GARRY STATION
PHASE 2

Design Guidelines

May 9, 2014

MELCOR
DEVELOPMENTS LTD.

Garry Station Architectural Guidelines

1. **Purpose of the Guidelines -** The goal of the guidelines is to establish a framework for the development of Garry Station that will ensure the character and quality throughout is compatible and in accordance with the development theme.

2. **Development Theme –** The vision for Garry Station is founded on a blend of 2 concepts: a nostalgic perspective based on a theme of Lethbridge's historic relationship with railways and rail travel, and a contemporary view, reflecting today's values of sustainability, creative opportunities for changing lifestyles, and design principles that promote well-being. Lethbridge's famous and iconic trestle bridge connects with the spirit of pioneer railway builders and passengers of yesteryear, a time when rail travel could be both pleasant and trying, and when arrival at a railway station was a welcome respite. Garry Station represents the final respite point of that rail adventure, a journey linked with Lethbridge's historical past. Our vision also recognizes the values of that era: quiet residential streets suitable for walking and playing, a family oriented culture and opportunities for socializing. As a "gateway" community Garry Station incorporates the values of a contemporary society; a society concerned about and interested in, healthy lifestyles, economic realities and depleting resources. It recognizes too, the growth and impacts of an aging population and the resultant emergence of such by-product phenomena as "café cultures". The interface of a by-gone rail station era and its related values matched with the needs and trends of today's society set the stage for the development of themes, amenities and land use concepts. Phase One is only the beginning of this exciting community! The contemporary values will be reflected in the incorporation of opportunities for sustainable practice applications. Where possible and feasible this will include:
   -consideration of materials and landscaping for green space and pathway development,
   -consideration to different lighting forms and power sources'
   -enhanced opportunity for neighbourhood socializing and interaction,
   -provide a well connected community pathway system,
   -require building designs that provide orientation for maximum feasible use of solar design and equipment,
   -provide a range of housing types and styles,
   -provide housing types that allow more opportunity to work at home
   The entire subdivision is to incorporate elements that refer to the visual image of Lethbridge's Historic Train station. Supporting elements throughout the subdivision will also incorporate this theme; in signage, pedestrian pathways, public sculptures and others.

3. **Municipal Land Use Bylaw -** Formal standards for development shall be as established in The City of Lethbridge Land Use Bylaw. All development is subject to the provisions of the Municipal land use bylaw and if there should be a conflict between this document and the land use bylaw the bylaw takes precedence. Conformity with these guidelines does not supersede the required approval process of the City of Lethbridge. Take note of relevant plans regarding utilities and right-of-ways (lamp standards in particular relative to driveway locations.

4. **Guidelines:**
   a. **Siting & Grading**
      i) **Orientation** - Builders are encouraged to site four foot (1.2m) side yards against the garage elevation, allowing for larger side yards against the living room (opposite) side yard. The wider yards will enhance the landscaped area between houses. Houses on all R-CL laned lots will vary from 4.5 – 6.0 meters.

