use Development

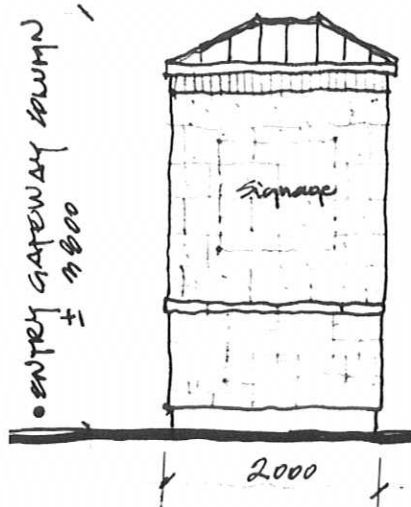
4.2.2.2 Secondary Gateways to Northern and Southern Neighbourhoods

Secondary Gateways are located at the following intersections to identify the entries into both residential developments north and south of Eagle Rock Way:

- Troon Avenue and Street "2";
- Both intersections of Hill Street and Street "4".

The gateways should contain landscape elements that mark the routes in and out of the development. These entry features should also be similar in design, scale, detailing, colour and materials as the other Secondary Gateway at Troon Avenue and Street "1" for a coordinated approach throughout the community.

4.2.3 Community Identity Feature



The Community Identity Feature is located at the end of the landscaped median at the intersection of Eagle Rock Way and Troon Avenue. It is a column similar to the one at the end of the eastern intersection of Eagle Rock Way and McNaughton Road.

This intersection shall also be framed with mid-rise buildings in the 8 – 12 storey height range. There is an opportunity for the building on the north side of Eagle Rock Way to have a podium or base that extends to the south to define the entrance to the boulevard portion of Eagle Rock Way leading to the entrance of the Maple GO Station.

Figure 15. Community Identity Feature

4.2.4 Community Edges

Community edges provide a strong impression of the community for passersby. Views from Major Roads often provide the first impression of a community and as a result, play an important role in defining community perceptions, images, and associations.

General Guidelines:

- Landscaping should support a cohesive framework for the street edge and provide a buffer between dissimilar adjacent land uses;
- Incorporate hard elements and plantings with year-round seasonal interest;
- Provide hard elements within landscape buffer areas, such as decorative fencing to reflect the community identity;
- Provide landscaping that is in varied groupings of low maintenance trees, deciduous shrubs, groundcovers, and ornamental grasses;
- Provide native, non-invasive species;
- Provide pedestrian walkway connections from the community sidewalk system to arterial roads, where appropriate and feasible;
- Provide transitions between adjacent built form (existing and proposed), the street edge, and other community design elements.

4.2.4.1 McNaughton Road

There is a Window Street of townhouse blocks/low-rise buildings provided along McNaughton Road to present an attractive edge and open view to and from the proposed Mixed-Use Community.

See Section 4.4.3 Landscape Buffers for the treatment along this edge.

4.2.4.2 GO Transit Lands

See Section 4.4.3 Landscape Buffers for the treatment along this edge.

4.2.4.3 Troon Avenue

There is a Living Wall located along Troon Avenue at the rear of the Lowes development. Built form and landscaping at this location should have regard for the Living Wall as a buffer at the residential/commercial interfaces.

4.2.4.4 Hill Street

There are townhouse blocks (i.e. low-rise) at this location to help present a positive and pedestrian scale friendly first impression of the community. There should be enhanced architectural and landscape design to create a high-quality, coordinated and attractive appearance at this location.

4.3 Streetscape

The community design of streetscape elements such as intersections and crossings, fencing, street lights, utilities, community mailboxes, transit stops and street furniture support the following design objectives:

- Reinforce the community identity;
- Ensure a high quality living environment;
- Enhance adjacent built form through landscaping;
- Create an informal character with soft landscaping and plant material selection that is ornamental and expresses seasonal interest;
- Incorporate native species, where possible.

General Landscape Guidelines:

- There should be coordination between landscape and architectural design with particular attention to entrances, window locations, massing, detailing, signage, and sightlines;
- Privacy fences will be required where ground floor amenity areas are located adjacent to the street;
- Landscape plans shall be prepared in accordance with the City of Vaughan Site Plan Landscape Requirements;
- Landscape designs include both hard and soft materials and shall be provided to define and enhance the following key areas:
 - Landscape buffers
 - Residential building entrances
 - Grade-related retail entrances
 - Neighbouring streets
- All areas of the site not landscaped with plant materials nor paved for pedestrian or vehicular uses shall be sodded.

4.3.1 Street Trees

Street trees play a significant role in enhancing the streetscape character of the community. They shall:

- Be appropriately selected, spaced and located to define all roads within and around the community;
- Relate to the scale of the streets;
- Provide for seasonal interest along streetscapes;
- Provide shade in the summer, colour foliage in the fall, and strong form in the winter;
- Provide overhead canopies for shade at pedestrian circulation routes and transit stops;
- Street tree sizes, spacing, and setbacks to correspond to the City of Vaughan's approved species list.

4.3.2 Fencing

Fencing is a dominant element in the residential streetscape with locations determined in response to sound control, privacy for rear yard amenity spaces, separation of private and public lands, and safety (i.e. fencing of window streets). All fences should have a consistent design theme and colour to reinforce the community image.

Design Guidelines include:

- Wood privacy or acoustic fence, as required, along the rear lot lines of low-rise buildings adjacent to the Maple GO Transit Station and Troon Avenue;
- Decorative fence along community edges, including within the Landscape Buffer Block adjacent to the GO Transit Station Lands and along McNaughton Road;
- Black vinyl chain link fencing at the heights and locations specified by the City of Vaughan requirements and standards.



