ARCHITECTURAL DESIGN GUIDELINES

QUEENSVILLE COMMUNITY
Town of East Gwillimbury

Prepared By
Watchorn Architect Inc.

mbtw watchorn

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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 Queensville Community. In this regard, they are a framework for development and should not be construed or interpreted literally as what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated, reproduced or utilized in whole or in part without the expressed written permission of Watchorn Architect Inc.

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1.0 Introduction

1.1 Scope and Intent

These Architectural Control Guidelines have been developed by Watchorn Architect Inc. for the Queensville Community. These guidelines establish a common vision and provide a framework for the physical layout, massing and relationships of built form to ensure a quality living environment with a defined identifiable image.

The Architectural Control Guidelines outline concepts and standards to guide development on all land uses owned by Metrus and Minto Developments, and address issues concerning site planning, architectural and landscaping designs. The guidelines deal only with the physical elements related to the development of residential, commercial and institutional blocks that contribute to the character and 'sense of place' for the community.

The standards established by these guidelines are in addition to requirements imposed by other authorities having jurisdiction over all types of development.

The Design Control Architect will review all submissions for compliance with these Architectural Control Guidelines through a privately administered design review process that coordinates the site planning, architecture and landscape design of the streetscapes of the community. The Design Control Architect should have the authority to make interpretations of these guidelines to provide the necessary flexibility at the implementation stage, while ensuring that the stated goals and objectives are met.

1.2 Location

These guidelines will be applied to the area of Queensville, as shown of the context map, which consists of the lands bounded by Second Concession Road to the west, Queensville Road to the north, Leslie Street to the east, and lands along Doane Road to the south. (Refer to Figure 1.2 – Context Map.)

Leslie Street is the principal axial road that traverses the community, while also serving as a regional road. Highway 404 will play a major role in connecting the community to the Greater Toronto Area, once the extension is completed.

The neighbourhood plan features a Town Centre as the focal point of the community. Design Guidelines for the development of this Town Centre will be prepared at a later date to address the special characteristics of this area, in the form of an addendum to be read in conjunction with this document. With the Town Centre established in the middle of the plan, the surrounding residential areas are laid out over a series of expanding ring streets that extend outwards. These rings are connected by a network of bisecting avenues, which are crucial in facilitating the vehicular and pedestrian movement through the community.

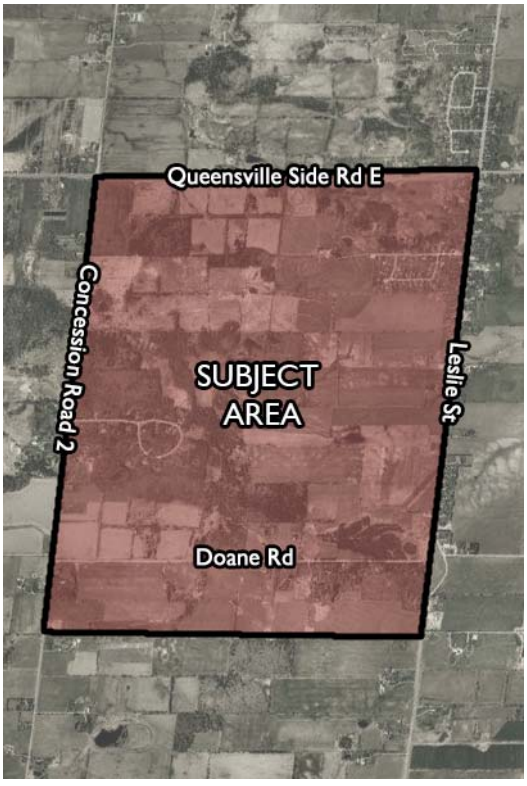


Figure 1.2 – Context Map

1.3 Architectural Inspiration

The following outlines the architectural characteristics envisioned for Queensville, which will contribute to achieving pleasant and interesting streetscapes:

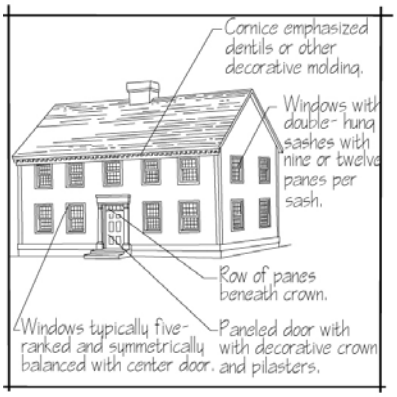
- Georgian and Ontario Country Traditional inspired architecture;
- Simple building shape or massing;
- Box-on-box approach to elevational design;
- Main entry to be highlighted and the focal point of the façade;
- Architectural elements to be varied, simple and strong;
- Elevations to feature one or two strong architectural elements;
- Architectural elements to be in proportion and harmonious with overall design;
- Excessive decoration to be avoided;
- Consistency of architectural detailing and exterior cladding materials;
- House designs should present a variety cladding materials;
- Special designs responding to priority locations;
- Variety of garage locations and treatment for residential uses.

Right:: Images of Existing Houses Styles and Vernacular Found in East Gwillimbury

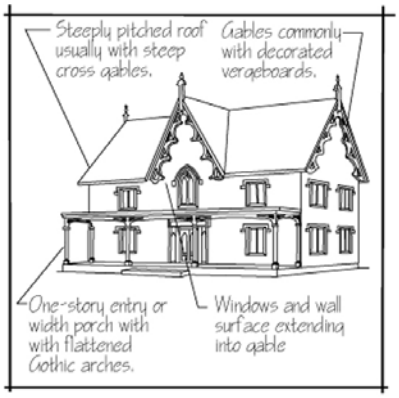
1.4 Architectural Vision

These design guidelines are intended to foster an architecture that draws inspiration from traditional styles, which have simple building shape and express a balance and harmony in composition of the building elements.

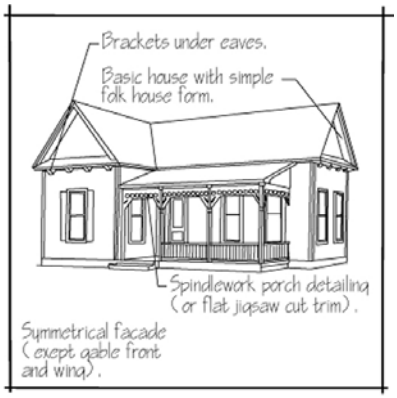
The most memorable architectural influences found in the Town of East Gwillimbury and traditional rural Ontario are Georgian and Ontario Country Traditional. Buildings are not limited to only these two influences, as other architectural styles will be considered on their design merit in terms of their compatibility with others. House designs are not expected to duplicate the level of detailing of these particular architectural styles; they should however capture the essence of these styles, incorporate distinctive architectural elements, typical massing or building shape, and proportions and place emphasis on the entry area. These elements shall be reflected especially in buildings at prominent locations including lots along primary streets leading to the Local Centre and lots facing the Local Centre.



Georgian Revival



Ontario Country Traditional



Ontario Country Traditional

Laneway Townhomes

Single Detached Houses

Front-Loaded Townhomes

Georgian

Ontario Country Traditional

Ontario Country Traditional

1.5 Design Goals and Objectives

These design guidelines propose standards that reinforce the pedestrian quality of the Queensville Community. The development of attractive and pleasant streetscapes for this community will be achieved as a result of addressing the following objectives:

- Creating a strong public realm;
- Minimizing the impact of garages in the streetscape;
- Creating dual frontages on corner lots;
- Maintaining consistent high quality designs.

1.5.1 Creating a Strong Public Realm and Varied Streetscape

A controlled visual variety should be maintained when coordinating site planning, architecture and landscape design of the streetscapes. As a result, a positive image will be created on the streetscapes through the use of:

- A variety of lot sizes;
- A variety of dwelling types and sizes;
- Variety of elevations for each proposed model;
- Two lot-separation for the siting of the same or similar elevations, nor directly across the street;
- Two lot-separation for the siting of the same or similar exterior colour packages, nor directly across the street;
- Complimentary and transitional massing changes, where bungalows are introduced;

Figure 1.5.1 – Example of a Desirable Streetscape

- Variations in the façade location relative to the front lot line;
- Limiting the width of private driveways to the exterior width of the garage to encourage further opportunities for landscaping;
- A variety of garage locations and treatments that is generally located behind the main wall or porch.

The following outlines the characteristics that are to be incorporated into the designs:

- A variety of architectural styles;
- A distinct range of house shapes or massing providing variety of roof forms and orientations;
- A variety of main entry designs that are identifiable on the elevations, which also provide some weather protection;
- Front porches that are sized large enough for the placement of furnishings and seating;
- Porch steps will be poured-in-place concrete, or equivalent, with finish materials on all exposed sides;
- A variety of entry doors designs are to be offered, including single door with or without sidelights and double door with different glazing treatment;
- Generous amount of fenestration is to be provided and proportioned with respect with their related architectural style;
- Projecting elements that are appropriate to their respective architectural style, which provide an additional level of detailing and articulation;
- The selected architectural styles should help provide a variety of cladding treatments; and
- The exterior colour packages will present a range of tone and colour selections inspired from traditional Ontario heritage colour schemes featuring complimentary earth-toned accents.

1.5.2 Minimizing the Presence of Garages

The garage will be integrated into house designs that emphasize other areas, such as the main entry element, roof overhangs, dormers, or bay windows.

Also, the following will be incorporated into the designs:

- A variety of garage treatment and locations, in order to de-emphasize their presence, including models that locate the garage to the rear;
- Houses are to be sited, so the garage side is not adjacent to an open space or non-residential use;
- A mix of garage door styles will be offered;
- A mix of garage door widths should be offered, with preference towards single-car width garage doors.

Figure 1.5.2 – Example of a Garage integrated into the House Design

1.5.3 Creating Dual Frontages on Corner Lots

Corner lots are prominent locations within a community, and due to their increased level of visibility, special care is required in their design. Houses should specifically be designed to address the two street frontages, with the front door on the flankage side and architectural features such as wrap-around porches, increased fenestration, and building projections. Privacy fencing should be provided to screen the rear yard amenity space, and is to return to the rear corner of the house, not to block the architectural detailing provided on the flankage elevation.

1.5.4 Maintaining Consistent High Quality Designs

Exterior high quality cladding materials should be consistent on all elevations and maintain the same level of architectural detailing on all publicly exposed elevations. The amount of detailing may be reduced in areas of lesser public exposure.

Brick, high quality clapboard, and board and batten siding are to be used as the main cladding materials in this community. Stone cladding and shingle siding can be introduced to accent the houses.

Figure 1.5.4 – Example of Architecture that reflects High Quality of Design

2.0 Design Guidelines for Residential Development

2.1 Introduction

The architectural style reinforces the traditional character of the surrounding area of Queensville Community. At the same time, with the incorporation of new technologies, quality materials and details, and innovative design, an evolution towards contemporary architectural styles is underway. The scale, massing, proportions and siting of built form contribute to the rhythm and quality of the streetscape. These elements, in addition to architectural design and consideration of neighbouring buildings and natural features, evoke a sense of identity and lead to streetscapes that are appealing, inviting, memorable, and safe.

2.2 Priority Locations

Priority lots are lots, which by virtue of their location within the neighbourhood are particularly prominent or visible from the right-of-way. Special opportunities exist at these locations to create memorable or "signature" building designs with unique solutions to ensure that the buildings respond appropriately to their prominence within the community.

The locations of priority lots are shown in Section 6.0 Appendices.

2.2.1 Gateway Dwellings

Buildings located at the entrances to the neighbourhood or at special nodes provide special opportunities to emphasize a sense of entry or arrival. 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. The design of gateway buildings should be coordinated with any adjacent community gateway landscaping in terms of the location of the main entry and windows and vernacular.