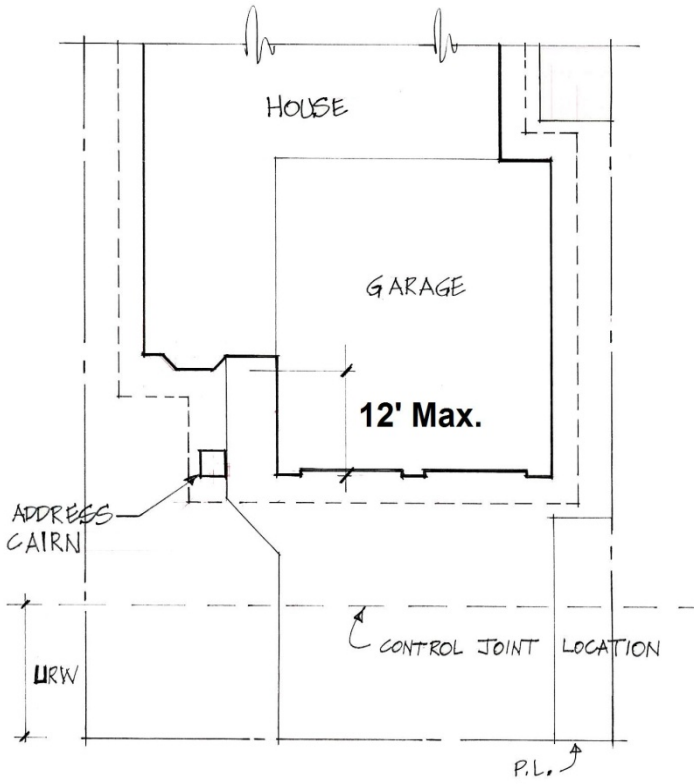
         - Homes with a front drive garage will be 6.0 meters.
         - Homes without a front drive garage will vary between 4.5 meters and 5.25 meters and will be determined by the Design and Development Guideline consultant at the time of design submission.

      ii) **Massing -** House massing is more important than minimum house size. Homes should exhibit the proper amount of width and height for each lot width so as to look appropriate in the sole opinion of the Design and Development Guideline consultant. House proportion is important to achieve the correct massing. Homes should not appear too tall and narrow, or too wide and short.

      iii) **Garage & driveways -** Front garages may not extend more than 12 feet beyond the face of the house/porch or veranda that is closest to the street. Front garage doors shall relate to the railway station image in some way. (Carriage Style) Garage doors must be painted to match the main colour or complimenting colour of the home. The maximum distance between the top of the garage door and the soffit of the roof over the garage shall not be more than 405 mm (16 inches) without the addition of an architectural feature that reminds of the railway aesthetic.

         House lots that back onto a lane are encouraged to place the garage (double car maximum) in the rear yard accessing the lane. This will return the house to its former prominence on the front street and provide greater potential for socializing with house frontages available for full front porches.

         Lot types that are R-L (laneless) shall have double front drive garages.
         Lot types that are R-CL (laned lots) may have either front or rear garages.



Front driveways shall be concrete or paving stones. Adjacent sidewalks must match the driveway material and finish. A railway emblem stamped into the concrete is encouraged. Where driveways are paving stones; a concrete emblem stone is encouraged for integration into the paving stone design.

Driveway materials shall utilize any of the following:

1. Poured concrete with an exposed aggregate finish
2. Concrete paving stones
3. Dyed and/or stamped concrete
4. Poured concrete (brushed finish)

A deep tooled joint in the driveway is recommended, at the line of the URW from the existing concrete curb or sidewalk. In the event of any future repair, the deep cut will facilitate any settlement and make the maintenance repair more professional. Driveways are to be located in accordance with the Building Grade plan which may be obtained from the developer.

iv) **Grading -** Lot grading is to conform to the latest approved subdivision Building Grade plan. Do not grade to existing vacant lots or undeveloped land, but to the finished grade elevations provided by engineering drawings. The placement of finished grade must always slope away from the house, be integrated into the subdivision drainage system, and not drain into any portion of adjacent lots. When a grading conflict occurs between two builders; both builders will be responsible for the costs of resolving the grading problem to the satisfaction of the developer.

b. Architectural

i) **Theme -** The primary thrusts of these controls is aimed towards the overall "streetscape" and curb appeal of this subdivision through attention to detail and a target to interpret the Lethbridge Historic Train Station aesthetic. This goal attempts to create a subdivision with a new aesthetic not found in other neighbourhoods in the City of Lethbridge and inspired by the Historic Train Station Architecture. Each home should connect visually in some way with this train station image by incorporating **a minimum of 5 components** of these architectural guidelines.