Figure 16. Existing Decorative Fencing along McNaughton Road

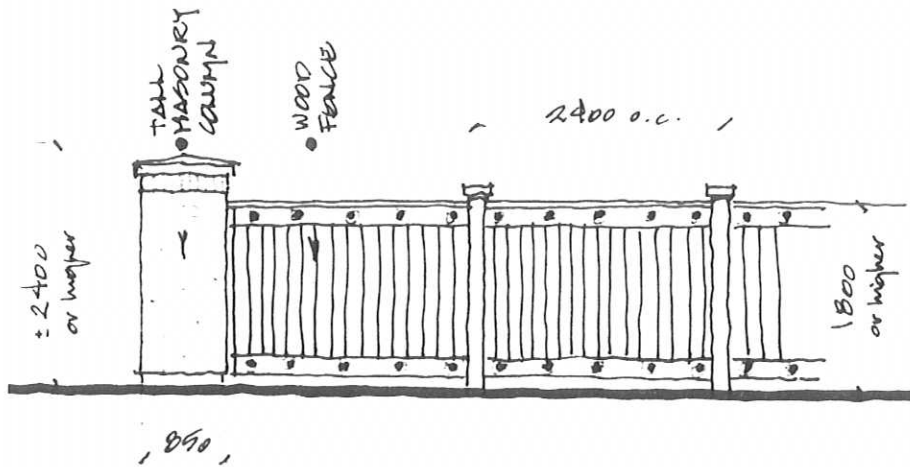


Figure 17. Wood Privacy or Acoustic Fence in combination with the Tall Masonry Column

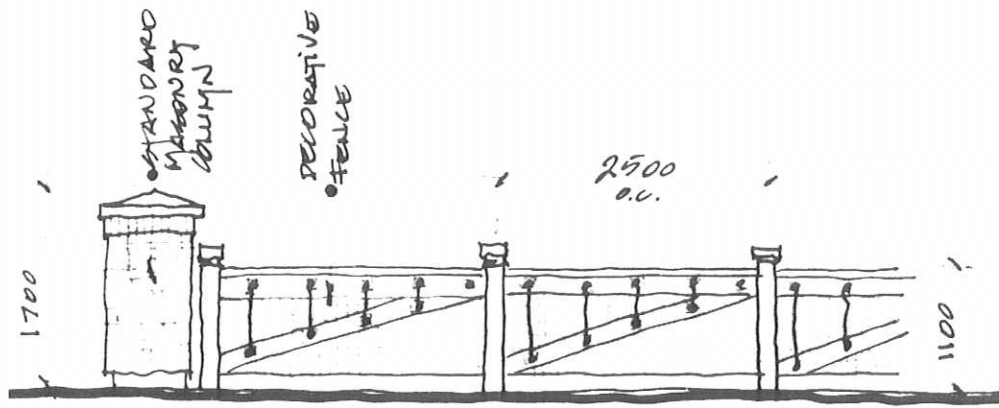


Figure 18. Wood Privacy or Acoustic Fence in combination with the Tall Masonry Column

4.3.3 Street Lights

Street lights throughout the community will be the Trafalgar poles. The Trafalgar Pole is a positive element in the streetscape as it integrates telephone and cable utilities in its base, which minimizes the amount of unsightly utility boxes on the street.

The light fixture and profile of this pole is compatible with the character envisioned for the overall development. Street lighting shall be located and designed in accordance with the City of Vaughan standards.

Design Guidelines include:

- Location of street lights will be coordinated with the location of streetscape elements such as street trees to avoid conflicts and allow for the maximum number of trees;
- Lights will be positioned to light park entries, transit stops and areas of pedestrian congregation;
- Consideration should be made to avoid light distribution onto adjacent residential lands.

4.3.4 Utilities

Utility structures such as hydro, telecommunication and cable boxes within residential neighbourhoods should be addressed in the beginning stages of development for visually pleasing streetscapes.

The location of all utility structures will be coordinated and located in accordance with street R.O.W cross-sections with the City of Vaughan and/or may also be located on other lands within easements. Alternative methods of containing utility services on or within streetscape features, such as street light poles that accommodate multiple utilities, will be encouraged to reduce street clutter.

Design Guidelines include:

- Utilities will be located away from highly visible areas;
- Traffic light control boxes should be located so as to not interfere with entry features.

4.3.5 Community Mailboxes

Community mailbox locations throughout the residential areas will be determined in consultation with Canada Post and the City of Vaughan. Their locations will allow for safe and convenient pedestrian access and be appropriately integrated with the overall streetscape.

Characteristics:

- Location of community mailboxes will be highly visible and convenient for all residents;
- Locations will be along publicly exposed side yards of residential dwellings, with privacy fence as the backdrop, or next to amenity areas such as parks;
- Landscaping will be considered for mailboxes, and include plant material and a paved area. A mailbox shelter may also be used where appropriate;
- Mailboxes may be grouped together with other street furnishings such as benches, pedestrian lighting, waste and recycling receptacles, and newspaper boxes.

4.3.6 Transit Stops

Transit stop locations throughout the residential areas will be determined in consultation with local public transit agencies and the City of Vaughan. They shall be located in highly visible and convenient locations that provide for pedestrian connections.

At transit stops, concrete pads sized for future shelters and a bench for waiting will be provided. Bench locations should be away from the street and adjacent to the landscaped areas, where possible.

Landscaping will provide visual safety, climate control, sensual experience and pedestrian scale detail.

4.4 Green Spaces

Green spaces are an integral part of the community and contribute to the overall identity as significant amenity features.

The development of green spaces within the McNaughton Community will address the following design guidelines:

- Views and vistas to parks;
- Parks in the north and south low-rise developments, the pedestrian connections through the Pedestrian Promenade, and the landscaped central boulevard in the Pedestrian Promenade will be visually and physically connected via pedestrian paths and crossways that are distinctive to convey their importance over vehicular uses;
- The paving and landscape treatments of parks, pedestrian connections through the Pedestrian Promenade, and the Pedestrian Promenade will utilize the same vocabulary of materials, colours, and plantings, but in different proportions as appropriate, so as to read as part of the same community.

