



FERGUS GOLF CLUB REDEVELOPMENT

COMMUNITY DESIGN GUIDELINES

Draft Plan of Subdivision and Draft Plan of Condominium



Township of Centre Wellington

February, 2022

Urban Design Brief

Draft Plan of Subdivision and Draft Plan of Condominium

Fergus Development Inc.

Township of Centre Wellington

Official Plan Amendment
Zoning By-law Amendment
Plan of Subdivision
Plan of Condominium

February, 2022

Prepared for:
883890 Ontario Limited c/o Fergus Development Inc.
3190 Steeles Avenue East
Markham, ON
L3R 1G9

Prepared by:
GSP Group Inc.
72 Victoria Street South, Suite 201
Kitchener, ON
N2G 4Y9

TABLE OF CONTENTS

INTRODUCTION	4	LANDSCAPE DESIGN GUIDELINES	14
1.1 Purpose	4	4.1 Community Gateway Features	14
1.2 Vision.....	4	4.2 Rural Street Plantings.....	14
1.3 How to Use the Guidelines.....	5	4.3 Passive Open Spaces	14
COMMUNITY DESIGN BASIS	6	4.4 Wellington Road 19 Buffers	15
2.1 Site Conditions.....	6	4.5 Existing Hedgerows and Trees	15
2.2 Community Context.....	6	LOT SITING GUIDELINES	16
2.3 Policy Context	8	5.1 Lot Types	16
COMMUNITY STRUCTURE.....	10	5.2 Setbacks and Street Relationship	16
3.1 Retained Wetlands and Woodlands.....	10	5.3 Existing Topography	16
3.2 Naturalized Stormwater Management Pond.....	10	5.4 Garage Configurations.....	17
3.3 Complementing Open Spaces.....	11	ARCHITECTURAL DIRECTIONS	19
3.4 Connecting Trails	11	6.1 Architectural Character	19
3.5 Rural Character Streets	12	6.2 Streetscape Variety	22
3.6 Lot Fabric.....	13	6.3 Materials and Colours.....	23
		6.4 Porches.....	23
		6.5 Driveways.....	23
		6.6 Garage Doors	24
		6.7 Prominent Lots.....	25

1. INTRODUCTION

1.1 Purpose

GSP Group has been retained by 883890 Ontario Limited c/o Fergus Development Inc. in relation to planning applications to redevelop a portion of the Fergus Golf Club, south of Wellington Road 19. The proposed redevelopment contemplates a rural, estate-style, recreational-based, residential community with natural features integrated at the centre of this new neighbourhood.

The purpose of this urban design brief is to establish the development framework and design guidelines for the redevelopment of a portion of the Fergus Golf Club. Design guidelines are a requirement of a complete application submission for the proposed redevelopment. These design guidelines describe how the streets, open spaces, buildings, and landscape elements will work together to create a coherent development across the Site. They build on the context, character and pattern of the existing surrounding neighbourhoods while allowing for evolution in architectural style and innovation in built form. The Urban Design brief is structured under the following major sections:

- Section 2 - Community Design Basis outlines the existing site features and conditions as well as the surrounding context that inform the neighbourhood's design;
- Section 3 - Community Structure outlines the elements that comprise the neighbourhood's structure, including public realm guidelines for streets, open spaces, natural features and trails;
- Section 4 - Landscape Design Guidelines provide landscape elements for coordinated planting palettes and key design features reflective of the surrounding natural features;
- Section 5 - Lot Siting Guidelines provides design guidelines for site and block level considerations for blocks subject to Site Plan Approval; and

- Section 6 - Architectural Directions provides general architectural directions for the new buildings, which will be detailed and refined through further design processes.

1.2 Vision

The proposed redevelopment is located in a premier residential setting, sitting on the current grounds of the South 9 of the Fergus Golf Club (the "SE Site"). The land rests in the centre of Wellington County's agricultural fabric, sitting near the cottages along the shores of Lake Belwood and emerged within the wooded areas of the existing golf course. The proposed redevelopment embraces this context seamlessly integrating into the fabric of the rural neighbourhood. This new neighbourhood includes:

- Integration with the golf course as part of the recreational amenities offered for resident in addition to other walking and active pursuits offered within and surrounding the SE Site.
- Retained natural features integrated as the centre of this new neighbourhood's fabric.
- A landscape design approach embracing rural materiality, treatment and finishes leading from bounding public streets into the SE Site.
- Multi-use trail system including a provision for a connection to the Elora Cataract Trailway.
- An architectural character inspired by rural and village roots but with contemporary touches and effects desired by the market.
- Building and streetscape elements that reinforce the social fabric of the SE Site.