ii) **House Size -** The following minimum house sizes are a guide only. Houses that do not meet the minimum sizes will be assessed by the Design and Development Guideline Consultant and approved or rejected based on the merit of the design.
Bungalows/Bi-Level/Split entry – 950sqft
Two Storey – 1200sqft total, minimum 600sqft main floor.
Split Level or 1 ½ storey – 950sqft above ground

iii) **Roof line -** The roof design should incorporate the bell cast shape of the Train Station roof where possible, with a shallower pitch at the overhang and steeper for the main form of the roof. Covered porches/verandas are encouraged. The roof slope over a porch shall be shallower than the slope over the main roof of the house. If the main roof of the house and the porch roof are ever contiguous; that portion of roof over the porch shall be a shallower slope so as to flare out at the bottom like the shape of a bell. The minimum roof overhang shall be 18 inches. The minimum roof overhang over a cantilever, bay or boxed out window is 12 inches.

Roof/eave brackets are encouraged under roof overhangs as this is a prominent feature of the train station with its broad sheltering roof overhang. Roof dormers have the opportunity to make a visual aesthetic connection with the style of the existing Train Station building and thus designers should review this complimentary to the total house design. The roof materials are to simulate the look of good shingles and create a heavily textured roof finish. The preferred roof material is cedar shingles but composite engineered shingles (Enviroshake or similar) or Architectural asphalt are also acceptable. The appearance and colour should be that of real weathered wood shingles. Roof ridge material may be doubled to simulate the multiple layers of wood shingles on the Train Station roof.
Lightning rods on the roof are encouraged at prominent roof intersections or alternatively, decorative prefinished cap flashings at the junction of multiple roof ridges. Other design features like this may be approved by the review Consultant on an individual basis.
Designers should review the existing train station to see the existing historic details and draw inspiration from these details and the overall image.

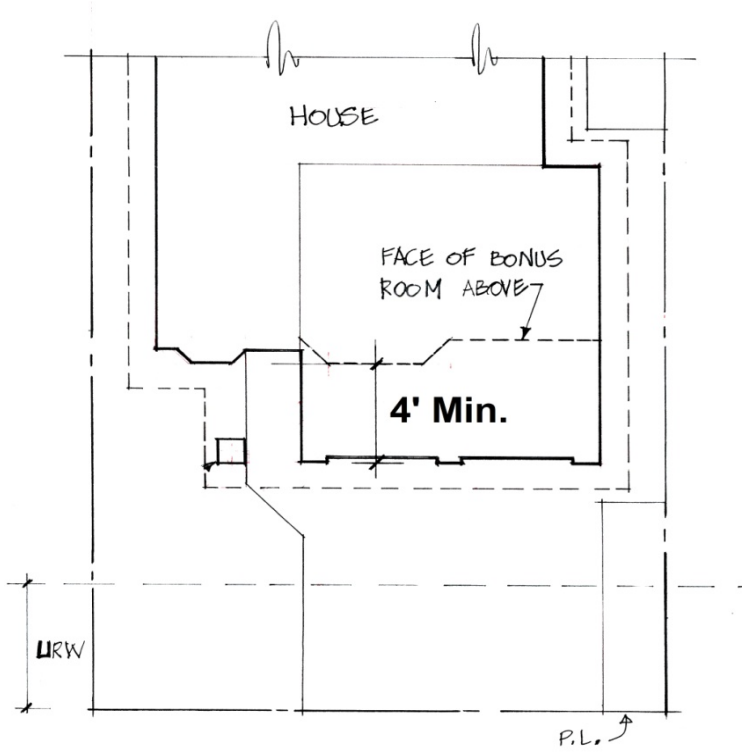
iv) **Elevations and Detailing -** The house designer must ensure that the complimentary materials create a positive aesthetic for each house and contribute to an overall continuity of the streetscape. White front doors are not acceptable when the main body of the house is not white. Front entrance doors to each home may be angled or parallel to the street but must be visible from the street. Main entrance doors on corner lots are allowed to be angled to a maximum of 45 degrees to the street. Roof brackets are encouraged. Handrails on front porches must be black metal.