4.4.1 Park 1 – North Residential Development

There is a park block located within the residential development north of Eagle Rock Way. Design Guidelines include:

- Entry columns located at the entrance from the intersections of Streets “1” and “1”, and Streets “1” and “3”;
- A central gathering area incorporating a shade/gazebo structure and a seating area;
- A playground facility designed as a focal element within the park, with access to and views of an open play area;
- The residential/park interface incorporating deciduous and coniferous trees for screening and buffering of noise in coordination with privacy and decorative fencing along the residential property line;
- Lighting implemented through the Park’s main circulation route;
- The park adequately illuminated with low level, downward and inward directed pedestrian-scaled lighting;
- Buildings flanking a park with a wood privacy fence to screen the rear yards, and a decorative fence from the edge of the privacy fence to the front lot line.

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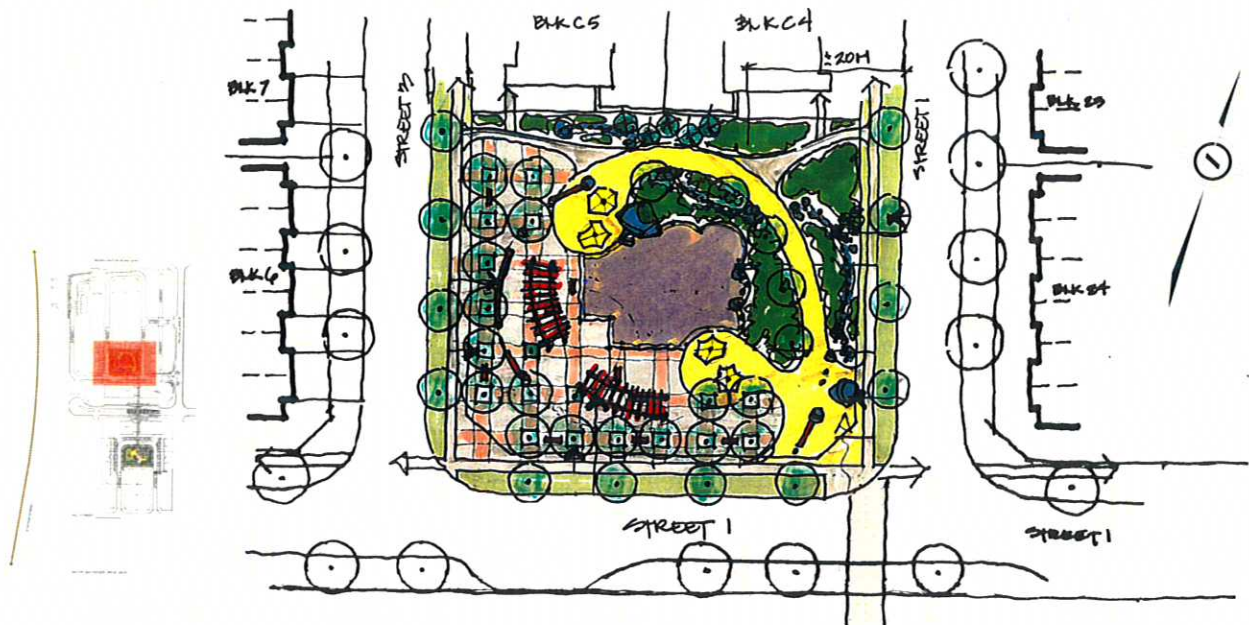


Figure 19. Park I Schematic Plan

4.4.2 Park 2 – South Residential Development

There is a smaller park block located within the residential development south of Eagle Rock Way that is more for passive use.

Design Guidelines include:

- Entry columns located at the north side of the Park to both define the entrance to the park and provide a “destination”/termination point to the continuous decorative pedestrian connection from Park I within the north residential development;
- A central gathering area incorporating a shade/gazebo structure and a seating area at the View Terminus of the decorative pedestrian connection;
- Seating nodes provided along the Park’s circulation route;
- Park’s main circulation route lined with deciduous trees, round in form for shade canopy;
- The residential/park interface incorporating deciduous and coniferous trees for screening and buffering of noise in coordination with privacy and decorative fencing along the residential property line;
- An open area located in the Park;
- Lighting implemented through the Park’s main circulation route;
- The park adequately illuminated with low level, downward and inward directed pedestrian-scaled lighting;
- Buildings flanking a park with a wood privacy fence to screen the rear yards, and a decorative fence from the edge of the privacy fence to the front lot line.