The design of gateway buildings will embody design elements which address their high level of public exposure, including:

- A design with a high roof and prominent gable ends;
- Inclusion of distinctive architectural features, such as special chimneys, towers, turrets, gable ends, dormers, projecting bays, wrap around porches or other unique forms;
- All publicly exposed elevations that are of upscale character;
- Materials that are coordinated with gateway entry features;
- Enhanced landscaping.

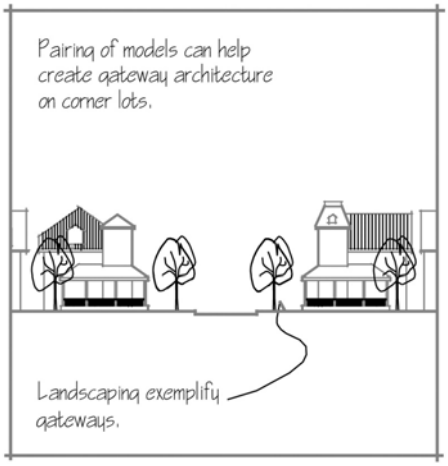


Figure 2.2.1b – Gateway Lot Pairings

Figure 2.2.1a – Example of Gateway House and Entry Feature coordination

2.2.1.1 Gateway Dwellings at Community Entries

Built form at Community Gateway locations, as per the Official Plan, should be coordinated with streetscape elements to announce and signify the intersection of community entries.

Guidelines include:

- Site planning and building design that reinforce and frame entries through:
  - Building massing close to the street;
  - Locating the driveway away from the intersection;
  - A recessed garage.

2.2.2 Corner Lot Dwellings

Corner Lots are characterized by their exposure to two street frontages. Designs for corner lot houses will have regard for their high level of exposure and take full advantage of opportunities for introducing variety to the streetscape.

Houses sited on corner lots will:

- Be close to both streets;
- Provide corner lot specific plans that are designed to address this location,
- Include some corner model designs that present the entry on the flankage street side;
- Have a connection from the entry to the sidewalk;
- Include architectural features which are corner lot specific, such as ample fenestration, building projections, distinctive gables, and wrap-around porches;
- Have privacy fencing along the flankage property line to create a viable, private outdoor yard and to screen the rear yard amenity space from publicly exposed view;

Figure 2.2.2a – Example of a Corner Lot House

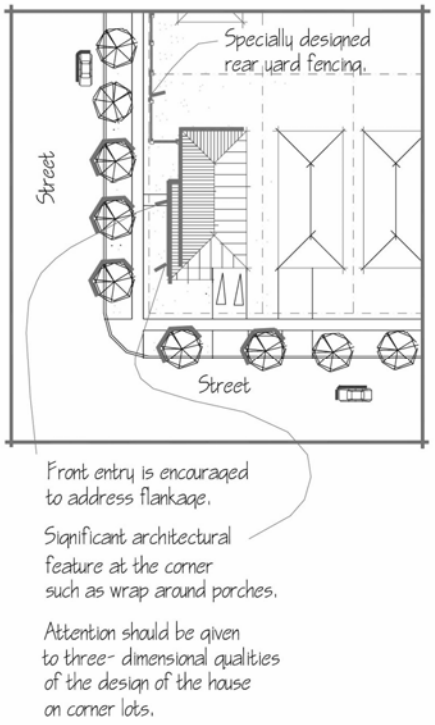


Figure 2.2.2b – Corner Lot Location

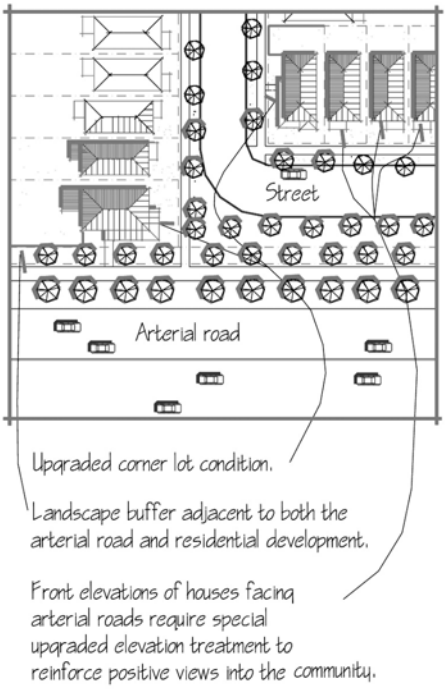


Figure 2.2.3b – Community Window Location

2.2.3 Community Window Dwellings

Community windows are conditions at the edge of the neighbourhood where a one-sided street gives a broad frontal view of an entire streetscape from outside the Neighbourhood. The houses that are exposed to views from outside the Neighbourhood must be designed to a higher level in order to portray a distinctive impression of the Neighbourhood to the broader community. Architectural massing and design of these dwellings and their façades should be both varied and of the highest visual interest and quality.

Houses sited on community window locations should:

- Have distinctive front entrances;
- Provide varied roof forms that feature accent gables facing the front;
- Provide a variety of garage treatments.

Figure 2.2.3a – Example of a Community Window

2.2.4 View Terminus Dwellings

View Terminus or T-Intersection Dwellings are houses that are located at the end of a long view. These houses are viewed frontally, more frequently and for longer periods of time than typical houses. This prominence means that they will be seen and remembered more readily and therefore requiring a higher level of design consideration.

Houses at View Terminus locations should:

- Locate driveways to the outside so that they are not on axis with a view terminus;
- Have additional landscape, including trees and low fencing, in the centre of the most common viewpoints;
- Have visual interest, with distinctive roof forms with accent gables or dormers.

Figure 2.2.4a – Example of View Terminus Houses

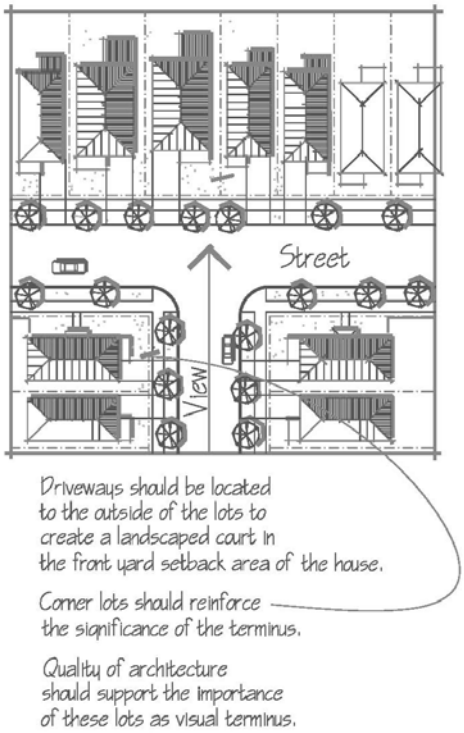


Figure 2.2.4b – T-Intersection Location

2.2.5 Curved Streets and Elbows

On curved and elbowed streets and also cul-de-sacs, houses on the outer edge of the curve have characteristics of view terminus dwellings, since they are viewed from along the length of the street. In addition, these houses' side elevations can be highly visible.

Houses with these characteristics should:

- Not have driveways in the centre of the most common viewpoints;
- Have additional landscape including trees and low fencing in the centre of the most common viewpoints;
- Have varied front entrance designs;
- Have roof gable ends facing the front;
- Have additional fenestration on the sides of garages and other solid wall areas, which are exposed to the public right of way.

Figure 2.2.5a – Example of a Curved Street / Elbow

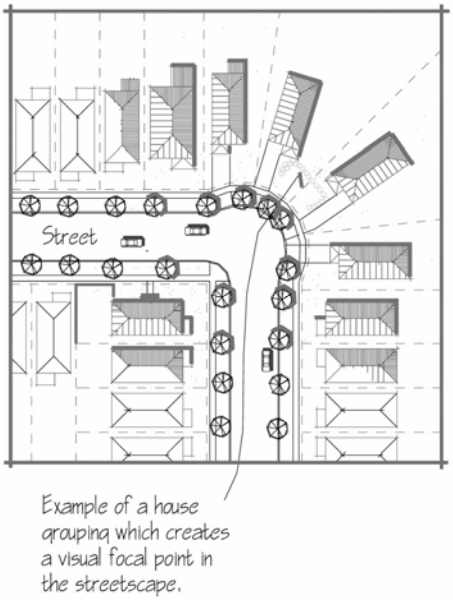


Figure 2.2.5b – Curved Street / Elbow Location

2.2.6 Buildings Flanking or Backing onto Open Space or Public Thoroughfare

Houses that back or flank onto an open space have their elevations visible from the public realm, and are required to have elevation treatment that is the consistent and the same level of quality as the front façades in terms of architectural styles, detailing and cladding materials.

These publicly exposed elevations should introduce sufficient fenestration and design elements such as proportion, wall plane, roofline and massing.

Figure 2.2.6a – Example of Buildings Backing onto Open Space

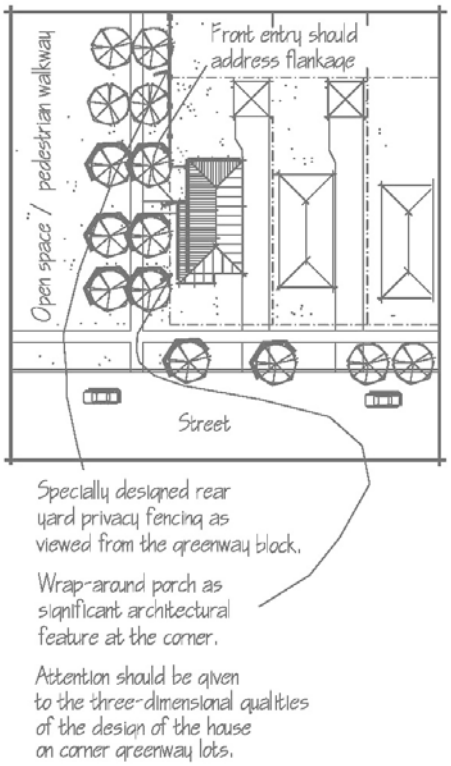


Figure 2.2.6b – House Adjacent to Open Space/ Pedestrian Walkway Location

2.3 Variety in Streetscape Design

An appealing and memorable streetscape is the result from the careful integration of well-designed dwellings. The following are guidelines for the composition of the streetscapes:

- Community Safety
- Street and Building Relationships
- Building Types
- Building Groupings
- Elevation Variety
- Variations of Building Locations
- Exterior Colour Selections
- Building Heights Compatibility
- Driveway
- Fencing
- Streetscape Elements

2.3.1 Community Safety

The design of buildings and other improvements will have regard for the safety of persons in the Neighbourhood.

- House entrances and windows should be visible from the street, to encourage active use of front yards;
- Houses should have porches, stoops, porticoes or other outdoor usable space in the front, to encourage active use of front yards;
- Except for front entrances, buildings should not have deep recesses in the building perimeter, landscape elements and plant material should not create obscure areas for safety reasons, and all yard areas should be visible from house windows.

2.3.2 Street and Building Relationships

Buildings close to the street establish a human scale and connection to the public realm.

- Houses should be located close to the street to create a strong street edge, which reflects the scale of the street while providing diversity of built form and architectural expression;
- Houses will address the street by having entrances which are clearly visible from the street, as well as porches, stoops, overhangs or porticoes in the front;
- Corner buildings will respond to both street frontages.
- There should be considerations to the interface of existing buildings or residences, and special care should be given to the design of new houses being proposed in their vicinity.