v) **Repetition -** The same house plan or model shall be separated by three (3) lots on the same side of the street and it will not be allowed directly across the street. This may be altered at the Design and Development Guideline Consultant's discretion if it can be shown that the two houses in question are located so as not to be visible together from any given angle. The same model may be allowed separated by one (1) lot if significant changes have been made to the house style, roof pitch, and exterior materials and colours to the satisfaction of the Design and Development Guideline Consultant. The predominance of any particular model on the streetscape will not be allowed.

vi) **Corner Lots -** Special attention must be paid to side elevations and side yard setbacks on all corner lots. The side elevations should have the same treatment, boxed out or bay windows, detailed trims, stone/brick, as the front elevation, as it is even more visible from the street than the front elevation. Bungalows are preferred on corner lots but 2 storey plans will be allowed. Wrap around porches are encouraged on corner lots. Principal roof planes should slope toward both street frontages. Where possible and appropriate a corner turret is encouraged on corner lots and should be incorporated into the overall house design to be appropriate. Side elevations on all corner lots must be approved by the Architectural Consultant. Elevation drawings must indicate fence locations and height on street side of corner lots. Rear side drive garages will be allowed on corner lots subject to review by the Design and Development Guideline Consultant.

vii) **Highly Visible elevations -** High visibility rear elevations require special design consideration. These elevations must have openings of a number and size that are suited to the wall area, and need to have significant 3 dimensionality of the wall plane. Two storey flat elevations are not acceptable. Floor plan offsets, cantilevers and roof overhangs should all be employed to make these facades as attractive as the front elevations. Rear roof shapes must match front roof shapes for these lots (ex: front roof is a hip shape; thus rear roof shape must be a hip shape). These houses present a visual image to a larger segment of viewers and thus are required to make a positive statement about the subdivision.

viii) **Bonus Rooms -** The exterior wall of a bonus room should not be closer than 4 feet, to the face of the garage wall.



Acceptable

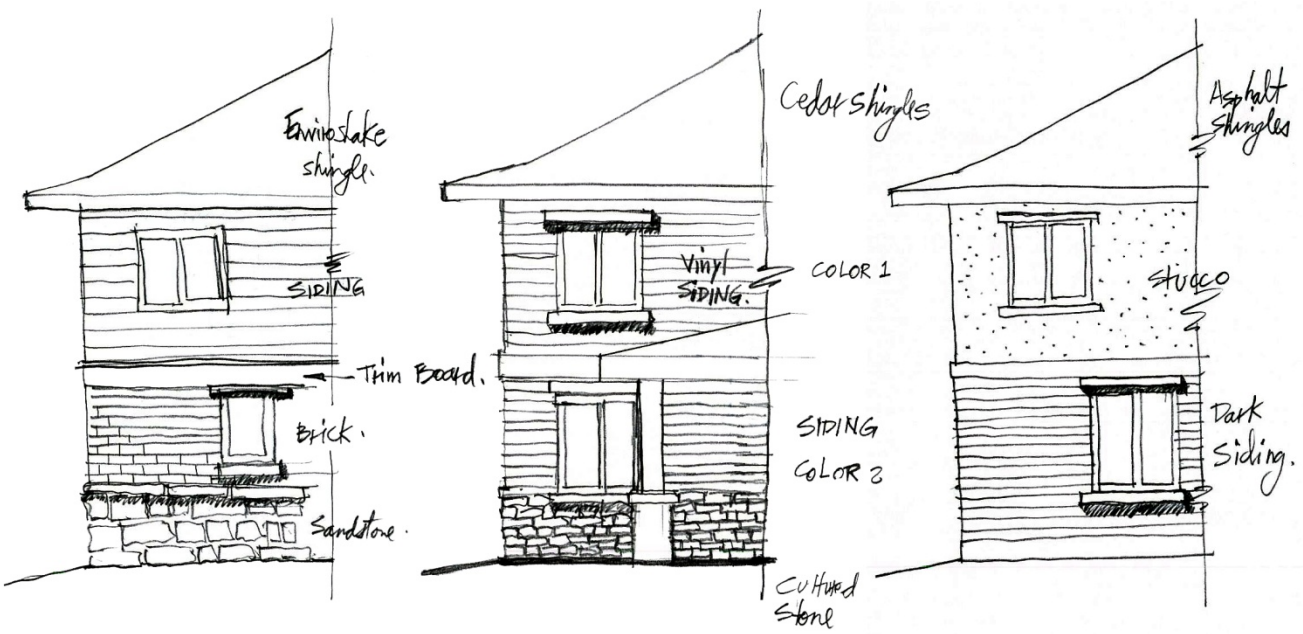
ix) **Exterior Columns –** Columns are to be built up to a minimum size of 8 inches x 8 inches and should be detailed to blend with the Train Station aesthetic and the overall house design.