Proposed Conceptual Plan

1.3 How to Use the Guidelines

The Urban Design Brief outlines design guidelines used to implement design elements throughout planning processes. The intention of the guidelines is to provide a framework in which architectural and design elements can be used to influence the built form. These guidelines, on a high level provide direction and flexibility for urban design in later stages of the design process, they incorporate broader design goal and Township design policies. The images and concepts provided in this document are general illustrations for demonstration purposes and should be read and applied as such.

2. COMMUNITY DESIGN BASIS

2.1 Site Conditions

The SE Site, known as the Fergus Golf Club, is located at the intersection of Third Line and Wellington Road 19 in the Township of Centre Wellington.

The existing golf course (the “Site”) consists of two parcels; the northwest parcel (the “NW Site”) which is 42.35 ha, situated on the north side of Wellington Road 19, and the southeast parcel (the “SE Site”) which is 39.85 ha is situated on the south side of Wellington Road 19. The proposed residential redevelopment is located on the SE Site and the proposed communal water and wastewater services are integrated into the existing Golf course, which will remain, on the NW Site. The SE Site has approximately 600 metres of frontage along Third Line and 1200 metres of frontage along Wellington Road 19.

The SE Site is currently being used as a 9- hole golf course, an extension of the 18 holes is located on the adjacent NW Site. A pedestrian underpass links the two properties and will remain through the redevelopment of the SE Site. The SE Site features small pockets of wetland areas, the largest of which will be retained through the redevelopment. The remainder of the SE Site is a mix of treed areas, grassed open space and manicured golf course landscapes.

2.2 Community Context

The SE Site is located in close proximity to Lake Belwood. Lake Belwood is generally lined with cottage style housing, commonly featuring individual, private docks or boat launches. On the opposite side of Third Line from the SE Site is a small low density residential neighbourhood.

The SE Site is generally surrounded by Agricultural uses to the north, west, and south, with recreational uses such as the YMCA Camp

Belwood and Belwood Lake Conservation Area being located further to the southeast. Additional recreational use, including the Elora Cataract Trailway, are located to the south of the SE Site. If possible, a linkage to this trail should be considered.

The SE Site is adjacent to both Third Line and Wellington Road 19. Third Line features one travel lane in each direction. Wellington Road 19 also features one travel lane in each direction and is designated as a County Road in the Official Plan.

As noted above, the Elora Cataract Trailway runs adjacent the SE Site to the south, providing an expansive recreational trail linking Elora to Forks of the Credit Provincial Park, traveling through Fergus, Belwood, Hillsburgh, and Erin.