Figure 2.3 – Examples of Pleasant and Interesting Streetscapes

2.3.3 Elevation Variety

A range of house designs shall be offered to the market and this will help create visual diversity in the streetscapes. The proposed models will be designed with alternate elevation treatments to reduce the probability that identical houses are repeated in the streetscapes. Alternate elevations should differentiate themselves from each other 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.

- A minimum of two houses shall separate houses with the same elevations on the same side of the street;
- Houses with the same elevations should not be located directly across the street from one another;
- Houses with the same elevations do not makeup more than 30% of any streetscape block, excluding corner lots;
- A variety of garage treatments and locations is required in each streetscape block, with porches as the dominant feature.

Figure 2.3.4 – Example of Elevation Repetition

2.3.4 Townhouse Elevations

The design of townhouse elevations shall achieve a level of quality equal to adjacent single family detached and semi-detached dwellings, and relate in terms of scale and composition of the architectural elements and details. Townhouse designs should satisfy the same general architectural design criteria set out in this document, as well as the following additional guidelines:

- The composition of the overall townhouse blocks will be designed to be compatible with the surrounding streetscapes;
- They may be designed to appear as a series of larger dwellings, with variations in rooflines and garage treatment;
- Mixing of competing architectural styles within a townhouse block should be avoided;
- The number of units in a block should maintain the modular rhythm of the streetscape;
- The design should provide a variety of visual elements and details, which include front entries, wall articulation, and bay and dormer designs to break up the roof/wall planes and prevent visual monotony;
- Roofscapes within individual townhouse blocks should vary, where possible, to contribute to the creation of interesting streetscapes, and maintain compatibility with surrounding buildings;
- Roofscapes should be treated as integral design elements encompassing entire blocks;
- End units facing the street shall locate the main entrances on the flankage elevation, where possible, to create a building appearance that is consistent with the adjacent buildings;
- The corner lot flankage elevations shall be specifically designed to respond to public exposure through articulation of building faces, increased fenestration, and architectural detailing equal to the front elevation;
- "Bookend" (cluster) blocks or provide distinct end feature units (tower features/ bay projections/ 2nd storey balconies, etc.) to create a sense of place;
- Height/massing to be the same for adjacent buildings and buildings on the other side of street;
- Any firewall should be integrated into the block design, and not be noticeable;
- Garages and driveways are paired to maximize on-street parking;
- Garage doors are to be single-car door widths, where possible;
- Units should be connected with common walks above and below ground.

2.3.5 Variations of Building Locations

Buildings are encouraged to be located close to the street to reinforce a strong street edge, while maintaining a visual variety. Visual variety should be achieved by providing controlled variety of elevation types and/or introducing variations in the locations of the main building face on the street.

These variations of building setbacks within the streetscape provide:

- Visual and spatial rhythm through gradual transition of building façades;
- Visual interest that also reduces the possible negative impact of longer streets;
- Emphasis on varied entry treatment.

2.3.6 Exterior Colour Selections

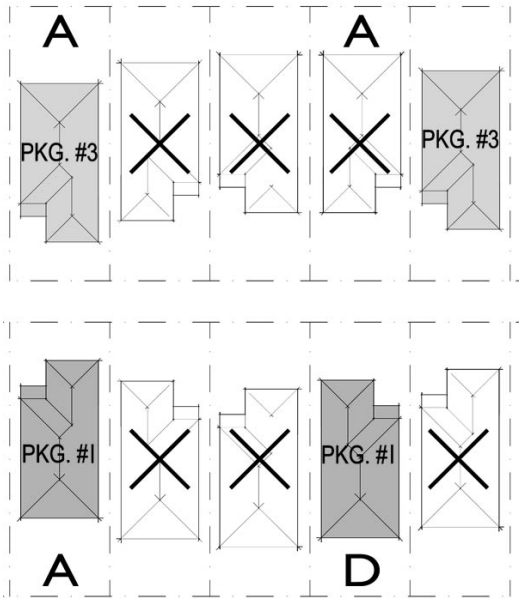


Figure 2.3.6 – Exterior Colour Repetition

In order to achieve variety on the streetscapes, careful attention should be given to the selection of building colour packages and the repetition of similar colours.

- An exterior colour schedule should be set out on material sample boards incorporating historically inspired colour schemes (refer to the architectural images provided in these guidelines);
- Brick selections should offer a range of colours and tones, including red, yellow, brown, and sandy-buff colours. Pink-tone and light gray bricks are discouraged;
- Clapboard siding selections should also offer distinctive range of colours, including red, yellow, warm grays, blues and green;
- A substantial amount of trim colour will be white to harmonize the streetscape, but trim colours complementary to the design of house may be considered on design merit;
- Two houses shall separate houses with the same exterior colour packages, except where the houses feature the same model and elevation. In this case, three houses shall separate houses with the same exterior colour package;
- The same exterior colour package should not be located directly across the street from one another;
- The same colour package may be sited diagonally across a street intersection, provided the houses are not proposing the same elevations;
- Identical colour packages should not makeup more than 30% of any streetscape block.

2.3.7 Building Height Compatibility

The variety of massing or building form that is encouraged for this community may produce building height variations along the streetscape. In order to maintain cohesive and harmonious rooflines with gentle transitions, the following guidelines should be observed for the siting of buildings with varied heights on the streetscape.

- Adjacent buildings should not have more than one-storey difference in height;
- A minimum of two buildings with the same overall massing should be sited on adjacent lots (ie. two bungalows);
- Bungalows should have 1½ -storey massing and elements to make the transition to two-storey houses on adjacent lots;
- Three-storey houses (if any) are encouraged to incorporate the roof design into the elevation treatment of the upper floor, in order to make the transition to two-storey buildings on adjacent lots.

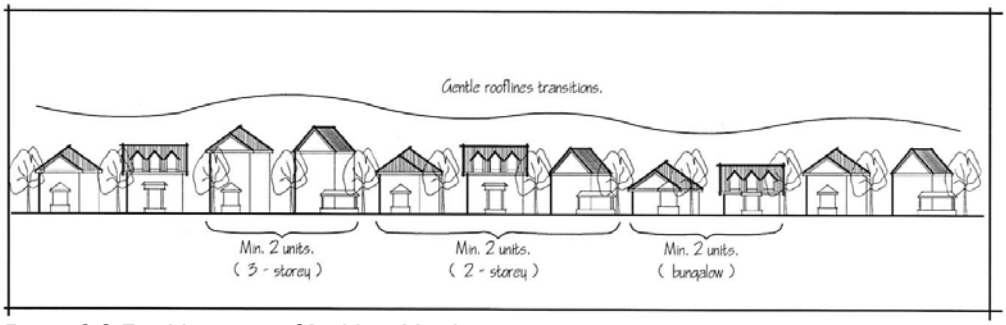


Figure 2.3.7 – Harmony of Building Heights

2.3.8 Driveway

The design and width of private driveways impact the appearance and function of the streetscape.

- Where appropriate, the width of the driveway should always be minimized to reduce its presence on the streetscapes;
- The exterior width of the driveway should not exceed the exterior width of the garage.
- The pairing of driveways is encouraged to maximize landscaped areas, where grading permits;
- Driveways should be located away from intersections;
- Minimum acceptable standards are asphalt or earth toned unit pavers;
- Where adverse grading conditions exist, driveways should be situated on the higher grade side of the house.

2.3.9 Fencing

Fencing will be provided on all corner lots by the developer or builder. A consistent approach to fencing will be taken throughout the community. The consistency is achievable by using the same fence design or by a set of complimentary fence designs, colours and materials.

- Fence designs are to comply with the overall community vision in scale and character;
- Fence details, colour and materials should be pre-designed for all corner lot locations;
- Privacy fence design should be coordinated with noise attenuation fencing in terms of detail, colour and materials;
- 1.8m high black vinyl covered chain link fence is required adjacent to public/open spaces.

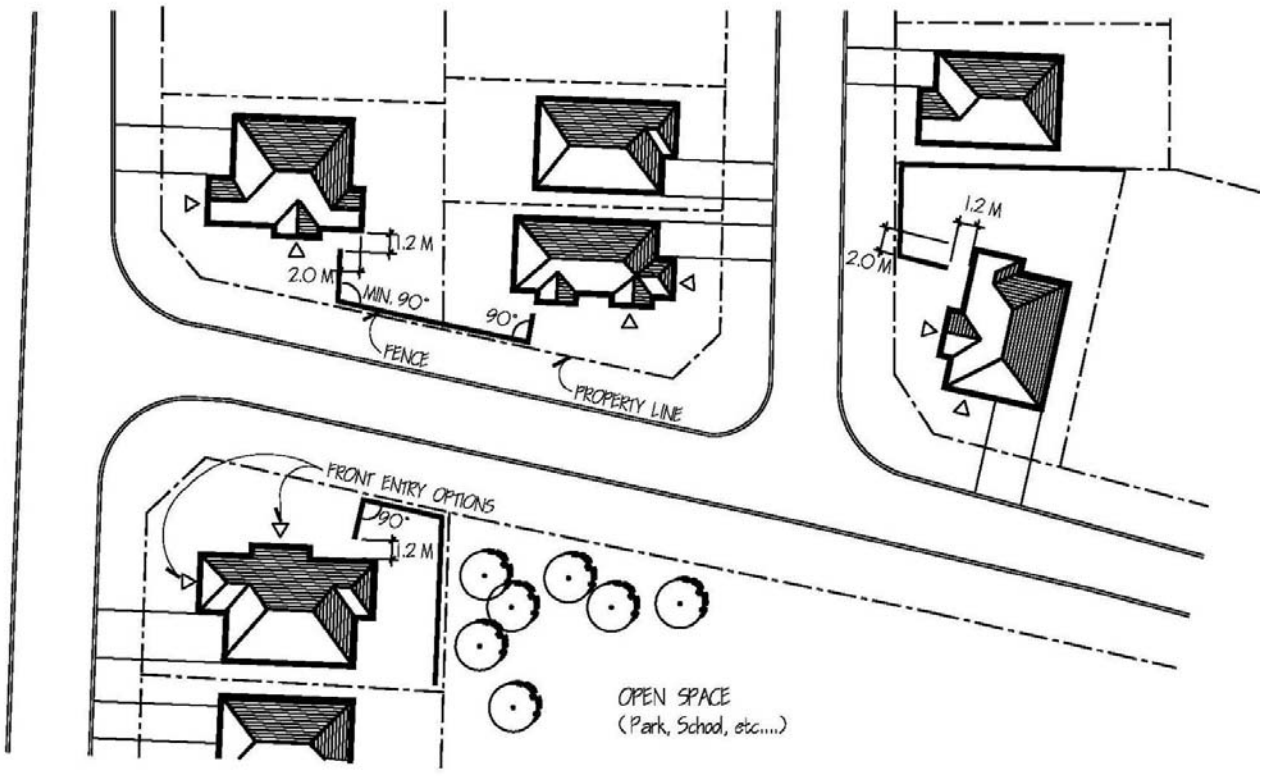


Figure 2.3.9 – Typical Privacy Fence Layout Plan

2.3.10 Streetscape Elements

Streetscape elements include structures in the right of way such as light poles, community mailboxes, acoustic fencing, street trees and other utility related structures. The Design Control Architect will review locations of all streetscape elements, such as street lights, community mailboxes, and electrical transformers. On-lot improvements should have regard for and be coordinated with streetscape elements to reduce their visual impact.

The Design Control Architect will review house sitings and driveway locations for the purpose of coordinating with streetscape elements and has the authority to require changes to house designs to avoid undesirable conditions.

Examples of this coordination include:

- Ensuring that community mailboxes are located on the flankage side of corner lots and not in front of house windows;
- Screening electrical transformers with plant material, where feasible;
- Ensuring that masonry materials used in corner lot fencing, gateway entry features, and landscape features compliment those used for corner and gateway lot houses.