x) **Trim & Window Treatments -** Fascia boards are to be a minimum 8 inches deep on all gables facing the street. Fibre cement roof fascias should be considered for durability and sustainability. Roof fascia colour should coincide with the main darkest wall finish colour of the

house. Decorative grill or muntin bars are optional on all windows facing the street (both streets on corner lots) including side windows of bays and any window within 3 feet of the front corner of a house.
Trims around windows and doors can match the colour of the main body of the house wall. Window sills must have a heavy trim that protrudes proud of the adjacent wall surface to drip water away from the wall finish material and simulate a sandstone sill. This sill shall be visually recognizable and large enough so as to cast a heavy shadow. Windows shall also have a heavy trim at the head of the window to simulate a sandstone lintel. This lintel shape should cast a shadow. Trims at the jambs are not required.

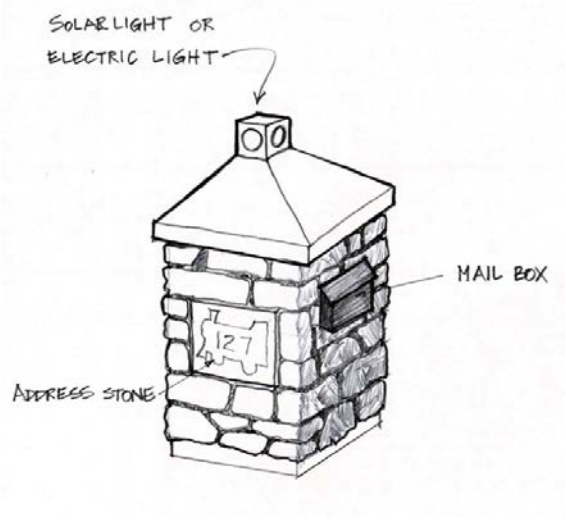
xi) **Colors -** All exterior colour schemes will be approved on a lot by lot basis. Designers and home owners are encouraged to select colour schemes that make use of paint manufacturer's Heritage or Historic colour palettes. Colours with too great an intensity (brightness) will not be approved. The Design and Development Guideline Consultant reserves the right to approve or disapprove any colour scheme. The Design and Development Guideline Consultant has the authority to make changes in a colour scheme, so that it fits with adjacent homes. The Design and Development Guideline Consultant will make the final decision on the colour of the houses. A white home can have white trim and a white garage door. Each colour scheme is to include exact colour chips and should be submitted to the Design and Development Guideline Consultant when submitting for guideline review approval.