Surrounding context to the Site

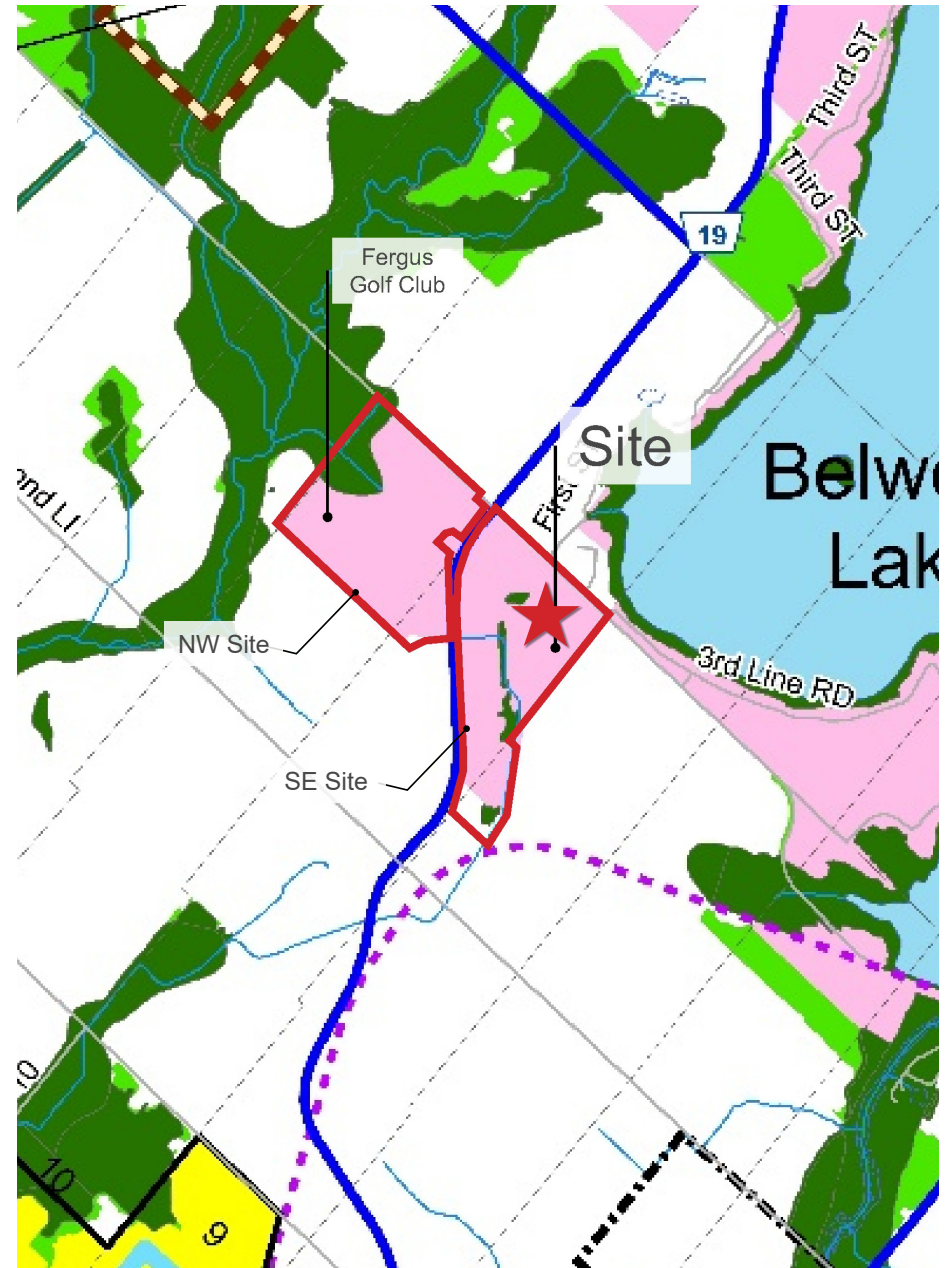
2.3 Policy Context

The County of Wellington Official Plan (OP) designates the Site as “Recreational” on Schedule A1. The intention of the recreational areas within the County are to provide recreational resources together with other uses, including residential while optimizing the surrounding natural resources.

The County of Wellington Official Plan (the “OP”), adopted in 1999, provides general policies and guidelines for development of land within the Township of Centre Wellington. The Township of Centre Wellington is within a two-tier municipal structure, with Wellington County as the upper-tier and Centre Wellington as the lower-tier. In this instance, the upper-tier Official Plan also acts on the lower-tier level.

Land Use Designation

The Subject Site is primarily designated “Recreational”, with pockets of “Core Greenlands”. Section 6.7.1 provides the definition for Recreational Areas: “Recreational areas are normally land associated with lakes, reservoirs, ponds, rivers or other scenic resources which have potential for the development of recreational or seasonal residential uses relying on recreational activities.



Land Use Plan (Schedule A1) in County of Wellington Official Plan

3. COMMUNITY STRUCTURE

Six elements organize the design approach and structure for the proposed redevelopment. Building from the general structural elements, the design guidance in the later sections of the Community Design Guidelines set a general expectation for the design of streets, open spaces, and built form.

3.1 Retained Wetlands and Woodlands

The design of the proposed redevelopment contemplates a design that incorporates nature. The forest cover openings and manicuring of a contemporary golf course leaves patches of existing vegetation throughout the property. The design embraces and integrates some the existing natural feature into the fabric of the property recreation-residential neighbourhood as the basis of the core greenlands' neighbourhood character. As identified in the EIS prepared by Beacon, the two larger contiguous natural features will be retained. This includes a larger central wetland area at the heart of the neighbourhood as well

as an abutting woodlot feature. The remaining ribbons of tree cover throughout the landscape will be incorporated into lot design where possible or removed and compensated through enhancements to retained features. Arborist Report prepared by Beacon will provide details on individual tree removals and compensation.

3.2 Naturalized Stormwater Management Pond

A new stormwater management pond is proposed adjacent to the retained wetland in the centre of the development and will be naturalized to be cohesive with the existing natural environment. The pond is meant to be lined by a combined service roadway and trail and will be designed as an attractive feature connecting to the larger greenspace network and streetscape context. The landscape design will be balanced, creating an attractive neighbourhood space and open interface for residents with ensuring safety, preventing direct access to the pond area from private land, recognizing its utility function.

3.3 Complementing Open Spaces

Smaller open spaces around the wetland feature, woodlot and stormwater management pond will be retained to enhance and to maintain the core greenlands fabric within the SE Site. These naturalized spaces will not only enhance the existing natural features, but also provide passive recreation for residents within the subdivision. These additional naturalized areas serve as connections between natural features and small-scale passive recreation for residents to enjoy. Unlike traditional park spaces, these passive recreation areas provide an opportunity for residents to explore the natural features through purposeful trail systems.