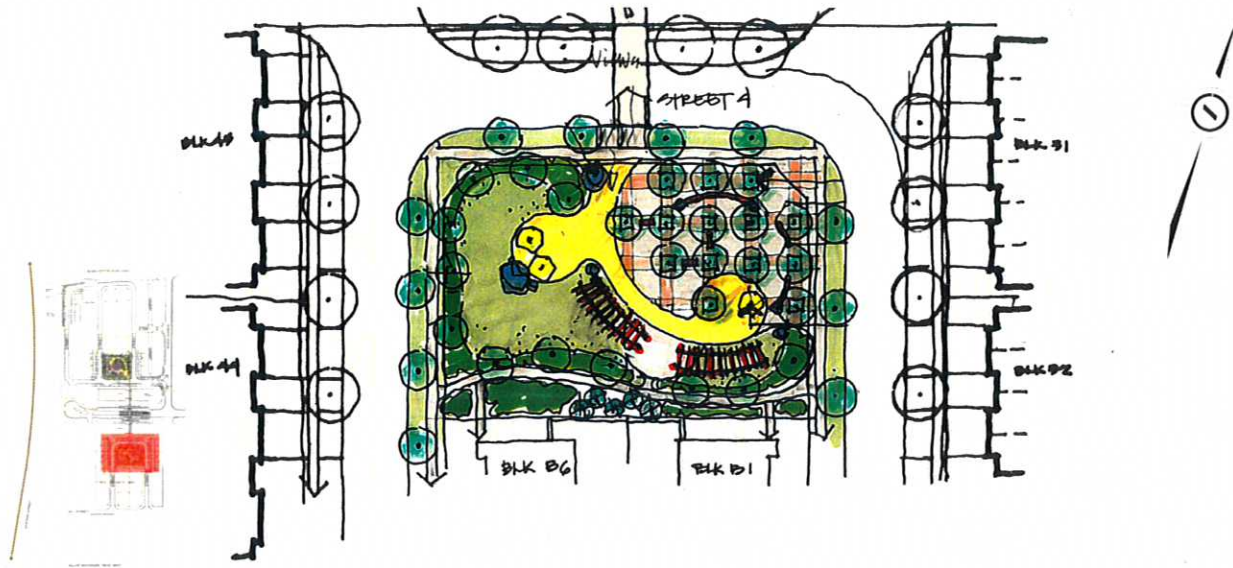


Figure 20. Park 2 Schematic Plan

4.4.3 Landscape Buffers

There is a landscape buffer treatment located at the edges of the northern residential development of the community along McNaughton Road and the GO Transit Station Lands. On the GO Transit Station Lands is an existing chain link fence on a retaining wall system.

Design Guidelines include:

- High branching deciduous trees and hedges with decorative fence, where possible, in the buffer block along McNaughton Road;
- Decorative fence adjacent to the GO Transit Station Lands between groups of evergreen trees for a visually pleasing edge;
- Landscaping within the buffer block that includes a combination of deciduous trees with shrubs.