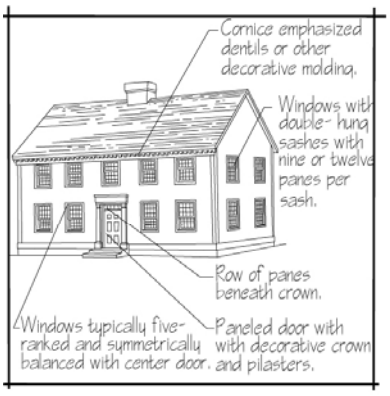
2.4 Architectural Design Criteria

This section will assist in the development of house designs that will contribute to the overall image and qualities of the community, dealing with the following:

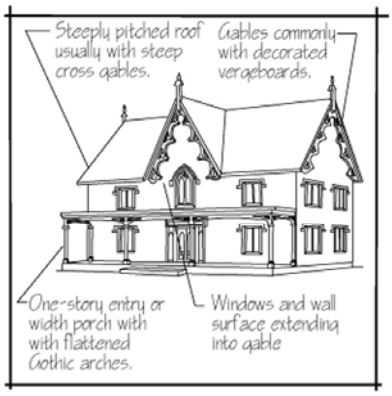
- Influencing Styles
- Consistency of Detailing
- Massing & Shape
- Proportions
- Main Entry and Porch Design & Detailing
- Exterior Building Materials
- Fenestration
- Roofs
- Building Projections
- Garage Treatment & Locations
- Garage Door Treatment
- Grading Condition
- Utilities and Mechanical Equipment

2.4.1 Influencing Styles

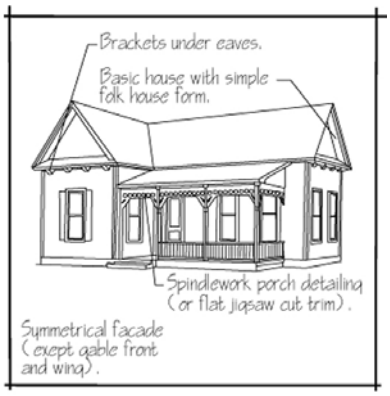
Architectural details should reflect traditional qualities and characteristics found in established communities within the Town of East Gwillimbury, and include Georgian and Ontario Country Traditional. Other stylistic influences will be considered on design merit basis.



Georgian Revival



Ontario Country Traditional



Ontario Country Traditional

Georgian

Georgian

Ontario Country

Figure 2.4.1 – Compatible Influencing Architectural Styles

2.4.2 Consistency of Detailing

- The detailing of each building should remain consistent on all elevations, in terms of exterior building materials, window treatment, and architectural vernacular; and
- The amount of architectural elements may be reduced in areas of limited public exposure.

Refer to Section 2.4.6 – Exterior Building Materials for specific approaches dealing with acceptable exterior cladding transitions and Section 2.4.7 – Fenestration.

Figure 2.4.3a –Example of Simple Massing

2.4.3 Massing & Shape

- House designs that are simple in terms of shape or form are encouraged;
- Over-decorated house designs should be avoided, and rely instead on varied massing or shapes to achieve variety;

Figure 2.4.3b –Example of Simple Massing in a Streetscape

2.4.4 Proportions

Balanced proportions are crucial in creating high quality design. Architectural elements should be in proportion with overall design. Proportions will be assessed and evaluated on historical precedents of the overall design merit of the proposed building.

Figure 2.4.4 – Example of a Building with Balanced Proportions

2.4.5 Main Entry and Porch Design & Detailing

The front entry of a house is aesthetically, functionally, and socially important to the design of both the individual house and the streetscape. A visible and well-designed entry area promotes an individual sense of address and a collective sense of community and safety by providing "eyes on the street".

- The main entry should be a distinctive element of the house design, and should reflect character of the entire neighbourhood;
- Varied and distinctive entry door designs should be provided, such as single-door, double-door, or door with sidelights or transoms;
- Main entry designs should provide shelter from the weather;
- Oversized arched entries are discouraged;
- House designs featuring porches should be sized with min. depth of 1.8m to allow sufficient space for seating;
- Main entry landing and steps are to be poured in place concrete, and the exposed sides of steps are to be clad to match the main cladding material of the house;
- Precast concrete steps may only be used where there are 2 risers (1 step);
- Steps constructed with landscape paving slabs could be an attractive alternative to conventional precast steps, and may be considered where the number of riser is limited (e.g. max. of 4 risers or 3 steps);
- Handrails should be provided on all porches (Exceptions may be granted for porticoes or recessed entries, subject to design merit);
- Handrails are to have a top and bottom rail with vertical pickets, and to be consistent with style of porch columns, in terms of vernacular and colour;
- Wrought iron railings may be permitted subject to design merit;
- Porch roofs must be supported by an exposed continuous beam (min. 150mm) resting on columns.

Figure 2.4.5a – Variety of main entrance designs

Figure 2.4.5b –Dominant Porches Designs

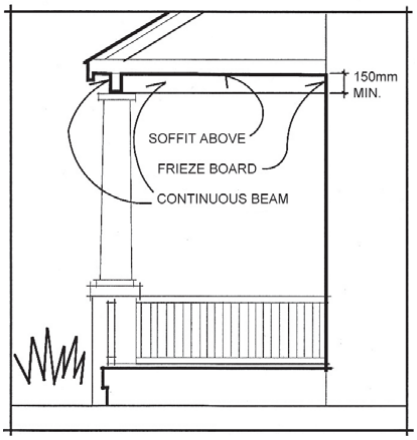


Figure 2.4.5c – Typical Porch Design

Figure 2.4d – Appearance of poured-in-place steps

Figure 2.4.5e – Example of Landscape Steps

Figure 2.4.5f – Typical Landscape Step Design

2.4.6 Exterior Building Materials

This section provides design guidelines for various exterior building materials and conditions. The following guidelines shall:

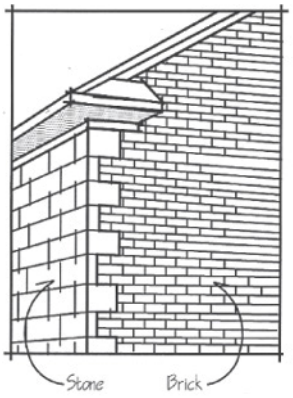
- Permitted cladding materials include brick, stone masonry, stucco, fibre cement siding and high quality vinyl siding;
- Other cladding materials will be reviewed for suitability and subject to design merit;
- Houses are to be clad with a single predominant material, and may feature other materials as accents;
- Special care and attention should be given to the design of elevations with material combinations, which will be reviewed on individual design merit with respect to:
  - Maintaining consistency of detail;
  - No false-fronting;
  - Respecting the integrity of a proposed architectural style (if applicable).
- Material transitions occurring near the front corners should be returned to a natural or logical break point, such as a plane change or jog. Alternatively, a material transition could be permitted to occur at the front corner, where a suitable corner detail has been provided, and is subject to design merit.

2.4.6.1 Brick Detailing

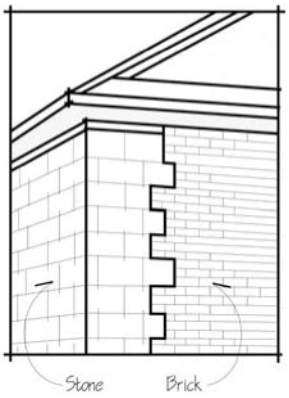
- Brick details are encouraged to accent door and window openings, as well as the base of the house;
- The introduction of traditional brick detailing such as banding, quoining, rowlock and soldier coursing, recessed and projected coursing are encouraged.

2.4.6.2 Stone Detailing

- Stone may be used as the primary cladding material on priority lot locations;
- A finger-joint detail should be used for all stone to brick transitions occurring within the same wall plane. Alternatively, a finger-joint detail may also occur at the front corner.



MASONRY FINGER - JOINT AT CORNER



MASONRY FINGER - JOINT LESS THAN 6'

Figure 2.4.6.2 – Masonry finger joints

2.4.6.3 Siding Detailing

- Siding refers to the application of clapboard, board and batten, as well as shakes. These siding products may be used as primary cladding material or as an accent;
- Siding elevations are also encouraged to incorporate some masonry elements to provide additional architectural interest;
- Houses that are predominately clad with siding shall introduce enhanced architectural elements and higher level of trim detailing. A higher level of design quality will help alleviate any stigmas associated with siding houses, and will reflect the level of quality sought for this neighbourhood and the architectural heritage of the area;
- Houses that are predominately clad with siding shall be restricted from certain locations, specifically, they are not to front onto the Local Town Centre and Park;
- Trim boards shall be provided around all door and window openings, corners, and include a continuous frieze board detail under all eaves. 150mm (6") is considered a minimum board width on publicly exposed elevations, where larger widths are appropriate for window and door casings and frieze boards or cornices. Smaller window and surrounds surround may be used in areas of reduced visibility;
- Fibre cement board is the preferred siding material, but vinyl is also permitted;
- Builders offering vinyl siding will have to specify higher quality vinyl products with a thicker gauge (i.e. thickness). This grade of vinyl typically features UV protection to resist fading, and provide a wider range of heritage-inspired colours; and
- Builders shall offer a range siding colours with contrasting coloured trim. Heritage-inspired colours are highly encouraged.

2.4.6.4 Stucco

- The use of stucco combined with stone/brick in complementary colours is encouraged;
- Stucco details/ mouldings should have a continuous unbroken appearance. All joints should be seamless in appearance.

2.4.6.5 Trim

- A 150mm-frieze board should be installed on all elevations, and returned to a logical break point or incorporated into a corner detail (on elevations of reduced visibility);
- Porch columns should appear to support a continuous beam exposed (150mm deep) below the porch soffit;
- A substantial amount of trim colour may be white to harmonize the streetscape, but trim colours complementary to the design of house may be considered on design merit.

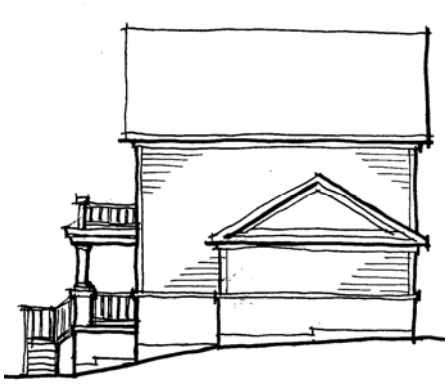


Figure 2.4.6.6 – Stepped Foundation

2.4.6.6 Foundations

- Exposed poured or parged concrete shall not extend more than 250mm above finished grade on all exposed elevations, and should be stepped in relationship to grade, where required.

Figure 2.4.7a – Window Details

2.4.6.7 Roof Materials

- Materials – acceptable products are not limited to asphalt singles. Other roofing materials will be reviewed, subject to design merit;
- Colours – should have a range of distinguishable colours/tones as part of the exterior material and colour schedule. The colours should be complementary to building façades.