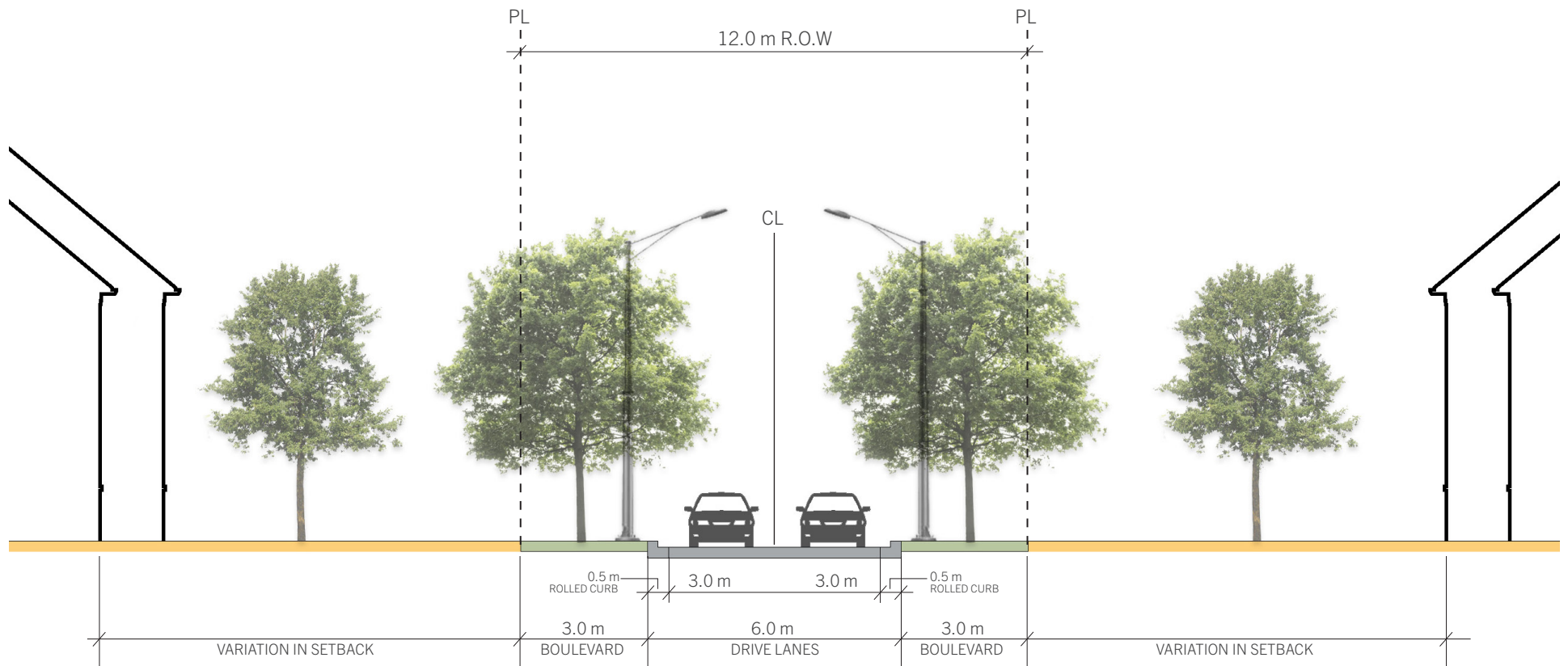
3.4 Connecting Trails

Meandering through and surrounding the green core, a connected system of trails promotes walking and cycling for recreational purposes for residents. At its heart, this system provides a central loop surrounding the natural features and stormwater management for a casual stroll or ride. From this central loop, trails wind to the southwest towards the Elora Cataract Trailway. The trail system has been designed to allow residents to enjoy the natural features while ensuring that the environment is protected.



3.5 Rural Character Streets

The rural residential fabric begins with an interconnected pattern of meandering private roadways matching the proposed redevelopment's estate lot character. This new street pattern connects to Wellington Road 19 and Third Line in multiple locations, providing access options from the bounding public streets to different areas within the Village. These 12-metre private rights-of-way provide a narrower, simpler function of moving cars and people within shared spaces. Curb-side tree plantings will contribute to the tree canopy in the proposed redevelopment, expanding upon the green core.



Conceptual Cross Section of Rural Street

3.6 Lot Fabric

The pattern of estate, recreation-based residential lots completes the subdivision. This rural estate fabric consists of half-acre lots with a subtle variation of lot frontages (30 to 40 metres) and lot depths (55 to 65 metres). Siting houses on these lots is meant to establish a more organic rhythm along the streets in keeping with rural housing patterns through varied setbacks and housing configurations. This rural housing character with contemporary touches will be reinforced through a contextually-driven architectural character and aesthetic through a cohesive architectural style and use of materials.