URBAN DESIGN GUIDELINES

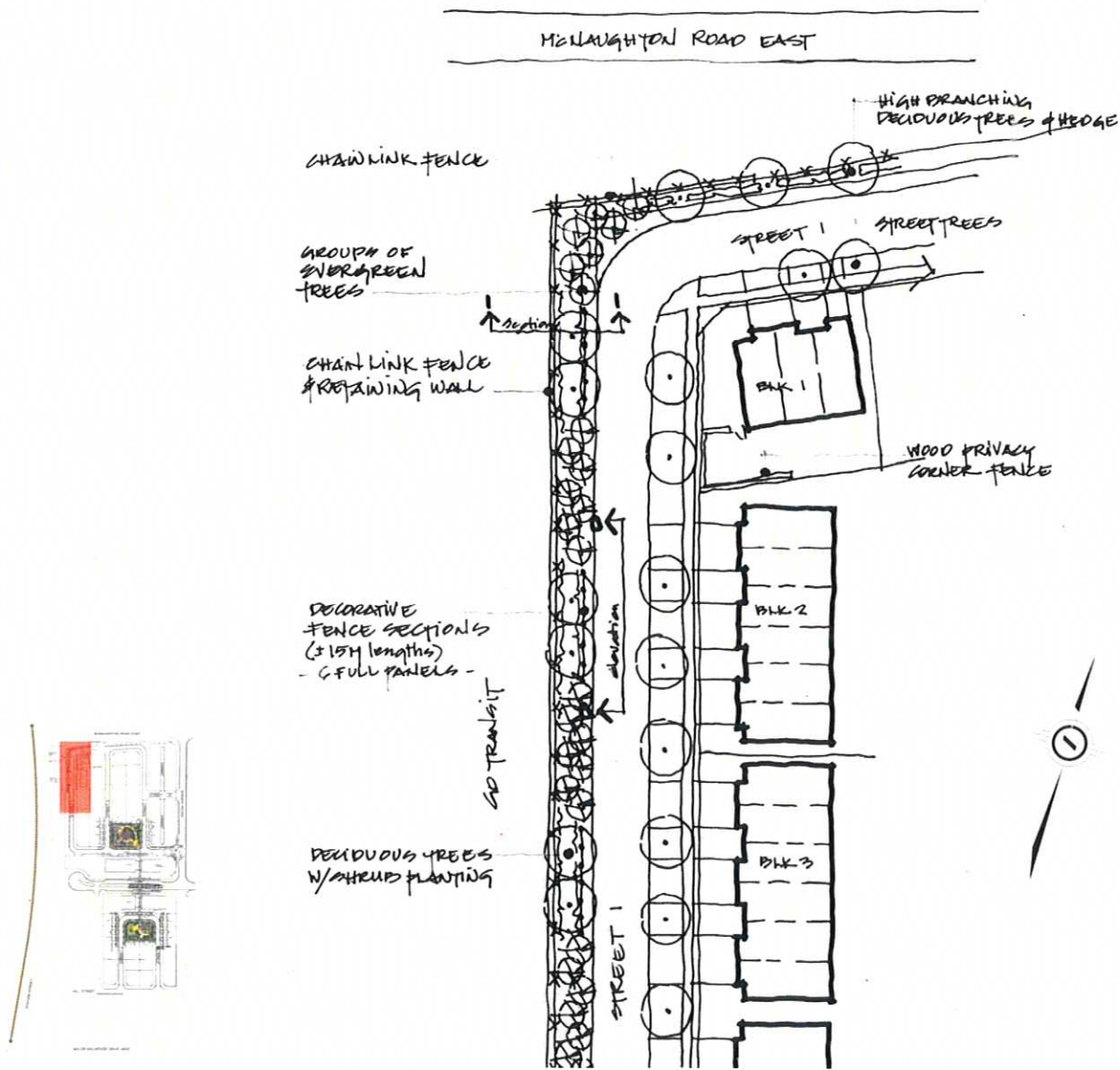


Figure 21. Landscape Buffer Treatment

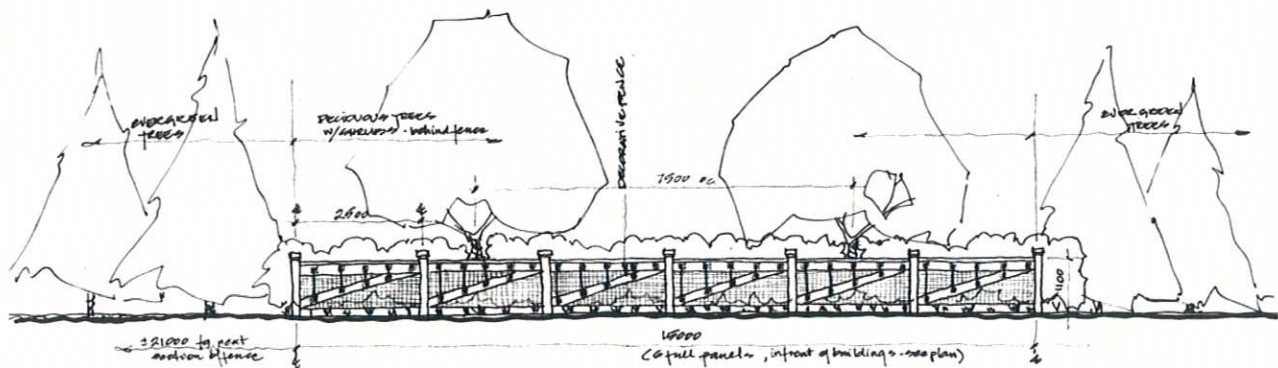


Figure 22. Landscape Buffer Elevation

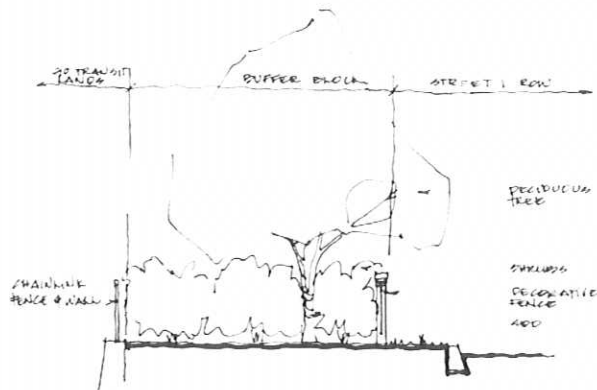


Figure 23. Landscape Buffer Section

4.4.4 Pedestrian Promenade

Design Guidelines include:

- Pedestrian connections to transit stops, adjacent public open space, and sidewalks using hard surface material (other than asphalt). Emphasis is placed on enhancement of these connections with landscape materials and colours, which are to help provide a distinct entry and front yard treatment;
- The landscape to enhance the built form and establish a visual hierarchy and direction for pedestrian movement;
- Landscape elements that are bold, highly visible and artistic to emphasize the Pedestrian Promenade;
- Landscape elements, related to the Pedestrian Promenade, incorporated into the area consisting of the public right-of-way and landscape zones established on private property;
- The Pedestrian Promenade is to enhance pedestrian movement within and across the development lands. Other than at pedestrian connection points, pedestrian movement within the Promenade should be limited to Municipal sidewalks within the right-of-way. Pedestrian connections are to be reviewed in conjunction with lot specific Site Plans during the detailed design stage to ensure coordinated integration of built form;
- Amenities, materials, and site furniture at the Pedestrian Promenade to be coordinated with the surrounding site to create a consistent theme.

See also Section 3.1 Eagle Rock Way.