2.4.7 Fenestration

- A variety of window types and styles is encouraged (refer to examples to the right);
- A variety of different window frames colours are encouraged. Note that window frames should be coordinated or matched with the associated exterior trim colour package;
- The use of "horizontal slider-type windows" will not be permitted (exceptions may be granted for small basement windows and areas of reduced visibility);
- Muntin bars or grills should be provided and reflective of the associated style of the house;
- The use of 'bay' or 'boxed-out' windows are highly encouraged as elevation accents and to help provide alternate architectural detailing on the streetscapes;
- False windows are discouraged, but may be permitted as part of gable or dormer details when it utilizes a real window frame with blackened glass;

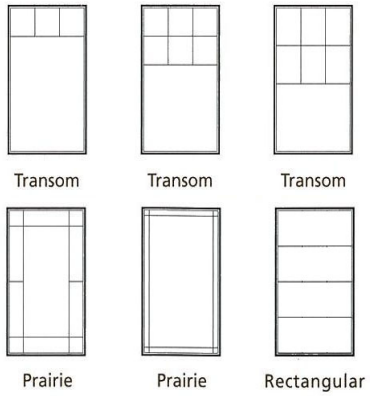


Figure 2.4.7b – Window Style Configurations

- All windows exposed to the public realm shall feature the same window type and detailing, as specified on the front elevation of the dwelling;
- Lintel and sill details shall be provided to accent windows (exceptions may be granted for small basement windows and areas of reduced visibility);
- The soffit should be located to allow architectural details above the windows;
- Ample amount of fenestration should be provided on elevations that are publicly exposed; and
- Window shutters should be properly sized to window width (ie. typically half of window opening width). The use of window shutters should not be excessive (i.e. not on all models).

2.4.8 Roofs

The composition of varied building forms on the streetscape should consider the roof as an integral element, which can provide articulation and visual interest. The overall shape, slopes, eaves heights and accent detailing characterize the roof. These elements help to define the scale and massing of a building, as well as determine the historic precedents of a particular vernacular.

- Roofs should use a minimal number of simple forms, and avoid excessive peaks, valleys, hips and dormers. In order to achieve variety within the streetscape, different houses should have different roof forms;
- Roof forms should have an appropriate transition within a streetscape;
- Roof slopes should exceed 5.9:12 to increase the visual prominence of roof surfaces, (except in small areas of special emphasis, such as flat roofs over bays and pitched roofs over dormers, or over porches);
- Lower roof slopes may be permitted, subject to design merit of the proposed model for meeting the intent of the guidelines;
- One large and distinctive gable element is preferred to models with multiple gable-on-gable;
- Dormers are to be proportionally sized to the overall roof, trimmed and detailed not to appear as false architectural elements;
- Rainwater Downspouts should be pulled back out of view and/or be integrated as part of the overall design in terms of location and colour;
- Flashing should be coloured to match the cladding around it;
- Skylights and roof vents should be located so they are not visible from the street;
- All roof and gas vents shall be coloured or painted to match the roof colour;
- Roofs over garages should be designed in such a way that the entire roof form or just the eaves can be lowered in the event that the garage is lowered to respond to grade.

Figure 2.4.8a – House with Steep Roof and Appropriate Accent Gables

Figure 2.4.8b – Dormer Details

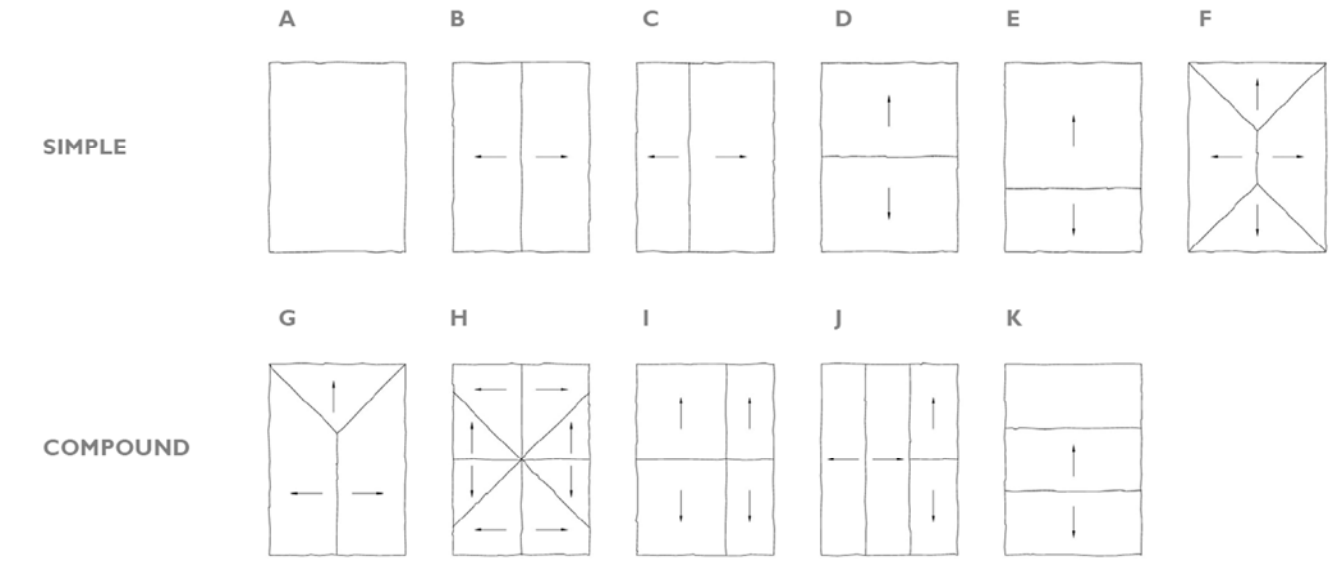


Figure 2.4.8c – Examples of simple and compound roof forms

2.4.9 Building Projections

Deep projections and overhangs enhance the look and feel of houses by creating deep shadows and strong profiles.

- Porches should be deep enough to provide a clear seating area (1.8m depth or greater is encouraged);
- Main entrances should be covered by a projecting element;
- Eaves should project at least 300mm from the face of walls (subject to zoning compliance);
- Window treatments including sills and headers should project from the face of the wall by at least 50mm.

2.4.10 Garage Treatment & Locations

Garages play a significant role in establishing the overall community image. Offering different garage options achieves a distinguishable variety of house designs that focuses on the main entry while providing interest in the streetscape.

- A variety of garage treatments should be offered to the market place, and is required in the streetscape;
- A variety of garage locations should be offered to the market place, and is required in the streetscape.

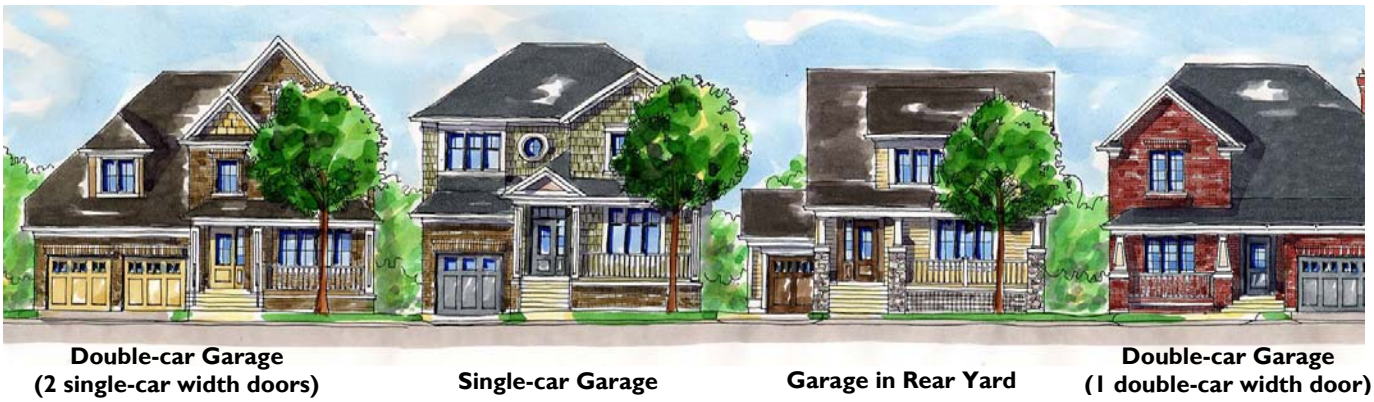


Figure 2.4.9 – Example of Varied Garage Treatments in the Streetscape

2.4.10.1 Garages at the Front

Where the garage is oriented towards the street, its mass should be recessed back and integrated into the overall shape of the house so that its presence is not dominant in the streetscape. Front-facing garages should have several possible configurations to maintain elevation variety:

Figure 2.4.10.1a – Recessed Double-car Garage Door

Single or Double-Car Garages

- Many design options shall be provided to reduce the impact of front facing garages in the streetscape, and may include a deeper roof overhang and a variety of garage locations relative to the front wall of the house: recessed, flush, and projected;
- The front face of a single or double-car garage may be a maximum of 1.0m forward of the main front wall, but should not project forward of the main entry element or porch;
- The front face of a single or double-car garage may be a maximum of 2.5m forward of the second floor main wall over the garage;
- The interior width of the garage shall not exceed 50% of the lot width;

Figure 2.4.10.1b – Single-car Garage Flush with Main Wall

Refer to Appendix B for Front-Facing Double Garage Options.

Tandem Garage – provides the convenience of a 3-car with the appearance of a 2-car garage, or a 2-car with the appearance of a 1-car garage.

- Tandem garages are encouraged, especially for houses on smaller lots for a 1-car garage appearance.

Figure 2.4.10.1c – Recessed Single-car Garage

2.4.10.2 Garages at the Rear

There are opportunities to locate garages in rear yards, which provide a distinct variety in the streetscape.

- Any garages in the rear yard (detached or attached) should match the main dwelling through vernacular, massing, materials, and colour;
- In locations of high public exposure, garages shall be designed to the same level as the main dwelling and finished with materials compatible with the front streetscape. High public exposure locations include flankage lots, lots adjacent to walkways, end lots adjacent to side lanes, and lanes adjacent to public spaces; and
- Detached garages on a laneway should also be varied in terms of exterior colour, detailing and roof massing. Note that 'laneway streetscape' drawings will be required with the siting submissions to ensure a sufficient amount of variety has been provided on the laneways.

Figure 2.4.10.2 – Examples of a Garage at the Rear

2.4.11 Garage Door Treatment

- A single-car door width is preferred, but exceptions can be made subject to design merit for 38' or 40' lot frontages;
- Single-car door widths for a double-car garage on 45' lot frontages should have a 1' (305mm) pier;
- "Carriage-house" style doors, with centre piers, are encouraged;
- Generally, garage doors should have glazing in the upper section.

Figure 2.4.11 – Examples of "Carriage-House" Style Garage Doors

2.4.12 Municipal Address Signage

The following guidelines shall apply to municipal address signage:

- The address signage shall be located prominently to be easily seen from the street;
- The address should be large enough so that the numbering can be legible and preferably a minimum of 100mm (4") in height;
- The background should be white or light in colour with dark numbers.
- The builders should provide a consistent approach to municipal address signage that reflect the quality level sought for this community; and
- Plaques with coloured LED lighted numbering are highly discouraged.

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2.4.13 Grading Conditions

Houses should be designed to reflect the grading conditions of the site, and make provisions for the grade changes to accommodate surface water drainage proposed by the engineering consultants.

Revised elevations on the streetscape drawings are required to illustrate the architectural detailing response, where grade differential is greater than 900mm or 5 risers. Grade differential is defined as the elevation difference between the average finished grade at the front of the house and the finished floor level at the main entry door. Furthermore, typical details are to be provided in the working drawings to address grade differential specific to each model.

Requirements where grade differential is greater than 900mm or 5 risers include the following;

- Roofs over garages should be designed so that they can be lowered along with the garage without affecting other roof areas;
- Where there is a roof direct above the garage, the height of plain wall above garage doors should not exceed 750mm;
- The height of garage doors may be increased by an amount up to 300mm to a maximum height of 2.4m;
- Details above garage doors may be introduced to punctuate the wall including, but not limited to: inserting windows to the garage attic, arches over doors, enlarged headers over doors, installation of large coach lamps, additional masonry or trim details, or increased roof overhangs.