xii) **Material Selection -** Since the intent is to visually connect with the Train Station aesthetic, the main body of each house must use a minimum of 3 exterior materials. Durable and sustainable materials add extra value and improve the visual appeal of a house, as well as reducing maintenance efforts and cost. Brick, sandstone, stonetile, stone, engineered stone, rock faced brick, brick slices, sandstone coloured split face concrete block, fibre-cement siding, vinyl siding and stucco are all acceptable material.
Each house, where appropriate should try and incorporate horizonal bands of materials with different colours as per the Historic Train Station. The horizonal emphasis gives the homes a more human scale as the height of each house is reduced down into horizontal bands of materials (of different colour) instead of emphasizing the vertical direction. This makes homes more visually comfortable, welcoming and approachable.
Tooling the foundation parging to look like larger sandstone blocks is an acceptable approach and most effective when the parging colour matches the colour of sandstone. (Proper waterproofing is also required to make the parging durable and sustainable against the freeze/thaw cycles of our local climate.) Tooled foundation parging would be considered as 1 of the 3 required materials if visible on the front elevation of the home.



Best	Good	Acceptable
Enviroshake Shingles	Cedar Shingles	Asphalt Shingles
Cement Fibre Fascias	Cement Fibre Fascias	Cement Fibre Fascias
Hardie Plank Siding	Hardie Plank Siding (2 colours)	Vinyl Siding (2 colours)
Brick	Cultured Stone	Cultured Stone, Different Colour of siding
Sandstone		

c. Landscaping - Front yards must be landscaped up to the front corners of houses. Xeriscape and/or grass sod is acceptable. If xeriscaping is desired or intended, a landscape drawing must be submitted with the initial submission drawings; defining the amount of xeriscape to be installed in the front yard. This requirement for a drawing only applies to front yards. One tree meeting the following specific requirements must be planted in the front yard: One deciduous tree of 1.5 inches diameter trunk measured at 12 inches above the finished grade, OR One coniferous tree of 5 feet height. Three shrubs (with woody branches) is acceptable as an alternative to one tree.



An address stone is encouraged to be placed on the front of the house or within a stone or brick cairn. Lighting and/or mail boxes can be

incorporated into this cairn feature. Other creative solutions incorporating the address stone will be considered by the Design and Development Guideline Consultant but keep in mind the railway station theme.

d. Fencing - Black metal (simulating the look of wrought iron) fencing is encouraged. Other fence materials are acceptable and owners are encouraged to think of durable, sustainable, low maintenance materials (brick, stone, cedar, redwood, concrete block, prefinished aluminum and vinyl). Gates must be black metal. Where the developer has provided fencing, it may not be changed. Side yard fencing should be identical or complimentary with the fencing provided by the developer. Fence height shall comply with the City of Lethbridge's Land Use Bylaw.

Note: pay particular attention to the City of Lethbridge's fence height requirements for corner lots. Fence heights and locations should be shown (in elevation) on submission drawings of the front and side elevation of corner lots.

5. Drawing Submission - All submissions should be made electronically. Submit a plot plan and front elevation in a CAD file format (dwg file) to allow the Design and Development Guideline Consultant to create a streetscape drawing for use by house designers. This streetscape drawing will be posted to a website accessible by This Builder Group.

a. Final Inspections - A written request for a final inspection of the house exterior and landscaping must be submitted to the Design and Development Guideline Consultant when these are completed.

b. Disputes - Individual concerns will be adjudicated by Melcor Developments Ltd.,and their decision will be final.

House Design Review Checklist

	√	n/a
Check w/ Melcor has Builder paid for lot before releasing submission		
Train Station Style or Aesthetic		
Train Station Aesthetic interpreted		
Architectural features indicated and specified		
Corner Turret design incorporated		
Covered walkways, large roof overhang		
Entranceway		
Front porch, Full or partial verandah, black iron hand rails		
Exterior materials & details		
Main materials, colours		
Accent materials & colours, stone, brick, siding wood shakes, asphalt shingles, composite shingles		
Trim boards		
Roofs -		
Minimum slope 4.5/12, Roof Brackets		
Bellcast shape, Flared at eaves, Amount of overhang		
Ridge Accents, Dormers, lightning rods		
Material, Colour to match Weathered Cedar, colour sample provided		
Fascia and Soffit colour,		
Downspouts empty onto permanent splash pads		
Windows		
Heavy trim at header and sill		
Window groupings		
Muntin bars in windows, Historic style		
Garages and Driveways		
Does garage blend with house, Is garage dominant?		
Projection from house, Historic references, Detailing		
Bonus room distance compliance		
Acceptable material on driveway, colour		
Control joint in driveway?		
Site Details		
Ground slope shown on House elevations and section		
Any obstructions; lamp posts, telephone pedestals, mail boxes, bus stops, other		
Ground sloping away from house, maximum 14% side yard slopes		
Dimensions in metric, Scalable drawing, Sewer works with grades		
Landscaping shown, fencing identified		