URBAN DESIGN GUIDELINES

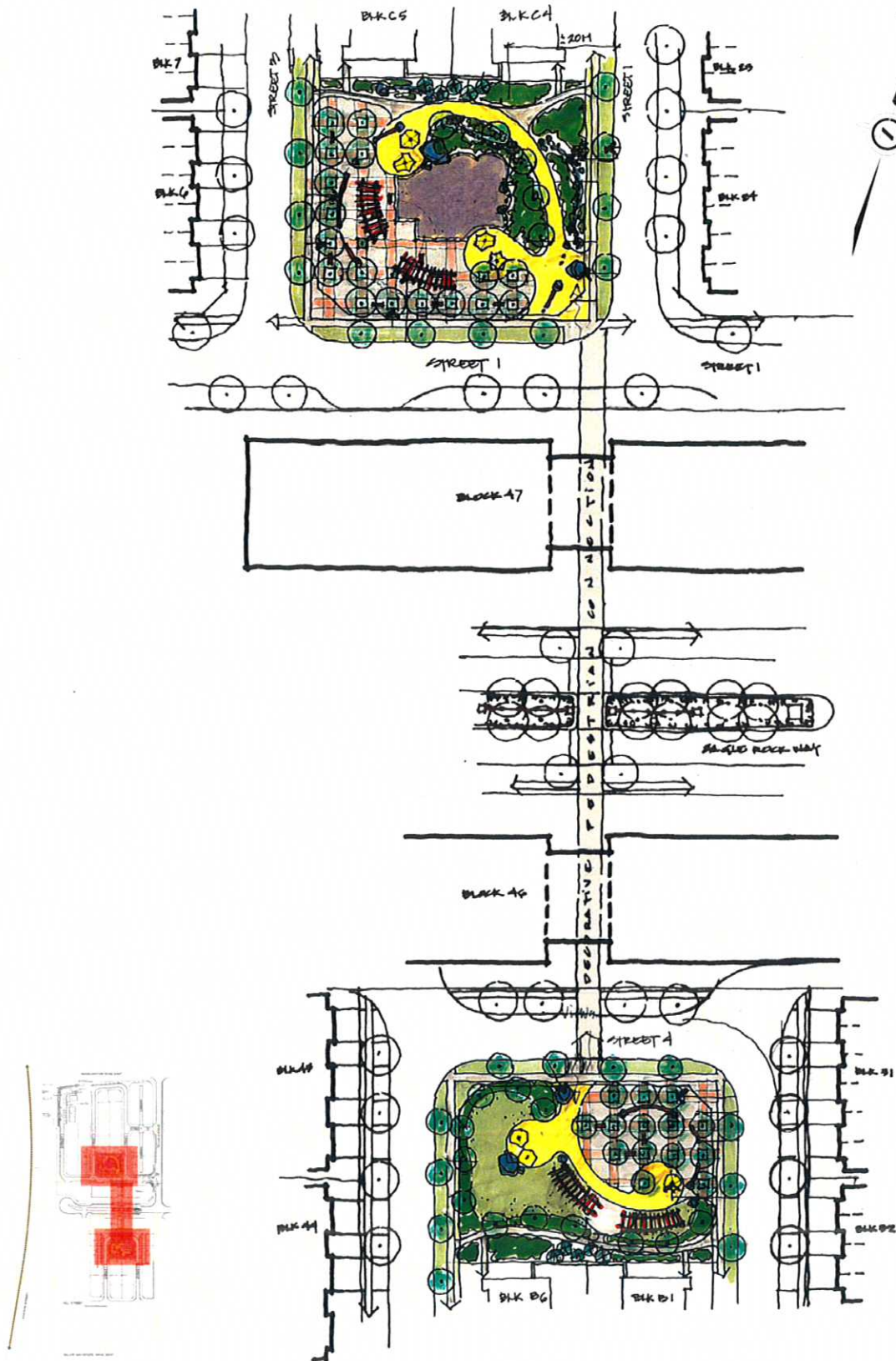


Figure 24. Pedestrian Promenade, on Eagle Rock Way, and links to Parks

5.0 BUILT FORM GUIDELINES



Figure 25. South view from the North Residential Neighbourhood

A common architectural vocabulary set out below shall be applied to all buildings to create a distinct identity for the overall McNaughton Community and achieve unity among the different neighbourhoods.

This section addresses the relationships of buildings to the public realm and with each other, as well as massing and built form relationships.

There are three neighbourhoods identified within the proposed development. The first neighbourhood is a mixed-use development located on Eagle Rock Way that consists of mid-rise residential buildings with commercial uses at grade. The commercial uses front onto Eagle Rock Way, the main street of the community. The second and third neighbourhoods are residential developments located north and south of Eagle Rock Way respectively. The second neighbourhood consists of both on-street and laneway townhouses. The third neighbourhood consists of on-street townhouses only.

5.1 Community Vision

- To support the collective positive image of the community;
- To support the streetscape image through site planning, architecture, and landscaping;
- To integrate with adjacent buildings through complementary detailing, materials and colours.

5.2 Architectural Influence / Character

5.2.1 Mixed-Use Development

The mixed-use development is envisioned to be a visually rich and detailed urban environment. The mixed-use buildings will be of modern/contemporary design and urban character to provide a strong street presence and identify a sense of place.

The building forms shall be compatible with and complementary to the architecture of surrounding low-rise residential buildings. Architectural detailing must be complementary to the commercial uses at grade, while maintaining their image as residential architecture and anchor components of Blocks 1, 2, 3, and 6.

5.2.2 Residential Developments

The townhouses / low-rise buildings will be of modern/contemporary design with traditional influences for an urban streetscape character.

The building forms shall be compatible with and complementary to the architecture of surrounding mid-rise residential buildings. Architectural detailing must be complementary to the adjacent mid-rise buildings having commercial use, while maintaining their image as residential architecture and representative component of Blocks 1, 2, 3, and 6.

5.3 Guidelines for Mixed-Use Development



Figure 26. View from Maple GO Transit parking lot

5.3.1 Site Planning

- Buildings are encouraged, where possible to be located close to the street line of their sites, and shall be oriented to maintain significant street frontage and address any street intersections;
- Sites with multiple buildings should be organized to support the streetscape by locating an appropriate proportion of the collective building mass at the street line. This will reinforce the pedestrian scale and character proposed for this community and assist in achieving compatibility with adjacent neighbourhoods;
- On corner sites, buildings are encouraged to be sited at the corners where possible to architecturally address the intersection;
- Retail component should face the higher order public streets.

5.3.2 Building Massing and Roof Lines

- Long continuous roofscapes and wall planes should be divided and varied to provide visual interest and variety;
- The design of roof lines and parapets should facilitate the integration and screening of all rooftop mechanical units;
- The collective architectural composition of the buildings must be considered appropriately in terms of massing, roof lines, street relationships, and visual impact on adjacent low rise housing;
- Ensure appropriateness to the scale of surrounding low-rise buildings and maintain a pedestrian scale at street level. Designs should present well-proportioned buildings that do not accentuate their height;
- Where possible, mid-rise buildings should incorporate elements to complement the surrounding residential building forms, including exterior cladding, window types and colours.



Figure 27. Mixed-use Building Elevation

5.3.3 Building Elevation

- The design of façades will be articulated to provide relief and visual definition through the expression of architectural elements and details;
- Balconies are to be incorporated as integral elements in the overall design of the massing of these buildings and should not be treated as add-ons to the building elevations;
- Retail entrances and frontages shall be provided with continuous canopies and/or awnings to provide weather protection for pedestrians;
- Large retail windows are encouraged at all retail storefronts, along with architectural articulation and wall accent treatments;
- Display windows and at grade glass doors should be integrated into the front face of the building.

5.3.4 Consistency of Detailing and Exterior Cladding Treatments

- Due to the complete visibility of these buildings, exterior materials and building details within each building shall remain consistent on all building elevations;
- The choice of materials and colours shall be compatible with the overall architecture image of the surrounding area.