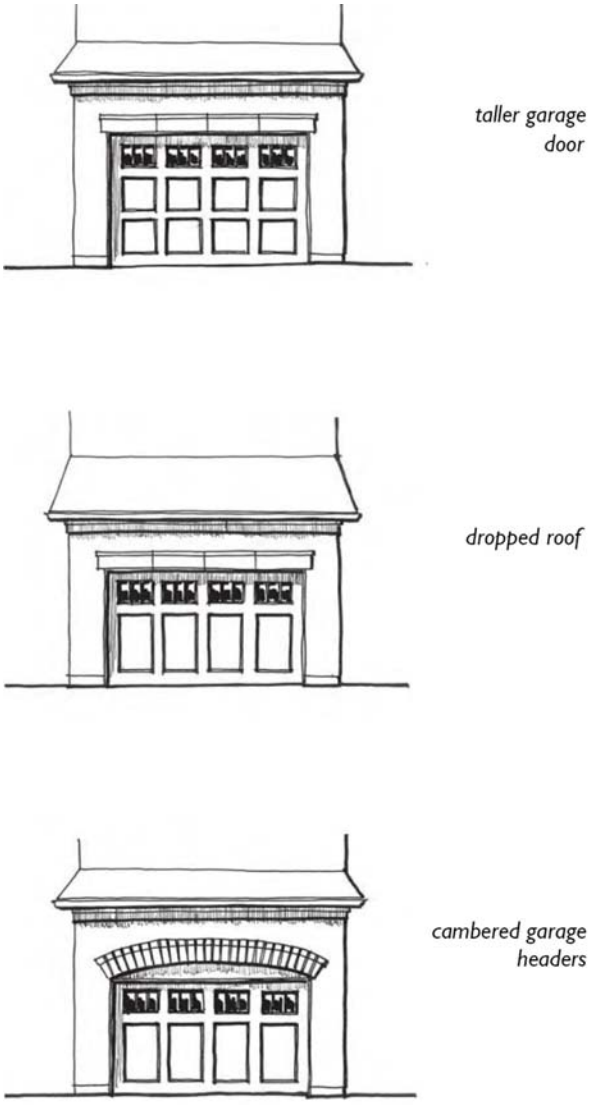


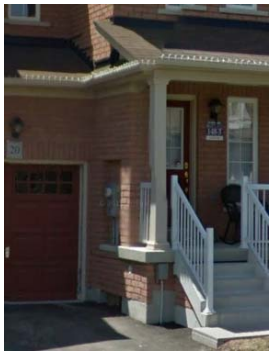
Figure 2.4.12a – Design Options for Dropped Garage Conditions

In cases of extreme topography, special designs shall be proposed to address the site conditions. Entrance levels should relate to grade through terracing. Garages should also be designed to relate to grade, and should be located on the higher side.

Figure 2.4.12b – Streetscape with Grading Conditions

2.4.14 Utilities & Mechanical Equipment

- Utility fixtures (such as gas and hydro meters, connection boxes for telephone and cable, air conditioners) should be located away from publicly exposed views, and should be as far back from front facades as possible;
- For townouses, utility meters and gas meters shall be incorporated into the overall design of the unit, where possible, or screened by architectural elements, such as projecting low walls or niches;
- Where a porch extends across the full extent of the unit, extra care should be taken to integrate the meters into the elevation design;
- Gas meters may be screened by plant material when they cannot be screened in any other way.
- Air conditioners should generally not be visible and located away from public views, preferably in the rear yard or on the private deck (e.g. back-to-back townhouses).



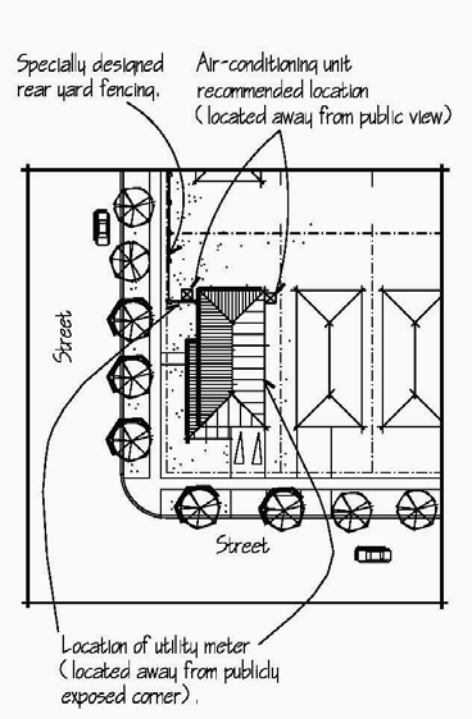


Figure 2.4.13 – Preferred Locations for Utility Service Meters / Air Conditioning Unit

2.4.15 Sustainability

All residential dwellings in the community of Queensville will be subject to the requirements of Energy Star performance criteria, which aim to reduce energy consumption of residential dwellings.

The Energy Star standards include the following:

- Insulation upgrades;
- Higher performance windows;
- Better draft-proofing;
- More efficient heating, air conditioning and hot water systems;
- Sealed ducts for better air distribution;
- Energy Star certified appliances, where provided.
-

Builders and developers will be required to adhere to the requirements of the Town of East Gwillimbury's Thinking Green Development Standards, unless specifically exempted from this process.

3.0 Design Guidelines for Institutional Development

Figure 4 – Examples of Institutional Buildings

The institutional buildings / schools play a significant role in supporting the image and identity of this community. They serve as landmarks and focal points within the community, and should exhibit civic pride and have regard for the character of the community. Special care must be taken in the design of these buildings to ensure that they physically reflect their importance as part of the neighbourhood streetscape.

In addition to the design requirements of these guidelines, the Town of East Gwillimbury's Zoning By-laws and Engineering Standards should be referenced as part of the Municipal 'Site Plan Approval' process.

3.1 Site Planning

- Locating buildings close to the street edge;
- Orienting buildings so that they maintain a strong street edge and architecturally address any street intersections; and
- Minimising driveways in front of buildings and parking shall be located in the side or rear areas.

3.2 Building Massing and Roof Lines

- Institutional building scale and size should be sensitive to the scale of adjacent grade related buildings and not appear to dominate adjacent residential areas;
- Long, continuous roofscapes should be divided and varied to provide visual interest and variety;
- Rooflines and parapets should be designed to screen all roof-top mechanical units from public and private view.

3.3 Building Elevations

- Institutional building elevations should provide visual interest through their design, articulation and fenestration;
- Elevations will be of high quality in design;
- Elevations should contain changes in plane and relief to break up long, continuous stretches;
- The building composition should reflect the traditional architecture of the community and possess a simple overall shape;
- Building forms should be appropriately scaled, massed and detailed to relate to adjacent neighbours;
- Elevations should be pedestrian friendly through appropriate scale, transparency, articulate and use of materials;
- Canopies or other approved façade treatments should be incorporated into the design of pedestrian walkways and street elevations;

- Where adjacent buildings have significant or desirable characteristics, institutional elevations should respond to those characteristics.

3.4 Building Entrances

- Building entrances are encouraged to face the street and, where possible, be close to the street line;
- All public entries should be covered for weather protection;
- Architecturally pronounced feature entry points should be created for all public entries;
- All major entrances should be handicap accessible at grade thresholds;
- All major entrances should allow for ease of movement through the doors and include an overflow and waiting space for pedestrians;
- Building entrances should open onto an exterior area suitable for gathering or waiting.

3.5 Pedestrian Circulation

- Pedestrian walkways on institutional sites shall be designed to ensure a safe, comfortable and attractive environment for walking;
- Pedestrian connections should be designed to accommodate high volumes of unencumbered movement at peak times;
- 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 the community;
- Pedestrian areas should be designed to facilitate meeting and gathering by incorporating plazas with street furniture, seating areas, displays, trash receptacles, public art and landscaping;
- Major pedestrian access points and routes should be clearly visible and clearly identified using both ground oriented and upright hard and soft elements; and
- Pedestrian circulation should not have to cross driveways/ parking areas.

3.6 Passenger Pick-Up and Drop-Off Areas

- Lay-by lanes are encouraged along the street in front of institutions;
- Bus pick-up and drop-off areas should be on-lot and separated from other traffic;
- Queuing areas should be designed so as not to impede the normal flow of traffic.

Vehicular Access, Parking and Servicing

- Major vehicular access points and routes should be clearly identified using both ground oriented and upright hard and soft elements;
- Vehicular and service access to institutional sites should be away from residential streets where possible;
- Vehicular traffic across sites from adjacent streets should be discouraged by entrance placement and on-site circulation design;
- Surface parking areas shall be located at the side or rear of the buildings. Should this not be possible, surface parking areas should be sufficiently screened from public view through a coordinated combination of berms, fences and landscaping;
- Large parking areas should be broken up with landscaped parking islands;
- All parking areas on institutional sites should be paved in a hard surface material;
- Loading and service areas should be screened from public view through placement of buildings, screen walls, and landscaping;
- All garbage storage and loading service areas shall be integrated into the building envelope and screened from adjacent residential areas to provide adequate buffering;

- Utility structures should be integrated into the design of institutional buildings wherever possible; Where not possible, these structures should be screened from view from surrounding areas by landscaping, screen walls and buildings;
- Garbage and loading areas shall be located a sufficient distance from residential lots to avoid creating a nuisance. Planting and fencing should be used to create a buffer between residential lots and service areas;
- Site planning of institutional lots should make adequate allowance for snow storage;
- Bicycle storage racks should be provided adjacent to main building entrances.

3.7 Lighting

- Lighting for outdoor areas should be designed and located to provide defensible outdoor space for users at night, and to facilitate crime prevention;
- Lighting for outdoor areas should be designed and sited to minimize light spillage onto adjacent properties and the sky;
- Lighting should be dark sky compliant and positioned to minimize glare, improve visibility and provide an efficient source of light;
- Lighting for parking areas should reflect the architectural styles of the community in scale and profile.

3.8 Signage

- Grade related signage is the preferred signage type for institutional sites;
- Grade related signage should be integrated into the site plan, landscaping and contribute to the overall way finding strategy of the site;
- Signage should contribute to the design vision for the building, site, and overall community;
- All signage must comply with by-law requirements.

3.9 Landscaping

Incorporating and integrating landscaping as a significant design element for the community is imperative to achieving a pedestrian-oriented community design. The community design requires that landscaping supports a cohesive framework for the street edge and provides a buffer between dissimilar and incompatible adjacent uses. The landscape design should identify, accent, complement, and unify key areas of urban design including buildings, entrances, pedestrian and vehicular site access points, and circulation systems, signage, parking areas, and the street.

To attain these objectives:

- Sites along minor collector roads will be landscaped to provide an attractive street edge;
- Landscaping should complement the architecture, as well as to help animate the streetscapes;
- All site areas not specifically landscaped nor paved for pedestrian or vehicular use should be sodded;
- Plant material should be drought tolerant, perennial with seasonal colour variation and winter interest;
- Native, non-invasive cultural plant material are encouraged;
- Landscaping should contribute to the quality of pedestrian experience by providing shade at appropriate locations and support alternate modes of transportation;
- Hard and soft landscaping should allow for clear sight lines and eliminate places to hide;
- Permanent site furnishings including tree grates, guards, lighting, bollards, benches, bus shelters, waste receptacles, lighting and street signage should be consistently designed / specified to contribute to a consistent look and feel for the community;
- Landscaped plans should be prepared in accordance with the municipal site landscaping requirements.