On-Site Review Checklist

	√	n/a
Train Station Style or Aesthetic		
Connection to Train Station Aesthetic evident		
Corner Turret design incorporated		
Covered walkways, large roof overhang		
Entranceway		
Front porch, Full or partial verandah, black iron handrails		
Exterior materials & details		
Main materials, colours match drawing submission		
Accent materials & colours, stone, brick, siding wood shakes, asphalt shingles, composite shingles		
Trim boards		
Roofs		
Minimum slope 4.5/12, Roof brackets		
Bellcast shape, Flared at eaves, Amount of overhang		
Ridge Accents, Dormers, lightning rods		
Material, Colour to match Weathered Cedar,		
Fascia and Soffit colour,		
Downspouts empty onto permanent splash pads		
Windows		
Heavy trim at header and sill		
Window groupings		
Muntin bars in windows, Historic style, 4 over 2 etc.		
Garages and Driveways		
Does garage blend with house, Is garage dominant?		
Projection from house compliant. Detailing		
Bonus room distance compliant.		
Acceptable material on driveway, colour match submission		
Control joint in driveway?		
Site Details		
Ground slopes away from house		
Damage to sidewalks and curbs. How many sections ?		
Side yard slopes look acceptable? Water drains away from house		
Landscaping complete?		
Debris left on site or on adjacent lot?		
Number of steps at front entry. Match drawing submission?		
Curb Cock (visible & upright)		

Exterior Colours & Finish Selection Sheet

Date: _____

Subdivision _____ **Lot:** _____ **Block:** ___ **Phase:** ___

Civic Address _____

Contractor _____

Contact _____

Phone Number _____

Building Area: **Main Floor*:** _____ **2nd Floor:** _____
excluding the garage area

** Please submit a front elevation drawing positioned on a line representing the width of the lot with no text at a scale of 1/8"=1'-0". In case of a corner lot please provide both the front and the side facing the street, with the same requirements as above.*

	DETAIL	MATERIAL	MANUFACTURER	TYPE-COLOUR
1	Roof			
2	Wall Finish A			
3	Wall Finish B			
4	Wall Finish C			
5	Fascia			
	Size:			
6	Soffit			
7	Trim			
8	Gable			
9	Garage Door			
10	Front Door			
11	Driveway			

Example:

1	*Roof*	*Asphalt*	*IKO*	*Cambridge - Dual Black*

Submit to: **Goss Architectural Design Group**
Suite #1, 321A - 6th Street South
Lethbridge, Alberta - T1J 2C7
Tel. 403-329-1695
Fax 403-329-1699
e-mail: gadg@bellnet.ca

Contact Information

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Lethbridge, AB T1H 5H2
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DESIGN AND DEVELOPMENT GUIDELINE CONSULTANT -
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Brad Goss
Paul Pickles (main contact)
Danny Moser
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Lethbridge, Alberta T1J 2C7
Telephone: (403) 329-1695
Facsimile: (403) 329-1699
e-mail: gadg@bellnet.ca

Alberta One-Call
(prior to any excavation, i.e. landscaping, fencing, etc.)
Toll-Free Phone: 1 – 800 – 242 – 3447
www.alberta1call.com

Resource: Lethbridge Historic Train Station Building

Resource: Miscellaneous