4. LANDSCAPE DESIGN GUIDELINES

4.1 Community Gateway Features

The design of the proposed redevelopment identifies four entry features where the local roads of the condominium intersect Wellington Road 19 and Third Line. These gateway features established at the four entry points within the community help to strengthen the character and identity of the proposed redevelopment. The design of the gateway features is meant to convey a rural image of the estate residential lots. They provide a prominent entrance to the Community using local materials associated with Fergus and the surrounding community. As an example solid stone pillars, drystone walls may anchor the gateway, with complementary landscape features such as a double row of flowering trees, open rural style wood fence and ornamental planting.

4.2 Rural Street Plantings

Streetscape design within the proposed redevelopment is inspired by traditional rural developments and are intended to be fully cohesive with the SE Site's overall natural features. Curb-side streets trees will be planted on either side of the road and street tree locations are subject to utilities and servicing standards. All plantings within the public right-of-way are informal and includes varied native planting to complement the existing natural environment setting. The estate, recreation-based residential lots are contemplated to have large landscape setbacks that will further contribute to the greenery. The typical landscape design for each lot within the development will have a 'Manicured vs. Nature' narrative. Private spaces directly associated with each building and driveway will be neatly manicured with trees, maintained shrubs and perennials, and a mown lawn.

4.3 Passive Open Spaces

The open space blocks comprising the potential wetland compensation, retained natural woodlots and co-located stormwater pond has been designed to take advantage of existing site features and preserve the open landscape nature of the community. The blocks are intended to facilitate access and connections to the surrounding natural environment and trail network, including the Elora Cataract Trailway, if possible. These open spaces serve a variety of functions including as trail entrance, passive seating areas and leisurely recreation activities.

Trail systems located within the open spaces provide recreation resource for pedestrians and bicyclist to travel through the community completely within a natural setting to maximize views of the proposed redevelopment's natural features and provide connections with the road network and adjoining golf course, and adjacent existing residential development.



4.4 Wellington Road 19 Buffers

A 6-metre landscape buffer runs parallel to the Wellington Road 19 featuring a combination of soft and hard landscape elements which combine together to create a visually consistent and appealing edge to the community. The landscape buffer will include decorative wood acoustic fencing and columns (as required) and naturalized planting; informally arranged coniferous and deciduous trees. The landscape buffer will be designed to incorporate the same palette of materials, colours and forms which are used throughout the development, and which reflect the character and image of the community.

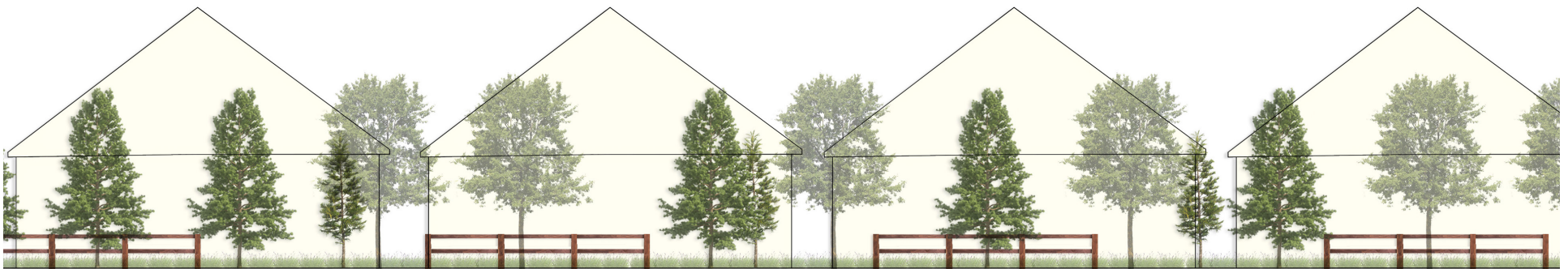
4.5 Existing Hedgerows and Trees

Land used for the golf course, close to the northeastern part of the SE Site, near Wellington Road 19 and Third Line previously been graded, landscaped and managed for the golf fairways and driving range. The existing trees, both natural occurring and planted as part of the golf course development are dispersed throughout the property. The remainder of the SE Site is a combination of mature woodlots and a number of well-established hedgerows. The design of the lot layout shall have regard for the preservation of existing

vegetation, to minimize the number of trees that will require removal to accommodate construction. Open space blocks located adjacent to the potential wetlands and natural woodlots found on the property, serve as secondary buffer. The street and lot fabric are located along or adjacent to the hedgerows where possible to protect and maintain their integrity.

To determine the significance of existing hedgerow for preservation, the following criteria should be used:

- Wherever possible the preservation of trees that comprise a hedgerow should be encouraged and incorporated within development.
- Preservation of existing significant and healthy hedgerows should be encouraged wherever possible within public or private lands.
- Wherever possible these hedgerows should be incorporated into rear or side lot lines of residential lots.
- Hedgerows that are deemed to be of marginal quality and health should be considered for augmentation and revitalization through new tree planting.