4.0 Utility Building

4.1 Design Requirements

Utility Buildings are located within the community and required for purposes such as hydro, telecommunications, pumping station service etc. The appearance should be integrated into the overall streetscape of a community and should be designed in accordance to the following requirements:

- Utility Buildings to be located in such location within the community, where it will not be highly visible. The location of such buildings shall be determined during the planning process. Locating the utility building within landscaped areas or within close proximity to storm pond facility blocks is encouraged;
- When locating a Utility Building within an open space or stormwater management pond block, the building should be treated as a community feature with appropriate architectural emphasis and detailing;
- Utility Buildings should appear to have residential design characteristics, including pitched roofs, articulated street-facing elevations and exterior materials and colours which are harmonious to the community's residential architecture;
- Elements such as mechanical units and/or air conditioning units should be located as far as possible from adjacent residential areas, school buildings and play areas; and
- Utility Buildings should have integrated landscaping surrounding the building.

Example of Utility Building

5.0 Implementation

5.1 Introduction

The Design Control Architect (Watchorn Architect Inc.) will review all submissions of **all land uses** (residential, institutional, commercial and employment) for compliance with these Architectural Design Guidelines through a privately administered design review process that coordinates the site planning, architecture, and landscape design of the streetscapes of the community.

The Design Control Architect will have the authority to make interpretations of these guidelines to provide the necessary flexibility at the implementation stage, while ensuring that the stated goals and objectives are met.

The Design Review Process described in these guidelines will apply to all land uses in the community, including lots or blocks subject to Site Plan Approval by the Municipality.

Building permit applications should include drawings that have been stamped and signed by the Design Control Architect (note: stamp will confirm compliance with the guidelines, and is not a seal of practice).

Approvals by the Design Control Architect do not release the applicant from the compliance with other approval agencies. The applicant is therefore responsible for ensuring compliance with:

- Municipal zoning requirements;
- Municipal development engineering standards;
- Ontario Building Code regulations;
- Grading requirements, as set out by the project engineer.

5.2 Responsibilities of the Developer

The Developer is required to provide the following items to the Design Control Architect, in order to commence the review process:

- Draft Plan of subject development;
- Builder Unit Summary of low density residential lots, including location, descriptions and unit count;
- Engineering Design (including Grading Plan, Servicing Plan and Driveway Location Plan);
- Community Landscape Plan and Details (if available).

The Design Control Architect must review Engineering Design in the earlier stages of the project to foresee areas of extreme topography coordinate driveway locations and streetscape elements such as community mailboxes and electrical transformers and other issues that may possibly conflict with the intent of these guidelines.

5.3 Responsibilities of the Applicant

The applicant and their designers are required to schedule an ***orientation meeting*** with the Design Control Architect, prior to commencing any designs for this community.

Preliminary Approval of building elevations and exterior building materials and colours is required prior to marketing or sales of residential buildings.

The Applicant must market and construct buildings in compliance with the approvals and guidelines requirements. The Design Control Architect may charge a fee to the Applicant over and above any normally applicable Design Control fees, for work required to resolve non-compliance with these guidelines, both in the drawing and construction phases.

For projects of other land uses, the applicant should include a copy of the drawings stamped "approved" by the Design Control Architect with the site plan submission to the Municipality. Alternatively, the Municipality will ask the Design Control Architect to comment on the site plan application, as part of the formal circulation.

5.4 Design Review Contact

Design Control Architect:

Watchorn Architect Inc.
255 Wicksteed Avenue
Unit 1A
Toronto, ON M4H 1G8

Telephone: 416.385.1996
Fax: 416.449.1803

5.5 Design Review Process

5.5.1 Orientation Meeting

The Orientation Meeting is mandatory for all designers, builders and/or developers involved in this community, prior to submitting any designs for all land uses. This meeting is to be conducted by the Design Control Architect, to present the participants with the architectural design guidelines and discuss the vision set for this community.

5.5.2 Preliminary Design Presentation Meeting

The applicants are encouraged to schedule a presentation meeting with the Design Control Architect. This meeting is intended to provide the designers, builders and/or developers an opportunity to present their preliminary concepts and designs, and discuss how they address the requirements of these guidelines. All items are to be discussed conceptually at this stage.

5.5.3 Submissions for Low Density Residential Developments

5.5.3.1 Preliminary Building Designs

The materials presented for preliminary review need not be highly detailed (i.e. hand-sketched drawings), but should be sufficiently representative of the design merit of the proposed project. All design items outlined in these guidelines should be addressed at this stage. The procedure will remove the possibility of design issues that may arise at the detailed drawings/final review stage.

The following should be submitted to the Design Control Architect for review and preliminary approval:

- Building Elevations (Street Façades);
- Typical Side and Rear Elevation Treatment;
- Master Sheet of Elevations;
- Floor Plans (provided for information only and as a guide in assessing the exterior treatment);
- Designs for Priority Locations;
- Exterior Building Material and Colour Schedule along with sample boards, which are to be provided to supplement the review of the exterior materials and colours selected.

Two sets should be submitted to the Design Control Architect for review and preliminary approval.

Satisfactory Elevations will be stamped "Preliminary Approved".
Satisfactory Material and Colour Schedules will be stamped "Approved", and returned to the Applicant along with the submitted sample boards.

1 cc Applicant
1 cc Design Control Architect

5.5.3.2 Preliminary Site Plans and Streetscape Drawings

Prior to submitting the site plans to the engineering consultant for grading review, the following should be submitted to the Design Control Architect for preliminary review to ensure compliance with these guidelines:

- Preliminary Site Plans showing the following information:
  - Proposed building location (including setbacks);
  - House model and elevation selected;
  - Driveway location and dimension width;
  - Location of adjacent buildings;
  - Any adjacent or on-site hard landscaping such as entry features, piers, walls, columns, privacy (corner lot), acoustical, and decorative fencing.
- Preliminary Streetscape Drawings to illustrate the proposed elevations in a row, including any upgraded elevation treatment and grading conditions, typically shown at 1:100 scale.
- Exterior Colour Selections for the individual lots. Failure to provide these colour selections entitles the Design Control Architect to refuse processing any final submissions until the information has been provided.

Two sets should be submitted to the Design Control Architect for review and preliminary approval.

Satisfactory Site Plans and Streetscapes will be stamped "Preliminary Approved".
Satisfactory Exterior Colour Selections will be stamped "Approved".

1 cc Applicant
1 cc Design Control Architect

5.5.3.3 Final Building Working Drawings

Prior to submitting the working drawings to the Town for Building Permit application, the following should be submitted to the Design Control Architect for review and final approval:

- Floor Plans;
- Exterior Elevations;

A minimum of two sets should be submitted to the Design Control Architect for review and final approval.

Satisfactory Working Drawings will be stamped "Final Approval".

1 cc Applicant
1 cc Design Control Architect
plus the number of copies required by the Municipality

5.5.3.4 Master Sheet of Elevations

Two copies of the Master Sheet of Elevations should be submitted to the Design Control Architect for review and approval, after the approval of working drawings. These Master Sheets are to show the front, and flankage elevations (for corner houses) of all approved models, and are to be arranged by lot size and unit type.

These will be required to be submitted prior to the review and final approval of Site Plans.

Satisfactory Master Sheets will be stamped "Final Approval".

1 cc Applicant
1 cc Design Control Architect

5.5.3.5 Final Site Plans and Streetscape Drawings

A minimum of four copies of the Final Site Plan and Streetscape Drawings should be submitted to the Design Control Architect for review and final approval.

Satisfactory Site Plans and Streetscape Drawings will be stamped "Final Approval".

1 cc Applicant
1 cc Design Control Architect
1 cc Subdivision Engineer
plus the number of copies required by the Municipality

Applicants will provide copies of the final approved site plans to the Municipality, confirming compliance with the Architectural Design Guidelines.

5.5.4 Submissions for Medium Density Residential, Institutional, Commercial, and Employment Developments

5.5.4.1 Preliminary Submission

The following should be submitted to the Design Control Architect for review and preliminary approval:

- All Building Elevations including Block Elevations for Townhouses;
- Floor Plans (provided for information only and as a guide in assessing the exterior treatment);
- Block Configurations (Townhouses);
- Site Plan;
- Engineering Design;
- Landscape Plan and Details, which are to comply with the vision and standard established in these design guidelines;
- Exterior Signage;
- Exterior Building Material and Colour Schedule along with a sample board, which are to be provided to supplement the review of the exterior materials and colours selected.

Note that the landscape design will be subject to review and approval by other authorities having jurisdictions over this development.

Two sets should be submitted to the Design Control Architect for review and preliminary approval.

Satisfactory Elevations will be stamped "Preliminary Approved".
Satisfactory Material and Colour Schedule will be stamped "Approved", and returned to the Applicant along with the submitted sample board.

1 cc Applicant
1 cc Design Control Architect
plus one set required by the Municipality

5.5.4.2 Final Submission

The following should be submitted to the Design Control Architect for review and final approval:

- Exterior Elevations and Details;
- Floor Plans (provided for information only and as a guide in assessing the exterior treatment);
- Roof Plan (showing locations of rooftop mechanical units);
- Architectural Site Plan and Details (including Site Statistics);
- Site Servicing and Grading Plan;
- Landscape Plan and Details;
- Signage Details;
- Exterior Building Material and Colour Schedule along with a sample board, which are to be provided to supplement the review of the exterior materials and colours selected.

A minimum of three sets should be submitted to the Design Control Architect for review and preliminary approval.

Satisfactory Elevations will be stamped "Final Approved".
Satisfactory Material and Colour Schedule will be stamped "Approved", and returned to the Applicant along with the submitted sample board.

1 cc Applicant
1 cc Design Control Architect
plus the number of copies required by the Municipality

Applicants of all developments will provide copies of the final approved site plans to the Municipality, confirming compliance with the Architectural Design Guidelines.

5.6 Revisions to Approved Drawings

Revisions to previously approved drawings are to be resubmitted to the Design Control Architect for review and re-approval to confirm compliance of the revisions with these guidelines. The Design Control Architect may charge a fee to the Applicant for review of revisions to previously approved drawings.