5.3.5 Building Entrances

- Architecturally pronounced entry points at all public entries should be created;
- All principal public entrances should be covered with an entrance canopy;
- Building entrances should be clearly articulated and visible, with pedestrian walkway connections to the street and designated vehicular drop-off areas.

5.3.6 Pedestrian Circulation

- Pedestrian walkway connections should be designed to accommodate high volumes of unencumbered movement at peak times;
- Pedestrian connections should be planned to facilitate access to any future transit stops;
- Areas for meeting and gathering, which incorporate a wide range of street furniture such as seating, waste and recycling receptacles, and vending boxes, should be provided and designed to create animated sidewalks.

See Section 3.1 Eagle Rock Way for additional requirements.

5.3.7 Vehicular Access, Parking and Servicing

- Surface parking lots should be avoided wherever possible. Where permitted, they should be screened from public view;
- Screens, where required, should be designed using materials and colours consistent with the building design. A combination of landscaping and architectural elements may be used;
- All service areas visible to adjacent lands shall be treated with landscape screening and berming;
- Landscape areas should be used to break up any expansive paved areas;
- All garbage storage should be enclosed within the building;
- All loading service areas should be screened from adjacent residential or public lands by placement of buildings, architectural screens and/or landscaping. Where landscape materials are used for screening, they will be designed to maintain a year-round effect, and include a dominant evergreen component. In addition, these areas should be located away from low-rise residential areas to provide an adequate buffer zone.

5.3.8 Lighting and Signage

- Lighting for buildings and parking will be designed and sited to minimize light distribution onto adjacent residential properties;
- Lighting should be provided along pedestrian walkways to ensure the path is lit consistently along length of route and that no dark patches occur;
- Signage should be grade-related and integrated into the building design and entry features;

- Commercial signage should be illuminated using accent lighting complementary to the building façade. Backlit signage should be avoided;
- Signage controls shall be put into place to restrict the size, look and lighting of retail and other signage to ensure a clean and uncluttered look, especially along the Pedestrian Promenade.

5.4 Guidelines for Residential Developments

5.4.1 Priority Locations

Priority locations are identified as areas within the residential developments that are highly visible and can enhance the identity and viability of the McNaughton Community. Given their visual prominence within the public realm, priority locations shall be designed with greater attention to the location and design of buildings.

5.4.1.1 Gateways

All major gateways and entrances into the McNaughton Community provide special opportunities to create gateway landscape treatments and/or landmark buildings that will act as recognizable community orienting focal points. The design of landscape and buildings should share common elements with each other.

5.4.1.2 Corner Lots

Buildings on corner lots flanking local streets are encouraged to be sited near the intersection and architecturally address both streets and exposures to public views, with animated side elevations.

5.4.1.3 Window Street Architecture

Buildings on window streets occur on parallel Service Roads facing the major roads. Special consideration should be given in the design, materials and colours of buildings in these locations since they will form a first impression of the community. Architectural massing, design, and detailing of these façades should be of the highest visual interest and quality.

5.4.1.3 View Terminus

Buildings located at a View Terminus / ('T' Intersection) are viewed frontally more frequently and for longer periods of time. Provide visual interest and architectural quality for these façades.

5.4.1.4 Buildings Flanking Parks

Buildings flanking parks and open space are encouraged to address both the street and the park to enhance on-street relationships. Buildings are also encouraged to front onto the park to promote the park as a neighbourhood node and provide visually attractive 'edges'.

5.4.2 Site Planning

- Buildings are encouraged, where possible to be located close to the street line of their sites, and shall be oriented to maintain significant street frontage and address any street intersections;
- Buildings should be organized to support the streetscape by setting the parking garages into the mass of the townhouses to minimize their visual impact on the street. This will reinforce the pedestrian scale and character of this community and assist in achieving compatibility with adjacent mid-rise buildings;
- On corner sites, buildings are encouraged to be sited near the intersection, where possible, and to architecturally address both streets with animated side elevations;
- Buildings at site access points should be coordinated with entry features.

5.4.3 Building Massing and Roof Lines

- Long continuous roof lines or wall planes should be divided and varied to provide visual interest and variety;
- They may be designed to appear as a series of larger dwellings, with variations in roof lines;
- The townhouse blocks should have simple and distinguishable building shapes with few but strong and distinctive architectural elements;
- The collective architectural composition of the buildings must be considered appropriately in terms of massing, roof lines, street relationships, and visual impact on adjacent blocks;
- The height/massing of townhouse blocks should be complementary to the height/massing of adjacent buildings and buildings on the other side of the street;
- Townhouses should incorporate either flat- or sloped-roof elements to complement the surrounding residential built forms.

5.4.4 Building Elevation

- The design of façades should be parallel to and in line with the street, but should also be vertically and horizontally articulated to provide relief and visual definition through architectural elements and details;
- The design should provide a variety of visual elements and details, which include variation in façade elements such as front entries, plane variation and bay and dormer designs to break up the massing;
- The number of units in a block should maintain the modular rhythm of the streetscape;
- All windows exposed to the public realm should feature the same window type and detailing;
- End units exposed to the public realm shall have increased fenestration as well as architectural details and elements that are consistent with the front elevation;
- Any firewalls should be integrated into the block design, and not be noticeable;
- The choice of materials and colours shall be compatible with the overall architecture image of the surrounding area;
- All cladding materials shall be of high quality.

5.4.5 Consistency of Detailing

- Detailing should remain consistent on all elevations, in terms of exterior building materials, window treatment and architectural vernacular. The amount of details may be simplified in areas of reduced public views;

- There should be a consistent architectural theming and detailing for all townhouse blocks within the development.

5.4.6 Building Entrances

- Entrances are encouraged to face the street and, where possible, be close to the street line;
- Main entrances should be architecturally pronounced and provide for weather protection;
- Main entrances should be paired to increase the width of landscaped areas;
- Corner units should locate the main entrances on the flankage elevation, where possible, to create a building presence on both street frontages.