Conceptual Window Street of Rural Street

5. LOT SITING GUIDELINES

5.1 Lot Types

Within the proposed redevelopment there exist a wide range of lot sizes and building setbacks from streets. In order to capture the rural character envisioned for the community, the proposed lots in the proposed redevelopment shall provide:

- Variation in lot size, setbacks, configuration and depths to emulate the random lot pattern; and
- A controlled staggering of building massing on the street, to ensure varied building locations and visual interests in the streetscapes.

5.2 Setbacks and Street Relationship

The siting of residential dwellings along the streetscapes are encouraged to be setback from the street at varying distances to the front property lines with respect to one another to promote a sense of openness and visual interest within the development while providing diversity of built form and architectural expression.

- The front facade of the dwelling should directly relate to the street by generally being oriented towards it.
- Where possible, no more than two consecutive houses along a streetscape should be sited at the same distance from the front property line;
- Where practical, houses should be oriented to take advantage of views to the open spaces.
- Primary building entrances should be clearly visible and identifiable from the street, as well as porches, stoops, overhangs or porticoes in the front.
- Main entries for corner dwellings are encouraged to be oriented to the flanking lot line.

5.3 Existing Topography

The street layout, in conjunction with the lot layout, was designed to work with as many of the existing Site features as possible. The two predominant Site features of the property include the existing vegetation (woodlot and hedgerows) and topography. The street and lot fabric have been designed in a way to achieve the development vision while maintaining a high percentage of the Site's natural features and minimizing development costs and impacts. The use of larger lots allows for flexibility with building placement to further reduce the need for site alteration.

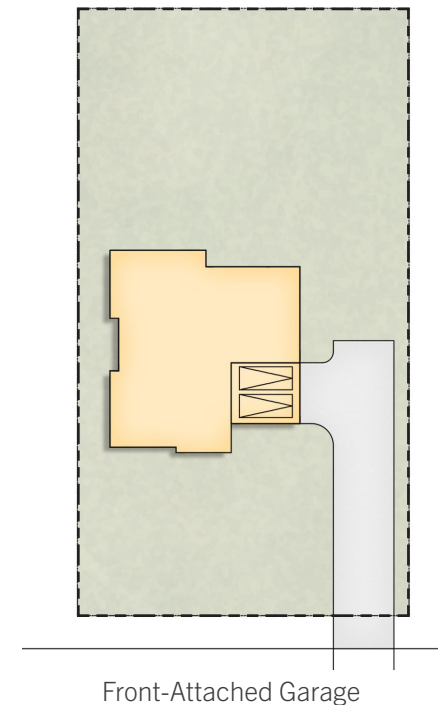
5.4 Garage Configurations

In order to create a varied streetscape that supports the character of the proposed redevelopment and to minimize the presence of garages in the streetscapes, these design guidelines present options for a variety of garage locations to contribute to the diversity of dwelling designs. Given the large lot sizes of this neighbourhood, the garage treatments proposed in this section should be considered in combination with the orientation of houses on lots. To ensure garages are not a dominant feature of the community, they should be less than 50% of the front facade. On narrower lots the width of garages may occupy the majority of the width of the ground floor building façade provided that measures are taken to reduce the visual impact of the garage doors (such as providing habitable space above the garage with architectural detailing and fenestration). The following sections provide design options that are appropriate for consideration and it is not required that all of these options be used.

Treatment of Front Yard Garages

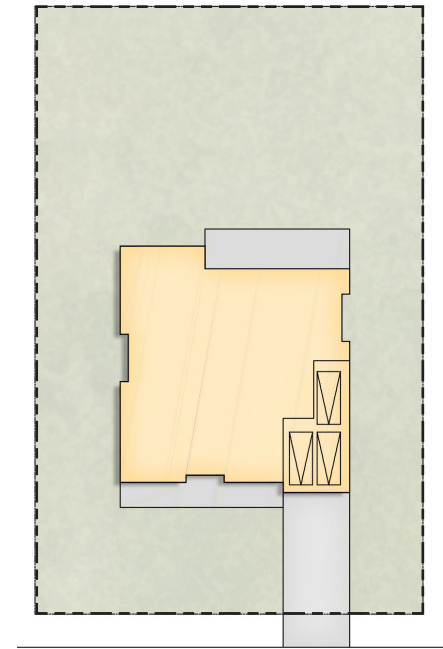
Garages fronting directly on the street may be recessed back from the main wall of the dwelling. These may include a two-car garage, or three cars parked in tandem. The tandem garage configuration provides the convenience of a three-car garage with the appearance of a two-car garage, which minimizes the size and length of the driveway. The following design guidelines for front yard garages will apply:

- Where dwellings have a front yard garage, a minimum 6.0 metre setback is recommended between the front of the garage and the front property line to accommodate one vehicle without disrupting the boulevard.
- Garages located at the front wall of the house may be recessed from the principal building front façade and integrated into the overall building design.
- For garages that are attached to houses, the massing of the house is encouraged to be built over the garage.