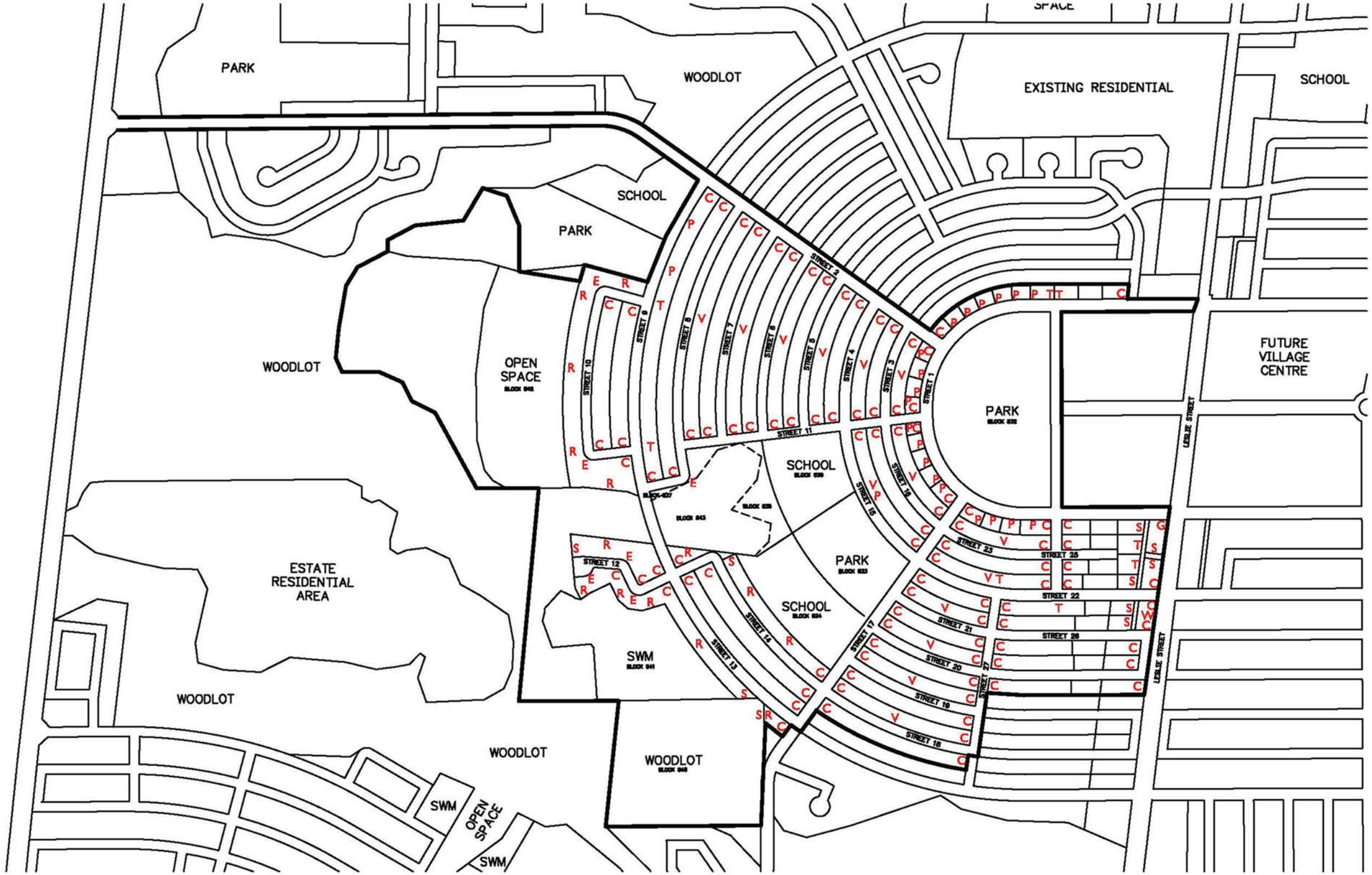
5.7 Site Reviews

The Design Control Architect will conduct discretionary and periodic site reviews to monitor general compliance of the built form with the approved drawings.

6.0 APPENDICES

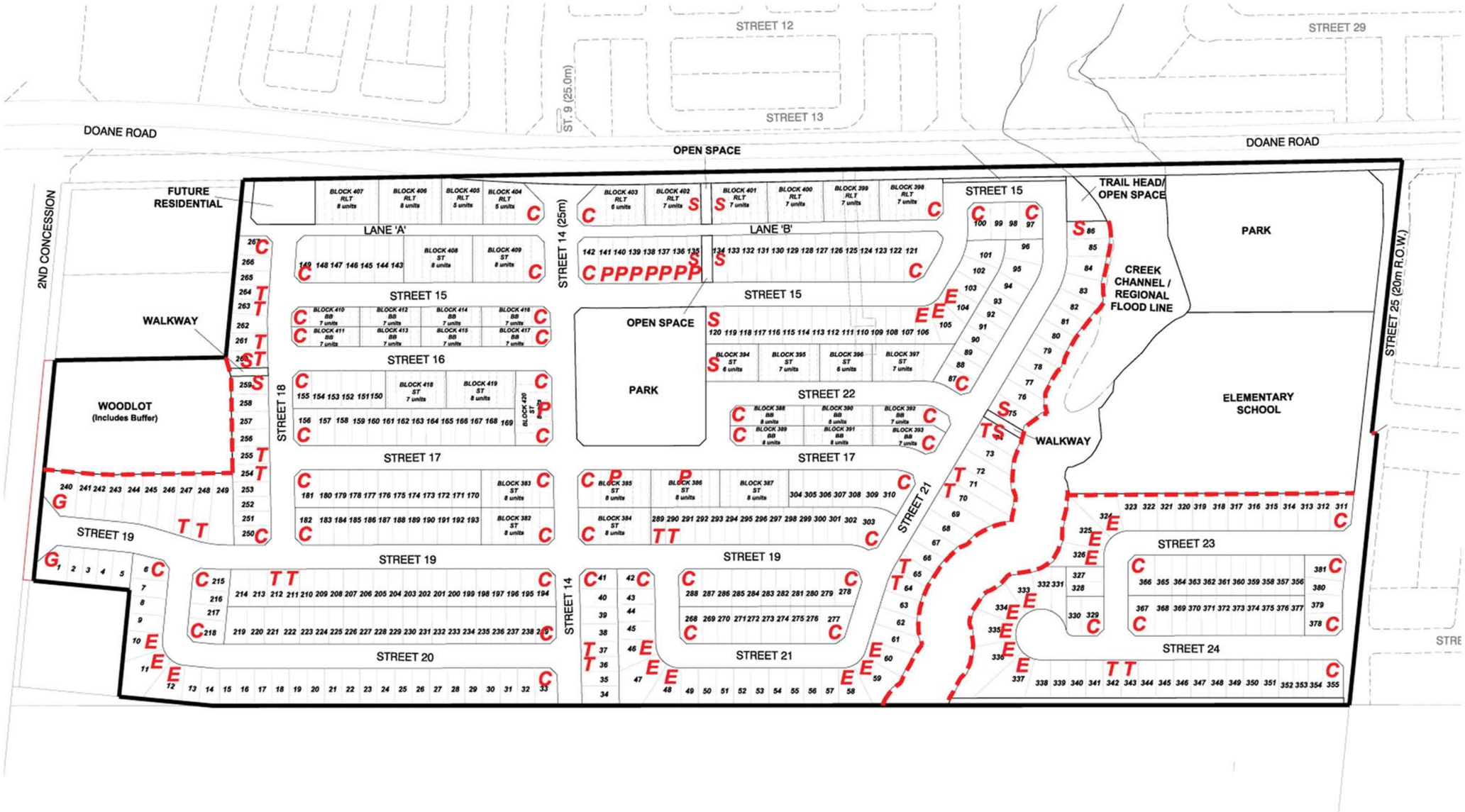
APPENDIX A1

- **G** Gateway Lot Architecture (Three-sided Upgrade)
- **C** Corner Lot Architecture (Three-sided Upgrade)
- **T** T-Junction House
- **E** Elbow House
- **V** Curved Streets (Partial Side Upgrade – Subject To Visibilty)
- **S** Side Yard Architecture (Flanking Laneways, Open Space and Pedestrian Walkways)
- **R** Rear Upgraded Elevation (One-sided Upgrade)
- **W** Community Window Lot
- **P** Houses Fronting Parks



Priority Lot Plan – Metrus Subdivision

APPENDIX A2



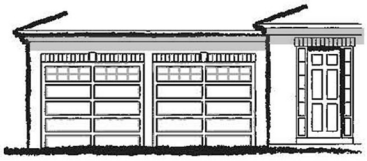
LEGEND

- One–sided Upgrade
- Two–sided Upgrade
- Three–sided Upgrade
- G — Gateway Lot Architecture (Three–sided Upgrade)
- C — Corner Lot Architecture (Three–sided Upgrade)
- T — T–Junction House
- E — Elbow and Cul–de–sac Houses
- S — Side Yard Architecture (Flanking Laneways, Open Space & Pedestrian Walkways)
- P — Houses Fronting Parks
- Rear Upgraded Elevation (Backing onto open space subject to visibility)

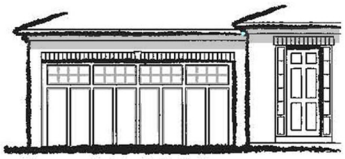
QUEENSVILLE
City of East-Gwillimbury

Priority Lot Plan – Minto Subdivision

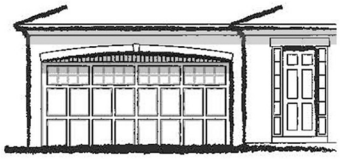
APPENDIX B



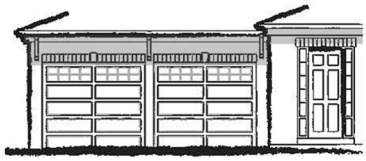
SINGLE DOORS UNDER ROOF



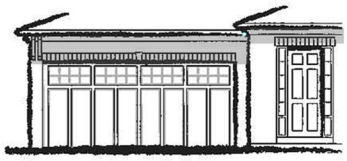
DOUBLE DOOR UNDER ROOF



DOUBLE DOOR COLONNADE



SINGLE DOORS UNDER DEEP ROOF O.H. W/ BRACKETS



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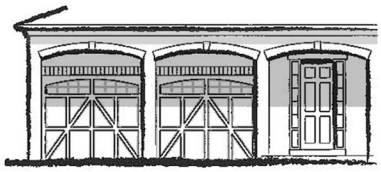

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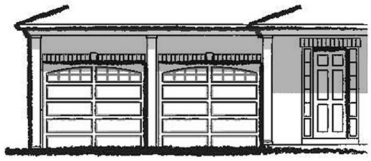
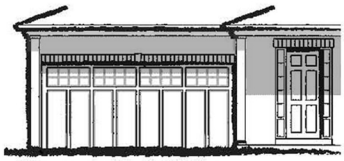
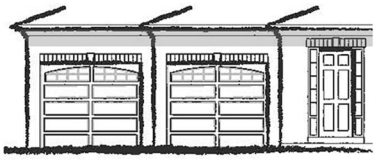


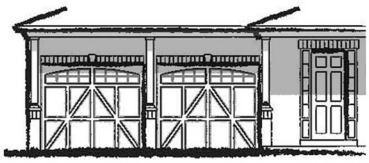
SINGLE DOORS WITH COLUMNS



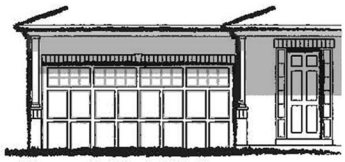
DOUBLE DOOR W/ COLUMNS



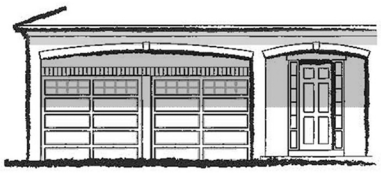
SINGLE DOORS STAGGERED



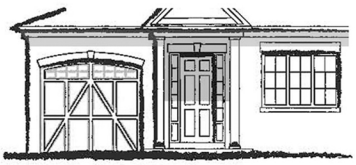
SINGLE DOORS WITH COLUMNS ON PIERS



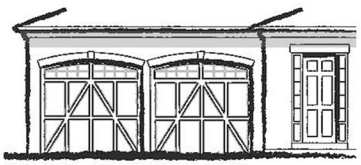
DOUBLE DOOR WITH COLUMNS ON PIERS



SINGLE DOOR COLONNADE



SINGLE DOOR TANDEM



SINGLE DOORS WITH CAMBERED HEADERS

Front-Facing Double-Car Garage Options

APPENDIX C

	32’	38’	40’	45’	50’	60’
 SINGLE CAR	✓	✓				
 SINGLE CAR AND A HALF		✓				
 DOUBLE CAR TANDEM		✓	✓	✓	✓	✓
 DOUBLE CAR SIDE-BY-SIDE		✓	✓	✓	✓	✓
 TRIPLE CAR TANDEM					✓	✓
 DOUBLE CAR AT REAR OF HOUSE (ATTACHED)					✓	✓
 DOUBLE CAR IN REAR YARD	✓	✓			✓	✓
 DOUBLE CAR SIDE-FACING GARAGE					✓	✓

Garage Matrix

APPENDIX D

TO BE INSERTED

Corner Lot Privacy Fencing Details and Specifications