5.4.7 Garages

- Front-facing garages should be integrated into the design of townhouses to minimize their presence in the streetscape;
- Garages in the rear yard should match the main dwelling through vernacular, materials and colour;
- In locations of high public exposure, garages in the rear yard should be designed to the same level of detailing as the main dwelling, include fenestration, and be finished with materials compatible with the front. High public exposure locations include corner lots.

5.4.8 Pedestrian Circulation

- Pedestrian walkways should be designed to ensure a safe, comfortable and attractive environment for walking;
- There should be direct access from entrances to the sidewalks;
- Pedestrian connections should be planned to facilitate access to present and future transit stops;
- Bus shelters should be provided in safe and visible locations along transit routes. The design of these structures should be compatible with the architectural styles in McNaughton Community;
- Major pedestrian access points and routes should be clearly visible and identifiable using both ground oriented and upright hard and soft elements.

5.4.9 Vehicular Access, Parking and Servicing

- Surface parking areas between the buildings and the street should be limited and avoided, where possible. On-street parallel parking should be permitted and regulated;
- Screens, where required, should be designed using materials and colours consistent with the building design. A combination of landscaping and architectural elements may be used;
- Open, exterior, separate garbage enclosures will not be permitted;
- All garbage storage and loading service areas should be screened from adjacent residential or public lands by placement of buildings, architectural screens and/or landscaping. Where landscape materials are used for screening, they will be designed to maintain a year-round effect, and include a dominant evergreen component. In addition, these areas should be located away from residential areas to provide an adequate buffer zone.

5.4.10 Driveway Treatment

Design Guidelines:

- Driveways should be paired, where possible, to increase the width of landscaped areas;
- Driveways and vehicular access points should be located to minimize and, where possible, avoid conflict with intersections and pedestrian walkways.

5.5 On-Lot Landscaping

On-lot landscaping will be required for this community. Landscape Plans for residential and mixed-use developments must be prepared by a qualified consultant and submitted to the Design Control Architect for approval.

Design Guidelines:

- Provide primary planting that focuses on and frames views of open spaces and community features, and create amenity and privacy areas;
- Provide on-lot concentrated ornamental plant species that are native and non-invasive;
- Provide large conifers in proximity to the street to give the neighbourhood an established image in the early phases of the development;
- Ensure strong winter structure for planting;
- Provide a significant conifer/broadleaf component (40-60%). Deciduous trees should be a minimum of 60mm caliper. Coniferous trees should be a minimum of 2.5m. shrubs should be a minimum of 80cm in height;
- Coordinate individual site development and landscaping with the Community Landscape Feature elements and plantings provided by the developer;
- Ensure that recreation equipment, boats, vehicles, storage, and parking areas are sited out of view and screened through plant materials to reduce their dominance to the adjacent blocks and views from the street;
- Provide subtle concealed light source for night lighting to guide/lead access on the lot;
- Provide hard surfaces such as at grade or raised terraces, walkways, and patios, that are finished in upgraded paving (natural stone, approved manufactured stone products, precast concrete unit paving, and/or patterned/impressed concrete) in dominantly earth-tone colour ranges (asphalt and plain paved concrete are not acceptable).

5.6 Sustainability Considerations

5.6.1 Sustainable Building Guidelines

Features to be encouraged in the residential developments of the McNaughton Community, Blocks 1, 2, 3, and 6 include:

- Upgraded exterior wall and roof insulation;
- High performance windows and doors;
- High quality exterior caulking and sealants;
- High-efficiency heating, cooling, and ventilation systems;
- Energy Star appliances;
- Storm water retention and reuse;
- Bicycle storage;
- Provisions for three-stream garbage and recycling systems;
- Green roofs, where feasible.

6.0 IMPLEMENTATION

6.1 Urban Design Guidelines

These Urban Design Guidelines form a framework for the development of concept plans to demonstrate compliance with the preceding sustainability principles through the organization and location of the key components of roadways, land uses and open space areas, and regard for the following key Urban Design components:

1. Integration of varied land uses within the community framework;
2. Higher densities in close proximity to transit hub;
3. Interconnected pathway system;
4. Open Space linkages to and from neighbourhoods.

6.2 Architectural Design Guidelines

The Architectural Design Guidelines for McNaughton Community should continue to build upon the design objectives established in the community's Urban Design Guidelines to realize the community vision. It shall provide concepts and standards to guide the development of both private and public lands and address architectural design criteria for all proposed residential and mixed-use built form.

The goal is to achieve a high quality of architecture that supports the community vision and ensure the development expansion areas create an appropriate transition with the surrounding existing community.

The Architectural Design Guidelines will be applied to the design and siting of individual low-rise and mixed-use buildings, through a privately administered Design Control review process. This process requires that all building site plans, elevations, and materials and colour within the development expansion areas be reviewed and approved by the Design Control Architect prior to submission to the City of Vaughan for site plan approval and/or building permit application.

6.3 Concept Plan

The design principles and concepts outlined in these Urban Design Guidelines should reflect the overall design of this neighbourhood concept plan. It shall demonstrate how the goals and objectives of the community vision can be achieved.

The concept plan will illustrate:

- The urban design structure of the community;
- The design and site planning of residential and mixed-use land uses;
- Highlighted significant design features to the plan; and
- Design alternatives for differing land uses.

6.4 Process

The Neighbourhood Concept Plan, Urban Design Guidelines and Architectural Design Guidelines will be prepared by the developer and established in consultation with the City.

A privately administered Architectural Control review process shall implement the concepts in the Urban Design Guidelines and Architectural Design Guidelines. Watchorn Architect Inc. will be retained by the developer to review and approve developments in conformity with the guidelines.