Treatment of Three Car Garages

- A maximum of three garage bays may face the street, provided the width of the garage is less than 50% the width of the dwelling.
- Where additional garage space is desired, the use of tandem garages is encouraged to minimize the number of garage doors facing the street.
- Where three car garages are proposed facing the street, the wall should be articulated.



Tandem Garage

6. ARCHITECTURAL DIRECTIONS

6.1 Architectural Character

A high quality built form character will be identified and established for the neighbourhood, utilizing an architectural style and treatment that has visual interest and helps foster a distinct identity that is rooted in the spirit of the proposed redevelopment. The rural-and-village inspired architectural character with contemporary touches complements the landscape setting and takes material cues from the Fergus and Elora context while maintaining its own identity. The architecture characteristics will reflect rooflines, high quality materials and detailing that will fit within the context of the neighbourhood while bringing an updated and clean approach to design. Modern Craftsman and Modern Farmhouse styles will be considered for design inspirations of the residential dwellings for the proposed redevelopment.



Material cues from surrounding context

The following design guidelines will support the design vision for the proposed redevelopment:

Site Planning

- Diversity and variety of front yard setbacks to reflect the character of the proposed redevelopment.

Visual Variety in Streetscapes

- Provide a palette of complementary architectural styles and building forms to ensure visual interest and continuity within the streetscape.

High Quality Design

- Employ a high quality of design with compatible materials and design style that is consistent with the theme and identity of the built form in the proposed redevelopment.

Appropriate Massing, Shape and Proportion of Houses

- Design well proportioned houses with roofs and garages that are properly integrated into the massing and shape of houses.

Appropriate Response to Visually Prominent Lot Locations

- Special design considerations for “prominent lot” design on Gateway, Corner and Elbow Lots, along with upgraded elevations adjacent to open spaces and trails to create a distinctive sense of place and to provide attractive views from the adjacent neighbourhoods into the proposed redevelopment.

Landscape Treatment

- Use of naturalized planting, drought tolerant and composed of native or non-invasive ornamental plants.

Modern Farmhouse

Characteristics:

Combination of traditional rural farmhouse detail with contemporary materials into a refined, authentic contemporary aesthetic.

- Large Covered Porch;
- Lots of Windows and lofted spaces;
- A-shaped Roof;
- Carriage Style Garage Doors;
- Contemporary Style Lighting; and
- Timber Cladding



Representative examples of Modern Farmhouse Style Architecture

Modern Craftsman

Characteristics:

Clean lines with design features such as tapered columns, large front porches, and gabled roofs.

- Low-pitched, gabled roof with wide eave overhangs;
- Exposed roof rafters;
- Decorative beams or braces under gables; and
- Porch with roof supported by square columns that extend to the ground or to pedestals.



Representative examples of Modern Craftsman Style Architecture

6.2 Streetscape Variety

The visual character of buildings should seek to develop and enhance the image of the proposed redevelopment as one which will showcase quality architecture and thoughtful community design. To ensure an interesting building fabric with diverse residential opportunities, a variety of architectural expressions and a mixture of building types are recommended. A variety of dwelling types and front yard building setbacks may be integrated within neighbourhood blocks to contribute

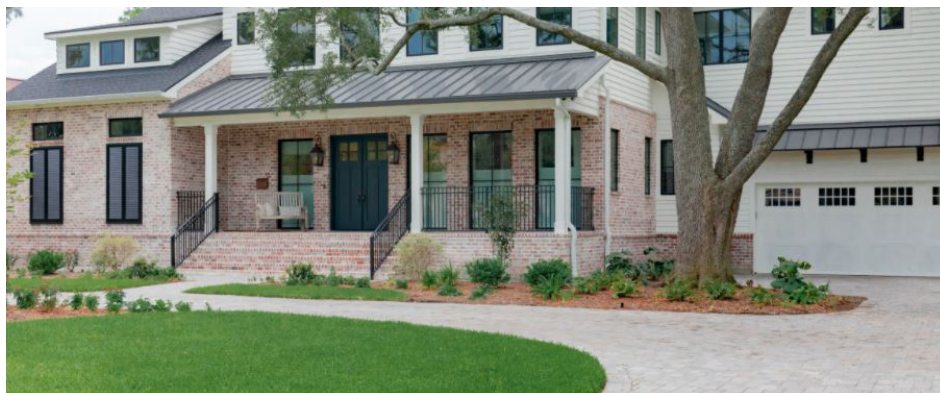
to a diverse and distinct neighbourhood image. Vary elevations treatments through differences in massing and building forms, rooflines, front entry treatments, garage location and treatments, fenestration, architectural detailing, and building materials. Special designs should be provided for prominent locations to address their exposure to public view.



6.3 Materials and Colours

To maintain the visual integrity of the community, careful attention should be given to the selection of building colour schemes and materials to maintain visual harmony and consistency with the architectural style of the dwelling.

- Where an accent brick colour is used it should be subtly different from and complementary to the colour of the main façade brick
- In order to avoid monotonous streetscapes, adjacent neighbouring dwellings shall not have the same exterior colours. Identical main wall cladding shall be separated by at least 2 dwelling units and shall not be located on directly opposite sides of the street.
- Garage door paint colours will generally be visually subdued, while a more dominant front door colour is encouraged.
- A high standard of quality, design and detail for wall cladding is required to attain a harmonious blend of textures and colours within the community.
- Colour schemes and material selections shall be carefully coordinated for visual harmony with the adjacent natural area and for consistency with the architectural style of the dwelling.
- Materials appropriate and typical of the areas should be used with an emphasis on natural materials such as brick, stone and wood.



6.4 Porches

The front entry of a house promotes an individual sense of address and a collective sense of community and safety by providing “eyes on the street”.

- Entry elements and porches are encouraged to produce visual interest in the façade as well as to help define the entrance to the neighbourhood.
- Porches should be deep enough for seating (minimum 1.8 metres deep).
- Porch design and detailing should reflect the character of the entire neighbourhood.

6.5 Driveways

The goal of the design is to create a safe and attractive streetscape is to reduce the visual prominence of garages and driveways, increasing the landscaped area in front yards and providing sufficient space for boulevard trees. The following general design guidelines for the treatment of driveways will apply:

- The width of the driveway shall not exceed the exterior width of the garage to reduce its presence on the streetscape.
- Driveways should be located away from open space features, public walkways and intersections.
- In the case of a pair of view terminus dwellings, driveways should be located to the outside of the pair, where feasible, to increase landscaping opportunities and reduce the visibility of the garage doors and parked vehicles.
- All driveways should be finished with a hard surface paving material. Use of permeable paving materials (e.g. interlock pavers) is encouraged.

6.6 Garage Doors

- Garages are encouraged to incorporate two single width garage doors in preference to a double width door. Double car garages with single bay garage doors should incorporate suitable features and ornamentation to reduce their dominance on the façade.
- The streetscape should include a combination of garage door styles to avoid repetition and dominance by a single door type.
- Garage doors are encouraged to have glazing on the panels to reduce the visual impact of the doors.
- Light fixtures should be provided to ensure ample light at entrances to the garage. Fixtures can be mounted either beside the garage door or above the garage door where space permits.



6.7 Prominent Lots

Dwellings in prominent locations, or “Priority Lots” have a higher degree of visibility within the public realm. The priority lots include T-section lots and gateway lots as well as lots abutting public open spaces. Special design considerations are required as they have a higher degree of visibility and exposure from the public realm, which may include detailed articulations with respect to: main entry design, garage treatment, architectural detailing, exterior building materials and/or colours, relationship to grade, and landscape elements. The concept plan identifies various gateway lots and view terminus lots as well as lots abutting open spaces that are illustrated in the Priority Lot Map and include:

- Gateway Lot Dwellings
- View Terminus Lot Dwelling
- Dwellings Adjacent to Open Space



Prominent Lot Location Plan

LEGEND



Gateway Dwellings



View Terminus Dwellings



Upgrade Side/Rear Lot Dwellings

Gateway Lot Dwellings

Buildings located at the entrance to the neighbourhood provide opportunities to emphasize a sense of entry to the proposed redevelopment. Gateway lots create a first impression of the community, setting the tone. Their design should address the high level of public exposure and reflect the architectural character of the community.



View Terminus Lot Dwelling

View Terminus Dwellings typically occur at T-Intersections where one road terminates at right angles to another. These dwellings terminate an axial view corridor and should receive enhanced architectural design and landscaping treatment.

- A prominent architectural element, massing, or material arrangement should be provided to terminate the view, such as a porch or portico.
- Driveways should be located to the outside of the dwelling lot or unit, rather than in line with the view corridor, to reduce the impact of the garage on the terminus view and allow for front yard landscaping to become the focus, along with the architectural treatment.



Dwellings Adjacent to Open Space

With a large natural open system integrated at the centre of the neighbourhood, dwellings that back or flank onto these open spaces have their elevations visible from the public realm and they require enhanced design treatment, having materials, colours, detailing and quality consistent with the street-facing elevations.

- The exposed side and/or rear elevations of dwellings in these locations should be designed with similar architectural emphasis with respect to details, materials, roofline character, fenestration, wall articulation, etc.
- The level of upgrading should be consistent with the level of public exposure.

